

DOT Today

September 1993
Volume II, No. 12
U.S. Department of Transportation

UNITED LINKS for the UNITED STATES



Moving America Together

Michael Huerta. Representatives from the Office of Intermodalism and DOT operating administrations participated in a panel discussion, "The New Federal Policy to Develop a National Intermodal Transportation System."

As Downey told the participants: "DOT has an important part to play in the overall goals — working closely with you who are in a unique position to leverage your intermodal connections and make the entire system work better..."

"The key to success," he continued, "is in planning, managing, and working together, using the power of information to make the system work with much greater efficiency."

Associate Deputy Secretary Huerta followed later in the program and spoke of the key role of DOT's Office of Intermodalism. He described its function as "the keeper of a broad national perspective of transportation activities... and the



"The key to success is in planning, managing, and working together, using the power of information to make the system work with much greater efficiency."

Deputy Secretary Mort Downey

corridor," he explained. "This project will be a test case for speeding up the federal permitting and review processes." Huerta also noted that the Federal Highway Administration has been named the lead agency for the planned Multimodal Center at Miami International Airport.

facilitator for projects that cross modal lines and raise significant questions of who is in charge and what funds can be used."

He cited examples of intermodal projects that are under development. "The Alameda Corridor Project would benefit the communities and Ports of Los Angeles and Long Beach by consolidating port-generated rail and truck movements within a single

The messages of intermodalism are taking hold. At all levels, we are seeing the beginning of a change in outlook throughout the transportation community. Rail, highways, transit, ports and shipping, bikes and walking — not working separately, but in coordination — that's the way to maximize the benefits an intermodal transportation system can bring to our country and the world.

One sure sign that change is coming was an intermodal conference held in New York City July 14-16, co-hosted by the Department of Transportation and the Port Authority of New York and New Jersey. "United Links for the United States" was a forum for transportation officials from both the public and private sectors to exchange ideas for intermodal planning and implementation of freight and passenger projects.

More than 250 participants voiced both their optimism and their concerns in the future of this cooperative way of doing things. There were workshops, as well as tours of Port Newark/Elizabeth facilities, Newark International Airport and the John F. Kennedy International Airport so participants could see intermodalism in action.

Speakers from the department included Deputy Secretary Mort Downey and Associate Deputy Secretary and Director of the Office of Intermodalism,

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DOT's Efforts Continue as Flood Waters Recede

As one of the first steps toward opening navigation on the Midwest waterways, barge tows moved on the Mississippi and Illinois Rivers to test the effects of river traffic on the water-soaked levees. Over the weekend of August 21-22, five test tows with 90 barges were conducted, traveling south at "no wake" speed from St. Louis to Cairo, Ill. The tows consisted of commercial tows with limited



The CG buoy tender SUMAC underway on the Mississippi River near Cape Girardeau, Mo., replacing buoys lost during the flood. In addition to its work barge, SUMAC is pushing a barge full of spare buoys. The Coast Guard will replace more than 5,000 buoys on the western rivers as a result of the flood.

Photo by CG Public Affairs Specialist Frank Dunn

horsepower requirements and a Coast Guard person on each tow. Observers

were stationed along the river to note the effects. As a result, navigation has resumed in both directions, with the provision that the lower 50 miles of the upper Mississippi River only be navigated during daylight hours. The test-tow exercise was under the coordination of the River Industry Executive Task Force (RIETF), comprised of members of the towing industry, the Coast Guard and the Army Corps of Engineers.

Much of the vegetation that normally protects the levees from wave action has been washed away, and wakes from vessel traffic could cause further erosion of water-soaked levees. In addition, strong water currents and turbulence have caused a silt buildup on the river bottom in some parts of the upper and lower Mississippi. In some areas the river depth has been reduced to less than 8 feet and channels have shifted. All locks and dams on the Mississippi River are now operational, but Locks 20-24 are subject to brief closures because of fluctuating river levels.

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A Message from Secretary Peña:

I would like to take this opportunity to thank all the Department of Transportation employees who have helped in the Midwest flood response. You have done an outstanding job in formulating and facilitating DOT's response and your outreach efforts to the communities have been much appreciated. Your work has done a great deal to assure people that federal agencies are really supporting them.

We now enter the long and difficult task of rebuilding. DOT will continue to be a major part of that recovery effort. I urge you, as it grows long and tiring, to redouble your efforts in assuring flood victims of our continued support.

I receive daily reports detailing all of your efforts. I am extremely grateful and hope I can continue to count on you to keep up the long-term efforts. I look forward to thanking you all personally.

José A. Peña

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DOT's Modes Working Together

One panel discussion reviewed intermodal efforts and projects. "Intermodalism incorporates all assets, associated infrastructures, the flow of information, and recognizing new technologies," said Nancy Harris, of DOT's Office of Intermodalism. She cited as an example the recent department initiative to identify all technical assistance and products DOT intends to make available to help transportation planners across the United States respond to the new technical requirements of ISTEA and the Clean Air Act.



Dane Ismart, FHWA, says he has had more contact with his counterparts in other DOT administrations in the last year than in the past 24 years of his federal career.

He feels that intermodalism is a major factor in that kind of cooperation. "FHWA is taking a broad perspective - like all of DOT," Ismart said. FHWA and the other operating administrations are also working together to develop training courses in intermodal planning and management systems.

Robert Martin, Federal Railroad Administration, said he has noted not only the closer cooperation among operating administrations at DOT, but also with federal agencies outside Transportation as well. "The FRA has set up courses for transportation officials from DOT and other agencies on how to work more closely with railroads, and cooperative research is under way on intermodal passenger terminals, high speed rail, and environmental impact of the rail industry," he said.

Robert Owens of the Federal Transit Administration said the concept of intermodalism is a familiar one in FTA. He said efforts are continuing with FAA to address planning issues, and explained how FTA is working with other operating administrations to revise some existing regulations. "Over the past

few years we've been able to address issues that we used to take for granted," said Owens.

Larry Kiernan of the FAA

spoke of the efforts with other operating administrations to improve access to airports and ports. The FAA and FHWA are developing a planning guide for ground access to airports.

MARAD representative Jim Carman spoke of the studies his organization is conducting with the help of other federal agencies on problems associated with landside access to ports. "Landside access, combined with the dredging problems that face many of the nation's ports," he said, "are the kind of problems that could inhibit us from maintaining our competitiveness in world markets."

This theme of cooperation and coordination, such an integral part of intermodalism, was reiterated throughout the conference by many speakers. Through this conference and the actions that will follow, "Intermodal" will begin to shift from a buzzword to a practical, day to day part of carrying out the programs of the Intermodal Surface Transportation Efficiency Act of 1991. DOT's operating administrations are taking the lead in making that transition from philosophy to action — making intermodalism a reality throughout the transportation world.

by Larry Dwyer, Intermodal Division, FHWA



Participants at the July conference in New York

Flood...*(continued from page 1)*



One example of the flood's fury: Hanging rails are all that remain on part of the Gateway Western Railroad Bridge destroyed by the raging flood waters in Glasgow, Mo. Photo by John Fitzpatrick, FRA

U.S. Coast Guard
The Coast Guard has restored aids to navigation on 600 of the 1,870

river miles in the Upper Mississippi River, from Dubuque, Iowa to St. Paul, Minn., and is now re-establishing markers and buoys from

Dubuque to Keokuk, and from Cairo, Ill. to New Madrid, Mo. Coast Guard personnel are also operating a traffic control center in St. Louis, Mo., around the clock to assist mariners in staging tugs and tows for southbound passage. Inspection and repair of levees and replacement of aids to navigation must be completed before marine traffic can return to nor-

mal. That may take another two months.

Highways
FHWA reports that three states have received Emergency Relief funds: Kansas, \$11 million; Missouri, \$28.5 million and Iowa, \$5 million. Six others have said applications will be made. There is \$64.5 million in Emergency Relief funds available. In addition, when the President signed the \$5.8 billion Flood Aid Bill on August 12, \$175 million more was made available for transportation-related repairs, and \$100 million will be added on October 1.

Regional FHWA staffs continue to work closely with the Federal Emergency Management Agency and the state officials to provide whatever assistance is needed to restore the transportation system.

Railroads
Secretary Peña, along with Missouri Congressman Richard Gephardt and Illinois Congressman Richard Durbin, met with railroad officials to discuss the Midwest flooding's impact on the industry. The meeting, held in St. Louis, Mo., allowed them to hear first-hand how the floods have affected the nation's railroad system.

Approximately 30 percent of all U.S. rail-freight traffic originates, terminates or travels through the flooded areas.

Secretary Peña said he was impressed with the extraordinary

cooperation among the railroads, who kept the nation's commerce going under sometimes extraordinary circumstances. He also said he is pleased that the Federal Railroad Administration is working with the industry to offer assistance and maintain safety as rail lines reopen.

The Flood Aid Bill contains \$21 million in emergency aid funds to assist railroads in post-flood reconstruction.

RSPA's Office of Emergency Transportation (OET) continues to provide vital information on all transportation systems in the flooded areas. OET is the center of information collection for all agencies dealing with transportation, including DOT headquarters and regional offices. The staff prepares emergency situation reports and actions taken by DOT throughout the flood region. OET will continue to monitor the flood area until all transportation systems are operational.

Seaman William Daniels from CG Support Center New Orleans'

Reconstruction Team prepares to pry off a door at the CG's St. Louis, Mo., base, located south of downtown on the Mississippi River. Williams is one of 30 Coast

Guardsmen who are assigned to clean-up duties at the base. Photo by CG PA2 Rob Raskiewicz



DOT Today

Volume 11, No. 12, September, 1993

DOT Today is an official publication of the U.S. Department of Transportation, under the direction of the Office of the Secretary, Office of Public Affairs. It is a monthly publication and is distributed to DOT employees nationwide.

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This is your publication, and we value your input.

If you would like to submit letters, comments or articles, please address them to: Editor, DOT Today, OST, Office of Public Affairs, A-10, Room 9419, 400 Seventh Street, S.W., Washington, D.C. 20590. (202)366-5578; FAX (202)366-3703.

The deadline for the October 1993 issue is September 20

This newsletter is
recyclable



Please Recycle

Deaf Awareness Week 1993 : "See Through Our Hands"

by Susann Lee White

Creating a positive public image for deaf and hearing impaired individuals is the goal of the Deaf Employees Association of the Department of Transportation (DEAF/DOT). DEAF/DOT, in conjunction with



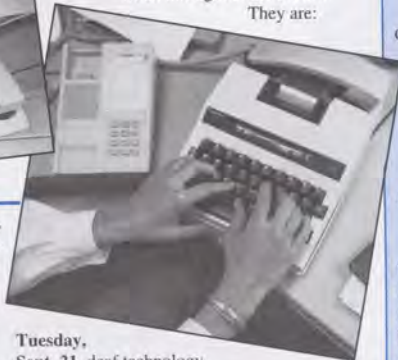
the DOT Office of Civil Rights, will kick off a week-long series of programs, seminars and speeches.

Monday, Sept. 20, 10 a.m. to noon in the Courtyard Plaza of the Nassif Building. The event coincides with the National Deaf Association's annual recognition of Deaf Awareness Week. Secretary Peña will give opening remarks, and Jack R. Gannon, Special Assistant to the President at Gallaudet University, and author of *Deaf Heritage, a Narrative History of Deaf America*, and *The Week the World Heard Gallaudet*, will be the keynote speaker.

"See Through Our Hands" will mark the major first event of DEAF/DOT, a group that was organized after a 1991 brown bag lunch by Gabrielle Valdivieso, an employee in the OST personnel office. Last year the group became a formal organization and now has about 40 members.

"With these events, we want to reach the public to expand awareness that anyone can communicate with the deaf," says Kris D'Costa, chair of the event, a personnel management specialist with the FAA, who was hired out of the DOT management intern program two years ago. "We want to take the fear and stereotypes away to educate everyone on how to communicate with deaf people." She said that voice and sign language interpreters will be provided throughout the events.

They are:



Kris D'Costa, FAA, communicates via her TDD.

Tuesday, Sept. 21, deaf technology demo, 1:30 to 3 p.m., Nassif Building, Room 2230; **Wednesday, Sept. 22**, 10:00 a.m. to noon, FAA auditorium, 3rd floor, panel discussion and open forum with Bob Seremeth, ASL and linguistics instructor, George Washington University; **Thursday, Sept. 23**, 10:00 a.m. to noon, Nassif Building, Room 4234, Relay Service demonstration with Lindsay Dunn, Outreach Manager, AT&T/D.C. Relay Service Center; **Friday, Sept. 24**, noon to 1:30 p.m., deaf cultural skits by the IRS deaf support team and Kendall Green Kids, in the Courtyard Plaza, Nassif Building (rain location, FAA headquarters auditorium, 3rd floor).

Relay Service—Open Line to the Deaf

An open telephone line of communication to the deaf is available to everyone through the TDD or TTY relay service. The service uses an AT&T relay operator as a go-between, and is available by calling 1-800-855-1000; and 1-800-877-8339 for federal information relay service. It's easy to use. For a hearing person to contact a deaf or hearing impaired person:

First, call the 800 number, then give the relay operator the number of the deaf person and ask to be connected to the TDD/TTY keyboard telephone machine. Then the operator will put the call through, and get a greeting from the deaf person typing on his or her keyboard.

Second, the operator will speak to you with the opening greeting from the deaf person.

Third, the operator will allow you to respond with the purpose of your call. There is then an interplay back and forth via the third party operator. Your message is transmitted, word for word, by the operator, who then reads to you what is typed in reply by the deaf person.

You need to talk as if you are speaking directly to the deaf person and not to the operator. For instance, don't say, "Tell her that..."

Remember to stay on the line after saying goodbye until the other person indicates he or she is finished, too. Sometimes, someone may need to add some information or ask a question right at the end of the conversation. Speak freely. Relay operators are bound by confidentiality laws, which prohibit them from repeating the conversations they interpret. Operators do not interject their personal opinions — only repeat what is being said in the exchange.

More Top Officials Now on Board

- **Louise Frankel Stoll** was sworn in August 10 as the Assistant Secretary for Budget and Programs.
- **Gordon J. Linton** was sworn in as Administrator of the Federal Transit Administration on August 11.
- **David Russell Hinson** was sworn in August 10 as the 13th administrator of the Federal Aviation Administration.
- **Jolene M. Molitoris**, who was sworn in August 9, will have her official swearing in as Federal Railroad Administrator in a ceremony scheduled for September 8.
- **Rear Admiral Thomas T. Matteson**, USMS, assumed duties as superintendent of the U.S. Merchant Marine Academy on July 1, succeeding Rear Admiral Paul Krinsky, who retired from federal service June 30.

Flood Relief Donations

American Red Cross
431 18th Street, N.W.
Washington, D.C. 20013

Salvation Army Flood Relief
3800 Lindell Blvd.
St. Louis, Mo. 63108

Adventist Community Services
12510 Old Columbia Pike
Silver Spring, Md. 20904

Friends Disaster Service
241 Keenan Road
Peninsula, Ohio 44264

B'nai B'rith Disaster Relief Fund
Midwest Relief
1640 Rhode Island Avenue, N.W.
Washington, D.C. 20036

Catholic Charities USA
Midwest Flood Relief
P.O. Box 3339
Winter Haven, Fla. 33885

Checks should be made payable to the individual agency. Be sure to write somewhere on your check: **Flood Relief 1993.**

September 15, 11:30 a.m. to 1:30 p.m. at DOT headquarters, there will be a "Flood Relief Day" at three locations: Nassif Building courtyard, FB10A lobby and USCG Headquarters cafeteria. Employees are invited to complete a Combined Federal Campaign (CFC) pledge card and make a contribution to one or more organizations serving flood victims. Contributions will be taken to local CFC offices for immediate disbursement. This will be a special opportunity to contribute to the flood relief effort, separate from our CFC support activities this fall.

All Aboard the "Rail Trail"

Each year, thousands of miles of railroad track are abandoned in this country. Now, because of grass-root efforts in many regions, "rail-trails," or nature trails formed from abandoned railroad corridors, are becoming part of a huge park system that its supporters hope will reach from coast to coast.

Instead of letting the abandoned railroad corridor go unused, or bought up by developers, conservation groups are seeking to keep the land for public use by getting communities involved in the preservation efforts and recycling it for recreational purposes. Railroad ties are pulled up and the corridors regraded, some with the original ballast left behind by the railroad, some later resurfaced with asphalt, crushed stone, wood chips or other material. They then become trails for bicycling, horseback riding, walking, or cross-country skiing.

It's a concept that works for both cities and rural areas. The first two rail-trails opened in the midwest during the 1960s. Today, a total of 4,962 miles of rail-trails are open to the public in 42 states.

The largest new source of potential funding for rail-trails is the "Transportation Enhancements" program contained in ISTEA, which sets aside funds for specific non-highway activities, including preserving abandoned railway corridors and converting them to trails.

The Rails to Trails Conservancy (RTC) is a Washington, D.C.-based non-profit group created to foster the conversion of abandoned rail corridors into trails for public use. For more information on RTC, write to them at 1400-16th Street, N.W., Suite 300, Washington, D.C. 20036 or call (202)797-5400.

Read more about DOT's role in pedestrian and bicycling programs in the special October environmental and safety issue of DOT Today.

FHWA



Centennial



Above: Secretary Federico Peña signs a giant birthday card for the 100 year celebration of the Federal Highway Administration (FHWA) as he is cheered by FHWA employees and DOT supporters.

Above Left: George Beronio, Federal Highway Administration's (FHWA) Office of Technology Applications, instructs FHWA Administrator Rodney E. Slater, in a road demonstration during the centennial celebration of federal highways, at DOT headquarters

Left: Cars making their way along winding mountain road
Below: Map of U.S interstate system



Left: It all began with the horse-drawn carriage
Below: Early road construction crews

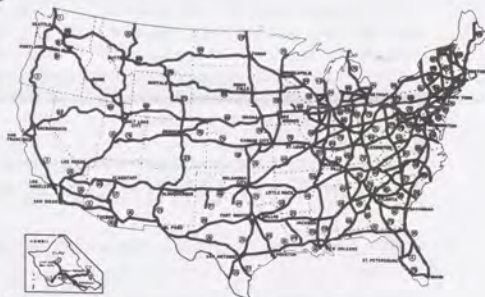


October 3, 1993, marks the 100th anniversary of the organization we know today as the Federal Highway Administration (FHWA). The dirt and mud roads of 100 years ago have led to a national network of paved roads, including the Interstate System, connecting all the major cities of the United States.

General Roy Stone, a Civil War hero, was the first federal highway chief. He set up the Office of Road Inquiry in two attic rooms in the Department of Agriculture. In 1893, he had only one employee, a stenographer, and an annual budget of \$10,000. This initial appropriation was largely the result of efforts by bicycle enthusiasts who recognized the need for good roads. One of his first acts was to write to the states, members of Congress, state geologists, railroad presidents, and the public, to solicit suggestions and information on road legislation and road building practices. By the end of December 1893, he had completed a bulletin on state laws and road management, and had established a cooperative relationship with bicycle and good roads groups, as well as state, county and township officials, and farmers' organizations.

"He established the cooperative spirit that has been the hallmark of our agency for the past 100 years," said the current FHWA Administrator, Rodney E. Slater. He added that creation of the feder-

al-aid highway program in 1916 was a milestone in the agency's history. It established the foundation for the historic federal-state partnership under which the FHWA provides funds to the states for transportation projects. Then, another milestone in 1956, when President Dwight D. Eisenhower signed legislation launching the Interstate System that today covers 42,795 miles throughout the country. The most recent milestone is the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).



"We see a landmark change as we approach the 21st century with an intermodal perspective and new programs beyond the traditional highway field," said Slater. "Looking to the future, President Clinton has challenged us to help rebuild America, and Secretary Peña is following through with these goals:

- Strengthen transportation's role in supporting the economy
- Promote safety
- Strengthen the links between transportation and environmental policy
- Advance U.S. transportation technology and expertise
- Foster intermodalism

"The FHWA has accomplished its mission of enhancing mobility through highway transportation," Slater concluded. "Reaching our goal has made this agency a world leader in transportation excellence."

Thanks to Susann Lee White for her contribution to this article



Above: The "before" shot of a car stuck in the mud prior to the construction of a road.
Right: The "after" photograph of the same scene with a newly constructed road.

Photos courtesy of FHWA archives



The End of Morse Code

By Rick Booth, USCG, Public Affairs First District



Samuel F.B. Morse

At Communications Station (CommSta) Boston in Marshfield, Mass., on July 31, Coast Guard Radioman Chris Bush tapped out the final message for mariners on the station's thousand watt medium frequency transmitter, a signal beaming thousands of miles. The station clock ticked toward 8 p.m. Eastern Daylight Time, the end of the radio day on the last day of the U.S. Coast Guard's use of "cw," short for "continuous wave" or Morse Code. The end of an era — when the Coast Guard suspended its radio operations on 500 KHz Morse Code, a service in continuous use for almost 100 years.

A Long History

The Coast Guard received its first Morse cw distress call in 1905, a little more than four years after the first Coast Guard experiments in the then revolutionary communications medium of radio. An operator on a relief lightship at Nantucket Shoals copied the word "help" followed by an appeal for rescue.

In the decades since, Coast Guard radiomen have answered

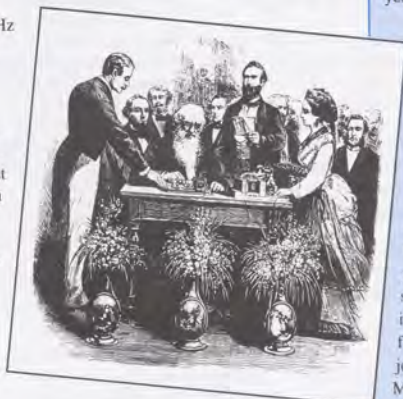
literally thousands of cw distress calls, copied millions of messages, and sent information of vital importance to the maritime world.

For many years, the ability to send and receive Morse, often under difficult conditions, was considered the hallmark of a good radioman. Salty old "sparks" watched new arrivals in the "radio shack," waiting for them to prove themselves on the air. CommSta Boston offered one old spark the privilege of representing his contemporaries, and those who went before, as a participant in the final transmission.

Retired LCDR Ralph A. "Rusty" Hemenway was invited to send the message preamble. Hemenway retired in 1992 as chief of the First District Data Telecommunications Branch. Prior to obtaining his commission, he had been a radioman for many years and known as an excellent cw operator. Hemenway sent:

"cq cq cq de nmf/nik nmf/nik nmf/nik OIOOOIZ 1993 now closing down continuous watch on 500 khz, and ceasing all Morse Codes on the mf band. good luck to you fm (from) our sad sparks. fair winds and following seas with 73s (best wishes) from all of us at nmf/nik tu su ar va." The final characters "tu su ar va" are Morse conventions for "thank you," "see you" and two shorthand "prosigns" for "end of transmission."

Over the years, a kinship has formed among code operators, a bond hard for the uninitiated to appreciate. Professional or amateur, cw devotees will forever seek one another out, remembering the times when "sparky" carried the mail, and forever recalling the colleagues whose transmissions meant so much — and more than once, the difference between life and death.



The first transmission — 1844

MORSE HISTORY

Advancing technology and international treaty have rendered Morse Code largely ineffective as a lifesaving communications medium, and the Coast Guard decided this year to suspend the 500

KHz service, (in the medium frequency, MF band). Signals that once took hours to send by hand moves in seconds, through computers. Today's radioman is much more a technician than the "sparks" of yesteryear — so much so that the Coast Guard is considering a change for the name of the job. But computers and Morse Code, or "cw," have more in common than many realize.

Basically, a computer can only understand two states: on and off. All "digital" technology can be reduced to those two. So it is with Morse Code, which was invented even before radio, as a means to send information by wire. An operator turned a transmitter on and off, in a specific sequence, to create short and long bursts of sound — the familiar "dot" and "dash." Those combinations of dots and dashes were, for years and years, the ONLY way to send reliable long-distance radio transmissions. And even after the advent of newer modes — AM voice, single sideband, and more lately the digital — cw retained the title as the best of the bunch. Cw is simple, just a transmitter turning on and off.

Consequently, it is inexpensive. Its signal is very narrow, allowing more communication in a smaller amount of radio "spectrum." And it is reliable. But it is slow. In "real" cw, the kind sent by hand, each character must be formed by the sender's "fist," heard by the receiver's ears. Since operators are human, their sending varies. Yes, computers may be fast, but because of its economy and simplicity, cw is still used in a considerable number of vessels in the world's merchant military, especially in developing nations.

Airline Commission Submits Final Report

The National Commission to Ensure a Strong Competitive Airline Industry submitted its final report and recommendations to President Clinton on August 19. The report, called "Change, Challenge and Competition," emphasizes three basic themes — efficiency and technological superiority, financial strength, and access to global markets. "The commission's three core themes provide us a clear flight plan on how we should proceed to support a strong and competitive American airline industry," said Secretary Peña. Commission Chairman Gerald Baliles, in a news conference at the Aero Club of Washington, said the report is aimed at a "Three-P audience — press, public and politicians." Even the way the report looks (with color pho-

tophographs and multi-color graphics) is more "audience-friendly" than most government studies. "We wanted it to be readable and understood by a person who is not an aviation buff," explained Baliles.

"Now, it is our job to act on the commission's recommendations," Secretary Peña continued. "In recent weeks, an administration working group, headed by myself and Council of Economic

Advisers chair, Laura Tyson, has followed the commission's deliberations and has worked to craft policies to support a prosperous American aviation industry. The Administration will now work closely with Congress, industry and aviation employees to implement the commission's recommendations."

National Commission To Ensure A Strong Competitive Airline Industry

Curtis Bay Receives First Annual Commandant's Quality Award

The First Annual Commandant's Quality Award was presented to the U.S. Coast Guard YARD in Curtis Bay, Md. The YARD, cited as "exemplifying the Coast Guard's vision of a total quality organization," was selected from 15 nominees.

The command earned the award for proving dedication and drive through quality awareness, customer focus, and teamwork, with top marks for leadership, quality assurance of

products and services, customer focus and quality results. The YARD was cited for both innovation and creativity in their projects. For instance, when a new computer system was implemented in their fiscal department, the error rate of labor cost accounting was reduced by 291 percent, and the number of clerical steps required in one process dropped from 11 to three. Travel claim processing time was cut from 39 days to six days — an 85 percent improvement.

One of the YARD's most noteworthy improvements came from the Sandblast Quality Action Team. By applying a unique shroud over a cutter during sandblasting, crews prevented 20,000 pounds of dust from polluting the atmosphere. The environmentally-friendly effort also accomplished an overall savings of \$126,000.

The Coast Guard Cutter VALIANT is pictured under a shroud while in drydock undergoing renovation at the Yard. This cost-saving operation was cited in the Quality Award recently received by the

Yard. (Official USCG photo by STI Ron Hurley Base, Mobile, AL)



School Bus Safety

It's back to school for millions of students around the country this month. Going back to school for every family should also include a talk about traffic safety. Traffic safety rules should be taught early on, but it's a good idea to go over those rules with your children just before school starts.

An estimated 22 million students ride school buses every day. About 60 percent of them are of elementary-school age.

The National Highway Safety Administration and the National SAFE KIDS program reports that many accidents occur as children are boarding or exiting buses — because a blind spot extends approximately 10 feet in front of the bus, obstructing the view of the bus driver.

To help ensure the safety of your children around the school bus stop, follow these rules:

Establish a wide "danger zone" around the bus that your children should not enter. Have them wait until the bus comes to a complete stop before exiting. Children should cross at least 10 feet in front of the bus.

Parents should keep in mind that a child's behavior at the bus stop is also an important aspect of school bus safety. Make sure children wait on the curb, not run or play in the street while waiting for the bus. Injuries where children run into the street from between parked cars or from behind bushes or shrubs account for 50 to 70 percent of pedestrian injuries among children under nine years of age.



Each year approximately 1,300 children under 14 die in pedestrian incidents. An estimated 40,000 more are injured, with more than 5,000 of these children suffering permanent disabilities.

Finally, teach your children traffic safety by being a good role model for them.

Australian and U.S. Aviation Authorities Work Together

On July 30, two addenda were signed to the Memorandum of Cooperation between Australia's Civil Aviation Authority (CAA) and the Federal Aviation Administration. Annex 4 deals with the development of a new system of detecting structural cracks in aircraft. With the aging of the world's aircraft, this new system is seen as an important enhancement of overall flight safety. Over the next five years, FAA will invest about \$1.3 million in the Australian research being done by Professor John Baird and Bob Clark of the University of New South Wales' Department of Aerospace and Mechanical Engineering at the Australian Defence Force Academy in Canberra. The goal is to develop a holographic technique for detecting faults in aircraft structures, and is expected to result in a product that can be made available to an Australian-U.S. consortium for co-production.

Annex 5 establishes a work plan to pool collective Australian-U.S.

expertise in the use of the satellite-based navigation systems. The CAA has formed a special team to work with the FAA to validate the Global Navigation Surveillance System (GNSS) as an aid when enroute and the Global Positioning System (GPS) when in the vicinity of airport terminals. Also being considered are: the effects of ionospheric disturbances on the GPS signal in high latitudes; exchange of information to establish ground monitoring systems; and investigating the potential for improvement of GPS navigation to eventually use it as a precision approach aid. Both annexes were signed by Joan W. Bauerlein, FAA's Director, Office of International Aviation, and Brian O'Keefe, General Manager, R&D and ICAO Division, CAA Australia. Secretary Peña made an appearance before the House Committee on Public Works and Transportation in late July to support the use of GPS in the transportation industry. Peña said the use of GPS in the aviation industry



would have "an enormous potential economic benefit — perhaps billions of dollars a year." Composed of 24 Navstar satellites, GPS has been approved for limited use by U.S. pilots and have remained under the control of the Department of Defense. A DOD/DOT task force is currently considering alternate ways to manage the GPS system that would include wider commercial use.

Standing (left to right): Colin Torkington, CAA Australia; Professor John Baird, University of New South Wales (Australian Defence Force Academy), and Ian Mallett, CAA Australia. Seated (left to right): Craig Beard, director, Asia & Pacific International Area Office, FAA; Brian O'Keefe, General Manager, R&D and ICAO, CAA Australia, and Doug Roser, Chief Executive Officer, CAA Australia.



All-Star TEAM

Secretary Peña shows his support for TEAM (Techniques for Effective Alcohol Management) at the All-Star baseball game in Baltimore, July 13. Major league baseball, a member of TEAM, shares the credit for a leadership role in helping reduce alcohol-related highway fatalities. Pictured (left to right): Jerry Sachs, president, The Centre Group, TEAM; Secretary Peña; Frank Robinson, honorary American League Captain; Peter Widdrington, Major League Baseball Administrator, and Richard White, Major League Baseball Properties.

Coast Guard Honored by NAACP

The NAACP (National Association for the Advancement of Colored People) honored the U.S. Coast Guard at its 84th annual convention in July. As the honored service, the Coast Guard participated in a number of activities at the convention. Admiral Kime, Commandant of the Coast Guard,

was the keynote speaker at the Armed Services and Veterans Affairs Banquet and accepted the NAACP Meritorious Service Award. Walter Somerville, chief of the Coast Guard's Office of Civil Rights, received the Benjamin L. Hooks Distinguished Service Award. The Roy Wilkins Renown Service

Award went to Lt. Rickey E. Smith, U.S. Coast Guard Reserve Group, Syracuse, N.Y. and to Yeoman First Class Bevelyn R. Whitfield, Seventh District, Miami, Florida.

Hispanic Heritage Month



September 15-
October 15

Lots of activities are planned for DOT's celebration of Hispanic Heritage Month 1993. This year's theme is "Hispanics: Diversified Work Force for the Future."

The Hispanic Program Managers and Hispanic Employees Council have planned two significant events at headquarters during the month. Similar events are planned in region and field offices. The opening ceremony will be September 16, 9:30 a.m., in room 2230 of the headquarters Nassif Building. Secretary Peña has been invited to make opening remarks and California Congressman Xavier Becerra will be the guest speaker. The second event is a fiesta, with vendors, entertainment and plenty of food, to be held September 28, 11:30 a.m. to 1:30 p.m. in the Nassif Plaza.

For more information contact Peter Suazo, OST at (202) 366-9369.

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| September 15 Hispanics in Aviation Congressman Ron de Lugo & Dan Hagedorn, Air & Space FAA Auditorium, 10:00 Contact: M. Rios, 7-9339 | September 16 DOT Opening Ceremony Secretary Federico Peña & Congressman Xavier Becerra NASSIF, Room 2230, 9:30 Contact: P. Suazo, 6-9369 | September 21 Tango Dancers TransPoint, Room 2415, 11:00 Contact: C. Colon, 7-0388 Music of Hispanic Heritage NASSIF, Room 4234, 1:00 Contact: C. Goldman, 6-5136 | September 23 National Marrow Donor Program & Hispanics NASSIF, Room 3200, 12:00 Contact: H. Salinas, 6-9398 |
| September 24 FAA Ceremony Edward James Olmos, Actor & Secretary Peña FAA Auditorium, 10:00 Contact: M. Rios, 7-9339 | September 28 Fiesta in the Plaza Food, Music, and Clothing NASSIF Plaza, 11:30 Contact: S. Mestas, 6-1408 | September 29 Education is Power FAA Room 5ABC, 10:00 Contact: M. Rios, 7-9399 | September 30 USCG Ceremony TransPoint, Room 2415, 10:30 Contact: C. Colon, 7-0388 |
| October 6 Class Ceiling or Sticky Floor Katherine Davalos Ortega FAA, Auditorium, 10:00 Contact: M. Rios, 7-9339 | October 7 Hispanic Federal Executives NASSIF, Room 3200, 12:00 Contact: H. Salinas, 6-9398 | October 8 Chili Cookoff NASSIF, Room 8236, 11:30 Contact: H. Hagin, 6-9638 | October 11 Columbus Day |
| October 12 OPM Initiatives for Hispanics NASSIF, Room 2230, 11:30 Contact: J. Maestas, 6-2084 | October 13 FAA Closing Ceremony David Hinson, Administrator FAA First Floor Lobby, 11:00 Contact: M. Rios, 7-9339 | October 14 Latin Rhythms Trans Point, Cafeteria, 11:00 Contact: C. Colon, 7-0388 | October 15 DOT Hispanic Employees Council Annual Luncheon NASSIF, Room 2230, 11:30 Contact: R. Porch, 6-1412 |

Fired Controllers May Reapply for FAA Jobs

Air traffic controllers who were fired in 1981 will now have the opportunity to reapply for FAA jobs. The FAA has begun implementing President Clinton's August 12 decision ending a ban imposed by President Reagan in August 1981 when he fired about 11,000 members of the Professional Air Traffic Controllers Association (PATCO) after they walked off their jobs in a nationwide strike.

"After more than a decade,

President Clinton's decision sets a new tone for the relationship between government and labor," said Secretary Peña. "We cannot condone illegal strikes, but the controller employment ban lasted too long and became a symbol of divisiveness."

How many former controllers will apply is not known. The FAA has announced that only about 200 new controllers from all sources will be hired yearly during the next few years. Under the president's order,

fired controllers are allowed to apply for these openings and other agency job vacancies for which they qualify. Former controllers will also have to meet government-wide job qualifications and will be considered along with applicants from other sources.

A toll-free number, 1-800-960-0600, has been established by FAA to answer

questions from former controllers. During its first week of operation, about 4,000 calls were received. The FAA is also preparing information and application packets that will be available in the next few weeks. Former controllers can request these packets by calling the toll-free number.

October's DOT Today will be dedicated to safety, health, environment – and what the operating administrations and employees of Transportation are doing in those areas. There will be articles on everything from recycling to alternative fuels; from injury prevention to nutrition. Be sure to watch for this special October issue!

BOAT SMART



U.S. COAST GUARD
BOATING SAFETY HOTLINE:
1-800-368-5647

Boating Safety Recall Information
 Report Possible Safety Defects in Boats
 Answers to Boating Safety Questions

ALCOHOL CAN KILL
BOAT SMART.
 Be a sober skipper.



National Safe Boating Council

Merchant Marine Academy Captures First Title

The U.S. Merchant Marine Academy at Kings Point recently won the Hudson Valley Lacrosse League (HVLL) championship, the first conference lacrosse title for the Mariners in the school's history.

Under the leadership of HVLL coach of the year Tom Gill, the Academy included seven all-conference team performers, including goalie Pete Keegan, defenseman Frank Rabena, middle, Rob Scamell, and attackman John Cawley.

EmployeeForum

Travel Reminders

DOT employees are reminded to use air and rail common carriers contracted by the General Services Administration when making travel plans for official business. These carriers offer discounted government fares between selected cities and airports. With contract fare trips averaging more than 50 percent off unrestricted coach fares, use of these carriers has reduced DOT travel budgets and doubled travel performance for each dollar spent. Contract fares provide additional benefits over most promotional discounted airline fares:

- Canceled tickets are fully refundable/exchangeable without penalty charges.
- Fares do not require advance purchase.
- The number of seats sold at government fares are not limited or capacity controlled.
- Fares do not require round trip scheduling, overnight or weekend stays, travel on specific days, nor are they subject to blackout periods due to peak usage.

Government employees must use contract carriers unless one of the following conditions apply and is certified by a DOT authorizing official:

- Space or scheduled flights are not available to accomplish the purpose of travel, or use of contract service would require the traveler to incur unnecessary overnight lodging costs increasing the total cost of the trip.
- The contract carrier's flight schedule is inconsistent with the department's policy of scheduling travel during normal working hours.
- A noncontract carrier offers a lower fare to the general public that would reduce cost to the Government including the combined costs of transportation, lodging, meals, and related expenses. This exception does not apply if a contract carrier has seats available at a comparable fare.

Contract carriers and fares, schedules, and selected cities and airport routes covered are published monthly in the Federal Travel Directory. Directories are available from your administrative or servicing finance offices.



CALENDAR September

6 Labor Day

7- Release of Vice President's National Performance Review

8-10 FAA International Conference on Aircraft Collision Avoidance System (TCAS), Hyatt Regency, Reston Town Center, Reston, Va. Representatives from the U.S., Germany, Japan, Canada, France and Sweden, top FAA officials, and representatives from the aviation industry and research laboratories. For information or to register, call Lauren Catts, (202) 267-8556; fax (410) 266-4729.

15-October 15 Hispanic Heritage Month

18, Open House at FAA's New York Terminal Radar Approach Control (TRACON), Westbury Air Traffic Control Facility, 10 a.m. to 4 p.m., Charles A. Lindbergh Building, 1515 Stewart Ave., Westbury, Long Island, N.Y. The public is invited to tour the facility's operating areas to see air traffic control procedures. FAA inspectors will discuss aviation safety. The Long Island Sky Divers will parachute in at noon. Air National Guard and Coast Guard helicopters on display, plus aviation industry exhibits. Free admission.

Seminars on Transporting Dangerous Goods by Air, Sept. 22-24, Las Vegas and Sept. 27-29, LAX Airport area. The new DOT rule HMI26F requires training and testing for forwarders, shippers, truckers and others. Every hazardous materials employer must train all personnel who affect hazardous materials safety by October 1. Offered to employers by the Transportation Development Group. Call (310) 364-5226 or 800-949-4884.

24-26 Denver Tower/TRACON Reunion, Denver. Featured will be a golf tournament, reunion dinner and a chance to see the Denver Air Show at the New Denver International Airport. Call Chris Laschinger (303) 457-2270 or Libby Brothers Sanders (303) 431-6848.

October

17-21 FAA Conference of the Federal Managers Association Annual "Gathering of Eagles" Convention, Las Vegas.

"Aviation Safety Through Professionalism" is the theme of this year's convention. For additional information, call Dan Placke (317) 247-2501.

Grand Aviation Reunion, sponsored by the Air Traffic Control Association in cooperation with the Southern Region FAA Retirees Association, will be held in Nashville on October 23, two days prior to ATCA's 38th annual meeting. To get on the mailing list and receive more information about the reunion, write: ATCA Grand Aviation Reunion, 2300 Clarendon Boulevard, Suite 711, Arlington, Va. 22201.

IRS Tax Alert

In accordance with IRS regulations, travel advances not repaid or for which vouchers are not filed within time frames outlined in DOT travel policy will result in the entire amount being reported to the IRS as compensation subject to income and employment withholding taxes for calendar year 1993. For example, an employee who receives a \$1,000 travel advance, incurs \$800 of allowable expenses and does not voucher these expenses, will be taxed on the entire \$1,000 amount - not just the \$200 difference. Please submit your travel claim in a timely manner to avoid this taxation penalty.

1993 Work and Family Resource Fair



Thursday, September 23,
11 a.m. to 2 p.m.,

Nassif Building, Room 2230

Bringing together organizations from the Washington metropolitan area that provide free resources and information on meeting work and family needs: child care referrals and information; support services for parents; resources and advisory organizations on aging and elder care; and county and social service agencies.

Family and Medical Leave Act

Most DOT employees covered by the regular annual and sick leave system and who have worked as Federal career civil service employees for at least 12 months will be covered by the Family and Medical Leave Act. Covered Federal employees are eligible for up to 12 weeks of unpaid leave each year for any of the following reasons:

- The birth of a child or placement of an adopted or foster child in your home.
- To care for an immediate family member, e.g., spouse, child, or parent, with a serious health condition.
- Medical leave when the employee is unable to work due to a serious health condition.

- Family leave is in addition to other paid time off options available to employees, i.e., annual leave, sick leave (to be used for the employee's personal medical problems - not to care for a family member), compensatory time, or credit hours earned under an alternate work schedule. If possible, employees should provide their supervisor with 30 days notice before taking family leave. When the family emergency is over, employees can return to the job or an equivalent job with equivalent pay, benefits, and other conditions of employment.

To find out more about Family and Medical Leave Act entitlements, eligibility requirements, and benefits, contact your servicing human resource office.

