

# DOT Today

February 1995  
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U.S. Department of Transportation



Moving America Together

## DOT's Restructuring PROPOSAL

On February 2, Secretary Peña announced a bold and comprehensive restructuring plan for DOT designed to streamline operations, increase efficiency and improve service to customers. The proposed reorganization will consolidate DOT's ten operating administrations into three organizations comprised of new intermodal transportation and aviation agencies, with the Coast Guard continuing to serve the nation's maritime needs.

The decision follows more than a month of departmental analysis by intermodal working groups and consultation with Congress, state and local officials and the public. The option announced by the Secretary was selected to foster intermodalism, streamline programs and eliminate duplicative functions; while also preserving customer linkages and strengthening connections between safety programs and infrastructure funding and construction activities. In addition, the option supports flexible programs the department is developing.

Under the new plan the Department of Transportation will have three administrations reporting to the Secretary and Deputy Secretary; the Intermodal Transportation Administration (ITA), the Aviation Administration (AA) and the United States Coast Guard (USCG).

The ITA will include functions now performed by the Federal Highway, Railroad, Transit, Maritime, National Highway Traffic Safety Administration, and the Research and Special Programs Administration. USCG Bridge Permitting will also be included.

The agencies to be consolidated in the ITA currently direct 94 percent of the Department's national infrastructure investments. This new organization will facilitate merger of approximately 30 grant, loan and subsidy programs announced in December. According to Secretary Peña, a single intermodal administration will provide enormous benefits for our customers.

The AA will include the functions now performed by the Federal Aviation Administration (except air traffic control), the Office of Commercial Space Transportation, and certain domestic and international aviation functions now performed in OST.

The USCG will remain basically unchanged. Its current responsibility for issuing permits for bridges over navigable waterways will be transferred to the new ITA. USCG will retain jurisdiction over maritime navigation, communication and safety standards.

Two organizations that will be transferred out of DOT will be the United States Air Traffic Services and the Saint Lawrence Seaway Development Corporation (SLSDC). Air traffic control functions, currently performed by FAA, will be corporatized. Detailed legislation is being drafted and is currently not available. The Seaway will be transferred out of DOT and become a free-standing self-sustaining entity. Details will be worked out at a later date in consultation with the government of Canada.

OST will be streamlined and refocused to provide strategic direction for the Department, advice to the Secretary, research and

technology leadership, policy coordination, resource management and allocation, and international relations. Operations (e.g., facilities maintenance, accounting) will be delegated to entities outside of OST. Coordination and oversight functions will be re-engineered and streamlined to allow managers and staff to deliver programs without multiple layers of concurrence and review.

The details for Research and Technology are still being worked out, but the concept is that research and technology resources will be distributed throughout the three component administrations of the Department. Department-wide research and technology activity will be coordinated through the proposed office of transportation technology in OST. This small office will handle strategic planning, interagency issues, and intermodal technological coordination. Framework and reporting lines of DOT managed research organizations (e.g., Volpe Center) have not yet been finalized.

The Bureau of Transportation Statistics (BTS) and data functions performed in BTS will be streamlined and coordinated throughout the Department. Appropriate reporting relationships will be finalized at a later date.

DOT's field offices are the heart of its service delivery mechanism and they will assume an added level of importance in the new organization. Special attention will be paid to the needs of DOT customers and partners in metropolitan and rural areas as well as in locations where the Department traditionally has had field offices. In the next phase of restructuring work, DOT will assess existing field resources and customer needs to determine the best distribution of services in the field. The expectation is that a major benefit of the new structure will be integration and a co-location of Department of Transportation offices rather than the more narrowly focused modal administration offices that have existed in the past.

Over the coming weeks and months, more detailed organizational plans will be developed and legislative proposals will be submitted to Congress.

DOT TALK will continue to field questions and take suggestions on DOT restructuring. Call DOT TALK at 800-215-0993 or send your fax to 202-366-9693. You can even contact DOT TALK through the Internet Superhighway. There are two methods employees can connect through the Internet:

- 1) Employees with Mosaic Internet access can connect to DOT's Mosaic Server and leave comments and suggestions. The Mosaic Internet address is: <http://www.dot.gov/>
- 2) Employees with only Internet e-mail access can send mail directly to DOT TALK. The Internet e-mail address is: [dottalk@postmaster2.dot.gov](mailto:dottalk@postmaster2.dot.gov)

## A MESSAGE FROM THE SECRETARY



In December, I announced a major restructuring of the Department of Transportation that will make our department work better by focusing its resources even more sharply on our fundamental missions: ensuring public safety, investing in transportation infrastructure, and maintaining national security.

We have pursued this restructuring to consolidate our operations and to continue reducing our work force as we seek to cut the cost of government and improve service to our customers. Achieving this is critical; as I told you in December, the question is not should we change or when should we change, but how should we change.

You responded enthusiastically to our request for ideas about how to carry out this restructuring. Over the past month, many of you have participated in task forces to examine these issues, and even more of you have given us your thoughts and recommendations in staff outreach sessions, town meetings, focus groups, teleconferences with union representatives, and calls and faxes to DOT TALK.

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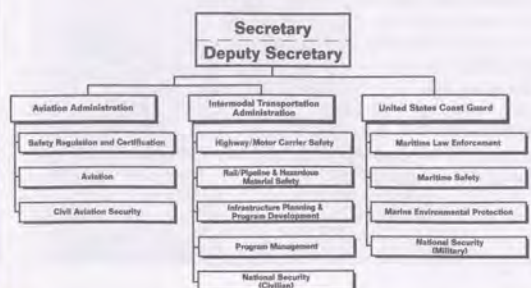
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## A MESSAGE FROM THE SECRETARY

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We have heard from all levels of employees: headquarters and field, managers, supervisors, and front-line employees. We also have received advice from labor unions and employee groups representing DOT employees.

Finally, we consulted closely with Members of Congress, our partners in state and local government, the transportation industry, and others affected by the Department's operations.

Your comments and questions have been extremely helpful to us as we reviewed our options, and assisted us in reaching a decision. I can now answer some of the fundamental questions about the Department of Transportation's new structure.

I am proposing an organization for the Department of Transportation comprised of an Intermodal Transportation Administration, an Aviation Administration, and the United States Coast Guard.

Under our proposal, the functions currently carried out by the Federal Highway, Railroad, Transit, and Maritime Administrations and the National Highway Traffic Safety Administration will be included in the new Intermodal Transportation Administration. The safety-related responsibilities of the Research and Special Programs Administration will also be incorporated in this Administration.

The Aviation Administration will include the Federal Aviation Administration's safety, development, and regulatory functions as well as commercial space transportation and certain aviation functions now performed by the Office of the Secretary.

We have proposed the creation of a government corporation for the air traffic control system that is now part of the Federal Aviation Administration. The corporation will be free of the burdensome personnel, budget, and procurement restrictions which hinder the effective use of resources and the

deployment of the new technologies we need to safely handle the massive travel growth expected in coming years.

We also propose that the St. Lawrence Seaway Development Corporation (SLSDC) be transferred out of DOT to become a free-standing, self-sustaining entity. The SLSDC was created to build the Seaway during the 1950s, and is now charged with operating it in partnership with the Canadian St. Lawrence Seaway Authority, and it is a self-sustaining organization that can independently serve its customers without an added layer of oversight.

The Coast Guard, which has served our nation well for two centuries, will continue its historic role of ensuring maritime safety, law enforcement, environmental protection, and national security.

Finally, we propose a much smaller Office of the Secretary, one primarily focused on developing strategic policies and plans which require Secretarial leadership and a departmentwide perspective. Further details on this, as well as field structure realignment and decisions regarding research and technology functions, will be the focus of the next month's work as we refine the details of our restructuring.

I chose this organizational structure for several reasons. First, we determined that there is a tremendous synergy between safety and infrastructure, so much that breaking them into separate organizations — as we had considered — did not provide our customers with the best service.

This model is not only the best choice for carrying out our missions of safety, infrastructure investment, and national security, but it also ensures that other concerns — such as the environment or innovative intermodal projects — do not fall between the cracks because no one is sure who should have responsibility for them.

It also preserves many of our traditional cus-

tomers linkages, so that state and local agencies can continue to have "one-stop shopping" for their needs at the federal level.

This model also more effectively links the different forms of transportation to promote the safest and most efficient movement of people and goods, something which is going to be crucial in the intermodal transportation world of the 21st century.

Finally, this choice supports our effort to streamline the more than 50 federal transportation funding programs, cutting red tape and giving state and local governments greater flexibility. Consolidating programs without consolidating operating administrations would not work, and our proposal ensures that fully 94 percent of all infrastructure funds will be allocated through the Intermodal Transportation Administration.

This restructuring is critical to our becoming a more responsive, customer-driven organization, but it is only one part of our commitment to transform the Department. Our proposals on restructuring to improve program delivery will be included in President Clinton's FY 1996 budget submission to Congress, and I will inform you of their details in a forthcoming issue of DOT Today.

Your thoughtful comments and suggestions have been important in my decision-making. I know these uncertain times are stressful and challenging, but I also know I can rely on your continued advice and support.

Over the coming weeks and months, we will continue to work with you and your representatives, as well as with Congress, with our partners in state and local governments, and with the transportation industry to ensure that this restructuring helps us to better serve our customers: the American people.

  
Federico Peña

## DOT Today

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## Secretary Visits Flood-Stricken Los Angeles

While assessing the damage from flooding that closed parts of nine interstate highways and dozens of other routes, Secretary Peña also observed the one-year anniversary of an earlier natural disaster to hit the area — the Northridge earthquake, and released a joint report produced by FHWA, California Department of Transportation (CALTRANS) and industry, on lessons learned from the earthquake. Accompanied by Federal Highway Administrator Rodney Slater, the Secretary released an initial allocation of \$5 million in emergency funds to begin restoration of federal-aid highways and bridges damaged by the flood. At the time of this issue's release, the DOT has provided an additional \$15 million in emergency funds to California in flooded areas.

Meanwhile, Secretary Peña awarded \$275 million to improve California's transportation infrastructure, granting \$154 million to Los Angeles Metro Rail for the eastern extension of the Red Line and \$121 million for Red Line extensions on Wilshire and Hollywood Boulevards.

The construction of the subway system will create thousands of jobs, reduce automobile use, and decrease pollution harmful to public health and the environment.

Secretary Peña also released a joint governmental task force report that states lessons learned from rebuilding the major transportation arteries of Los Angeles after last January's earthquake. These lessons should be applied to construction projects around the nation to enhance teamwork, cut red tape, and reduce costs.

The joint task force, ordered by Peña in April 1994 and made up of the FHWA, CALTRANS, and the construction and contract industry, credits cooperation, streamlining bureaucracy, cutting red-tape and innovative contracting for speeding project bidding and construction. The partnership between the federal, state and local governments as well as private industry resulted in the completion of major freeway repairs in a record 291 days, Peña said.

"When President Clinton came to Los Angeles a year ago to view the damage, he said repairing the freeways would be a top priority, and he committed the administration to long term recovery efforts. This report demonstrates our success. Freeway after freeway has been repaired ahead of schedule, saving thousands of hours in commuter time and millions of dollars for local businesses," Peña said.

Following the earthquake, Peña encouraged residents to use Metrolink and other transportation alternatives. Since that time, the Secretary added, ridership on Metrolink has increased. "That takes thousands of cars off the congested highways every day," Peña added.

The use of innovative contracting also expedited the recovery process according to the report. "The use of innovative contracting approaches to provide financial incentives for beating repair deadlines was instrumental in creating a sense of urgency for all involved," said Slater. "It was this sense of urgency and common goal that led to a speedier than normal repair and re-opening of the freeways."

"As this report illustrates, the Northridge recovery process is a real world example of what reinventing government is all about: making government that works better and costs less," Peña said. "Working together, we cut red tape, put customers first and empowered employees to get the work done."

## Secretary Peña, FAA Administrator Hinson Pledge Agency Action On Safety Summit Recommendations

Concerned by a series of fatal crashes in 1994, more than 1,000 aviation industry and federal officials gathered in Washington, D.C., in January to discuss new approaches to safety issues ranging from crew training to safety data analysis. By the end of the two-day conference, industry leaders and government officials had compiled a list of 70 key recommendations.

The Secretary stated that the government will set priorities among the recommendations within 30 days of the conference. He also asked the airlines to schedule internal safety audits, giving FAA a timetable for them within 30 days, and to set up flight operations with quality assurance programs.

Secretary Peña convened the two-day aviation safety conference by challenging aviation industry leaders to ensure "zero accidents." "We will not settle for anything less," he told the assembly. FAA Administrator David Hinson added that safety experts need to change emphasis from "after-the-fact analysis and reaction" to "anticipatory analysis and proscriptio" in attempts to prevent air crashes.

"We are at such a low accident rate today that additional magnitudes of improvement will only be realized if we find ways to anticipate accidents

before they happen...achieving zero defects in an environment dominated by limited resources, increased competition and globalization, steadily evolving technology and a virtual doubling in the demand for air services within the next twenty years will be a challenge all of us will be hard pressed to meet," stated Administrator Hinson.

Secretary Peña, along with hundreds of industry executives and government officials, attended workshops throughout the two day conference to discuss separate facets of aviation safety. Workshop participants compiled a list of 540 safety ideas. Seventy safety ideas taken from the list are considered "key" recommendations and will be addressed promptly. A common theme which the Secretary found in each working group was the importance of human factor issues in the efforts to reduce accidents.

Secretary Peña noted that last year U.S. airlines carried 515 million passengers, about half the global air traffic. Studies project about 300 million



more passengers than that will fly on U.S. airlines each year within a decade. This ever increasing flying population demands that a stricter safety standard be enforced. Industry leaders "must take the lead and demonstrate...to the American people that we will do everything possible to improve our already high safety standards and performance," said the Secretary.

Secretary Peña and FAA Administrator David Hinson (on his left) sit in one of the workshops at the Aviation Safety Summit.

## A Coast Guard Tradition: A VISIT TO THE PRIBOLIF ISLANDS

The Coast Guard has had a long history with the Pribilof Islands dating all the way back to 1867. In those early days, when the Coast Guard was known as the Revenue Cutter Service, trips were made to the islands bringing with them law, justice, doctors, missionaries, teachers, explorers, scientists, and the mail. The USCG Cutter *Storis* made the Alaska patrol for seven years after it was stationed in Juneau in 1948. Like the Cutters before her, the *Storis* would carry with her a federal judge, a doctor, a dentist, and postal service to the remote villages. So when the *Storis* returned to the Pribilofs this past January, with a dentist, an eye doctor, and two chaplains aboard, the visits were something of a homecoming.

Older residents of the islands of St. George and St. Paul remember when the *Storis* provided the only available transportation in medical emergencies as well as the only mail service.

The *Storis* spent seven days anchored off the Pribilofs so the doctors, chaplains and work parties could go ashore to perform their duties. While the doctors examined eyes and extracted teeth, *Storis* crewmembers set to work on a variety of community projects — repairing, painting, rebuilding and cleaning. In just a few days, their presence created quite a stir in the small communities, what a St. George resident called "the social event of the year."

The *Storis* arrived off St. George January 6, the eve of the Russian orthodox Christmas. A welcoming party from the community rushed LCDR Jerome

Cwiklinski, a Russian Orthodox chaplain assigned to the 17th Coast Guard District in Juneau, from the small boat pier in Zapadini Bay across the island of St. George for afternoon services. The church has not had a priest



### Contributing Correspondent: Kenneth Arbogast

Left: Dr. Deborah Noyes, assigned to Coast Guard Support Center Kodiak, examines an Aleut woman on the island of St. Paul.

Right: Coast Guardsmen and community members remove trash and other debris from a pile of driftwood in a seal rookery on the island of St. Paul.



*Kodiak, Alaska — Seen from the sea, all the Pribilof Islands — St. Paul, St. George and Otter Island — appear as mere rocks, naked and desolate fragments of lava, wasted into bluffs where they touch the sea, and shorn off on top by the ice sheet. The gray surfaces are roughened here and there by what, at a distance seem to be degraded volcanic cones.*

— Naturalist John Muir aboard the Revenue Cutter *Corwin*, May 23, 1881.

their festivities around their appointments.

The crew of the *Storis* completed several community projects. On St. George, population 200, they painted the priest's house, which has been vacant and deteriorating for 12 years, and also completed electrical work in the St. George clinic. The children of St. George were also greeted by a Special Christmas visitor, Santa Claus. Petty Officer First Class Stephen Haller donned the traditional red suit and white beard to distribute presents to more than 50 children. The crew of the *Storis* had raised \$1,000 in Kodiak to purchase the presents.

On St. Paul, population 800, the *Storis* crewmen joined a community beach cleanup in the seal rookeries. The cleanup filled two trailers with debris removed from the beaches. One particular target was line, net and other fishing gear which presents a hazard to seals and other marine life. The animals can become tangled in the line and cannot free themselves.

The tradition of the *Storis* now stretches back 52 years, longer than any other Cutter in the Coast Guard fleet. As the oldest Cutter on active duty, the *Storis* wears its distinctive hull number "38" painted in gold on the bow. In another year, the *Storis* will surpass the Cutter *Bear's* record of 47 years on duty in Alaska.

Even before the *Storis* weighed anchor and sailed away, residents of both islands discussed plans for future visits to the Pribilofs and other small communities in the Aleutian Chain with similar needs. Perhaps the *Storis* will return; their visits are already a Coast Guard tradition.





H.C. "Mac" McClure, Aeronautical Center director, introduces Karen Wallace at a recent Center reception for the new Miss Black America.

## FAA's Karen Wallace Named Miss Black America

Karen Wallace has changed her title, from Ms. Black Oklahoma to Miss Black America! An accounting technician with the FAA Aeronautical Center's Office of Financial Services, Karen was recently named Miss Black America at the 25th Annual Miss Black America Pageant in Jackson, Tennessee.

At 29, Karen looks forward to her year long reign. She plans to use her position to help teens and encourage young people to avoid teen-age pregnancies. "I see teen pregnancy as a big problem," said Wallace. "There is a breakdown in family values. We need to teach young women self-esteem, help them find their purpose in life and help them find something they enjoy doing." Wallace said that during her reign she will concentrate on speaking at high schools and universities.

Wallace competed against 18 other finalists from across the country. "I sang 'We Shall Behold Him,'" Wallace said. "My goal is to become a gospel singer, and I wanted something inspirational and something that touches people. This is a song that really touches people."

Wallace has competed in seven pageants since being named second runner-up overall at her first competition in 1989. She started on the road to the national title in 1991, when she was crowned Miss Black Oklahoma City and became eligible to compete for the state title.

Clara Luper, a sponsor of the Miss Black Oklahoma pageant, said Wallace is the first Oklahoma contestant to win the national pageant. "She has brought more honor to Oklahoma than anyone could imagine. She is a very talented, determined, professional young lady, and she will represent Oklahoma well," said Luper.

## FTA Employee Shares International Mercury Award

Richard Centner, a Transportation Program Specialist in Arlington, Texas, and Army Reservist, recently received an International Mercury Award. The Award, which is presented by the International Academy of Communications Arts and Sciences for excellence in communications, was presented at a banquet in New York City on January 19, 1995.

Centner, formerly the Deputy Director of the Federal Transit Administration's Office of Public Affairs, and fellow reservist Capt. John Sargent, shared a Bronze Award in the speechwriting classification of the writing category. The entry, entitled "The 510th Leaves the Field: A Proud Farewell," based on the inactivation of the 510th Area Support Group located in Baltimore, Md.

"It was a pretty heady experience to be in the company of winners from Scotland, New Zealand, Japan and Canada, not to mention the U.S.," said Centner.

The Mercury Awards are sponsored by MerComm, Inc., to recognize outstanding achievements by public relations agencies, corporations, non-profit organizations, associations and government agencies.

## Kings Point Turns Army Ten-Miler Road Race Into a Tradition

For the second year in a row, midshipmen from the U.S. Merchant Marine Academy came to Washington, D.C. to compete in the Army Ten-Miler Road Race. Competing with over six thousand other runners, four midshipmen from the USMMA "Mariners" Cross Country team placed third in the service academy division finishing behind two West Point teams.

Places were decided by the average time of the top four runners on a team. The four Mariners averaged 1 hour 16 seconds. The Midshipmen participants were First Classmen Dennis Waters and Robert Williams, both from New York, Third Classman Michael Kiehl, from Pennsylvania and Fourth Classman William Nabach, also a New Yorker.

An average day's workout for these King Pointers is 8-10 miles after a full day's worth of classes and other academy duties. One day a week is speed day in which two or three 1-mile "sprints" are followed by two or three 3/4 mile "sprints," followed by a five mile warm down run.

The Army Ten-Miler is usually run in late October. Look for a strong performance from the USMMA Mariners in '95. The Mariners expect to field two squads in '95 with both teams striving towards one goal: to win the academy division.

## Transportation Honorees Are Going Places

The Transportation Department and Government Computer News (GCN) jointly honored eight Transportation employees for excellence in Information Resource Management (IRM). The awards were presented at the monthly GCN Forum in Washington. The honorees were:

**Carl D. Creager**, project manager for the Integrated Personnel/Payroll System (IPPS), for his work implementing the first phase of IPPS, a main component of Transportation's strategy to integrate financial management departmentwide.

**Lt. Cmdr. Jon M. Bechtle**, chief of the Coast Guard's System Integration Branch for overseeing the development of the Law Enforcement Information System.

**Cheryl A. Culline**, computer systems analyst in the Coast Guard's End User Branch, for leading the shift to an open systems environment at the agency.

**Chief Warrant Officer David Maynard**, project manager at the Coast Guard's Computing

Platform Division, for singlehandedly drafting the guard's and department's telecommunications cabling guides.

**Robert A. Fatner**, Information Systems Architect for the Coast Guard, for establishing an agencywide information technology architecture program.

**Robert E. Ellington**, highway engineer in the Federal Highway Administration's (FHWA) Office of R&D Operations and Support, for steering development of high-end system labs for FHWA researchers.

**Carl G. Shea**, computer specialist for the Federal Highway Administration, for guiding creation of Transportation-wide electronic-mail systems.

**Frederick E. May**, chief of the Federal Transit Administration's Enterprise Systems Support and Operation Division, for laying the groundwork to electronically handle the FTA grants process.

## FAA's Francis Tapped by Clinton for NTSB

President Clinton recently named Robert Francis, the Federal Aviation Administration's representative to Europe, Africa, and the Middle East, as the newest member of the National Transportation Safety Board.

Board Members must be approved by Congress, but Mr. Clinton exercised his right to grant a recess appointment, which is good for one year. The NTSB, which is authorized to hold five board members, was down to just two members in January, following the departure of long-time member John Lauber.

## 10,000th Student

Junior Dotson (holding certificate) recently became the 10,000th student since 1987 to complete FAA's Civil Aeromedical Institute's (CAMI) cabin evacuation safety course. Presenting Dotson with his certificate is CAMI's Charles Chittum. Dotson, and fellow technical school students (in background) are working towards their aircraft mechanic's certification. FAA's evacuation training includes lectures and discussions on aspects of accident survival. Also included, a simulated emergency evacuation from CAMI's aircraft cabin evacuation facility (in foreground) which is filled with non-toxic artificial smoke and tilted to simulate zero visibility, smoke and crash conditions. In addition to vo-tech students, flight attendants, military flight crews, airport executives and other groups have been trained at CAMI. In 1994, six TV station crews and a Washington Post writer went through and reported on the training. CAMI scientists' mainly use the simulator to conduct cabin safety research.



FAA picture by Roland Herwig

## BTS Makes the "A" List

By: Kathleen Bradley

American Demographics, a publication of Dow Jones & Company, Inc. has selected the Department's Bureau of Transportation Statistics (BTS) for their "1995 Best 100" list honoring the foremost sources of marketing information. Although BTS is not a marketing statistics agency, this recognition shows how successful they have been in making information on transportation statistics easily accessible and widely available.

To be selected for inclusion in the American Demographics "1995 Best 100," a data provider must make its products available to a wide range of customers and offer a high level of customer service.

Since its inception in December 1992, BTS has generated 48 products (with an additional 40 products in development), established an internet and bulletin board system, created a toll-free statistical information line, designed a customer database system, and provided a means for customers to comment on their experiences with BTS products and services.

For further information, the BTS may be reached at (202) 366-DATA.



## SEAWAY RECORDS INCREASES IN TONNAGE AND TRANSITS DURING 1994 SEASON

Written By: Kevin O'Malley

The 1994 navigation season on the St. Lawrence Seaway ended December 29 with sizable gains in both commercial tonnage and vessel transits, according to preliminary figures released by the Saint Lawrence Seaway Development Corporation (SLSDC).

Overall, tonnage through the Montreal-Lake Ontario section of the Seaway increased 20 percent to 38.5 million metric tons - the highest tonnage level on the Seaway since 1988.

Three of the Seaway's traditionally strong commodities — grains, iron ore, and iron and steel — recorded sizable increases in 1994. Most impressive, iron and steel shipments increased 117 percent to 4.7 million metric tons. Combined U.S. and Canadian grain exports rebounded during the year as grain shipments increased 22 percent to 13.3 million metric tons. Iron ore shipments ended the season at 11.1 million metric tons, an increase of 11 percent.

U.S. trade on the Seaway also recorded sizable gains. U.S. imports and exports via the binational waterway increased 24 percent to 11.3 million metric tons.

The number of commercial vessel transits through the Seaway's locks also rose by 24 percent to 2,868. In particular, ocean vessel transits were 1,258, an increase of 39 percent.

SLSDC Administrator, Stanford E. Parris noted that recovering economies in the United States and Canada, along with the Seaway's first toll freeze in more than 10 years, were all instrumental to the tonnage and transit gains.

"The St. Lawrence Seaway has reasserted itself as a leading North American transportation route for the movement of bulk and steel products. The Saint Lawrence Seaway Development Corporation will work to improve on this year's successes to produce even greater maritime commerce for the Great Lakes region in the years to come."



## Air Traffic Controllers Return For Training



Returning air traffic controllers being sworn in at the FAA Academy Radar Training Facility

Thirteen years after being fired by then-President Reagan during the air traffic controllers strike, 26 former Professional Air Traffic Controllers reported for training on January 10th at FAA's Aeronautical Center in Oklahoma City.

Of the 11,400 air traffic controllers (ATC's) that were fired in 1981, 5,000 reapplied to the Federal Aviation Administration after President Clinton lifted a ban on rehiring them. The 26 who reported to the FAA's Mike Monroney Aeronautical Center were chosen from 4,543 found eligible, said Doug Murphy, Director of controller training for the FAA.

"You are a historical group," Murphy told the returning controllers at a swearing in ceremony. Murphy made it clear that their jobs have changed considerably since 1981. Although they will operate on the same equipment, procedures in execution have changed drastically. He said, they will be more "personally involved" with decision-making.

The controllers are mostly in their 40's, considerably older than the average age of 26, Murphy said. Many of the 26 have worked as controllers in other countries or in other areas of aviation since the strike. They will take a five week refresher course ending February 14, custom-designed for them before being assigned to air traffic centers or control towers in New York, San Francisco, Honolulu, Oakland, and San Juan, Puerto Rico. It will take six to 18 months for the returning ATC's to become fully recertified.

## "Headquarters" Employees: Do You Need Training On Your Computer?

If you are a headquarters employee who needs computer training, then you might want to look into the Transportation Computer Center (TCC) Training Department. TCC provides computer classes at varying levels from introductory to advanced. TCC also provides professional, high quality computer training, using proven techniques and qualified instructors.

Explore all your areas of interest by choosing from over 130 course offerings in various areas of state-of-the-art micro and mainframe hardware and software classes. Courses are taught through lecture sessions and structured, goal oriented, hands-on exercises. TCC utilizes experienced professionals in the information process industry, with proven training skills in micro and mainframe hardware and software courses.

TCC currently has four classrooms in the Nassif building in Washington, D.C., where training is conducted on an ongoing basis. Approximately 8,000 students in the past two years have been trained through the TCC training program. The training department also provides many other services including custom courseware development and planning custom training programs tailored to your organizations specific training needs.

The training department is also equipped with a VCR learning lab with over 35 tapes on numerous software applications, and a PC Book Loan Library. VCR tapes may be viewed in the learning lab, or they may be checked out for viewing at your location (D.C. area employees only).

TCC also has the capability of providing the same high quality training to all regional offices. This ensures that all DOT employees can obtain the same high standard of services and training provided at headquarters. For regional offices without classrooms or equipment, the training department can provide qualified instructors, courseware, and a classroom setting with computer equipment at your location.

For more information on classes, schedules and rates, please contact your training coordinator or call the training department at (202) 366-4378 or (202)-366-6020.



## DOT and NFL Take to the Field at Joe Robbie Stadium in Miami

Bernie Parmalee, star running back in the National Football League (NFL) for the Miami Dolphins, joined together with the National Highway Traffic and Safety Administration (NHTSA) and 200 local Miami-area students recently to participate in "Ride Like A Pro," a bicycle safety event at Joe Robbie Stadium in Miami, Florida.

The event, sponsored by DOT, NFL, Riddell, and other private child safety groups, promoted bicycle safety and bicycle helmet use.

"Wearing bicycle safety helmets is the single most effective measure bicycle riders — whether they are young or old — can take to prevent hurting their heads in crashes. We particularly want young riders to hear it straight from the pros

that helmets work," Secretary Peña said.

Students learned the benefits of wearing bicycle helmets and also had the opportunity to practice safe riding skills through a series of bicycle exercises designed to teach good riding habits. All students were given helmets with NFL team logos donated by Riddell, which also manufactures football helmets for the NFL.

"Bicycle accidents are one of the most frequent causes of injury-related deaths for children," according to the National Highway Safety Administrator Ricardo Martinez, M.D., a former emergency department physician. "About 70 to 80 percent of most fatal bicycle crashes involve head injuries," he said.

In 1993, 814 people died in bicycle crashes with motor vehicles and 38 percent of these were under 16 years old. Nine states and 21 counties in the United States have laws requiring bicycle helmet use. Most of these laws apply to young bicyclists.

Helmet usage today is very low, less than 5 percent nationally. "Bicycle crashes that result in serious head injury are among the most tragic we see in hospital emergency rooms. Injuries, when not fatal, are extremely costly and often cause life-long disabilities. Helmets can reduce or prevent the injury. We all should wear helmets every time we ride our bikes," said Martinez.



## New Drug and Alcohol Tests for Transit Workers

Transit workers, including bus drivers, mechanics, and armed security personnel, face random testing for alcohol and drugs. A new federal law requires that transit systems conduct one random urine test for drugs each year for every two employees in "safety sensitive" jobs, and one breath test for alcohol for every four "safety sensitive employees." The Federal Transit Administration (FTA) issued a drug testing regulation in 1988 that was vacated in its entirety by a Federal Appeals Court in January 1990. As a result, the Omnibus Transportation Employee Testing Act of 1991 was passed. Before that, FTA lacked the statutory authority to require drug and alcohol testing by its grantees.

Judy Meade, senior drug and alcohol program manager for FTA, said some systems around the country that have never tested their employees may find "in the neighborhood of 5 to 6 percent positive tests."

"Rates will be fairly high for the first two years," Meade continued, "because it takes time for corporate climate to change. It takes time for John Doe to see his buddy Sam Smith be hauled away."

The rules, issued by FTA in February 1994 under the Omnibus Act, requires testing of employees who perform safety-sensitive functions. Transit systems around the country must conduct pre-employment tests, post-accident tests, and tests whenever there is suspicion of drug or alcohol use. Under the new regulations, a breath test reading showing a breath-alcohol concentration of 0.02 to 0.039 constitutes grounds for removing an employee from the job for up to eight hours. From 0.04 and above, the employee must be removed from the job and referred to a substance abuse professional for evaluation.

## Air Station Astoria Crew Would Do It Again

If Lt. Mark Jessen, a U.S. Coast Guard pilot based at Air Station Astoria, had to fly his aircraft into 70 mph winds during a stormy February night to locate bar pilot Mike Dillon again, he wouldn't think twice.

If Rescue Swimmer Steve Wanlass had to jump into the frigid Pacific Ocean on a pitch black night, braving 30-foot-high waves to get Dillon, he, too, wouldn't give it a second thought.

Jessen, Wanlass and the rest of the Dolphin helicopter crew that plucked Dillon out of the sea last February were recently honored at the Air Station Astoria. Both Jessen and Wanlass received Prestigious Air Medals for their bravery.

Rear Admiral John W. Lockwood, commander of the 13th Coast Guard District headquarters in Seattle, presented the awards.

"This is bedrock Coast Guard, saving lives and properties," Lockwood said.

Dillon had fallen into the ocean while trying to transfer between a Hyundai car carrier ship and the pilot boat Columbia about two miles out at sea.

He spent about 35 minutes in the ocean, drifting a mile from the pilot boat and several miles from other ships in the vicinity, according to Coast Guard reports. Relying on his float coat, a bulky jacket filled with flotation devices, and his survival training as a pilot, Dillon said he tried to keep calm and float on his back as much as possible so that the reflective tape on his jacket would show.

Lucky for him, the helicopter crew spotted the

Ace bandage-size tape and came in for the rescue. Battling huge waves, wind, and rain, Wanlass hoisted Dillon into the helicopter within minutes. Dillon was treated for hypothermia and returned to work within days.

Dillon, who attended the award ceremony, said that at one point during the rescue he thought the helicopter was going to crash. "They put their lives on the line for me. They deserve everything and a whole lot more."

Jessen said that although he was scared going into the rescue, he would change nothing if called on to do it again.

"I was thinking about going back at one point," he said. "Things seemed to be falling apart and really getting out of hand."

That they found Dillon at night in such rough conditions was something of a miracle, Jessen said. About a week later after the rescue, on a clear day, the helicopter crew dropped a dummy in the ocean where they had spotted Dillon and left the scene. When they returned for a practice rescue, they couldn't find the dummy.

Jessen credited the crew with sticking together and forging ahead. His co-pilot Troy Dierling and the flight mechanic Tony Hickman, have since left the station.

"Everyone of them was top notch," Jessen said. "We had the best of the best."

Wanlass said that at the time he didn't really think about the danger "in the heat of the moment. I think I would do it again," he said.

## Postal Museum Highlights Importance of Air Transportation in Mail Delivery

By: Mark Kahn

The Smithsonian Institution's National Postal Museum offers more than just a collection of stamps, it houses exhibits that show the importance of air transportation in improving postal delivery, as well as the vital role the U.S. Airmail Service played in stimulating the early aviation industry.

Prominently displayed in Washington's newest museum are three aircraft which represent intriguing milestones in U.S. airmail history. The oldest is a Wiseman Cooke machine from 1911. This fragile biplane of cloth and wood (capable of a top speed of only 70 m.p.h.) made the first mail flight officially sanctioned by a U.S. Post Office. The pilot brought correspondence from the mayor and postmaster of Petaluma, CA, to their counterparts not quite nineteen miles away in Santa Rosa. A journey that required two days to complete because of mechanical difficulties.

A De Havilland biplane from the 1920s is also featured in the gallery. Originally designed for the rigors of aerial combat in World War I, this model was the workhorse of the U.S. Airmail Service during much of the "roaring twenties." Before being employed by the Post Office Department, the De Havillands had to undergo design modifications. Previously, they had served in the Army Signal Corps as reconnaissance and bomber craft. After conversion, these were capable of low-flying, long-distance airmail use. The original cockpit actually became a mail compartment which could carry 500 pounds of mail.

The third airplane displayed is a Stinson Reliant monoplane. In 1939, this aircraft was used to test a unique postal innovation for towns that did not have landing fields. Mail was placed into a container positioned on top of a structure resembling a goal post. The pilot guided his plane over the mail container while the flight officer on board lowered a grappling hook to snag it. The flight officer then dropped mail for the community onto the same spot. This technique was borrowed from the Rail Mail service's "mail-on-the-fly" pickups.

Besides antique airplanes, the National Postal Museum also contains many other items of airmail interest including 70 year-old flight suits and Charles Lindbergh's Airmail Pilot Application signed on April 13, 1926.

Rare U.S. airmail stamps are also on exhibit at the museum. The collection includes the first letter flown across the Atlantic ocean and an airmail cover autographed by President Wilson on the 1918 inauguration of airmail service between Washington, DC, and New York City.

The museum, located near Union Station and within walking distance of DOT Headquarters, is open daily from 10 a.m. to 5:30 p.m.

## Safety Brochure Helps Consumers Buy Safer Cars

If safety is a concern when purchasing a new car, then the National Highway Traffic Safety Administration (NHTSA) has something for you. NHTSA, the American Automobile Association (AAA), and the Federal Trade Commission (FTC) will be releasing a new brochure entitled "Buying a Safer Car." The brochure helps consumers decide which new cars and trucks offer the best protection in a collision and are most at risk of being stolen.

NHTSA Administrator Ricardo Martinez, M.D., says that safety features, crash test results, and theft ratings are listed by make and model of vehicle. A list of "Buying Tips" is also included. The public can obtain a copy free of charge by writing the Consumer Information Center, Dept. 501B, Pueblo, Col. 81009.

"NHTSA is pleased to cooperate in this joint project with the AAA and the FTC to provide important and timely safety information on new vehicles, in a format that consumers can use," Martinez said.

## RSPA Announces the Hazardous Materials Information Exchange

The Office of Hazardous Materials Initiatives and Training announces the availability of the Hazardous Materials Information Exchange (HMIX) on the Internet. The HMIX provides planning, prevention, and training information to assist the hazardous material community.

For a brochure on HMIX, please call (202) 366-4900. For those who would like to "Hitchhike" on the information superhighway, the address is: hmix.dis.anl.gov

## FAA Certifies First Explosives Detection Device

After 17 years of research and development the FAA has certified the first Explosives Detection System (EDS). The new system, the CTX-5000, is manufactured by InVision and was tested at the FAA's Technical Center located in Atlantic City, New Jersey. The system is the first explosives

detection system for checked baggage to be FAA-certified.

FAA plans a demonstration program at two U.S. airports, laying the groundwork for deployment late in 1997, according to Bruce Butterworth, director of policy and planning in the Office of Civil Aviation Security. The new system uses computed tomography to detect explosives, Butterworth said the once promising thermal neutron analysis (TNA) has been abandoned.

The CTX-5000 will first go into use at international airports.

The CTX-5000 is the first Explosives Detection System to meet stringent FAA requirements.

Two units costing \$800,000 each will be needed to meet the standard of 450 bags per hour. The new equipment is about half the size of a TNA device and weighs one quarter as much - 7,000 pounds instead of 28,000.

Computed tomographic images (CAT Scans) build on technology used in medical applications. The scans are obtained by taking multiple views of an object and combining the views to create cross-section images, or "slices." A computer reconstructs the slices and displays their computer densities. Butterworth said the challenge is greater than detecting explosives, "it is to distinguish explosives from many other things carried in luggage, and to do it quickly and with a manageable level of false alarms."

Trials at the two airports, to last a year, are intended to determine how the new equipment performs during low- and peak-traffic periods, how many units will be needed systemwide, how much it is likely to cost, and what training, maintenance and liability measures will be needed, Butterworth said.



## Winter Storm Commuting Made Easier

By: Alyssa Lustigman



Commuting to and from work can be a struggle on the sunniest of days, but when winter storms strike, it can become an ordeal. Icy rain, mounting snow drifts, and other winter rages of Mother

Nature can turn a 25-mile drive to work into an all-day journey.

Last year more than 16 winter storms kept countless commuters stuck at home, some stuck in their offices and, unfortunately, some stuck in their cars. To be better prepared when bad weather hits, here are a few hints and guidelines:

The number one rule for commuting in poor weather is to take mass transportation. The car may seem like a friendly enough vehicle from the safety of your driveway, but on snow or icy roads, driving may be hazardous for both yourself and others.

While bus and train routes don't necessarily guarantee smooth sailing on your way to work, they are often quicker and more efficient than driving yourself.

It's a good idea to familiarize yourself with routes in your area, before the

bad weather hits. Knowing available public transportation options will save you time and give you the opportunity to use alternate plans for getting there if there are any unforeseen problems.

Once the weather does take a turn for the worse, stay tuned to a news radio station for an update on any delays. Traffic services file regular reports on road and weather conditions as well as mass transit updates and can help commuters decide on the best routes to take.

Expect delays, so give yourself plenty of time to get to the office, especially during a winter storm

Even the best laid plans can go awry. You may find yourself standing in long lines, stalled traffic, and maybe even marooned at your desk. So, keep something handy to occupy your time. Prepare to wait, this way your frustration level will be kept at an absolute minimum.

Leaving the office early isn't always the best way to save time in inclement weather. Since there are generally fewer buses and trains running during off-peak hours, passengers who leave work early hoping to avoid delays often end up waiting in long lines to get home.

If you are one of many commuters who drive to a bus or train stop, remember that poor weather conditions don't stop when you get to your car. While most lots are plowed during storms, snow and ice can still be a problem. Keep a brush and ice scraper in your car to remove snow and a shovel to dig yourself out. Unless you have four wheel drive, keeping sand bags or carpet pieces in your car for traction might not be a bad idea either.

Dress for the weather. First and foremost, find a good pair of boots with a rubber bottom and a wool or synthetic lining. Keeping your feet dry and warm is essential in keeping your entire body warm. Equally important is covering your head. This preserves your body heat. Abandon the wool overcoat for an insulated jacket or parka that has water or wind resistant materials such as Gore-Tex or Ultrax.

## FAA Commissions New Weather Radar At Memphis

FAA has commissioned at Memphis Airport its second terminal Doppler Weather Radar (TDWR), for use by controllers to increase safety and reduce weather-related delays. The first TDWR was commissioned last July at Houston Intercontinental Airport. TDWR detects microbursts and gust fronts, predicts wind shifts and provides data on precipitation intensity. Wind shear warnings from controllers will include the runway affected, type of wind shear, and its strength and location along the runway. Raytheon received a contract in 1988 for 47 TDWR's. Total funding for the program is \$373.3 million, of which \$254 million goes to the contractor.

## Willard Scott and NHTSA Team Up On The Auto Safety Hotline

No, you're not getting ready to hear a weather report, you're accessing the Auto Safety Hotline. The National Highway Traffic Administration recently announced that the voice of NBC's Today Show weatherman, Willard Scott, will soon be greeting callers to the agency's toll-free Auto Safety Hotline.

"I consider the Auto Safety Hotline an important opportunity for people to become involved in solving safety problems. The Hotline has a variety of free information on child seats, safety belts, recalls and more," Scott said.

NHTSA's Administrator, Ricardo Martinez, M.D., said, "We are delighted that Willard Scott will welcome callers to NHTSA's Hotline and hope that more consumers will take advantage of this important service by reporting safety problems and requesting auto safety information."

NHTSA has also extended the operating hours of its toll-free Auto Safety Hotline, now available Monday through Friday from 8 a.m. to 10 p.m. Eastern time, an increase

of six hours daily. An automated answering system will continue to receive calls when representatives are not available.

"The Hotline is an important link to the public. It is the primary way the agency learns about potential safety problems with motor vehicles or equipment, and it provides safety information to consumers," said the Administrator.

The Auto Safety Hotline has been operated by the agency since 1975 and receives consumer reports of safety problems with motor vehicles, tires, and automotive equipment. These reports guide NHTSA's defect investigation process. Consumers can also receive a variety of safety information, such as crash test results of new cars and trucks by calling the Hotline.

Some of the most recent information available is the third group of 1995 crash test results which includes the Ford Aspire 4-door, Ford Crown Victoria, Chevrolet Monte Carlo, Nissan 240 SX, Chevrolet S-10 Blazer 4-door and the Ford Contour as well as results from



vehicles tested previously which remain valid because the same or essentially the same vehicles are being sold in model year 1995. Up-to-the-minute information on safety recall campaigns, or even information on the recall history of a particular make and model of a car, truck, motorcycle, or child safety seat is readily available.

The toll-free Auto Safety Hotline number is (800) 424-9393 and for Washington, D.C. area callers (202) 366-0123. A new "Fax-On-Demand" system, which enables certain information to be faxed directly to callers, is now available through the toll free number. The Auto Safety Hotline is available to the hearing impaired through a teleprinter number, (800) 424-9153.

### Calendar of Events

#### February

Black History Month  
Call your local Civil Rights Office for a Calendar of Events.

9 - State of Transportation

13-15 - FAA - Airport Technology Conference and Exposition at Bally's Park Place in Atlantic City, N.J. For registration information contact AAAE at 703-824-0504, fax 703-820-1395 or 703-671-8622. To reserve space call John Barney or Kati Schnell, AAAE, at 703-824-0504.

20 - Presidents Day

28 - Denver International Airport Opening

#### March

Women's History Month

National Nutrition Month

12-15 - National Bus and Traffic Safety Summit

15-17 - Fifth Annual Meeting of the Intelligent Transportation Society of America (ITS), Sheraton Washington Hotel, Washington, D.C.

24 - End of 100 Day Aviation Safety Regulatory Implementation

#### April

21 Earth Day

## Travelers First

So that airline travelers will be assured of top quality service and fair treatment, Secretary Peña recently announced the DOT's "Travelers First" initiative which increases consumer protection for airline passengers. This new initiative includes closer scrutiny of airline advertising, the first-ever review of airline frequent flyer programs, as well as heightened oversight of airline scheduling and booking.

The new consumer affairs office, in addition to handling individual customer complaints, will significantly expand its abilities to undertake on-site investigations of air carriers as well as systematic reviews of airline advertising and other consumer practices.

"From the new truth-in-ticketing requirements and increased compensation for lost bags to more non-smoking international flights and better service to travelers over the last two years," said Peña. "Travelers First" is the next step, addressing a range of concerns and frustrations I've been hearing about as I travel around the country."

"Travelers expect to be treated fairly when they deal with airlines. Consumers expect seats to be available at advertised prices. They expect seats to be available in the frequent flyer programs in

which they participate. They expect to be able to get on flights when they have confirmed reservations. And consumers with disabilities expect adequate assistance and access," Peña said.

In the letter from the Secretary and in subsequent meetings with DOT officials and airline consumer representatives, the DOT has said it will:

- 1) enhance and strengthen oversight of airline advertising, especially "two-for-one promotions;"
- 2) ensure that tour operators of charters properly safeguard consumer funds;
- 3) heighten scrutiny of airline scheduling that is unrealistic and overbooking when passengers cannot be accommodated;
- 4) require, for the first time, airlines to disclose restrictions and limitations on the use of frequent flyer awards; and
- 5) reaffirm airlines' responsibilities for compliance with rules providing access to travelers with disabilities, particularly those with wheelchairs.

Consistent with the new initiative, the department has begun an extensive review of airline advertising, examining more than 200 ads since December 1, 1994, to assure adequacy, accuracy and availability of seats.

Secretary Peña said DOT has moved the Office of Consumer Protection (formerly named the Office of Consumer Affairs) into the enforcement division of the General Counsel's Office, which will allow for more coordination and better use of resources for enforcement actions. "We are not creating new regulations, but carefully focusing our mission and resources where we can do the greatest good for airline passengers," said Peña.

"These actions are consistent with a more aggressive consumer protection policy that we have adopted over the last two years," said the Secretary. Peña cited many accomplishments including the "Truth-in-Ticketing" regulations, which protect sports and entertainment fans from unscrupulous tour operators, as well as publishing a list of countries which require flights to be sprayed with insecticide, along with a proposal to require passengers to be notified when they are flying to a country that requires spraying.

The DOT is charged with enforcing the federal government's aviation consumer protection requirements which generally prohibit unfair and deceptive practices. For further information, consumers may call the DOT consumer Hotline at (202) 366-2220.

## Winter Exercising: Layering is the Key By: Michael O'Shea

Whether you run, ski, skate or cycle, layering is the key to cold-weather comfort.

Layering keeps your body warm by trapping heat and absorbing moisture which prevents sweat from cooling your body.

The most important layer is the one next to your skin. Wear snug fitting, lightweight undergarments designed to transfer moisture from your skin. Your second layer should insulate. Your outermost layer should be waterproof and protective - preferably made from a material that doesn't allow water in but still allows sweat to escape, such as Gore-Tex. Also, be sure your head and hands are covered.

What you eat can also help to keep you warmer in winter weather. If you eat more complex-carbohydrate foods, such as pasta and whole grains, as well as calorie dense foods, such as polyunsaturated fats, they will help to keep your body's core temperature regulated.

You can use the wind chill chart to help determine when conditions make outdoor exercise dangerous. The danger zone, (white area on the chart) shows conditions that increase your chances for hypothermia and frostbite. The danger zone begins with various combinations of temperature and wind velocity. For example, a temperature of 5 degrees F with a 15 mph wind produces a wind chill in the danger zone: -25 degrees F. If conditions register in that zone, do not exercise outdoors! Wait until the weather improves.

Even if the conditions are not dangerous, you should always use caution in cold weather. Layer your clothing so you will remain warm and dry. During the coldest months of the year, try to plan your exercising during the warmer times of the day, or if possible, exercise indoors. Also, remember to remove all wet clothing as soon as possible after you work out. Once your workout is complete, make sure you are able to cool down in a warm and dry environment.

		TEMPERATURE						
		15°	10°	5°	0°	-5°	-10°	-15°
		Wind Chill Factor						
WIND MPH	5	10	5	0	-5	-10	-15	-20
	10	0	-10	-15	-20	-25	-35	-40
	15	-10	-20	-25	-30	-40	-45	-50
	20	-15	-25	-30	-35	-45	-50	-60

(white area indicates danger zone)

# DOT Today

February 1995  
Volume IV, No. 5  
U.S. Department of Transportation



Moving America Together

## DOT's Restructuring PROPOSAL

On February 2, Secretary Peña announced a bold and comprehensive restructuring plan for DOT designed to streamline operations, increase efficiency and improve service to customers. The proposed reorganization will consolidate DOT's ten operating administrations into three organizations comprised of new intermodal transportation and aviation agencies, with the Coast Guard continuing to serve the nation's maritime needs.

The option follows more than a month of departmental analysis by intermodal working groups and consultation with Congress, state and local officials and the public. The option announced by the Secretary was selected to foster intermodalism, streamline programs and eliminate duplicative functions; while also preserving customer linkages and strengthening connections between safety programs and infrastructure funding and construction activities. In addition, the option supports flexible programs the department is developing.

Under the new plan the Department of Transportation will have three administrations reporting to the Secretary and Deputy Secretary: the Intermodal Transportation Administration (ITA), the Aviation Administration (AA) and the United States Coast Guard (USCG).

The ITA will include functions now performed by the Federal Highway, Railroad, Transit, Maritime, National Highway Traffic Safety Administration, and the Research and Special Programs Administration. USCG Bridge Permitting will also be included.

The agencies to be consolidated in the ITA currently direct 94 percent of the Department's national infrastructure investments. This new organization will facilitate merger of approximately 30 grant, loan and subsidy programs announced in December. According to Secretary Peña, a single intermodal administration will provide enormous benefits for our customers.

The AA will include the functions now performed by the Federal Aviation Administration (except air traffic control), the Office of Commercial Space Transportation, and certain domestic and international aviation functions now performed in OST.

The USCG will remain basically unchanged. Its current responsibility for issuing permits for bridges over navigable waterways will be transferred to the new ITA. USCG will retain jurisdiction over maritime navigation, communication and safety standards.

Two organizations that will be transferred out of DOT will be the United States Air Traffic Services and the Saint Lawrence Seaway Development Corporation (SLSDC). Air traffic control functions, currently performed by FAA, will be corporatized. Detailed legislation is being drafted and is currently not available. The Seaway will be transferred out of DOT and become a free-standing self-sustaining entity. Details will be worked out at a later date in consultation with the government of Canada.

OST will be streamlined and refocused to provide strategic direction for the Department, advice to the Secretary, research and

technology leadership, policy coordination, resource management and allocation, and international relations. Operations (e.g., facilities maintenance, accounting) will be delegated to entities outside of OST. Coordination and oversight functions will be re-engineered and streamlined to allow managers and staff to deliver programs without multiple layers of concurrence and review.

The details for Research and Technology are still being worked out, but the concept is that research and technology resources will be distributed throughout the three component administrations of the Department. Department-wide research and technology activity will be coordinated through the proposed office of transportation technology in OST. This small office will handle strategic planning, interagency issues, and intermodal technological coordination. Framework and reporting lines of DOT managed research organizations (e.g., Volpe Center) have not yet been finalized.

The Bureau of Transportation Statistics (BTS) and data functions performed in BTS will be streamlined and coordinated throughout the Department. Appropriate reporting relationships will be finalized at a later date.

DOT's field offices are the heart of its service delivery mechanism and they will assume an added level of importance in the new organization. Special attention will be paid to the needs of DOT customers and partners in metropolitan and rural areas as well as in locations where the Department traditionally has had field offices. In the next phase of restructuring work, DOT will assess existing field resources and customer needs to determine the best distribution of services in the field. The expectation is that a major benefit of the new structure will be integration and a co-location of Department of Transportation offices rather than the more narrowly focused modal administration offices that have existed in the past.

Over the coming weeks and months, more detailed organizational plans will be developed and legislative proposals will be submitted to Congress.

DOT TALK will continue to field questions and take suggestions on DOT restructuring. Call DOT TALK at 800-215-0993 or send your fax to 202-366-9693. You can even contact DOT TALK through the Internet Superhighway. There are two methods employees can connect through the Internet:

- 1) Employees with Mosaic Internet access can connect to DOT's Mosaic Server and leave comments and suggestions. The Mosaic Internet address is: <http://www.dot.gov/>
- 2) Employees with only Internet e-mail access can send mail directly to DOT TALK. The Internet e-mail address is: [dottalk@postmaster2.dot.gov](mailto:dottalk@postmaster2.dot.gov)

## A MESSAGE FROM THE SECRETARY



In December, I announced a major restructuring of the Department of Transportation that will make our department work better by focusing its resources even more sharply on our fundamental missions: ensuring public safety, investing in transportation infrastructure, and maintaining national security.

We have pursued this restructuring to consolidate our operations and to continue reducing our work force as we seek to cut the cost of government and improve service to our customers. Achieving this is critical: as I told you in December, the question is not should we change or when should we change, but how should we change.

You responded enthusiastically to our request for ideas about how to carry out this restructuring. Over the past month, many of you have participated in task forces to examine these issues, and even more of you have given us your thoughts and recommendations in staff outreach sessions, town meetings, focus groups, teleconferences with union representatives, and calls and faxes to DOT TALK.

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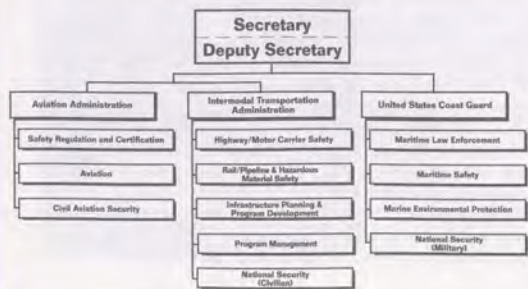
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BTS Recognized

8

NHTSA's Auto Safety Hotline

### U.S. Department of Transportation (Proposed)



## A MESSAGE FROM THE SECRETARY

(continued from page 1)

We have heard from all levels of employees: headquarters and field, managers, supervisors, and front-line employees. We also have received advice from labor unions and employee groups representing DOT employees.

Finally, we consulted closely with Members of Congress, our partners in state and local government, the transportation industry, and others affected by the Department's operations.

Your comments and questions have been extremely helpful to us as we reviewed our options, and assisted us in reaching a decision. I can now answer some of the fundamental questions about the Department of Transportation's new structure.

I am proposing an organization for the Department of Transportation comprised of an Intermodal Transportation Administration, an Aviation Administration, and the United States Coast Guard.

Under our proposal, the functions currently carried out by the Federal Highway, Railroad, Transit, and Maritime Administrations and the National Highway Traffic Safety Administration will be included in the new Intermodal Transportation Administration. The safety-related responsibilities of the Research and Special Programs Administration will also be incorporated in this Administration.

The Aviation Administration will include the Federal Aviation Administration's safety, development, and regulatory functions as well as commercial space transportation and certain aviation functions now performed by the Office of the Secretary.

We have proposed the creation of a government corporation for the air traffic control system that is now part of the Federal Aviation Administration. The corporation will be free of the burdensome personnel, budget, and procurement restrictions which hinder the effective use of resources and the

deployment of the new technologies we need to safely handle the massive travel growth expected in coming years.

We also propose that the St. Lawrence Seaway Development Corporation (SLSDC) be transferred out of DOT to become a free-standing, self-sustaining entity. The SLSDC was created to build the Seaway during the 1950s, and is now charged with operating it in partnership with the Canadian St. Lawrence Seaway Authority, and it is a self-sustaining organization that can independently serve its customers without an added layer of oversight.

The Coast Guard, which has served our nation well for two centuries, will continue its historic role of ensuring maritime safety, law enforcement, environmental protection, and national security.

Finally, we propose a much smaller Office of the Secretary, one primarily focused on developing strategic policies and plans which require Secretarial leadership and a departmentwide perspective. Further details on this, as well as field structure realignment and decisions regarding research and technology functions, will be the focus of the next month's work as we refine the details of our restructuring.

I chose this organizational structure for several reasons. First, we determined that there is a tremendous synergy between safety and infrastructure, so much that breaking them into separate organizations — as we had considered — did not provide our customers with the best service.

This model is not only the best choice for carrying out our missions of safety, infrastructure investment, and national security, but it also ensures that other concerns — such as the environment or innovative intermodal projects — do not fall between the cracks because no one is sure who should have responsibility for them.

It also preserves many of our traditional cus-

tomers linkages, so that state and local agencies can continue to have "one-stop shopping" for their needs at the federal level.

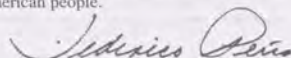
This model also more effectively links the different forms of transportation to promote the safest and most efficient movement of people and goods, something which is going to be crucial in the intermodal transportation world of the 21st century.

Finally, this choice supports our effort to streamline the more than 50 federal transportation funding programs, cutting red tape and giving state and local governments greater flexibility. Consolidating programs without consolidating operating administrations would not work, and our proposal ensures that fully 94 percent of all infrastructure funds will be allocated through the Intermodal Transportation Administration.

This restructuring is critical to our becoming a more responsive, customer-driven organization, but it is only one part of our commitment to transform the Department. Our proposals on restructuring to improve program delivery will be included in President Clinton's FY 1996 budget submission to Congress, and I will inform you of their details in a forthcoming issue of DOT Today.

Your thoughtful comments and suggestions have been important in my decision-making. I know these uncertain times are stressful and challenging, but I also know I can rely on your continued advice and support.

Over the coming weeks and months, we will continue to work with you and your representatives, as well as with Congress, with our partners in state and local governments, and with the transportation industry to ensure that this restructuring helps us to better serve our customers: the American people.

  
Federico Peña

## DOT Today

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## Secretary Visits Flood-Stricken Los Angeles

While assessing the damage from flooding that closed parts of nine interstate highways and dozens of other routes, Secretary Peña also observed the one-year anniversary of an earlier natural disaster to hit the area — the Northridge earthquake, and released a joint report produced by FHWA, California Department of Transportation (CALTRANS) and industry, on lessons learned from the earthquake. Accompanied by Federal Highway Administrator Rodney Slater, the Secretary released an initial allocation of \$5 million in emergency funds to begin restoration of federal-aid highways and bridges damaged by the flood. At the time of this issue's release, the DOT has provided an additional \$15 million in emergency funds to California in flooded areas.

Meanwhile, Secretary Peña awarded \$275 million to improve California's transportation infrastructure, granting \$154 million to Los Angeles Metro Rail for the eastern extension of the Red Line and \$121 million for Red Line extensions on Wilshire and Hollywood Boulevards.

The construction of the subway system will create thousands of jobs, reduce automobile use, and decrease pollution harmful to public health and the environment.

Secretary Peña also released a joint governmental task force report that states lessons learned from rebuilding the major transportation arteries of Los Angeles after last January's earthquake. These lessons should be applied to construction projects around the nation to enhance teamwork, cut red tape, and reduce costs.

The joint task force, ordered by Peña in April 1994 and made up of the FHWA, CALTRANS, and the construction and contract industry, credits cooperation, streamlining bureaucracy, cutting red-tape and innovative contracting for speeding project bidding and construction. The partnership between the federal, state and local governments as well as private industry resulted in the completion of major freeway repairs in a record 291 days, Peña said.

"When President Clinton came to Los Angeles a year ago to view the damage, he said repairing the freeways would be a top priority, and he committed the administration to long term recovery efforts. This report demonstrates our success. Freeway after freeway has been repaired ahead of schedule, saving thousands of hours in commuter time and millions of dollars for local businesses," Peña said.

Following the earthquake, Peña encouraged residents to use Metrolink and other transportation alternatives. Since that time, the Secretary added, ridership on Metrolink has increased. "That takes thousands of cars off the congested highways every day," Peña added.

The use of innovative contracting also expedited the recovery process according to the report. "The use of innovative contracting approaches to provide financial incentives for beating repair deadlines was instrumental in creating a sense of urgency for all involved," said Slater. "It was this sense of urgency and common goal that led to a speedier than normal repair and re-opening of the freeways."

"As this report illustrates, the Northridge recovery process is a real world example of what reinventing government is all about; making government that works better and costs less," Peña said. "Working together, we cut red tape, put customers first and empowered employees to get the work done."

# Secretary Peña, FAA Administrator Hinson Pledge Agency Action On Safety Summit Recommendations

Concerned by a series of fatal crashes in 1994, more than 1,000 aviation industry and federal officials gathered in Washington, D.C., in January to discuss new approaches to safety issues ranging from crew training to safety data analysis. By the end of the two-day conference, industry leaders and government officials had compiled a list of 70 key recommendations.

The Secretary stated that the government will set priorities among the recommendations within 30 days of the conference. He also asked the airlines to schedule internal safety audits, giving FAA a timetable for them within 30 days, and to set up flight operations with quality assurance programs.

Secretary Peña convened the two-day aviation safety conference by challenging aviation industry leaders to ensure "zero accidents." "We will not settle for anything less," he told the assembly. FAA Administrator David Hinson added that safety experts need to change emphasis from "after-the-fact analysis and reaction" to "anticipatory analysis and proscriptio[n]" in attempts to prevent air crashes.

"We are at such a low accident rate today that additional magnitudes of improvement will only be realized if we find ways to anticipate accidents

before they happen...achieving zero defects in an environment dominated by limited resources, increased competition and globalization, steadily evolving technology and a virtual doubling in the demand for air services within the next twenty years will be a challenge all of us will be hard pressed to meet," stated Administrator Hinson.

Secretary Peña, along with hundreds of industry executives and government officials, attended workshops throughout the two day conference to discuss separate facets of aviation safety. Workshop participants compiled a list of 540 safety ideas. Seventy safety ideas taken from the list are considered "key" recommendations and will be addressed promptly. A common theme which the Secretary found in each working group was the importance of human factor issues in the efforts to reduce accidents.

Secretary Peña noted that last year U.S. airlines carried 515 million passengers, about half the global air traffic. Studies project about 300 million



more passengers than that will fly on U.S. airlines each year within a decade. This ever increasing flying population demands that a stricter safety standard be enforced.

Secretary Peña and FAA Administrator David Hinson (on his left) sit in on one of the workshops at the Aviation Safety Summit.

Industry leaders "must take the lead and demonstrate...to the American people that we will do everything possible to improve our already high safety standards and performance," said the Secretary.

## A Coast Guard Tradition: A VISIT TO THE PRIBOLIF ISLANDS

The Coast Guard has had a long history with the Pribolif Islands dating all the way back to 1867. In those early days, when the Coast Guard was known as the Revenue Cutter Service, trips were made to the islands bringing with them law, justice, doctors, missionaries, teachers, explorers, scientists, and the mail. The USCG Cutter *Storis* made the Alaska patrol for seven years after it was stationed in Juneau in 1948. Like the Cutters before her, the *Storis* would carry with her a federal judge, a doctor, a dentist, and postal service to the remote villages. So when the *Storis* returned to the Pribolifs this past January, with a dentist, an eye doctor, and two chaplains aboard, the visits were something of a homecoming.

Older residents of the islands of St. George and St. Paul remember when the *Storis* provided the only available transportation in medical emergencies as well as the only mail service.

The *Storis* spent seven days anchored off the Pribolifs so the doctors, chaplains and work parties could go ashore to perform their duties. While the doctors examined eyes and extracted teeth, *Storis* crewmembers set to work on a variety of community projects — repairing, painting, rebuilding and cleaning. In just a few days, their presence created quite a stir in the small communities, what a St. George resident called "the social event of the year."

The *Storis* arrived off St. George January 6, the eve of the Russian orthodox Christmas. A welcoming party from the community rushed LCDR Jerome Cwiklinski, a Russian Orthodox chaplain assigned to the 17th Coast Guard District in Juneau, from the small boat pier in Zapadini Bay across the island of St. George for afternoon services. The church has not had a priest

*Kodiak, Alaska — Seen from the sea, all the Pribolif Islands — St. Paul, St. George and Otter Island — appear as mere rocks, naked and desolate fragments of lava, wasted into bluffs where they touch the sea, and shorn off on top by the ice sheet. The gray surfaces are roughened here and there by what, at a distance seem to be degraded volcanic cones.*

— Naturalist John Muir aboard the Revenue Cutter *Corwin*, May 23, 1881.



perform church services in more than 10 years. Residents of St. George must attend church on St. Paul Island where a priest visits the island every few months.

During the three days on St. George, Cwiklinski performed five services and two baptisms. He also heard confessions and visited those who were unable to make it to the church services.

The ophthalmologist, Navy Reserve Cmdr. W. Mark Potampa, M.D., of Seattle, examined 124 patients on the two islands. "We arrived, set up and almost before you knew it, we had patients lined up," Potampa said. "We tried to concentrate on those people who had difficult problems or serious needs that hadn't been treated elsewhere."

The dentist, LCDR Deborah Noyes from the Coast Guard Support Center in Kodiak, treated 59 people. Her first patient in St. George had two teeth extracted the morning of the Russian Orthodox Christmas. Both doctors saw patients throughout the holiday, and people worked

their festivities around their appointments.

The crew of the *Storis* completed several community projects. On St. George, population 200, they painted the priest's house, which has been vacant and deteriorating for 12 years, and also completed electrical work in the St. George clinic. The children of St. George were also greeted by a Special Christmas visitor, Santa Claus. Petty Officer First Class Stephen Haller donned the traditional red suit and white beard to distribute presents to more than 50 children. The crew of the *Storis* had raised \$1,000 in Kodiak to purchase the presents.

On St. Paul, population 800, the *Storis* crewmen joined a community beach cleanup in the seal rookeries. The cleanup filled two trailers with debris removed from the beaches. One particular target was line, net and other fishing gear which presents a hazard to seals and other marine life. The animals can become tangled in the line and cannot free themselves.

The tradition of the *Storis* now stretches back 52 years, longer than any other Cutter in the Coast Guard fleet. As the oldest Cutter on active duty, the *Storis* wears its distinctive hull number "38" painted in gold on the bow. In another year, the *Storis* will surpass the Cutter *Bear's* record of 47 years on duty in Alaska.

Even before the *Storis* weighed anchor and sailed away, residents of both islands discussed plans for future visits to the Pribolifs and other small communities in the Aleutian Chain with similar needs. Perhaps the *Storis* will return; their visits are already a Coast Guard tradition.



### Contributing Correspondent: Kenneth Arbogast

**Left:** Dr. Deborah Noyes, assigned to Coast Guard Support Center Kodiak, examines an Aleut woman on the island of St. Paul.

**Right:** Coast Guardsmen and community members remove trash and other debris from a pile of driftwood in a seal rookery on the island of St. Paul.





H.C. "Mac" McClure, Aeronautical Center director, introduces Karen Wallace at a recent Center reception for the new Miss Black America.

## FAA's Karen Wallace Named Miss Black America

Karen Wallace has changed her title, from Ms. Black Oklahoma to Miss Black America! An accounting technician with the FAA Aeronautical Center's Office of Financial Services, Karen was recently named Miss Black America at the 25th Annual Miss Black America Pageant in Jackson, Tennessee.

At 29, Karen looks forward to her year long reign. She plans to use her position to help teens and encourage young people to avoid teen-age pregnancies. "I see teen pregnancy as a big problem," said Wallace. "There is a breakdown in family values. We need to teach young women self-esteem, help them find their purpose in life and help them find something they enjoy doing." Wallace said that during her reign she will concentrate on speaking at high schools and universities.

Wallace competed against 18 other finalists from across the country. "I sang 'We Shall Behold Him,'" Wallace said. "My goal is to become a gospel singer, and I wanted something inspirational and something that touches people. This is a song that really touches people."

Wallace has competed in seven pageants since being named second runner-up overall at her first competition in 1989. She started on the road to the national title in 1991, when she was crowned Miss Black Oklahoma City and became eligible to compete for the state title.

Clara Luper, a sponsor of the Miss Black Oklahoma pageant, said Wallace is the first Oklahoma contestant to win the national pageant. "She has brought more honor to Oklahoma than anyone could imagine. She is a very talented, determined, professional young lady, and she will represent Oklahoma well," said Luper.

## FTA Employee Shares International Mercury Award

Richard Centner, a Transportation Program Specialist in Arlington, Texas, and Army Reservist, recently received an International Mercury Award. The Award, which is presented by the International Academy of Communications Arts and Sciences for excellence in communications, was presented at a banquet in New York City on January 19, 1995.

Centner, formerly the Deputy Director of the Federal Transit Administration's Office of Public Affairs, and fellow reservist Capt. John Sargent, shared a Bronze Award in the speechwriting classification of the writing category. The entry, entitled "The 510th Leaves the Field: A Proud Farewell," based on the inactivation of the 510th Area Support Group located in Baltimore, Md.

"It was a pretty heady experience to be in the company of winners from Scotland, New Zealand, Japan and Canada, not to mention the U.S.," said Centner.

The Mercury Awards are sponsored by MerComm, Inc., to recognize outstanding achievements by public relations agencies, corporations, non-profit organizations, associations and government agencies.

## Kings Point Turns Army Ten-Miler Road Race Into a Tradition

For the second year in a row, midshipmen from the U.S. Merchant Marine Academy came to Washington, D.C. to compete in the Army Ten-Miler Road Race. Competing with over six thousand other runners, four midshipmen from the USMMA "Mariners" Cross Country team placed third in the service academy division finishing behind two West Point teams.

Places were decided by the average time of the top four runners on a team. The four Mariners averaged 1 hour 16 seconds. The Midshipmen participants were First Classmen Dennis Waters and Robert Williams, both from New York, Third Classman Michael Kiehl, from Pennsylvania and Fourth Classman William Nabach, also a New Yorker.

An average day's workout for these King Pointers is 8-10 miles after a full days worth of classes and other academy duties. One day a week is speed day in which two or three 1-mile "sprints" are followed by two or three 3/4 mile "sprints," followed by a five mile warm down run.

The Army Ten-Miler is usually run in late October. Look for a strong performance from the USMMA Mariners in '95. The Mariners expect to field two squads in '95 with both teams striving towards one goal: to win the academy division.

## Transportation Honorees Are Going Places

The Transportation Department and Government Computer News (GCN) jointly honored eight Transportation employees for excellence in Information Resource Management (IRM). The awards were presented at the monthly GCN Forum in Washington. The honorees were:

**Carl D. Creager**, project manager for the Integrated Personnel/Payroll System (IPPS), for his work implementing the first phase of IPPS, a main component of Transportation's strategy to integrate financial management departmentwide.

**Lt. Cmdr. Jon M. Bechtel**, chief of the Coast Guard's System Integration Branch for overseeing the development of the Law Enforcement Information System.

**Cheryl A. Culline**, computer systems analyst in the Coast Guard's End User Branch, for leading the shift to an open systems environment at the agency.

**Chief Warrant Officer David Maynard**, project manager at the Coast Guard's Computing

Platform Division, for singlehandedly drafting the guard's and department's telecommunications cabling guides.

**Robert A. Fatner**, Information Systems Architect for the Coast Guard, for establishing an agencywide information technology architecture program.

**Robert E. Ellington**, highway engineer in the Federal Highway Administration's (FHWA) Office of R&D Operations and Support, for steering development of high-end system labs for FHWA researchers.

**Carl G. Shea**, computer specialist for the Federal Highway Administration, for guiding creation of Transportation-wide electronic-mail systems.

**Frederick E. May**, chief of the Federal Transit Administration's Enterprise Systems Support and Operation Division, for laying the groundwork to electronically handle the FTA grants process.

## FAA's Francis Tapped by Clinton for NTSB

President Clinton recently named Robert Francis, the Federal Aviation Administration's representative to Europe, Africa, and the Middle East, as the newest member of the National Transportation Safety Board.

Board Members must be approved by Congress, but Mr. Clinton exercised his right to grant a recess appointment, which is good for one year. The NTSB, which is authorized to hold five board members, was down to just two members in January, following the departure of long-time member John Lauber.

## 10,000th Student

Junior Dotson (holding certificate) recently became the 10,000th student since 1987 to complete FAA's Civil Aeromedical Institute's (CAMI) cabin evacuation safety course. Presenting Dotson with his certificate is CAMI's Charles Chittum. Dotson, and fellow technical school students (in background) are working towards their aircraft mechanic's certification. FAA's evacuation training includes lectures and discussions on aspects of accident survival. Also included, a simulated emergency evacuation from CAMI's aircraft cabin evacuation facility (in foreground) which is filled with non-toxic artificial smoke and tilted to simulate zero visibility, smoke and crash conditions. In addition to vo-tech students, flight attendants, military flight crews, airport executives and other groups have been trained at CAMI. In 1994, six TV station crews and a Washington Post writer went through and reported on the training. CAMI scientists' mainly use the simulator to conduct cabin safety research.



FAA picture by Roland Herwig

## BTS Makes the "A" List

By: Kathleen Bradley

American Demographics, a publication of Dow Jones & Company, Inc. has selected the Department's Bureau of Transportation Statistics (BTS) for their "1995 Best 100" list honoring the foremost sources of marketing information. Although BTS is not a marketing statistics agency, this recognition shows how successful they have been in making information on transportation statistics easily accessible and widely available.

To be selected for inclusion in the American Demographics "1995 Best 100," a data provider must make its products available to a wide range of customers and offer a high level of customer service.

Since its inception in December 1992, BTS has generated 48 products (with an additional 40 products in development), established an internet and bulletin board system, created a toll-free statistical information line, designed a customer database system, and provided a means for customers to comment on their experiences with BTS products and services.

For further information, the BTS may be reached at (202) 366-DATA.



## SEAWAY RECORDS INCREASES IN TONNAGE AND TRANSITS DURING 1994 SEASON

Written By: Kevin O'Malley

The 1994 navigation season on the St. Lawrence Seaway ended December 29 with sizable gains in both commercial tonnage and vessel transits, according to preliminary figures released by the Saint Lawrence Seaway Development Corporation (SLSDC).

Overall, tonnage through the Montreal-Lake Ontario section of the Seaway increased 20 percent to 38.5 million metric tons - the highest tonnage level on the Seaway since 1988.

Three of the Seaway's traditionally strong commodities — grains, iron ore, and iron and steel — recorded sizable increases in 1994. Most impressive, iron and steel shipments increased 117 percent to 4.7 million metric tons. Combined U.S. and Canadian grain exports rebounded during the year as grain shipments increased 22 percent to 13.3 million metric tons. Iron ore shipments ended the season at 11.1 million metric tons, an increase of 11 percent.

U.S. trade on the Seaway also recorded sizable gains. U.S. imports and exports via the binational waterway increased 24 percent to 11.3 million metric tons.

The number of commercial vessel transits through the Seaway's locks also rose by 24 percent to 2,868. In particular, ocean vessel transits were 1,258, an increase of 39 percent.

SLSDC Administrator, Stanford E. Parris noted that recovering economies in the United States and Canada, along with the Seaway's first toll freeze in more than 10 years, were all instrumental to the tonnage and transit gains.

"The St. Lawrence Seaway has reasserted itself as a leading North American transportation route for the movement of bulk and steel products. The Saint Lawrence Seaway Development Corporation will work to improve on this year's successes to produce even greater maritime commerce for the Great Lakes region in the years to come."



## Air Traffic Controllers Return For Training



Returning air traffic controllers being sworn in at the FAA Academy Radar Training Facility

Thirteen years after being fired by then-President Reagan during the air traffic controllers strike, 26 former Professional Air Traffic Controllers reported for training on January 10th at FAA's Aeronautical Center in Oklahoma City.

Of the 11,400 air traffic controllers (ATC's) that were fired in 1981, 5,000 reapplied to the Federal Aviation Administration after President Clinton lifted a ban on rehiring them. The 26 who reported to the FAA's Mike Monroney Aeronautical Center were chosen from 4,543 found eligible, said Doug Murphy, Director of controller training for the FAA.

"You are a historical group," Murphy told the returning controllers at a swearing in ceremony. Murphy made it clear that their jobs have changed considerably since 1981. Although they will operate on the same equipment, procedures in execution have changed drastically. He said, they will be more "personally involved" with decision-making.

The controllers are mostly in their 40's, considerably older than the average age of 26, Murphy said. Many of the 26 have worked as controllers in other countries or in other areas of aviation since the strike. They will take a five week refresher course ending February 14, custom-designed for them before being assigned to air traffic centers or control towers in New York, San Francisco, Honolulu, Oakland, and San Juan, Puerto Rico. It will take six to 18 months for the returning ATC's to become fully recertified.

## "Headquarters" Employees: Do You Need Training On Your Computer?

If you are a headquarters employee who needs computer training, then you might want to look into the Transportation Computer Center (TCC) Training Department. TCC provides computer classes at varying levels from introductory to advanced. TCC also provides professional, high quality computer training, using proven techniques and qualified instructors.

Explore all your areas of interest by choosing from over 130 course offerings in various areas of state-of-the-art micro and mainframe hardware and software classes. Courses are taught through lecture sessions and structured, goal oriented, hands-on exercises. TCC utilizes experienced professionals in the information process industry, with proven training skills in micro and mainframe hardware and software courses.

TCC currently has four classrooms in the Nassif building in Washington, D.C., where training is conducted on an ongoing basis. Approximately 8,000 students in the past two years have been trained through the TCC training program. The training department also provides many other services including custom courseware development and planning custom training programs tailored to your organizations specific training needs.

The training department is also equipped with a VCR learning lab with over 35 tapes on numerous software applications, and a PC Book Loan Library. VCR tapes may be viewed in the learning lab, or they may be checked out for viewing at your location (D.C. area employees only).

TCC also has the capability of providing the same high quality training to all regional offices. This ensures that all DOT employees can obtain the same high standard of services and training provided at headquarters. For regional offices without classrooms or equipment, the training department can provide qualified instructors, courseware, and a classroom setting with computer equipment at your location.

For more information on classes, schedules and rates, please contact your training coordinator or call the training department at (202) 366-4378 or (202)-366-6020.



## DOT and NFL Take to the Field at Joe Robbie Stadium in Miami

Bernie Parmalee, star running back in the National Football League (NFL) for the Miami Dolphins, joined together with the National Highway Traffic and Safety Administration (NHTSA) and 200 local Miami-area students recently to participate in "Ride Like A Pro," a bicycle safety event at Joe Robbie Stadium in Miami, Florida.

The event, sponsored by DOT, NFL, Riddell, and other private child safety groups, promoted bicycle safety and bicycle helmet use.

"Wearing bicycle safety helmets is the single most effective measure bicycle riders — whether they are young or old — can take to prevent hurting their heads in crashes. We particularly want young riders to hear it straight from the pros

that helmets work," Secretary Peña said.

Students learned the benefits of wearing bicycle helmets and also had the opportunity to practice safe riding skills through a series of bicycle exercises designed to teach good riding habits. All students were given helmets with NFL team logos donated by Riddell, which also manufactures football helmets for the NFL.

"Bicycle accidents are one of the most frequent causes of injury-related deaths for children," according to the National Highway Safety Administrator Ricardo Martinez, M.D., a former emergency department physician. "About 70 to 80 percent of most fatal bicycle crashes involve head injuries," he said.

In 1993, 814 people died in bicycle crashes with motor vehicles and 38 percent of these were under 16 years old. Nine states and 21 counties in the United States have laws requiring bicycle helmet use. Most of these laws apply to young bicyclists.

Helmet usage today is very low, less than 5 percent nationally. "Bicycle crashes that result in serious head injury are among the most tragic we see in hospital emergency rooms. Injuries, when not fatal, are extremely costly and often cause life-long disabilities. Helmets can reduce or prevent the injury. We all should wear helmets every time we ride our bikes," said Martinez.

## New Drug and Alcohol Tests for Transit Workers

Transit workers, including bus drivers, mechanics, and armed security personnel, face random testing for alcohol and drugs. A new federal law requires that transit systems conduct one random urine test for drugs each year for every two employees in "safety sensitive" jobs, and one breath test for alcohol for every four "safety sensitive employees." The Federal Transit Administration (FTA) issued a drug testing regulation in 1988 that was vacated in its entirety by a Federal Appeals Court in January 1990. As a result, the Omnibus Transportation Employee Testing Act of 1991 was passed. Before that, FTA lacked the statutory authority to require drug and alcohol testing by its grantees.

Judy Meade, senior drug and alcohol program manager for FTA, said some systems around the country that have never tested their employees may find "in the neighborhood of 5 to 6 percent positive tests."

"Rates will be fairly high for the first two years," Meade continued, "because it takes time for corporate climate to change. It takes time for John Doe to see his buddy Sam Smith be hauled away."

The rules, issued by FTA in February 1994 under the Omnibus Act, requires testing of employees who perform safety-sensitive functions. Transit systems around the country must conduct pre-employment tests, post-accident tests, and tests whenever there is suspicion of drug or alcohol use. Under the new regulations, a breath test reading showing a breath-alcohol concentration of 0.02 to 0.039 constitutes grounds for removing an employee from the job for up to eight hours. From 0.04 and above, the employee must be removed from the job and referred to a substance abuse professional for evaluation.

## Air Station Astoria Crew Would Do It Again

If Lt. Mark Jessen, a U.S. Coast Guard pilot based at Air Station Astoria, had to fly his aircraft into 70 mph winds during a stormy February night to locate bar pilot Mike Dillon again, he wouldn't think twice.

If Rescue Swimmer Steve Wanlass had to jump into the frigid Pacific Ocean on a pitch black night, braving 30-foot-high waves to get Dillon, he, too, wouldn't give it a second thought.

Jessen, Wanlass and the rest of the Dolphin helicopter crew that plucked Dillon out of the sea last February were recently honored at the Air Station Astoria. Both Jessen and Wanlass received Prestigious Air Medals for their bravery.

Rear Admiral John W. Lockwood, commander of the 13th Coast Guard District headquarters in Seattle, presented the awards.

"This is bedrock Coast Guard, saving lives and properties," Lockwood said.

Dillon had fallen into the ocean while trying to transfer between a Hyundai car carrier ship and the pilot boat Columbia about two miles out at sea.

He spent about 35 minutes in the ocean, drifting a mile from the pilot boat and several miles from other ships in the vicinity, according to Coast Guard reports. Relying on his float coat, a bulky jacket filled with flotation devices, and his survival training as a pilot, Dillon said he tried to keep calm and float on his back as much as possible so that the reflective tape on his jacket would show.

Lucky for him, the helicopter crew spotted the

Ace bandage-size tape and came in for the rescue. Battling huge waves, wind, and rain, Wanlass hoisted Dillon into the helicopter within minutes. Dillon was treated for hypothermia and returned to work within days.

Dillon, who attended the award ceremony, said that at one point during the rescue he thought the helicopter was going to crash. "They put their lives on the line for me. They deserve everything and a whole lot more."

Jessen said that although he was scared going into the rescue, he would change nothing if called on to do it again.

"I was thinking about going back at one point," he said. "Things seemed to be falling apart and really getting out of hand."

That they found Dillon at night in such rough conditions was something of a miracle, Jessen said. About a week later after the rescue, on a clear day, the helicopter crew dropped a dummy in the ocean where they had spotted Dillon and left the scene. When they returned for a practice rescue, they couldn't find the dummy.

Jessen credited the crew with sticking together and forging ahead. His co-pilot Troy Dierling and the flight mechanic Tony Hickman, have since left the station.

"Everyone of them was top notch," Jessen said. "We had the best of the best."

Wanlass said that at the time he didn't really think about the danger "in the heat of the moment. I think I would do it again," he said.

## Postal Museum Highlights Importance of Air Transportation in Mail Delivery

By: Mark Kahn

The Smithsonian Institution's National Postal Museum offers more than just a collection of stamps; it houses exhibits that show the importance of air transportation in improving postal delivery, as well as the vital role the U.S. Airmail Service played in stimulating the early aviation industry.

Prominently displayed in Washington's newest museum are three aircraft which represent intriguing milestones in U.S. airmail history. The oldest is a Wiseman Cooke machine from 1911. This fragile biplane of cloth and wood (capable of a top speed of only 70 m.p.h.) made the first mail flight officially sanctioned by a U.S. Post Office. The pilot brought correspondence from the mayor and postmaster of Petaluma, CA, to their counterparts not quite nineteen miles away in Santa Rosa. A journey that required two days to complete because of mechanical difficulties.

A De Havilland biplane from the 1920s is also featured in the gallery. Originally designed for the rigors of aerial combat in World War I, this model was the workhorse of the U.S. Airmail Service during much of the "roaring twenties." Before being employed by the Post Office Department, the De Havillands had to undergo design modifications. Previously, they had served in the Army Signal Corps as reconnaissance and bomber craft. After conversion, these were capable of low-flying, long-distance airmail use. The original cockpit actually became a mail compartment which could carry 500 pounds of mail.

The third airplane displayed is a Stinson Reliant monoplane. In 1939, this aircraft was used to test a unique postal innovation for towns that did not have landing fields. Mail was placed into a container positioned on top of a structure resembling a goal post. The pilot guided his plane over the mail container while the flight officer on board lowered a grappling hook to snag it. The flight officer then dropped mail for the community onto the same spot. This technique was borrowed from the Rail Mail service's "mail-on-the-fly" pickups.

Besides antique airplanes, the National Postal Museum also contains many other items of airmail interest including 70 year-old flight suits and Charles Lindbergh's Airmail Pilot Application signed on April 13, 1926.

Rare U.S. airmail stamps are also on exhibit at the museum. The collection includes the first letter flown across the Atlantic ocean and an airmail cover autographed by President Wilson on the 1918 inauguration of airmail service between Washington, DC, and New York City.

The museum, located near Union Station and within walking distance of DOT Headquarters, is open daily from 10 a.m. to 5:30 p.m.

## Safety Brochure Helps Consumers Buy Safer Cars

If safety is a concern when purchasing a new car, then the National Highway Traffic Safety Administration (NHTSA) has something for you. NHTSA, the American Automobile Association (AAA), and the Federal Trade Commission (FTC) will be releasing a new brochure entitled "Buying a Safer Car." The brochure helps consumers decide which new cars and trucks offer the best protection in a collision and are most at risk of being stolen.

NHTSA Administrator Ricardo Martinez, M.D., says that safety features, crash test results, and theft ratings are listed by make and model of vehicle. A list of "Buying Tips" is also included. The public can obtain a copy free of charge by writing the Consumer Information Center, Dept. 501B, Pueblo, Col. 81009.

"NHTSA is pleased to cooperate in this joint project with the AAA and the FTC to provide important and timely safety information on new vehicles, in a format that consumers can use," Martinez said.

## RSPA Announces the Hazardous Materials Information Exchange

The Office of Hazardous Materials Initiatives and Training announces the availability of the Hazardous Materials Information Exchange (HMIX) on the Internet. The HMIX provides planning, prevention, and training information to assist the hazardous material community.

For a brochure on HMIX, please call (202) 366-4900. For those who would like to "Hitchhike" on the information superhighway, the address is: [hmix.dis.anl.gov](http://hmix.dis.anl.gov)

## FAA Certifies First Explosives Detection Device

After 17 years of research and development the FAA has certified the first Explosives Detection System (EDS). The new system, the CTX-5000, is manufactured by InVision and was tested at the FAA's Technical Center located in Atlantic City, New Jersey. The system is the first explosives

detection system for checked baggage to be FAA-certified.

FAA plans a demonstration program at two U.S. airports, laying the groundwork for deployment late in 1997, according to Bruce Butterworth, director of policy and planning in the Office of Civil Aviation Security. The new system uses computed tomography to detect explosives. Butterworth said the once promising thermal neutron analysis (TNA) has been abandoned.

The CTX-5000 will first go into use at international airports.

The CTX-5000 is the first Explosives Detection System to meet stringent FAA requirements.

Two units costing \$800,000 each will be needed to meet the standard of 450 bags per hour. The new equipment is about half the size of a TNA device and weighs one quarter as much - 7,000 pounds instead of 28,000.

Computed tomographic images (CAT Scans) build on technology used in medical applications. The scans are obtained by taking multiple views of an object and combining the views to create cross-section images, or "slices." A computer reconstructs the slices and displays their computer densities. Butterworth said the challenge is greater than detecting explosives, "it is to distinguish explosives from many other things carried in luggage, and to do it quickly and with a manageable level of false alarms."

Trials at the two airports, to last a year, are intended to determine how the new equipment performs during low- and peak-traffic periods, how many units will be needed systemwide, how much it is likely to cost, and what training, maintenance and liability measures will be needed, Butterworth said.



## Winter Storm Commuting Made Easier

By: Alyssa Lustigman



Commuting to and from work can be a struggle on the sunniest of days, but when winter storms strike, it can become an ordeal. Icy rain, mounting snow drifts, and other winter rages of Mother

Nature can turn a 25-mile drive to work into an all-day journey.

Last year more than 16 winter storms kept countless commuters stuck at home, some stuck in their offices and, unfortunately, some stuck in their cars. To be better prepared when bad weather hits, here are a few hints and guidelines:

The number one rule for commuting in poor weather is to take mass transportation. The car may seem like a friendly enough vehicle from the safety of your driveway, but on snow or icy roads, driving may be hazardous for both yourself and others.

While bus and train routes don't necessarily guarantee smooth sailing on your way to work, they are often quicker and more efficient than driving yourself.

It's a good idea to familiarize yourself with routes in your area, before the

bad weather hits. Knowing available public transportation options will save you time and give you the opportunity to use alternate plans for getting there if there are any unforeseen problems.

Once the weather does take a turn for the worse, stay tuned to a news radio station for an update on any delays. Traffic services file regular reports on road and weather conditions as well as mass transit updates and can help commuters decide on the best routes to take.

Expect delays, so give yourself plenty of time to get to the office, especially during a winter storm

Even the best laid plans can go awry. You may find yourself standing in long lines, stalled traffic, and maybe even marooned at your desk. So, keep something handy to occupy your time. Prepare to wait, this way your frustration level will be kept at an absolute minimum.

Leaving the office early isn't always the best way to save time in inclement weather. Since there are generally fewer buses and trains running during off-peak hours, passengers who leave work early hoping to avoid delays often end up waiting in long lines to get home.

If you are one of many commuters who drive to a bus or train stop, remember that poor weather conditions don't stop when you get to your car. While most lots are plowed during storms, snow and ice can still be a problem. Keep a brush and ice scraper in your car to remove snow and a shovel to dig yourself out. Unless you have four wheel drive, keeping sand bags or carpet pieces in your car for traction might not be a bad idea either.

Dress for the weather. First and foremost, find a good pair of boots with a rubber bottom and a wool or synthetic lining. Keeping your feet dry and warm is essential in keeping your entire body warm. Equally important is covering your head. This preserves your body heat. Abandon the wool overcoat for an insulated jacket or parka that has water or wind resistant materials such as Gore-Tex or Ultrax.

## FAA Commissions New Weather Radar At Memphis

FAA has commissioned at Memphis Airport its second terminal Doppler Weather Radar (TDWR), for use by controllers to increase safety and reduce weather-related delays. The first TDWR was commissioned last July at Houston Intercontinental Airport. TDWR detects microbursts and gust fronts, predicts wind shifts and provides data on precipitation intensity. Wind sheer warnings from controllers will include the runway affected, type of wind shear, and its strength and location along the runway. Raytheon received a contract in 1988 for 47 TDWR's. Total funding for the program is \$373.3 million, of which \$254 million goes to the contractor.

## Willard Scott and NHTSA Team Up On The Auto Safety Hotline

No, you're not getting ready to hear a weather report, you're accessing the Auto Safety Hotline. The National Highway Traffic Administration recently announced that the voice of NBC's Today Show weatherman, Willard Scott, will soon be greeting callers to the agency's toll-free Auto Safety Hotline.

"I consider the Auto Safety Hotline an important opportunity for people to become involved in solving safety problems. The Hotline has a variety of free information on child seats, safety belts, recalls and more," Scott said.

NHTSA's Administrator, Ricardo Martinez, M.D., said, "We are delighted that Willard Scott will welcome callers to NHTSA's Hotline and hope that more consumers will take advantage of this important service by reporting safety problems and requesting auto safety information."

NHTSA has also extended the operating hours of its toll-free Auto Safety Hotline, now available Monday through Friday from 8 a.m. to 10 p.m. Eastern time, an increase

of six hours daily. An automated answering system will continue to receive calls when representatives are not available.

"The Hotline is an important link to the public. It is the primary way the agency learns about potential safety problems with motor vehicles or equipment, and it provides safety information to consumers," said the Administrator.

The Auto Safety Hotline has been operated by the agency since 1975 and receives consumer reports of safety problems with motor vehicles, tires, and automotive equipment. These reports guide NHTSA's defect investigation process. Consumers can also receive a variety of safety information, such as crash test results of new cars and trucks by calling the Hotline.

Some of the most recent information available is the third group of 1995 crash test results which includes the Ford Aspire 4-door, Ford Crown Victoria, Chevrolet Monte Carlo, Nissan 240 SX, Chevrolet S-10 Blazer 4-door and the Ford Contour as well as results from



vehicles tested previously which remain valid because the same or essentially the same vehicles are being sold in model year 1995. Up-to-the-minute information on safety recall campaigns, or even information on the recall history of a particular make and model of a car, truck, motorcycle, or child safety seat is readily available.

The toll-free Auto Safety Hotline number is (800) 424-9393 and for Washington, D.C. area callers (202) 366-0123. A new "Fax-On-Demand" system, which enables certain information to be faxed directly to callers, is now available through the toll free number. The Auto Safety Hotline is available to the hearing impaired through a teleprinter number, (800) 424-9153.

## Calendar of Events

### February

Black History Month  
Call your local Civil Rights Office for a Calendar of Events.

9 - State of Transportation

13-15 - FAA - Airport Technology Conference and Exposition at Bally's Park Place in Atlantic City, N.J. For registration information contact AAAE at 703-824-0504, fax 703-820-1395 or 703-671-8622. To reserve space call John Barney or Kati Schnell, AAAE, at 703-824-0504.

20 - Presidents Day

28 - Denver International Airport Opening

### March

Women's History Month

National Nutrition Month

12-15 - National Bus and Traffic Safety Summit

15-17 - Fifth Annual Meeting of the Intelligent Transportation Society of America (ITS), Sheraton Washington Hotel, Washington, D.C.

24 - End of 100 Day Aviation Safety Regulatory Implementation

### April

21 Earth Day

## Travelers First

So that airline travelers will be assured of top quality service and fair treatment, Secretary Peña recently announced the DOT's "Travelers First" initiative which increases consumer protection for airline passengers. This new initiative includes closer scrutiny of airline advertising, the first-ever review of airline frequent flyer programs, as well as heightened oversight of airline scheduling and booking.

The new consumer affairs office, in addition to handling individual customer complaints, will significantly expand its abilities to undertake on-site investigations of air carriers as well as systematic reviews of airline advertising and other consumer practices.

"From the new truth-in-ticketing requirements and increased compensation for lost bags to more non-smoking international flights and better service to Canada, we have been delivering real benefits to travelers over the last two years," said Peña. "Travelers First" is the next step, addressing a range of concerns and frustrations I've been hearing about as I travel around the country."

"Travelers expect to be treated fairly when they deal with airlines. Consumers expect seats to be available at advertised prices. They expect seats to be available in the frequent flyer programs in

which they participate. They expect to be able to get on flights when they have confirmed reservations. And consumers with disabilities expect adequate assistance and access," Peña said.

In the letter from the Secretary and in subsequent meetings with DOT officials and airline consumer representatives, the DOT has said it will:

- 1) enhance and strengthen oversight of airline advertising, especially "two-for-one promotions;"
- 2) ensure that tour operators of charters properly safeguard consumer funds;
- 3) heighten scrutiny of airline scheduling that is unrealistic and overbooking when passengers cannot be accommodated;
- 4) require, for the first time, airlines to disclose restrictions and limitations on the use of frequent flyer awards; and
- 5) reaffirm airlines' responsibilities for compliance with rules providing access to travelers with disabilities, particularly those with wheelchairs.

Consistent with the new initiative, the department has begun an extensive review of airline advertising, examining more than 200 ads since December 1, 1994, to assure adequacy, accuracy and availability of seats.

Secretary Peña said DOT has moved the Office of Consumer Protection (formerly named the Office of Consumer Affairs) into the enforcement division of the General Counsel's Office, which will allow for more coordination and better use of resources for enforcement actions. "We are not creating new regulations, but carefully focusing our mission and resources where we can do the greatest good for airline passengers," said Peña.

"These actions are consistent with a more aggressive consumer protection policy that we have adopted over the last two years," said the Secretary. Peña cited many accomplishments including the "Truth-in-Ticketing" regulations, which protect sports and entertainment fans from unscrupulous tour operators, as well as publishing a list of countries which require flights to be sprayed with insecticide, along with a proposal to require passengers to be notified when they are flying to a country that requires spraying.

The DOT is charged with enforcing the federal government's aviation consumer protection requirements which generally prohibit unfair and deceptive practices. For further information, consumers may call the DOT consumer Hotline at (202) 366-2220.

## Winter Exercising: Layering is the Key By: Michael O'Shea

Whether you run, ski, skate or cycle, layering is the key to cold-weather comfort.

Layering keeps your body warm by trapping heat and absorbing moisture which prevents sweat from cooling your body.

The most important layer is the one next to your skin. Wear snug fitting, lightweight undergarments designed to transfer moisture from your skin. Your second layer should insulate. Your outermost layer should be waterproof and protective — preferably made from a material that doesn't allow water in but still allows sweat to escape, such as Gore-Tex. Also, be sure your head and hands are covered.

What you eat can also help to keep you warmer in winter weather. If you eat more complex-carbohydrate foods, such as pasta and whole grains, as well as calorie dense foods, such as polyunsaturated fats, they will help to keep your body's core temperature regulated.

You can use the wind chill chart to help determine when conditions make outdoor exercise dangerous. The danger zone, (white area on the chart) shows conditions that increase your chances for hypothermia and frostbite. The danger zone begins with various combinations of temperature and wind velocity. For example, a temperature of 5 degrees F with a 15 mph wind produces a wind chill in the danger zone: -25 degrees F. If conditions register in that zone, do not exercise outdoors! Wait until the weather improves.

Even if the conditions are not dangerous, you should always use caution in cold weather. Layer your clothing so you will remain warm and dry. During the coldest months of the year, try to plan your exercising during the warmer times of the day, or if possible, exercise indoors. Also, remember to remove all wet clothing as soon as possible after you work out. Once your workout is complete, make sure you are able to cool down in a warm and dry environment.

		TEMPERATURE						
		15°	10°	5°	0°	-5°	-10°	-15°
		Wind Chill Factor						
WIND MPH	5	10	5	0	-5	-10	-15	-20
	10	0	-10	-15	-20	-25	-35	-40
	15	-10	-20	-25	-30	-40	-45	-50
	20	-15	-25	-30	-35	-45	-50	-60

(white area indicates danger zone)