

DOT Today

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U.S. Department of Transportation



Moving America Together

Hurricane Andrew— DOT Responds

In the early morning hours of Monday, August 24, Hurricane Andrew swept across the Bahama Islands and pounded its way over Southern Florida. The eye passed just 15 miles south of the Seventh Coast Guard District's offices, packing winds exceeding 165 mph. Coast Guard Air Stations Miami and Clearwater had already evacuated aircraft, and cutters from Miami and Key West dispersed to safe havens.

After the storm, Coast Guard aircraft began flying over the region to assess damage and assist where needed. The most heavily damaged area was the South Miami/Homestead area. There were no serious injuries to Coast Guard personnel or families, but the Coast Guard housing complex at Richmond Heights was devastated, a complex that was home to more than 400.

Roughly 35 of the 100 units will require long-term repairs; 17 of 20 nearby mobile homes have extensive damage. Communications Station Miami also suffered severe damage and was no longer operable, with all antennas destroyed or rendered inoperable. The Atlantic communications area master station in Chesapeake, Va. assumed operations for Miami.

The Seventh District Family Housing staff quickly located 75 units of long-term leased housing for displaced families, and continue the search for more.

There was infrastructure damage to repair, too. Immediately after the storm, Seventh District Bridge section personnel began working with Dade County and Florida DOT officials, arranging for reopening of all river and intracoastal bridges, using mobile cranes and emergency generators brought in from throughout Florida. Eight to 10 critical drawbridges were back in

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Report from FAA Southern Region

by Anne Eldridge

On Sunday, August 23, while Miami area residents prepared for the onslaught of Hurricane Andrew, skeleton crews of FAA employees who had volunteered to stay at our facilities in Florida were settling in with sleeping bags, food and supplies.

Meanwhile, Air Traffic and Airway Facilities emergency response teams were gathered in the regional office in Atlanta tracking the hurricane's progress.

Around 4 a.m. Monday, additional facilities people returned to the hurricane vigil, taking up listening posts in conference rooms on the sixth and seventh floors of the regional office in Atlanta. As the storm became more violent, hurricane response team leader Jimmy Quinley said he could hear the mounting tension in the voices of the volunteers in Miami.

The Atlanta team listened as the roof of the Miami Automated International Flight Service Station (AIFSS) crashed in. "We are huddled in the corner looking through a hole in the roof at the storm raging by," an employee shouted over the winds as the storm blew two-thirds of the building's roof off.

They were listening when the Richmond Long Range Radar was demolished. The supervisor there, who was alone in the administrative area with an open phone line, reported that the equipment building with three technicians inside had collapsed. Then, the phone went dead.

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Photos
(clockwise from
top):

Shaken, but unhurt (left to right) Phil Trau, Martha Trau, Vincent Ronra, Michael Hendrix and Judy Hendrix were huddled in this spot when the hurricane crushed the Richmond Long Range Radar site. Coast Guard trailer park; Work stations at the Tamiami Air Traffic Control Tower were destroyed; FAA employees load up donated supplies to distribute to fellow FAAers; Many planes left at Tamiami were destroyed; Perimeter fence surrounding Tamiami Airport was twisted around power lines and blown across the field.

A Message from Secretary Andrew H. Card, Jr.

Secretary Card was appointed by President Bush to coordinate the President's Task Force on Hurricane Relief on August 26. Since then, he has spent most of his time in Florida. Recently, he took some time to reflect on what he has seen there:

When you look at television or see photos of homes or trailer parks blown away, you don't really have a sense of how significant this disaster is. The devastation is beyond description. If you stand in one spot and look 360 degrees for ten miles in any direction, there is only devastation.

On our first day in Florida we actually saw people who were drinking water out of puddles, scrounging for food, looking for help. But what struck me more than all of that is that they were also looking to help their neighbors at the same time.



Secretary Card with Coast Guard personnel in Florida

Our DOT employees have been good neighbors, too. When I called for 100 volunteers from the department to help out in the teleregistration centers, twice that many responded. When the General Services Administration asked for donations of various items, we sent 98 filled boxes from DOT. I was fortunate enough to see DOT volunteers in Florida first-hand. Others in Denton, Texas and Columbus, Ohio helped people work through the maze of applications in the request for assistance process. I also saw them on the front lines in Louisiana, working long hours, doing whatever needed to be done.

Many thousands of other people in Florida and Louisiana will need help for a long time. We're not going to abandon them. Although their clothing needs are now met, they still need things like building products, linens, and some household products we all take for granted every day.

Thank you to everyone who made a donation. But remember, it will be a long recovery. Help is still needed. ■

Andrew H. Card Jr.

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Please Recycle

Combined Federal Campaign

Charities supported through the Combined Federal Campaign are working to build a better community every day of the year. But they can't do it alone.

This year's theme is "ALL WE NEED IS YOU." Charities participating in the CFC (and this year there are more than 1800 — a new record) provide services to

millions of Americans in need and to others around the world.

Plan to attend the CFC kickoff at headquarters on **October 9, 11 a.m. to 2 p.m.** in the Nassif Building Plaza and speak to representatives of agencies supported by the campaign. There will be contests, book sales, baked goods, crafts and much more to benefit the

victims of Hurricane Andrew.

October 15, 10 a.m. to 4 p.m., Nassif Building, room 2230, a silent auction and children's clothing sale will be held. Donations of "recycled" children's clothing (infant through teens) as well as used toys, baby equipment and children's books are needed. Call Jeanne Smith at 366-9734. ■

How To Help

Where to send donations to aid victims of Hurricane Andrew:

As a result of Hurricane Andrew's devastation, more than 350 FAA and Coast Guard employees have lost their homes, and need help getting their lives back together. Send donations to:

FAA South Florida Relief Fund
Miami ARTCC
7500 NW 58th Street
Miami, Florida 33166

Inquires should be directed to Mark Palazzo (305) 592-9770 or 9753, ext. 233, 228 or 365.

The address for the Coast Guard effort is:

Hurricane Andrew Assistance Fund
Commandant G-ZMA
United States Coast Guard
Washington, D.C.
20593-0001

General relief donations may be remitted to this umbrella organization:

We Will Rebuild
1/2 Postmaster
Miami, Fla. 33121
Or call (800) 551-1010 ■

Changing Times

Daylight saving time ends this year at 2 a.m. on Sunday, October 25. What the first people to "invent" daylight saving time (DST). As our ambassador to France, he thought that the French could save a lot of money on candles if they could readjust daylight hours to better coincide with their late-night activities.

In the 1880s, railroads set up time zones in the U.S. Before that each railroad line had kept its own time and in some big train stations there were up to six clocks showing the time observed by each company. The federal government didn't become involved until 1918, with the passage of the Standard Time Zone Act. Uniform time zones made scheduling easier and reduced the chance of train crashes. Initial oversight was provided by the Interstate Commerce Commission.

DST was first observed in the U.S. during World War I as an energy conservation measure. It was extremely unpopular and was repealed over a Presidential veto. The country went on year-round DST during World War II. After the war, the country returned to its prior practice of allowing local jurisdictions to decide on whether to observe DST.

Because of a crazy-quilt of local regulations—and because varying time zones have a big impact on all transportation scheduling, the Uniform Time Act of 1966 gave the newly-established Department of Transportation the responsibility for administering time zones.

The law allows states to exempt themselves from DST, but if it is observed, it must begin and end at the same time as the rest of the nation. Arizona, Hawaii, Puerto Rico, the Virgin Islands, American Samoa and the part of Indiana on eastern time do not observe DST. The ten counties in Indiana on central time, do.

Joanne Petrie, on the general counsel staff at DOT headquarters, handles requests for changes of time zones in the U.S. She is frequently called upon to answer questions about the Time Act and DOT's regulations. Petrie has been featured on TV and in stories in the Wall Street Journal and the London Financial Times. She is known around the office as "mother time." ■



October is National Disability Employment Awareness Month

Billed as the most sweeping anti-discrimination law since the Civil Rights Act of 1964, the second phase of the Americans With Disabilities Act went into effect in July. Its provisions go well



Eberfeld/Onphoto

beyond providing accessible restrooms, sloped curbs, and convenient parking spaces. The new law outlines the changes employers must now make covering aspects of employment, from how a job application is written to health insurance and work schedules, provisions that will improve accessibility to employment for persons with mental or physical disabilities.

According to the President's Council on

Employment of People with Disabilities, one in every 12 Americans reports a disability of some kind. Only about 30 percent of the 14 million working-age Americans with disabilities are now employed. Labor specialists say that millions more could be working if some limited adjustments in workplace conditions were made. Indeed, many potential employees have faced obstacles in finding jobs because some employers worry about special accommodations for someone with a disability. Actual costs, however, are not as prohibitive as some employers may believe. According to the international Job Accommodation Network, many of these workplace accommodations may cost nothing; 50 percent cost less than \$50; 69 percent cost less than \$500; and 88 percent cost less than \$1,000.

Recognizing the need for increased awareness, DOT has a variety of programs in place to promote hiring and training persons with disabilities at all levels. OST recently sponsored a workshop to help DOT employees and supervisors discuss misconceptions about those with disabilities, and provide lessons on communications.

Operating administrations have also pursued innovative programs to actively encourage headquarters and regional managers to hire people with disabilities. For example, FTA's Unpaid Work Experience Program, offered in FTA headquarters and regional offices across the country, affords individuals with disabilities and disabled veterans the opportunity to gain meaningful work experience with the department that may then be used to gain public or private sector employment. FTA recently received the Large Sector Employer of the Year Award from the Prince George's Committee on Employment of People With Disabilities.

Several headquarters activities are scheduled in recognition of Disability Employment Awareness Month:

The kickoff event is scheduled for October 9 from 10 a.m. 11:30 a.m. in the Nassif building, room 2230. Actress and comedienne Geri Jewell, formerly with the television series "Facts of Life," will be the keynote speaker. Call FHWA's Anne Audet on 366-6336.

Two panel sessions will feature topics surrounding disability awareness issues. Panel members are employees throughout DOT with disabilities:

October 15

10 a.m. to 11 a.m. Coast Guard Headquarters, Room 2415

October 22

10 a.m. to 11 a.m. FAA Auditorium

Call OST's Ken Tiktin at 366-5840 for further information.

A Disability Awareness Open House is scheduled for October 29 from 10 a.m. to 2 p.m. in the Nassif Building plaza. There will be vehicle displays, vendors with state-of-the-art computer equipment, and information booths. Call Charlene Wilder, FTA at 366-2513. ■

Commuting Study:

Travel Time Doesn't Change Much, But Driving Habits Do



Despite an increase of 19 million workers during the past decade, the average travel time to work has increased only 40 seconds, according to Federal Highway Administration's recently published study, "New Perspectives in Commuting." The average time is now 22.4 minutes, compared to 21.7 minutes a decade ago. Considering that the number of commuters driving alone to work actually increased, from 62 million to 84 million, "this is an extraordinary comment on the flexibility and capacity of the nation's highway system," the report says.

The report examines some national trends in demographics and commuting, as well as state patterns for vehicles per household and travel trends, using data from DOT's Nationwide Personal Transportation Study, and early data from the 1990 census. Selected metropolitan patterns are examined, including San Francisco and Houston.

Transit use remained steady from 1980 to 1990, but as a share of the transportation pie represented only 5.3 percent of work travel. Use of buses declined, while use of rail increased.

A significant decline in the number and share of those driving in carpools was confirmed in the report. The number of carpools dropped by 4 million over the decade, from 19 million to 15 million. Overall, vehicle occupancy dropped from 1.15 to 1.09. Large carpools (four to five persons) dropped by half, while three-person carpools declined 40 percent.

Another interesting statistic is that the number of people working at home is now around one million (three percent of the workforce), an increase of 50 percent over 1980.

The report is available from FHWA's Office of Highway Information Management, FHWA, 400 Seventh Street, S.W., Washington, D.C. 20590. ■

Card Speaks at Wings Club

At the Wings Club 50th anniversary gathering in New York last month, Secretary Card talked of the changing face of America's airline industry and announced three additional areas of aviation regulatory reform in connection with the administration's government-wide regulatory review.

One is a proposed rule that would greatly reduce the number of employees subject to the requirement of criminal background checks for aviation employees who have access to aircraft security areas. Stating that the "vast majority of employees simply do not pose a security threat," Card said the proposal would limit background investigations to applicants for positions that require unescorted access to airport

security areas. Criminal background checks on such applicants would be required only under certain circumstances.

He also announced the final rule governing the operation of airline computer reservation (CRS) systems. "The new rules make modest, sensible improvements—encourage more competition—target abuses and excesses, and address them in a systematic way," Card said.

In addition, he said he has asked for a formal evaluation of the effectiveness of DOT's random drug testing rate. "With improved data the department may be able to make a more informed determination whether the random testing rate can be adjusted, and the costs to industry reduced," he said. ■



Robert J. Aaronson, current president of the Wings Club, New York (left), Secretary Card and Daniel J. Peterson, FAA Eastern Region Administrator.

Ben Koehler

Around DOT

Items for Around DOT are compiled from news releases, wire stories, trade journals and information from the various operating administrations. Note: ISTEA refers to the 1991 Intermodal Surface Transportation Efficiency Act.

Headquarters

Powers is New Deputy Assistant Secretary

Charles H. Powers has been appointed by Secretary Card to serve as deputy assistant secretary for public affairs. Powers' experience includes a wide variety of public affairs positions in the private sector and at several government agencies. He most recently served as director of public affairs for the Federal Housing Finance Board and deputy assistant secretary, public affairs, in the Treasury Department. Other government posts included the Internal Revenue Service, as an officer in the U.S. Air Force and press counsel

for the President's Commission on Aviation Security and Terrorism. He was also press secretary for U.S. Sen. Richard S. Schweiker.

In the private sector, Powers was senior vice president for public affairs at The Tobacco Institute and a senior account executive at Ogilvy & Mather. Early in his career he was a reporter for WTVJ-TV, Miami and a news assignment editor with WMAL-TV, Washington, D.C.

Powers has a bachelor's degree from the University of Miami and a master's degree from New York University. He has a master's degree from New York University, and has completed the program for management development at the Harvard Business School.

Saint Lawrence Seaway Development Corporation

Maximum Vessel Draft Increased to 26'3"

In late August, the Saint Lawrence Seaway Development Corporation increased the maximum allowable vessel draft of the St. Lawrence Seaway for eastbound ships by two inches, to 26 feet, 3 inches, effective through November ("draft" refers to the depth of a ship's keel below the water line). This increase will allow a vessel to transport as much as 200 metric tons of additional cargo.

Seaway Corporation Administrator Stanford E. Parris explained, "This means greater economic benefits for Seaway users and the Great Lakes region, and also enhances our competitive position."

Seaway Corporation officials noted that the latest increase is expected to be in effect for eastbound vessels between June and November 1993 as well. The timing of the increase is based on historical water level data. The new maximum draft does not apply to westbound vessels which, because they sail against the current, naturally ride lower in the water.

Research and Special Programs Administration

University Transportation Center Grants

As authorized by the ISTEA, RSPA has awarded a \$500,000 grant to Morgan State University in Baltimore to establish a University Transportation Center.

Grants of \$1 million have been awarded to centers already established at: Iowa State University; The University of Washington; Texas A&M; The University of California, Berkeley; Massachusetts Institute of Technology; The University of Michigan; Pennsylvania State University; North Dakota University; City University of New York; and University of North Carolina.

The funds will be used

for transportation systems-related research and education programs. Each school has a particular focus for its program, such as human safety factors, efficient use of limited transportation resources, or improving transportation alternatives. The grants must be matched on a dollar-to-dollar basis.

Emergency Planning Grants

At a September 17 ceremony in the Nassif Building Headquarters plaza, DOT Deputy Secretary Arthur Rothkopf and RSPA Acting Administrator Douglas Ham announced the Emergency Planning

Grants Program. The grants in this new program will provide almost \$77 million to state and local emergency planning agencies to train nearly 1.7 million emergency response personnel nationwide.

"Our nation must always be prepared for natural or man-made disasters," Rothkopf said. "The best way to be ready is to provide the states with the means and flexibility for developing their own emergency training and planning. The grants will be distributed over a six-year period, and 76 percent of the funds will go directly to local program activities."

Federal Railroad Administration

Amtrak to Test Swedish High Speed Train

Amtrak is supporting a high speed Swedish train, the X-2000, to demonstrate the type of service that can be provided between Washington D.C. and Boston once the New Haven to Boston segment is electrified. After a series of tests, the train, whose top speed is 125 mph, will enter revenue service on a trial basis beginning in January 1993 and running through June.

The train tilts, enabling it to negotiate curves at high speed without compromising passenger comfort. When the electrification and other projects are complete, trains such as this will reduce Amtrak trip time between Boston and New York to three hours, compared to today's best time of about four. The project is the result of an agreement between Amtrak, the Swedish National Railway, and the manufacturer, ABB.



Deputy Secretary Rothkopf, Acting RSPA Administrator Douglas Ham and U.S. Rep. Curt Weldon get a look at some new suits to be used by hazardous material handlers.

Jay Carroll

Federal Aviation Administration

Drug Testing Results

Results have been released for the second full year of drug testing of employees in, and applicants for safety-sensitive or security-related jobs in the aviation industry. A total of 279,881 drug tests were conducted by aviation industry employers, and in 1991, for the first time, aviation contractor personnel were tested.

Less than one percent (2,673 or .96 percent) were positive. Pre-employment tests accounted for almost half of the positive results, with random tests the next highest category. The frequency of random testing increased in 1992 to 50 percent (from 25 percent in 1991), as required by FAA regulation.

The positive test results by job category do not distinguish between employees and job applicants: maintenance workers (1,586); security screening personnel (722); flight attendants (237); aircraft dispatchers (74); flight crew members-pilots (42); flight and ground instructors (10); and non-FAA air traffic controllers (2).

Legislative Update

DOT Fiscal Year 1993 appropriations legislation (H.R. 5518) was approved by a voice vote of the House-Senate Conference Committee on September 24, one part of Congress' busy schedule prior to the October 4 adjournment. Conferees pared the DOT spending level down to \$35.99 billion, below the President's budget

request of \$36.6 billion. That total includes spending from highway and airport trust funds. In the conference bill, provisions the administration threatened would lead to a veto were dropped, including flight attendant duty time and labor protection provisions for airline employees involved in a merger or buyout.

The conference agreement must be approved by the full House and Senate before it is sent to the President for signature. As a result, it is expected that DOT will operate for a short period while under a continuing resolution, as we have in past years, until the bill is signed.

1992-93 DOT Fellows Named

"Congratulations! You have been selected from a group of highly competitive candidates..." That's the message 27 departmental mid-level managers recently received from Secretary Card, as they were notified of their selection for the 1992-93 DOT Fellows Program. The following employees were selected:

Paul Allman, MARAD
Troy Ayers, NHTSA
Carmen Colon, USCG
Rosa Flores, FAA
Robert Foley, USCG
Nancy Greene, FTA
Kathryn Higgins, FAA
Jeffrey Hill, USCG
Thomas Howard, FHWA
Dennis Ilnat, USCG
Cheryl Jackson, FAA
Karen Kabel, FHWA

David Kunkel, USCG
Martha Langelan, OST
William Lee, USCG
Norma Lozada, USCG
Mary Mello, FTA
William Parker, USCG
Reva Potter, FAA
Marcia Paull, RSPA
Susan Sharp, OIG
Johnnie Terry-Fleming, FAA
Donald West, FHWA
Elaine Wheeler, OST
Diane Wigle, NHTSA

Two employees have also been selected to serve as DOT's representatives to two government-wide fellows programs: King Gee, FHWA, chosen for the Executive Branch Fellows Program and Paul Jankowski, FAA, chosen for the Science and Technology Fellows Program.

Soon to begin its second year, the DOT Fellows Program is considered a tremendous success by participants and top DOT executives. Managed jointly by the Office of the Secretary and the Council for Excellence in Government (CEG), the program is designed to enhance the leadership skills of top performing mid-level managers through interaction with successful leaders from major business and government organizations. The program's objective is to prepare a group of talented managers from throughout the department to develop ways to help make DOT a more effective agency.

While continuing in their current jobs, fellows participate in monthly seminars, retreats, site visits, and other activities. In addition, fellows have an opportunity to network with representatives from the government-wide CEG programs.

DOT is the only government agency with its own fellows program. Employees at the GM-14 level or the military equivalent are eligible for consideration. Applicants come from every operating administration, and from both field and headquarters locations. The next DOT Fellows Program announcement will be in the spring of 1993.

United States Coast Guard

New Captain Takes Over Eagle

The U.S. Coast Guard Barque EAGLE, the Coast Guard Academy's training ship, held a change of command ceremony August 21 at the Academy in New

London, Conn. Capt. Patrick M. Stillman became the new captain, taking over from Capt. David V.V. Wood, who is retiring after four years as commanding officer. Commandant Admiral J. William Kime congratulated both Capt. Wood and the EAGLE's crew on their accomplishments over the last four years.

Federal Transit Administration

Grants in Portland and Washington, D.C.

DOT is providing \$516 million to extend a light rail system in Portland, Ore., representing 75 percent of the cost for the 11.5 mile extension of the city's Banfield line, which will help reduce traffic congestion and bring convenient public transportation to a large new population segment of Portland.

In the Washington, D.C. area, DOT has

signed an agreement with the Washington Metropolitan Area Transit Authority (WMATA) to fund grants totaling \$325.6 million to help complete two extensions of the Metrorail subway system. The two, Franconia-Springfield in Virginia, and Glenmont in Maryland, represent the last 13.5 miles of the 103 mile system.



Jay Carroll

Electric Transit Vehicle Research Grants

Three grants totaling more than \$10 million have been approved by DOT to support research into the design and development of electric vehicles for mass transit. The grants will be awarded to CALSTART in Los Angeles, Chesapeake Consortium in Baltimore, and New York State Consortium in New York City. The three were selected from among 24 proposals submitted to and reviewed by a panel of technical experts from the Volpe National Transportation Systems Center, the Department of Energy, and FTA. "This program will help our nation develop new ways to meet current and future air quality and energy goals," said Secretary Card.

Shaking hands at the ceremony awarding the Washington D.C. area Metrorail grants are (l to r): David Gunn, General Manager, Washington Metropolitan Area Transit Authority; DOT Deputy Secretary Arthur Rothkopf and FTA Administrator Brian Clymer.

Maritime Administration

MARAD and FTA have formally agreed to step up efforts to deal with growing land transportation bottlenecks that affect the movement of both people and cargo throughout the country. Working together to support intermodal surface transportation systems, the agencies will coordinate many programs, including financial assistance, improvement of ferry systems and services, joint research and development projects, interagency transportation planning programs and activities with state and local transportation agencies.



FTA Administrator Brian Clymer (left) and MARAD Administrator Warren Leback sign a memorandum of understanding committing their agencies to information sharing and other actions in support of intermodal transportation systems.

Jay Carroll

Reader Survey DOT Today

You will find a Reader Survey included with this month's distribution of DOT Today. Please take a few minutes to fill it out and return it by November 16. We want to hear from you.

National Highway Traffic Safety Administration

Blakey is New Administrator

Secretary Card did the honors at the recent swearing-in ceremony of Marion C. Blakey as the new NHTSA administrator. Officially nominated by President Bush on August 3 and confirmed by the Senate September 10, Blakey was appointed acting administrator in early July. The secretary said that her "extensive government experience and substantial management ability make her the ideal person to lead the department's crusade for safety." She previously served for two years as DOT's assistant secretary for public affairs.

Safety Seat Registration

NHTSA has issued a final ruling requiring child safety seat manufacturers to provide a postage-paid registration card with each new seat and maintain ownership records for at least six years. This will make it easier for parents to hear about safety seat recalls. The rule becomes effective in December.

DOT Responds...

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operation within 24 hours, permitting tugs and barges to carry oil to the electrical power plant.

Louisiana coast, August 25. The Coast Guard moved many of its vessels and aircraft inland, away from low-lying coastal areas. A back-up operations center for New Orleans was established in Corpus Christi, Tex., should the command center become inoperative.



August 26. Hurricane Andrew's deadly winds roared into Louisiana bayou country, knocking out power, tearing out trees by the roots and spawning tornadoes. The hurricane came ashore with 125 mph winds about 25 miles west/southwest of Morgan City, La., where most of the 15,000 residents had already been evacuated. New Orleans was spared the worst. Reports said 8,000 homes had been destroyed. Immediately after the storm, a skeleton Coast Guard crew was recalled to Morgan City to assess damage and

respond to immediate cases. These personnel became the nucleus for the Marine Safety Office (MSO) "Tiger Teams," who initiated a systematic approach to making emergency repairs to homes of Coast Guard personnel and community residents.

Relief supplies started pouring in from around the country. MSO volunteers, some of whom had extensive damage to their own homes, pitched in late into the night and on weekends to offload Salvation Army, Red Cross and other trucks loaded with food, water, building supplies and other essentials.

One particularly vulnerable area was the low-lying community of Stephenville, a few miles north of Morgan City. Before the hurricane, MSO members living in the area accompanied police to notify residents of the mandatory evacuation. They then volunteered to return immediately after the storm to begin the "digging out" process and to check by vehicle and by boat the residents who had remained in their homes despite the order. Teams removed countless trees and branches from the homes of elderly and residents, and assisted in relocating several Red Cross emergency canteens.

The Eighth District rescued 51 people (and two dogs) during the hurricane. By September 2, all Coast Guard units in Louisiana had returned to normal except Morgan City and Dulac. By September 17, all Eighth District units were fully operational. ■

Southern Region...

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Once the hurricane passed and people left their shelters, damage reports began to trickle back to the regional office:

Miami Tower: airport closed, tower cab, no damage. Emergency staffing remains on site. Fort Lauderdale: airport closed, status of tower unknown. Tamiami Tower: airport closed, tower closed due to extensive damage. Key West Tower: airport closed, tower closed, no contact via radio. Miami AIFSS: out of service, extensive damage; roof heavily damaged.

The news went from bad to worse over the hours and days that followed. Employees were homeless. People were penniless, without food or clothing. Facilities were out of service, without water or



PA2
Scott
Campbell



power. The good news was that, miraculously, no FAA personnel were hurt, not even those in the collapsed Richmond Radar equipment building.

By August 26, only Tamiami Airport remained closed. All others were opening in spite of storm damage and the destruction of the Richmond Long Range Radar. The work of the demolished Miami AIFSS was shifted to other stations throughout the region.

"Our people have done an outstanding job," said Don Clack, assistant division manager, Airway Facilities. "...staying at their duty posts during the storm, and then immediately switching over to the recovery phase. They've done a Herculean job."

Employee Relief Effort

Miami Center personnel were particularly hard hit by the storm. More than 85 people lost their homes; at Miami Tower alone, approximately 50 were homeless. Tamiami Tower was completely destroyed. The regional office began an employee relief effort immediately. Pay advances, in cash when necessary, were made. Emergency loans were authorized. The employee assistance program arranged counseling sessions. Regional Administrator Ted Beckloff arranged for the use of a Boeing 727 from the FAA Technical Center in Atlantic City to fly supplies and money to Miami. It took two trips to transport all of the donated and purchased supplies, which filled 10,000 square feet of storage space to capacity.

From DOT Headquarters and regional offices around the country, donations of money and needed supplies rolled in. As of September 10, more than \$82,000 had been collected for south Florida, with \$64,000 already distributed to FAAers who lost their homes. ■



Photos
Clockwise from top:

Barataria waterway in Louisiana; Seventh Coast Guard District Commander's office; surveying the damage at Richmond Heights, Fla.; makeshift canteen, Coast Guard trailer park; repairing the many damaged roofs in Richmond Heights; damaged home in Morgan City, La.

"We're Going to Ohio??"

by Dean Chamberlain, FAA Headquarters

"Hello, Disaster Assistance, how may I help you?" This phrase was repeated hundreds of times by volunteers answering telephone calls for help at FEMA's Satellite Teleregistration Center in Columbus, Ohio.

When called for duty, we thought we would be sent to support relief efforts in Florida or Louisiana, so we were all surprised when we ended up in Ohio. But, the job we did there was important, too.

Why were we in Ohio? Because of the magnitude of the hurricane's destruction and the thousands of victims asking for help, FEMA decided to expand its normal 150-telephone toll free 800 number national teleregistration center in Denton, Texas with a 150 line satellite center at a FEMA field office in Columbus. Dependable volunteers who could mobilize quickly were needed to answer the added telephones until local people could be trained and hired.

A call went out for federal and state government volunteers, and DOT employees quickly responded. Some volunteers had less than a

day to get ready, but get ready they did. After a day of training, the first group of volunteers were on the phones when the center opened on Sunday, August 30. Then, in anticipation of an even greater number of disaster calls, FEMA decided to expand the Ohio center to 401 telephone lines. Once more, FEMA asked for volunteers, and again, DOT employees responded. The second group of DOTers began arriving in Columbus on September 4. In all, more than 190 volunteered to help. The majority went to Ohio, but some were sent to Texas, Louisiana and Florida.

Operating around the clock, seven days a week, the Columbus center had two full shifts with more than 300 people each, and a skeleton crew on the third. The crews completed about 1,000 applications per day.



DOT
Volunteers in
Columbus



During the two-week period that most DOT employees were in Columbus, they helped process over 23,000 telephone calls. Working out of makeshift cubicles made of styrofoam panels with information pinned to the sides, volunteers tried to restore a sense of normalcy to the lives of the hurricane victims. People had lost their homes, personal property, vehicles. Many had little or no insurance. For some, the volunteers became their only source of hope, someone to talk to who cared and would listen.

Ginney Shenkel, FAA, Kansas City, Missouri, says, "It has really been rewarding. I appreciated my agency letting me come." She found working with the older victims the hardest. "Some lost everything, but they don't want to move out of their houses. Some were in wheelchairs. But they are very brave and the only thing they wanted to hear was a kind word from somebody on this end."

Michael Romstadt, firefighting instructor, Maritime Administration, Great Lakes Region, Toledo, Ohio. "The most interesting call for me was one I took on the second day I was here. A young mother of four whose house had been destroyed was still living in the house. The family had put plastic over the rafters because there was no roof left. I hope I helped her."

Nancy Correia, OST. "My regular job is working with telecommunications and emergency preparedness. This experience has given me a sense of what people really encounter.

The problem in planning (for a disaster) is we find it difficult to think of things like zoos having animals loose or deaths occurring and people needing burial expenses — some very real problems. . . ."

Stanley Ferguson, OST Publications, PACE Center.

"I immediately volunteered because I wanted to help somebody. You had to be on this side of the phone and put yourself in their houses and in their position to understand exactly what they were going through."

Petty Officer First Class Kurt Poulson,

a Coast Guard reservist from Salt Lake City, Utah, is part of the Pacific National Strike Force Exercise Support Unit. "We got the call at 10:30 on Friday night (September 4) to be on the plane at 8 a.m. Saturday. We thought we were going to Florida, but we ended up in Ohio. The teleregistering we are doing is different, but we are learning a lot from FEMA and the way FEMA operates. This is another way we can help in times of disaster."

Barbara Dennis, administrative staff assistant, Federal Railroad Administration, Washington, D.C. "It made me feel real good to come out here and help do my part. I may not have been much, but it gave me a sense of worth

to know that I helped people when they needed help. This was an experience I will never forget for the rest of my life."

Belinda Ashton, a Federal Railroad Administration budget analyst, was one of the first DOT employees to arrive at the FEMA center. "The first week we were out here things were a little disorganized, but we jumped in answering the phones. The applications were coming in like crazy. The people working here were wonderful. This is an experience that I will never forget."

Cdr. Mike Jackson, USCG Reserve, Alameda, California, was part of a 16 member emergency response unit from the San Francisco Bay/Alameda and Salt Lake City areas. "I was impressed by the compassion and caring showed by the people around here from the various agencies. It was a very positive group. I could detect from talking to the people on the telephone they were very happy with what we were doing. It gave me a good feeling to be able to help these people and to show that someone somewhere was interested in their welfare and wanted to help them out."

Whether directing someone to the Red Cross, providing directions to a shelter or food site, taking an application for assistance, or just listening, the volunteers provided a critical service. The volunteers, FEMA employees, local employees, translators, and others supporting the operation all worked together to help the victims of one of the worst natural disasters in American history. The spirit of teamwork, dedication, and desire to help was evident throughout the center. In addition to the DOT volunteers, there were volunteers from the Departments of Energy and Education, the Tennessee Valley Authority, FEMA, and several state governments. ■



The Crisis Management Center

Even before Hurricane Andrew hit the Florida Coast, the Research and Special Programs Administration (RSPA) was preparing for the possibility of a real emergency. Douglas Ham, RSPA's acting administrator, notified his management team to be on the alert. "I knew that we had to have people, equipment, whatever resources were needed ready to go at a moment's notice," he said. The Crisis Management Center, under RSPA's

direction, became a critical support for department-wide efforts in the days following Andrew's strike at Florida and continued assault into Louisiana. When Secretary Card was named by President Bush to coordinate disaster recovery efforts, RSPA got its marching orders and went to work. On the day Secretary Card was designated, computers, printers, fax machines, and 800-numbers were all installed in a seventh floor "command center" in the Nassif building. OST Public Affairs responded to numerous press inquiries and coordinated activities with FEMA. "I was pleased with the way RSPA and the departments pulled together to support this large scale recovery effort," said Ham.

When the President called upon federal agencies to assist in the effort, Secretary Card asked DOT administrators for volunteers to assist FEMA in rapidly registering victims of the hurricane. RSPA personnel were detailed to the Crisis Management Center to handle additional responsibilities. Others began leaving as early as Friday night, August 28, for Denton, Texas, and Columbus, Ohio, FEMA's Centers for registration. They were quickly mobilized and more than 180 volunteers were deployed. The call for the first 100 volunteers to report came in on Saturday morning—for the volunteers to be in Columbus by Sunday night. Although it was hectic during those first few days, the Crisis Management Center team processed 92 volunteers and got them on their way that first weekend.

The team also answered calls from hurricane victims, people from other agencies, congressional offices, and people wanting to help with goods and services. "My Crisis Management Center team was the 'front line' for the department's emergency response efforts," Ham noted. "In addition, to all the volunteers who gave their time and effort here and in Columbus and Denton: Thanks for a job well done!" ■

Employee Forum



HATCH ACT DO'S AND DON'TS

With another presidential campaign season upon us, the Office of Personnel management has issued guidelines on the limits to partisan political activity for employees covered by the Hatch Act.

Employees may:	Employees may not:
Register and vote as they choose	Run for public office in a partisan election
Assist in nonpartisan voter registration drives	Campaign for or against a candidate or slate of candidates in partisan elections
Express opinions about candidates and issues	Make campaign speeches or engage in other campaign activities to elect partisan candidates
Participate in campaigns where none of the candidates represents a political party	Distribute campaign material in partisan elections
Contribute money to political organizations or attend political fundraising functions	Collect contributions or sell tickets to political fundraising functions
Wear or display political badges, buttons or stickers	Hold office in political clubs or parties
Attend political rallies or meetings	Organize or manage political rallies or meetings
Join political clubs or parties	Work to register voters for only one party
Sign nominating petitions	Circulate nominating petitions
Campaign for or against referendum questions, constitutional amendments and municipal ordinances	

Taken from Government Executive



National Hispanic Heritage Month

Continuation of the Culture
September 15-October 15

Activities at headquarters continue through October 14: **The Hispanic Employees Council Luncheon**, October 6, 11:30 A.M., Fort McNair Officer's Club, Call Edmundo DeLeon, (202) 366-1969; **Seminar on Air Traffic Career Development Programs**, October 7, FAA, Room 5ABC, 12 noon;

Movie, "The Crossing," Coast Guard headquarters, October 7, 11:30 a.m., Room 2415; **Music by Mariachi Los Amigos**, October 14, Coast Guard cafeteria, 11:30 a.m. Call Carmen Colon, 267-3417. **October 14, closing day event**, FAA Lobby, 11 a.m., music and food tasting. Call Sonia Melendez, 267-3417. ■



Ron Mench

The Spanish Dance Theatre from George Mason University performs at Coast Guard Headquarters in honor of Hispanic Heritage Month.

DOT Calendar of Events

OCTOBER

National Quality Month

October 19-23
Federal Women's Week

12 Columbus Day

14 Twenty-Fifth Secretary's Awards Ceremony, Washington, D.C.

16 U.S. Coast Guard Academy Homecoming

24-28 International Bridge, Tunnel & Turnpike Association Annual Meeting, New Orleans, La. Contact Idlerman (202) 659-4620

25 Daylight Savings Time ends. Turn clocks back one hour.

25-28 13th National Conference on Specialized Transportation (Transportation Research Board), Tampa, Fla. Contact Jim Scott (202) 334-2965

Halloween Tricks 'n Treats

by LCDR Denise Whisler

Would you be disappointed if your kids came home on Halloween and exclaimed as they dumped out their treasures "Look, no candy!" If your family doesn't eat candy on a regular basis the rest of the year, then no problem. Unfortunately, Halloween can be an excuse for overindulgence and lots of stomach aches.

There are ways to help control "candy overload" on October 31. Instead of going door-to-door trick or treating, you could have a party at home. Or, have the children collect treats in their own familiar neighborhood and then have snacks and a game or two organized for them when they return.

Many community groups sponsor Halloween parties for various ages, or haunted houses, which can be as much fun as going door-to-door.

Here is a list of substitutes for Halloween candy:

Non-foods don't cause tooth decay

- ✦ Balloons. If you have a lot of lung power, give each child a brightly colored balloon. (Do NOT give balloons that are not blown up to young children.)
- ✦ Pencils, crayons or small pads of paper won't cost any more than most sweet treats.



✦ Dime store jewelry...the flashier the better!

✦ Small change

Nonfat sweets are treats too

✦ Apple or other juices in drink boxes

✦ Small/medium apples... in season and easy for you

✦ Boxes of raisins

✦ Packages of pretzels

✦ Hot-air popped popcorn in small brown bags, or baggies that seal

✦ Scramble... cold cereal and nut mixture

✦ Gorp...nuts and dried fruit such as raisins and granola and M & M's mixture

Expecting trick or treaters? Have your home and walkways well-lit. Dress up yourself and have some fun! Make Halloween fun-filled, safe and healthy. ■