

DOT Today

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U.S. Department of Transportation

Moving America Together

DOT Convenes First-Ever RAIL Summit

by Rohit T. Aggarwala, FRA

Safety issues dominated the first-ever U.S. Rail Summit held in Washington, D.C. Sept. 30, where leaders from all aspects of the railroad industry met to discuss the future of rail transportation. The summit was a milestone in the Federal Railroad Administration's ongoing work to promote and improve safety on the nation's railroads, and allowed Secretary Peña to hear first-hand the priorities and vision of the industry's leaders. "Rail passenger safety is everybody's business," said FRA Administrator Jolene Molitoris. "The summit is an opportunity for everyone to recommit themselves to this important safety mission."

Following the derailment of an Amtrak train in Batavia, N.Y. last summer, Secretary Peña announced that he would convene the historic railroad summit to focus on safety and the prevention of accidents. He said that despite a number of recent accidents, passenger rail travel remains one of the safest modes of transportation. "These incidents are a wake-up call to all of us — in the

industry and in government — a warning that we cannot rest on the improved safety record of the last 15 years, a warning that the increased traffic from the renewal of our rail system does carry risks," the Secretary said.

Highway-rail grade crossing accidents and accidents involving trespassers on railroad property account for 90 percent of all rail-related deaths. For this reason, grade crossing safety and trespasser prevention was the first topic of discussion. Ed Harper, president of the Association of American Railroads (AAR), indicated the broad support of Class I railroads for the Department's Grade Crossing Action Plan, which includes a wide range of efforts DOT is taking in partnership with railroads to make crossings safer, and eliminate redundant crossings. Other panelists outlined grade crossing safety ideas ranging from modified grade crossing signs to the use of cameras in law enforcement to catch drivers who disregard crossing warnings.

The Secretary also announced the issuance of the final rule on the inspection, testing, and maintenance of active warning devices at grade



Deputy Secretary Mort Downey unveils the new Highway/Grade Crossing campaign at the Sept. 30 U.S. Rail Summit, flanked by DOT Administrators.

crossings.

Another panelist, Thomas Simpson, president of Operation Lifesaver, stressed the need for public education and expressed his support for the department's funding of the public education campaign announced in the Action Plan. The new campaign, scheduled to begin in January, has the theme, "Cross with care. Don't put your life on the line." The campaign, in which Operation Lifesaver is a partner, includes public service announcements for radio and television, ads for newspapers and magazines, and educational materials.

The dawning of high-speed rail in America presents new challenges to passenger rail safety, and the Secretary led the second panel discussion on passenger equipment

design to explore these challenges. Amtrak's Robert McGowan reminded participants that Amtrak's cars currently meet safety standards more stringent than anywhere else in the world, and that Amtrak is already doing more to increase safety further, including extensive consultations with DOT concerning the design of the high-speed trainsets for the Northeast Corridor, which will be the Metroliners of the next century.

Ross Capon, executive director of the National Association of Rail Passengers (NARP), stated that standards must be written and applied carefully so as not to decrease the performance or cost-effectiveness of

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TransFuture '94: Transportation Shows Its Stuff

From October 7 through 9 on the Mall in Washington, D.C., thousands of visitors toured more than 100 exhibits showcasing new transportation technology — and showing off the results of DOT's work with our partners from other federal agencies and from private industry.

Exhibits were both inside and outside two large tents on the Mall. Visitors could see what happens in a rollover situation without a seatbelt, take a ride on an alternative fuel bus, or find out what it's like to drive a locomotive up to a



Ricardo Martinez, M.D., NHTSA Administrator (right) gets an explanation of the Alcohol Breath Detection Device in this car. If a driver fails the "breathalyzer" test built into the vehicle's ignition system, the car will not start.

highway/rail crossing. Exhibits ranged from satellite navigation systems to pipeline inspection devices — from high speed rail technology to hydrogen and electric powered vehicles.

"New technologies are the



seeds that will grow into whole new American industries," said Secretary Peña in his speech to officially open the technology fair. "I believe that America can — and we will — lead the world in new technologies that will maximize the use of existing infrastructure, make our roads and bridges more durable — and make our vehicles safer, quieter, and much gentler to America's environment."

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Secretary Peña joins Assistant Maritime Administrator Joan Yim at the MARAD exhibit, which featured 3-D technology used in ship design and satellite communication used for vessel tracking.

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passenger rail service, which remains one of America's safest modes of transportation. At the summit, the Secretary announced DOT plans to issue passenger equipment regulations for the first time in U.S. history.

The FRA issued its report on "Trailer-on-Flat Car and Container-on-Flat Car Loading and Securement Safety," at the summit. The report outlines seven recommendations for revised industry practices, but FRA will seek to implement them through cooperative, voluntary efforts with the rail industry rather than through regulation.

Later in the day, the Secretary hosted an informal luncheon with a number of rail leaders to dis-

cuss issues related to the future of passenger rail service and the passenger/freight relationship. The Secretary urged Amtrak and the freight railroads to resolve their differences about on-time performance, liability, and compensation. Thomas M. Downs, president of Amtrak, said that he was already seeing positive results from new working relationships Amtrak is developing with the railroads, including a set of "best practices" for passenger/freight cooperation.

"We know that perfect safety is not possible – today or in the foreseeable future," Secretary Peña said. "...but that does not mean we cannot make substantial further improvements in safety –



through public education, through advances in technology, through voluntary initiatives and through new regulatory programs."

Secretary Peña speaks with reporters following the Summit.

WHAT'S ON TV? THE FHWA AIR QUALITY CONFERENCE!

by Ginny Finch, Office of Environment and Planning

Until recently, FHWA air quality specialist Kathy Laffey had to fly to each of the FHWA's nine regions to brief them on the new "Transportation Conformity Rule" – the expanded requirement in the 1990 Clean Air Act Amendments that all federally-funded transportation plans, programs, and projects conform to the State Implementation Plans. It often took almost two months to complete the briefings.

June 30, 1994 changed all that.

At 1 p.m. that day, Laffey joined Deputy Administrator Jane Garvey, air quality specialist Dick Schoenberg, and other experts from FTA and the Environmental Protection Agency in an interactive, on-site videoconference, transmitted by satellite to more than 75 sites across the country.

"We decided to do the videocon as a new way to communicate with state, federal, and local transportation professionals simultaneously without incurring travel costs and lots of related expenses," said moderator Sarah Siwek, an FHWA contractor. "Conformity is so complex that Metropolitan Planning Organizations, state DOTs, and state and local air agency staffs are looking for guidance and opportunities to provide input and ask questions in any way they can. By using the videoconference technique, we were able to reach some people who often don't get to travel. The state and local participants really seemed to appreciate that."

The June 30 videoconference saved FHWA more than \$1600 in travel expenses. Not included in that figure were divisional and state travel expenses as well as the staff time saved. And it reached audiences traditionally unaccustomed to attending national conferences. "Even if air quality specialists go to the nine regional cities," says Ralph Rizzo, research program manager and co-

organizer of the event, "there are a lot of state and local government people who can't travel out of state. The videoconference reached technicians at all levels."

Participants from the 75 sites were invited to either fax their questions or phone them in on an 800 number which periodically flashed on the screen. Three transportation professionals screened phone calls, funneling questions to moderator Siwek, who read them aloud to the interagency panel.

The participants who turned in evaluation forms after the videoconference clearly were impressed. Here are some of their comments:

"A great idea. I appreciated the outreach effort."

"The session was long enough to allow a wide range of questions to be asked."

The success of the videoconference required intimate knowledge of every minute of the agenda. For example, when "dead time" occurred, Siwek had to be prepared to ask questions of her own. Siwek and Rizzo offer these tips for transportation and air quality professionals who want to plan their own satellite videoconference:

- Make sure the agenda is timely and relevant to the participants' everyday responsibilities.
- Get in touch with the DOT Media Center early – at least two months before the event. Settle on a date, buy the satellite time, and set up the videoconference phone and fax numbers well in advance.
- Help people find sites where they can view the broadcast (EPA training facilities were the sites for the conformity videoconference).
- Advertise, advertise, advertise.

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Please Recycle

Transfuture '94 (continued from page 1)

Right: Chrysler Corporation showed off their "Expresso" concept car, a design that takes up 40 percent less room outside but has the same area and engine inside as their standard Neon model.



Left: One of FAA's exhibits explained the use of Satellite Navigation Systems for aviation navigation and air traffic control – systems that monitor the location of aircraft and increase safety and efficiency in air traffic.



Left: Virginia Volk, FAA, ATC specialist, demonstrates the aviation education flight simulator for FHWA employee Daniel Patnick. The simulators are used in FAA's "Flying Classroom" program that introduces school children and other groups to aviation and flying.



Right: The Saint Lawrence Seaway Development Corporation display featured new technology to track oil spills and a new weather display system.

Heralding Heroism Administrator Honors Five for Rescue Efforts in Alaska

Five citizens were recently praised by FAA Administrator David Hinson for "selflessly" rescuing seven persons aboard a Piper Navajo when it plunged into the frigid waters of Alaska's Bering Sea last year.

During an Alaskan Region ceremony, the group was presented with the Administrator's Award for Distinguished Service. David Miles, a Canadian geological technician working in the Nome area, was singled out for his "ingenuous, selfless, and courageous" participation in the rescue effort. Hinson presented him with the DOT Secretary's Award for Heroism.

The aircraft—traveling from Russia to Nome—crashed near a small island in the Bering Sea after the pilot radioed a distress signal that he was out of fuel. Several local helicopter pilots raced to the scene, only to find the plane's occupants clinging to empty gas cans in the frigid water. The plane had already disappeared beneath the surging sea.

Miles, who was a passenger in one of the helicopters, spotted a woman who was about to go under. Fighting three-foot swells, he climbed onto the helicopter skids, attempting to pull the now-exhausted woman to safety. Realizing that the victim was too weak to hold on, Miles wrapped his legs around her body, while hanging onto the helicopter with one hand. He then instructed the pilot to "tow" them to the nearby island. The woman—suffering from severe hypothermia—suddenly slipped from his grasp and plunged back into the water, about 50 meters from the island. Miles, dressed in only jeans and a work shirt, dove into the icy water and swam to her rescue. Upon reaching the safety of the island, he revived her.

Other participants in the rescue included pilots Eric Pentilla and Walter Greaves, mechanic Jerry Austin, and firefighter Randy Oles.

The helicopter firms, and two other pilots who provided assistance in locating the downed aircraft, were presented with the Flight Standards Good Neighbor Award. FAAers and medical support staff involved in the rescue effort were also recognized.



FAA Administrator David Hinson, right, presents Canadian citizen David Miles with the DOT Secretary's Award for Heroism.

FHWA BRIDGE ENGINEERS HELP EVALUATE RUSSIA'S BRIDGE PROGRAM

by Bruce Johnson, FHWA Oregon Division

A 12-member World Bank Team of consultants and Federal Highway Administration bridge engineers spent three weeks during June and July in Moscow and St. Petersburg. Bruce Johnson, FHWA Oregon Division Bridge Engineer and Steve Toillion, FHWA Region Five Structural Engineer evaluated Russia's organizational structure, and design, construction, and maintenance methods, and inspected more than 40 bridges on Russia's Federal and Territorial Road Systems. The bridges are part of a priority list for replacement and rehabilitation under a four-year program that may be funded by a World Bank loan. It was estimated that more than 800 bridges require major work in the next six years to avoid major problems on the Russian

Federal System. The Bridge Section of Russia's Federal Highway Department is beginning to develop a management system and was very interested in methods being used and developed in the U.S. They requested training in several areas including management systems, organizational structure, and competitive contracting.



Stone arch bridge, still in service for local traffic near Tver, Russia

Securing Children FAA Issues Warning on Child Safety Devices

Citing recent research, the FAA has cautioned that harness-type child safety devices do not adequately restrain children when used on aircraft and that booster seats may not provide enhanced protection for children beyond what a seat belt provides in aircraft.

The announcement was the first step in a four-part plan to increase the safety of children traveling with adults, and is based on a study of child restraint devices by the FAA's Civil Aeromedical Institute in Oklahoma City.

Booster seats and harnesses generally are used by children older than two. FAA rules require children two or older to occupy a separate seat with a seat belt. Parents have the option of using a certified child restraint device for additional protection.

"American aviation is the safest in the world, and this program is just one more step toward increasing that margin of safety," said FAA Deputy Administrator Linda Hall Daschle. "The agency prefers that children use restraint systems aboard aircraft, and our goal is to provide parents with information. Because there are so many choices on the market, parents need to be educated consumers and passengers."

The FAA conducted impact tests on six types of child restraint systems. Rear-facing seats, which are used by infants weighing less than 20 pounds, performed well. Harness restraint systems did not adequately restrain the test dummy. Booster seats may not afford enhanced protection for occupants, according to the study. Tests were also done on forward-facing child seats using a dummy simulating a three-year-old. The data show that compared to regular seat belts, some of the forward-facing seats did not provide additional protection to three-year-olds.

The FAA continues to emphasize that children under the age of two are safer in a certified child safety seat than when sitting on an adult's lap.

The FAA has also begun a program with the aviation industry, urging airlines voluntarily to expand cost-saving programs to entice parents traveling with children to use safety restraints. Many carriers now offer such programs. "We encourage passengers to consult the airline or their travel agent about the most advantageous programs that are sponsored by individual airlines for people flying with small children," said Daschle.

Finally, the FAA will provide a report to Congress on whether to require child restraint devices aboard an airplane. The results of this study will be published next spring.



News on Airbags

Drivers with Physical Disabilities Warned About Steering Device

The National Highway Traffic Safety Administration (NHTSA) warns that drivers with physical disabilities should not use a steering control device that is installed across the cover of an air bag. This type of device is called a "spanner bar." Knobs near either end of the bar are used by drivers with disabilities to assist in steering.

If a spanner bar is installed over the cover of an air bag, the bar could be hurled toward the vehicle occupants and cause serious injury when the air bag deploys, say NHTSA officials. There is special concern about spanner bars that are held in place by a spring latch, adjustable screw, or another compression device.

NHTSA recommends that in vehicles equipped with a driver side air bag, steering control devices should be mounted on a bracket on the steering wheel rim instead of using a spanner bar. Rim-

mounted devices are less likely to be dislodged by a deployed air bag.

The Working Group on Automotive Safety for Persons with Disabilities has been created by NHTSA to collect information about meeting the needs of those with disabilities in the areas of vehicles and hardware. For more information on the group or for those with interest in this area, call Gayle Dalrymple at 202-366-5559.

Manual Cutoff Switch Proposed

To prevent the potential danger of an air bag deploying against a rear-facing child safety seat, DOT has proposed that car and light truck manufacturers be permitted to install a manual cutoff switch for the passenger side air bag. The switch would be allowed only in vehicles without rear seats, such as pickup trucks and sports cars.

"The advent of air bags in both front seating positions in today's cars and light trucks poses a

unique problem in vehicles with front seats only," said Secretary Peña. "While air bags offer excellent supplemental protection for adults and most children, rear-facing safety seats used by infants should not be used with an air bag because a deploying air bag could injure the child."

"In most vehicles with dual bags," he continued, "the simple solution is to install the infant seat in the rear, the safest place for children of all ages. But owners of pickup trucks and sports cars do not have that option. We are proposing a practical solution that will enable parents to transport their infants safely while still providing older children and adults with the benefit of an air bag."

NHTSA has proposed that the ignition key be used to deactivate the air bag, but said it would consider all suggestions. Written comments on the proposal should be sent to NHTSA's Technical Reference Division before December 6. Refer to Docket Number 74-14, Notice 92.



A BRAVE COMEBACK FOR KINGS POINTER SAL CAPEK

by Craig Fink, USMMA

Imagine you're in the best shape of your life. You've spent the last eight months preparing for your senior year of football — the big season. With the right combination of attitude and talent, there's no telling what the team can accomplish. But nine days later, imagine all your dreams are washed away when you end up in the hospital — lucky to be alive.

What does the average person do then? Probably give up and throw away any hopes of playing football. But Sal Capek, a second-year starter at offensive tackle for the U.S. Merchant Marine Academy, is not the average person. An inspirational leader and one of the captains for this year's gridiron squad, Capek refused to be denied the opportunity to play football and to graduate on time.

"I thought it was a muscle pull at first," Capek said. "We had just been tested in the 40-yard dash, and I figured I had strained a muscle or something. The pain moved right toward my appendix, but I didn't have any of the other symptoms, so I didn't think it was anything serious. But, when I developed a high fever that Sunday, I knew I had to go to the hospital."

After an initial examination, doctors told Capek his appendix had to be removed, in what should have been a simple 20-minute operation. They said he would be back on the field in a couple of weeks. Capek was relieved, and he began to focus on the upcoming season. He went into surgery August 8 with no worries, but awoke to hear some devastating news.

"The doctors told me they couldn't find my appendix — that it had exploded five days earlier, and I was lucky to be alive. They also told me I would probably never play football again."

He was disheartened, but he got some promising news a few days later. The doctors said his recovery would take four to six weeks, and then he could begin training again. Capek lost 20 pounds in the first week after surgery, and had a stomach tube through most of his recovery. With his weight and stamina at an all-time low, he began his physical recovery. In addition to his workouts, Capek also had to catch up on 21 credits worth of classes, trying to repeat as District I Academic All-America selection and maintain his 3.3 grade point average.

"I kept thinking how far behind I was," Capek says. "It was frustrating because all I was able to do was use the stationary bike and stairmaster for the first few weeks." All he was able to do? Most people would have been in bed watching reruns of the Brady Bunch — Sal Capek was on the stairmaster.

"As soon as I heard the news, naturally my first concern was his health," says head coach Charlie Pravata. "As a staff, we were glad that the surgery went well and that he was healthy. Football was a second thought for us, but not for Sal. It was his number one priority."

Capek gained eight pounds the first week out of the hospital. "All the guys came to visit me," he smiles. "It really gave me a boost seeing them." Five weeks after surgery, Capek was competing in one-on-one pass protection drills, with a dummy bag instead of against one of his teammates. "Being away from the team during the trip to Norwich really ate at me," he explains. "I was determined to be back for the next one." He made it. Capek ended up sitting out only one game — and just six weeks after a near-death experience, there he was on the sidelines, ready to do battle in the trenches against Brockport.

"Capek's return gave our team a boost," Pravata says. "He's one of our leaders out there. The kids respect him for his work ethic, skills, and intensity. There's no question we are a stronger team offensively when Sal is out there."

When asked about his thoughts for the rest of the season, Capek said with a fierce look in his eye: "I'm hoping for it all this season. There aren't many chances like this team has this year. To have this many seniors, returning starters, and talented underclassmen as we do is great. I consider myself lucky to be in this situation — to be on this team with these guys."



Sal Capek, #66, in action on the field

Dear Mr. Vice President:



NPR News Available Electronically

NPR Information is regularly available through the Internet on government bulletin boards, including FedWorld (703-321-8020) and the Office of Personnel Management Mainstreet (202-606-4800) and through commercial computer networks. To access a bulletin board, you need a computer and a modem. While FedWorld and Mainstreet are free, commercial networks charge users a fee. ACE Gopher Server is an Internet-based government information server supported by Americans Communicating Electronically and the USDA Cooperative Extension Service. ACE is the host of the NPR Information System, and is probably the best source of reinvention information (Internet access is ace.esusda.gov or call 202-720-8176 for personal assistance).

More networks are in development or planned by the NPR staff to keep government employees and private citizens informed of NPR announcements, reports, newsletters, success stories and information on working groups such as the President's Management Council.

Note: When Vice President Gore released his first National Performance Review report in September 1993, more than 100,000 copies were downloaded electronically within a week. The Vice President has had an Internet e-mail address for some time now. You can send him a message at vice.president@whitehouse.gov.

New Freedom of Information Act Policy Explained

To help implement the Clinton Administration policy on the Freedom of Information Act (FOIA) and to explain it to those in the field that administer FOIA on a day-to-day basis, DOT's General Counsel sponsored a nationwide seminar October 11. Highlights included presentations by the Justice Department's two top experts on this area of law. The seminar was transmitted simultaneously via telephone to over two dozen DOT installations — as far west as Honolulu and Juneau and as far east as Boston and Miami.

The co-directors of the Justice Department's Office of Information and Privacy, Daniel Metcalfe and Richard Huff, gave a two-hour presentation on the Administration's policies favoring discretionary release of information requested under FOIA and how to do a "Reno Review," named for the Attorney General — referring to an evaluation of what actual harm, if any, would ensue from releasing of information. Under the Administration's policy, without proof of such harm, information may not be withheld from the public.

The Justice Department presentation was introduced by Secretary Peña, who spoke of his own experiences as a private lawyer in trying to obtain information from the state and federal government, and of the importance the President places on giving the public the greatest feasible access to its own information.

The presentation was broadcast live in Room 2230 at DOT headquarters, with audio-only audiences in the FAA Auditorium and elsewhere around the country. Each site was connected to the presentation by fax, so that participants anywhere in the field could submit questions to the presenters. The estimated audience from all parts of DOT, plus the Army, the Department of Energy, and other agencies, was 1,000 persons.

For the hour prior to the Justice Department presentation, DOT General Counsel Stephen H. Kaplan hosted a DOT-only course on the basics of FOIA. Aired over the same network, presenters from OST, FAA, NHTSA, FHWA, and RSPA discussed training materials that were distributed to all DOT participants and gave practical hints on how to handle FOIA requests.

By distributing detailed source material and initiating department-wide discussions, the General Counsel hopes to make it easier for those working less frequently with the FOIA to gather documents and respond to requests.

The presentations are also part of a larger effort by the General Counsel to improve DOT's compliance with FOIA and related statutes. For further information, see your FOIA Officer or your legal staff.

Facility Named for Academy's First African American Graduate

When Joseph B. Williams arrived at the U.S. Merchant Marine Academy in January 1943, he was the first African American to enter the then-new federal maritime school. Graduating from a war-shortened program in June 1944, Williams went on to an outstanding career that included two stints in the U. S. Navy, a law degree, and an eventual seat on the New York State Supreme Court. He passed away in 1992.

On October 14, the Academy honored Judge Williams by naming the newly refurbished Midshipman Activities Center in his memory. Eva Williams, the judge's widow, who attended the ceremonies, said her late husband would have been extremely pleased with the honor. "He always said that Kings Point gave him the discipline that made him successful in his life," she remarked. Another speaker at the ceremonies was Commissioner Joe Scroggins, recently appointed by President Clinton to the Federal

Maritime Commission. Scroggins, a 1963 Academy graduate, said, "I was only four years old when Judge Williams entered Kings Point. I wish I had the opportunity to sit down with him to listen to his experiences and to discuss mine. I know that I would have learned from him." During the sea training portion of his Kings Point program, Williams sailed into combat zones aboard the Liberty ship BOOKER T. WASHINGTON. After graduation, he served with the Navy in the Pacific Theatre. He also was recalled for Naval duty during the Korean War. Williams earned a law degree from New York University, and in 1978 won election to a 14-year term on the New York State Supreme Court. He retired from the bench in 1991.

"Judge Williams was a brave man who inspired others through his lifework," said Rear Adm. Thomas T. Matteson, the Academy superintendent. "Kings Point is fortunate to call Judge Williams one of its own."



Mrs. Eva Williams, the wife of the late Judge Joseph B. Williams — the U.S. Merchant Marine Academy's first African American graduate — and Midshipman Bedouin Joseph, the Academy's regimental commander, unveil the sign on the newly refurbished Midshipman Activities Center at Kings Point named in Judge Williams' honor.

People • People • People • People

New Deputy Director of Public Affairs for DOT

William Schulz has been appointed Deputy Director of Public Affairs for DOT.

Schulz most recently served as press secretary to California Insurance Commissioner and gubernatorial candidate John Garamendi. The new deputy director will have responsibility for the department's media relations efforts, coordination of public affairs activities of the department's nine operating administrations, and communications planning on department initiatives.

From 1987 to 1991, Schulz was press secretary to California State Senator Tom Hayden. Before that, he had worked in the gubernatorial campaign of Los Angeles Mayor Tom Bradley, in the press office of former Governor Jerry Brown and with the 1984 Olympic Games in Los Angeles.

Schulz received his BA degree in political science from the University of California, Santa Barbara.

FRA Has New Public Affairs Director

David A. Bolger was sworn in October 17 as director of the Office of Public Affairs for the Federal Railroad Administration. Bolger comes to FRA from Global Exchange, Inc., a marketing and public relations consulting firm based in Bethesda, Md., where he was a senior account executive. His areas of responsibility included development of public service campaigns for NHTSA, and the development and marketing of communications

strategies for accounts involving both government and private industry.

Bolger's political experience includes work as a research specialist in both the 1992 Clinton-Gore campaign and the 1988 presidential campaign of Sen. Joseph Biden.

Bolger holds a BA degree in political science and economics from the University of Illinois at Urbana.

FHWA Executive Director E. Dean Carlson Retires

After spending almost his entire career in the Federal Highway Administration and its predecessors, E. Dean Carlson stepped down October 1 as the agency's Executive Director, the highest career position within FHWA.

Just after receiving his bachelor of science degree in civil engineering from the University of Nebraska, Carlson joined the Nebraska Department of Highways, but was quickly recruited by the federal government. "I went to my job for the state on Friday," he recounts, "and the following Monday, I was working for the Bureau of Public Roads, FHWA's predecessor."

His distinguished career included a number of positions in various regional offices. Carlson was also the recipient of several Special Achievement Awards, the Administrator's Award with Bronze Medal, many Senior Executive Service Performance Awards, and the 1993 Presidential Distinguished Rank Award.

FHWA Administrator Rodney Slater, in

announcing Carlson's retirement, said, "Dean represents the essence of the Federal Highway Administration professional. In the tradition of our agency's founder, General Roy Stone, Dean has served not only the FHWA, but also his nation."

When asked about future plans, Carlson said he'd be working on his cabin and boat dock this winter in Nebraska. He has no definite plans beyond that.

FAA Employee Retires from Air Force

Colonel Galen N. Willis, Jr., U.S. Air Force Reserve, recently retired from the military after more than 30 years of service. Willis is currently a special agent, Drug Investigations Support Program Manager, in FAA's Northwest Mountain region in Washington state.

Willis received his BA and MBA degrees in international marketing. After commissioning in 1964, he served with the Office of Special Investigations. He graduated from Squadron Officers School, Air Command and Staff College, and the Air War College. After active duty, he joined the reserves in 1970 and served in various capacities. He has worked in the law enforcement field for more than 25 years.

Upon his retirement from military service, Willis was presented the Legion of Merit. His other awards and decorations include the Meritorious Service Medal and the Air Force Commendation Medal.

CFC Kickoff a Huge Success



Coast Guard Chief of Staff Vice Admiral Kent Williams spoke on the importance of CFC and the many ways people benefit from the services our contributions help to provide.

It was standing room only at the Coast Guard Headquarters last month, as civilian and military personnel helped kick off the 1994 Combined Federal Campaign. The ceremony was packed full of events: Twelve CFC agencies spoke about their organizations and how they use the donations we give. Coast Guard employees also had the chance to speak with the agency representatives one-on-one after the ceremony. A number of doorprizes were offered, including an autographed Redskins football, and entertainment was provided by a jazz band combo and the Coast Guard Headquarters Chorus.

The event was hosted by Tom Fisher, chief, civilian personnel, this year's co-vice chairman (along with Admiral William Donnel, Chief, Office of Personnel and Training).

Those who attended the kickoff said they came away with a better idea of the need in our communities around the country this year. Many agencies said the need for their services has increased, and the natural disasters around the country have depleted the resources of many relief organizations.

Remember — you GIVE HOPE THROUGH YOUR CFC contribution. Give generously this year.

Minority and Women Entrepreneurs Honored by DOT

A special procurement trade fair was held at DOT Headquarters October 14, during which the department recognized 18 outstanding minority and women entrepreneurs from around the country. The trade fair was in support of the 12th Annual National Minority Enterprise Development Week.

About 100 exhibitors were on hand to talk about their companies and services.

"The Department is proud of the significant achievements minority and women-owned business enterprises have made," said Secretary Peña. "As we celebrate our success, we will continue to work with these entrepreneurs to help expand the opportunities for their participation in DOT programs and those of the entire transportation industry."

Maritime Administration Will Be Reorganized

Secretary Peña and Maritime Administrator Albert J. Herberger announced October 5 that MARAD will be reorganized to 1) better support the President's maritime revitalization and shipbuilding initiatives and 2) reflect the Secretary's priorities in the areas of intermodalism, port development, creating jobs, economic development, and the environment.

A key element of the reorganization is the creation of a new position, Associate Administrator for National Security, responsible for ensuring the availability of U.S.-flag vessels to meet defense needs — a need keenly felt and promptly delivered during the recent crisis in Haiti.

Other Associate Administrators will have new or expanded areas of responsibility under the reorganization:

Associate Administrator for Shipbuilding Technology and Development, with an office of Shipyard Revitalization;

Associate Administrator for Ship Financial Assistance and Cargo Preference;

Associate Administrator for Port, Intermodal and Environmental Activities, including offices of Intermodal Development and Environmental Activities; and

Associate Administrator for Policy, International Trade, and Marketing, with

an Office of Statistical and Economy Analysis. The reorganization consolidates functions currently spread over several organizations within MARAD.

Also reporting to the Administrator will be the Coordinator of Research and Development, a function reflecting the increased emphasis on private industry partnerships in the area of technology to improve the industry's competitiveness. A new marketing field office will be established in Miami, and a new field office for marketing, ports and domestic shipping will be created in St. Louis.

Changes at the headquarters level include redesignating the Office of External Affairs as the Office of Congressional and Public Affairs, and assigning responsibility for Freedom of Information Act and Privacy Act activities to the Chief Counsel.

Boundaries of MARAD's five regions around the country are also being adjusted, and each region will now have responsibility for ports, marketing, intermodal development and environmental activities within its geographical area.

Meetings were held during the last few weeks with headquarters and field office employees throughout MARAD to answer questions about the reorganization.



photo by David Santos, USCG

First Lady and Secretary of the Navy Visit Coast Guard Academy

First Lady Hillary Rodham Clinton spoke to an audience of cadets, faculty and staff at the Academy September 24.

Mrs. Clinton and her daughter, Chelsea, toured the Academy after

christening a fast-attack submarine in Groton, Conn. "I know the President feels very strongly that the bravery and dedication shown by your fellow Coast Guard men and women in the recent months, in response to the refugee crises in Cuba and Haiti, has been exemplary," the First Lady said. Navy Secretary John H. Dalton accompanied Mrs. Clinton on her tour of the Academy.

New Safety Requirements for Hawaiian Tour Operators

Following an increased number of air tour accidents in Hawaii, the FAA issued a new regulation tightening safety requirements for air tour operators in that state — part of an overall FAA effort to improve the safety of air tours.

The regulation establishes additional operating procedures and limitations, including minimum safe altitudes and the associated increases in visual flight rules weather minimums, and minimum equipment requirements for air tour operators using helicopters and fixed-wing airplanes. These changes should improve the safety of air tours, in light of accidents involving low flight, adverse weather, and emergency landings in rugged terrain or water. The Hawaiian air tour industry has experienced 24 fatalities in the last three years.

"Our main concern is ensuring a safe operating environment for air tour service," said FAA Administrator David Hinson. "I'm confident the new rule, along with stepped up FAA inspections and the assistance of air tour operators, will significantly improve the safety of air tour operations in Hawaii." The Hawaiian tour industry carries about 400,000 passengers each year.

The FAA has already requested all Hawaiian air tour operators to audit their operations and maintenance practices and submit the review for evaluation. In addition, the FAA recently conducted special safety inspections of Hawaii's air tour operators.

New Coast Guard Regulation Mandates Tug Escorts

Most oil tankers traveling through Alaska's Prince William Sound and Washington's Puget Sound will now be escorted by tugboats, thanks to new regulations announced by the Coast Guard.

The rule is called for by the Oil Pollution Act of 1990, which was passed after the Exxon Valdez incident where millions of gallons of oil were released into Alaska's Prince William Sound. Under the new regulations, all large, single-hulled oil tankers weighing more than 5,000 gross tons must be accompanied by two escort vessels in those waters. "Escort vessels reduce the possibility of a grounding or collision if a tanker loses its propulsion or steering system," said a Coast Guard spokesperson.

In addition to the Puget Sound, the rule applies to the U.S. waters of Rosario Strait, Haro Strait, Boundary Pass, the Strait of Georgia and the Strait of Juan de Fuca east of New Dungeness Point, all in Washington state. The Coast Guard is evaluating other places where escorts should be required.

The 1990 Oil Pollution Act requires that all single hulled tankers and tank barges be phased out of U.S. waters by 2015. Older, larger tankers will start being phased out in January 1995.

High Speed Rail Bill Passed

by Rohit T. Aggarwala, FRA

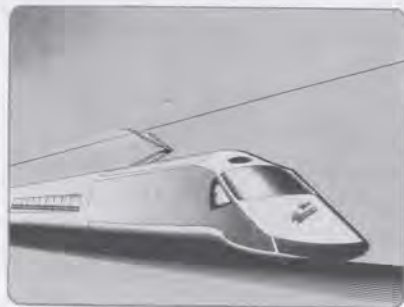
In a major victory for the Clinton Administration, DOT, and FRA, Congress, on the last day of its session, unanimously passed H.R. 4867, the Swift Rail Development Act of 1994. This act incorporates both the FRA's Rail Safety Reauthorization legislation and its Next Generation High-Speed Rail program.

The Next Generation High-Speed Rail Program lays the groundwork for the future implementation of high speed rail (HSR) service in the United States and authorizes \$184 million over three years for HSR activities. This includes \$29 million for the current fiscal year, primarily for technology improvements, plus \$70 million for FY 1996 and \$85 million in FY 1997, to be split between technology and corridor planning. Technology improvement programs include the High Speed Positive Train Control demonstration and the Non-electric Locomotive development program. Corridor planning money will be granted as matching funds to state and local authorities for conducting feasibility studies, preliminary engineering studies, and environmental impact studies of potential HSR corridors.

The Swift Rail Act also gives FRA a four-year authorization, rather than the previous two-year authorization, and will change FRA's annual reporting requirement to a biennial schedule. These provisions will allow FRA's staff to spend more time working directly on improving safety.

Two of FRA's major legislative initiatives on safety are included in the Act: authority for FRA to approve Hours of Service pilot projects; and a requirement to issue passenger car safety standards, in two stages: core standards within three years, and final regulations within five years.

The legislation also supports DOT's Grade Crossing Action Plan, announced in June. It authorizes an additional \$1.5 million over three years to assist Operation Lifesaver; requires pilot projects on emergency notification of grade crossing projects; and requires research and regulation on the use of locomotive horns at crossings, the visibility of railroad cars, and trespassing and vandalism prevention strategies.



Legislative Update

Department Spending Bill 1995

The President has signed the 1995 Transportation Department \$38.3 billion appropriations bill, allowing us to operate for another fiscal year. Congress cut \$430 million from highway programs, allocating a total of \$17.2 billion; a total of \$8.4 billion was allocated for FAA operations, facilities, equipment and research programs; \$4.6 billion for mass transit (including Amtrak funding), and \$3.7 billion for Coast Guard operations.

The top increases in transportation funding this year were in surface transportation projects, FTA formula grants, and Amtrak operations (allocated a total of \$722 million, up \$53 million over last year).

Programs terminated this year include FAA microwave landing systems, FAA Sunday premium pay, and NHTSA's Section 153 safety belt/motorcycle use grants and Section 408 alcohol incentive grants.

Seaway Tolls is an Amendment to Appropriations

Under the same act, the Saint Lawrence Seaway Development Corporation will waive its right to bill and collect future U.S. portions of Seaway tolls in the Montreal-Lake Ontario section of the Saint Lawrence Seaway. Corporation

Administrator Stanford E. Parris said that the waiver of U.S. toll collection is another step toward improving the cost-competitiveness of the Seaway.

Simplifying Procurement

In a Rose Garden ceremony October 13, President Clinton signed the Federal Acquisition Streamlining Act, signaling procurement reform throughout government. The President says the law will shave \$50 off every federal purchase under \$2,500, because agencies will no longer have to wade through a river of complex procurement rules and forms. The new law will save \$12.3 billion over five years, according to the President. The law also simplifies purchases of up to \$100,000, including eliminating some of the red tape that has discouraged people from doing business with the federal government. "I kind of hate to sign this bill today," the President said. "What will Jay Leno do? There won't be any more \$500 hammers or \$600 toilet seats. Al Gore will never get on David Letterman again." The Vice President added that federal employees had put procurement reform "at the top of the list" when making recommendations under the National Performance Review. (A story on how this new law will affect DOT will appear in next month's newsletter).

Secretary Peña Named Port Person of the Year

The American Association of Port Authorities (AAPA) has named Secretary Peña as the first recipient of their Port Person of the Year award for his efforts on issues critical to the public port community. The Secretary accepted the award and addressed the port representatives at the AAPA's 83rd Annual Convention in Philadelphia last month.

"Secretary Peña has been more actively involved in issues of interest to public port authorities than any Transportation Secretary in memory," said AAPA President Erik Stromberg. "These efforts have included working to resolve the dredging crisis plaguing U.S. ports, addressing ports' landside access needs, and his strong and personal support for the North American Free Trade Agreement and the GATT Uruguay Round," Stromberg concluded.

Secretary Peña told the audience that "as pioneers in intermodalism, port officials can bring to the evolving National Transportation System a more fully developed sense of what NTS can really achieve — not only by fostering intermodalism — but by opening our eyes to wider issues and options in all of America's future transportation decisions."

Founded in 1912, AAPA represents virtually every U.S. public port agency, as well as the major port agencies in Canada, Latin America, and the Caribbean.

SEAWAY TONNAGE RISES DURING 1994 NAVIGATION SEASON

The 1994 navigation season on the Montreal-Lake Ontario section of the St. Lawrence Seaway produced numerous tonnage increases through the third quarter of 1994.

As of September 30, commercial tonnage had increased 17 percent to 23.5 million metric tons, an increase of 3.4 million metric tons over the same period last season. Seaway tonnage through the second quarter was 4 percent ahead of 1993.

Saint Lawrence Seaway Development Corporation Administrator Stanford E. Parris noted that Corporation's cost containment efforts, including this season's toll freeze and special toll reductions for steel slab and coal movements, have helped to attract more business for the waterway.

The tonnage rise is sparked by dramatic increases in iron and steel (up 129 percent) steel slabs (up 11 percent), and iron ore (up 17 percent). Specific commodities showing increases through September 30 included grain, petroleum products and coal.

Vessel transits through the Seaway locks are also ahead of last year's pace. Ocean vessel transits have increased by 50 percent to 822. In addition, U.S./overseas direct trade has improved. This year, more than 4.9 million metric tons moved through the Seaway, an increase of 1.1 million metric tons over 1993 levels.

The Liberty Ship O'Brien Home Again!

For those of you following the Liberty ship Jeremiah O'Brien's historic voyage, you'll be glad to know that she returned to home port San Francisco in late September and received a welcome like the crew had never seen.

After a rendezvous with the S.S. Lane Victory, both steamed into San Francisco Bay, where more than 100 boats greeted them. The crew was treated to a parade through San Francisco's financial district, and honored at a reception that night. Captain George Jahn, 79, who took the ship and its volunteer crew on the historic five-month voyage to commemorate the 50th anniversary of D-Day in Normandy, returned to port after 19,000 miles — without a hitch, he reports. "It is the first time I ever saw anything like this in San Francisco," said Jahn, "even when ships came back from the war."

When the Jeremiah O'Brien returned from the combat theaters in 1946, she was one of more than 2,700 cargo ships built for the emergency. Today, only two liberty ships are left. The O'Brien is maintained by the DOT's Maritime Administration. The other, the John W. Brown, currently maintained by a private volunteer foundation in Baltimore, was scheduled to make the Normandy trip with the O'Brien, but was found not to be seaworthy for a trans-oceanic voyage. Both ships are used for educational purposes and are open to the public.

Reinventing FAA's Human Resources Management (HRM) Community

October 29 1994 — just one year since FAA issued its Business Plan for Reinventing HRM at FAA — a year in which there have been many HRM successes.

"The Business Plan presents a road map for achieving revolutionary changes in how HRM is performed in FAA," says Herb McLure, Assistant Administrator for Human Resource Management. It identifies key HRM processes to reengineer and specific activities to eliminate, delegate, and streamline. The underlying goal of the Business Plan is to create a dynamic, streamlined, entrepreneurial HRM business enterprise that is the model for others and the customers' first choice.

To this end, Human Resources (HR) wants to provide its customers with more customer-oriented, responsive, and value-added systems and services. Four HRM-related work components will enable the FAA to attract, develop, and retain the high quality, diverse work force needed to accomplish its mission: a CEO-level team, a group of policy/program experts, automated HRM processes and centralized HRM services, and consultant-generalists.

The key to HR's success so far has been its people. Despite the fact that the HR workload has increased, the staff has not only met but exceeded the ambitious first-year goals and self-imposed targets. FAA plans to reinvest in its HR employees by providing training and other activities to support the transition process.

With customer input and participation, HR employees are bringing the Business Plan concept to reality. Already there have been successes in three key areas:

Reengineering

FAA has benchmarked with several HR organizations recognized for their "best practices." The information these organizations shared has been vital to the reengineering efforts.

Full-scale reengineering efforts are underway for two major HRM processes: filling positions and determining pay. FAA has developed a detailed "To-Be" model, identifying dramatic improvements that will benefit

all FAA customers. Components of this model will be piloted this January. In three years, when the reengineering is fully implemented, both time and resources required to fill positions and determine pay will have been dramatically reduced.

Toward this end, FAA is developing an automation infrastructure and making changes in HR policies and procedures. These activities will be key to realizing the full benefits of reengineering, and provide the foundation for upcoming HR reengineering efforts. The next major HR process to be reengineered is training.

Realigning the HRM Structure

Numerous structural realignments are underway to increase the responsiveness and flexibility of HRM systems. The HR organizations around the country are now flatter and less hierarchical than a year ago — layers of supervision have been eliminated and supervisor to employee ratios have doubled overall. The HR organization at headquarters has reorganized into an essentially "fluid" organization, which relies heavily on ad hoc and cross-functional teams that satisfy customer-driven needs. Additionally, based on employee suggestions and customer input, non-essential or duplicative HRM work has been eliminated.

Reducing Guidance

About 50 percent of the HR regulations and guidance have been identified for abolishment. Necessary remaining guidance will be available through automated rather than paper-based systems, which will be pilot projects this year.

Through customer input and employee dedication, FAA is making strides toward its HRM vision. For more information, contact Cindy Medlock, HR Director of Operations, at 202-267-3850.

Written by John McDaniel and Michele Moorehead, who both began working at FAA after they completed the DOT Management Training Program in Human Resources Management.

Nationwide Links for Federal Workers

DOT's Office of Personnel recently alerted Human Resources Management (HRM) offices to two upcoming events that should be of interest to DOT employees nationwide:

The Vice President's Open Meeting on Reinventing Government, begins November 9 and will continue for two weeks. Up to 5,000 federal employees nationwide may participate in this venture to give workers the chance to discuss implementation of government reform in a new way. Registration is open regardless of occupation, grade, or location. All you need is access to Internet e-mail. The staff of the National Performance Review is particularly anxious to get field participation in this event. To register, send an e-mail message on the Internet to: Participation@AL.AL.MIT.EDU. On the Subject line, enter Subject: Participate. There is no need to put anything in the message unless your mail handler requires this. If so, enter "open meeting". You will receive a registration survey by return mail. If you're not sure whether you have access to the Internet, check with your Information Resources Director.

A series of **Interagency HRM Satellite Broadcasts** are coming up, designed to provide HRM specialists, employees, managers, and union officials with the latest developments in the HRM arena, plus more in-depth information on topics of current interest. Recent broadcasts have focused on the impact of downsizing and restructuring. In every show the viewing audience has the opportunity to call in with their live, on-air questions. The last broadcast this year will be December 15. Next year's shows are scheduled for February 8, March 22, May 3, June 14, and September 13. All shows are broadcast from 1 to 2:30 p.m. Eastern Time. See your servicing HRM office for more information on satellite coordinates and downlink sites or dial up the Office of Personnel Management's Mainstreet Bulletin Board at (202) 606-4800, and check the IAG Forum.



Deputy DOT Secretary Mort Downey donates blood during the September drive at Headquarters. During the upcoming holiday season, blood banks usually experience shortages. Why not take advantage of the next bloodmobile in your area and give the gift of life — give blood.

DOT Recreation Association News

Now's a great time to join the DOT Employee Recreation Association (DOT/ERA) and start enjoying some great deals. For just \$2 a year, you can get member discounts on tickets for Busch Gardens and other amusement attractions, take advantage of discount and special premier tickets for the Kennedy Center and other cultural events, participate in tennis, golf, softball and bowling leagues, and go on some fabulous trips sponsored by the Association at prices you won't believe!

The Recreation Association also sponsors events that contribute funds to the DOT Day Care Center, the Annual Race for the Cure and others. The Employee Store, located at DOT Headquarters, has been closed for a while, but the Association says we should have it open again by Thanksgiving.

The next event being sponsored by DOT/ERA is a Winter Getaway/Vermont Ski Party February 10-12, 1995 in Vermont. Prices include round trip transportation, buffet dinners and breakfast, discounted lift tickets, and much more. Prices range from \$179 per person for a four-person room to \$209 for a double. Payments can be spread out between now and January. Call Anton Lilly at 202-366-9723 for information. For membership information, call Marv Stephens, 202-366-5368.

November

Native American Heritage Month

3 - DOT Employee Recognition Day

3 - Secretary's Awards Ceremony, 2 p.m., Andrew Mellon Auditorium, Washington D.C.

9 - DOT Telecommuting Open House, 10 a.m. to 2 p.m., Headquarters (Nassif Building, room 2230)

9 - Vice President's Open Meeting on Reinventing Government begins (see item above for details)

11 Veterans Day

12 - Secretary's Cup Football Game - U.S. Coast Guard Academy vs. U.S. Merchant Marine Academy (at Kings Point)

14-December 12 Health Benefits Open Season for Federal Employees

24 Thanksgiving Day

30 Opening of the DOT Connection — a "one-stop shopping center" for employment, career and work life services for all DOT employees, 2 p.m., Nassif Building.

Future: DOT/ERA is sponsoring a cruise Dec. 2-9, 1995 from San Juan to Caracas, Aruba, St. Thomas and other ports aboard the "Fascination". Cost is \$1099 per person and includes airfare. \$100 deposit due by November 30, 1994. Call Bill Gossard 202-382-6566.

March 16-18, 1995, "Each One Reach One" — Sixth Annual International Women in Aviation Conference, St. Louis, Mo. Linda Daschl will be the keynote speaker. Call Tami Baum, 618-337-7575, ext. 299 for information.

FEHB Open Season

Open Season for the Federal Employees Health Benefits (FEHB) Program begins November 14, and ends at close of business on December 12, 1994.

The Open Season provides an opportunity for any eligible employee to enroll in an FEHB plan or change from one plan or option to another. Outside of the Open Season, employees may not enroll or change plans or options except for certain life events, such as marriage or birth of a child.

This year, some plans have reduced their premiums, for example:

Plan	Option	+/- Change (Biweekly)
Blue Cross/Blue Shield	High Self	- \$ 4.99
	High Family	-13.74
	Standard Self	-.63
	Standard Family	+.42
GEHA	High Self	-1.60
	High Family	-6.72
Humana Group Health (DC) (formerly Group Health)	High Self	-13.58
	High Family	-45.26
	Low Self	+.55
	Low Family	+1.34

Some Open Season materials will look different this year. For example, prices will no longer be printed in the plan brochures; however, they will continue to be included in the Open Season Guide. Large print versions of the Guide will be available, as well as plan brochures on cassette tape. See your servicing personnel office for special needs.

Employees are urged to review plan brochures carefully, especially your current plan for any changes in benefits coverage. The Guide provides a good summary of information, but the plan brochures provide the most complete information. You should also be aware that some plans may now have expanded enrollment areas beyond their service areas. Before, some plans only accepted enrollments from persons who lived in the enrollment area; now enrollment may be open to those who work but do not live in the enrollment area. Specific requirements vary from plan to plan, and will be stated on the front of each plan's brochure.

Warning about insurance sales schemes: A number of DOT employees have reported receiving phone solicitations at home or at work from salespersons who represent themselves as having some connection to federal benefits programs (usually life insurance). Federal Employees Group Life Insurance (FEGLI) does not use salespersons. No individuals are authorized to represent FEGLI or any federal benefits program. Any product they offer is not affiliated with or endorsed by the U.S. Government. Official FEGLI and other Federal benefits information is available from your personnel office.