

# DOT Today

April 1995  
Volume IV, No. 7  
U.S. Department of Transportation



Moving America Together

## DEPARTMENTAL RESTRUCTURING DOT's Streamlining Plan is Ready for Congress

Secretary Peña recently convened a "Town Meeting" in the courtyard of DOT's Nassif headquarters building to inform employees about current DOT streamlining efforts taking place within the Department.

"I'm proud, and you should be too, of how you have responded to Vice President Al Gore's National Performance Review (NPR), which challenges us all to rethink how we serve the public," said the Secretary. Efforts to reorganize and streamline the Department have involved 200 DOT staff participating in restructuring work groups, not to mention the thousands of others who have contributed through supplying ideas and potential answers to some of the more difficult questions.

In February of this year, the Secretary outlined the proposed reorganization that will consolidate the current 10 operating administrations into three: the Federal Aviation Administration, the Coast Guard, and a new Intermodal Transportation Administration (ITA). This streamlined version of the DOT is expected to promote intermodalism, streamline operations and give DOT's partners in state and local governments one-stop shopping.

ITA will include most of the functions currently carried out by these modes, Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, National Highway Traffic Safety Administration, Maritime Administration, and the safety related issues of the Research and Special Programs Administration. Secretary Peña also elaborated on some of the proposed changes to take place in the Office of the Secretary (OST). OST will continue to have five Assistant Secretary positions, but the focus will be on strategy, policy leadership, and resource allocation.

Since ITA will essentially carry out all functions of intermodal coordination currently being provided by the Associate Deputy Secretary this position will be charged with safety related issues throughout the Department, especially as they relate to the ITA.

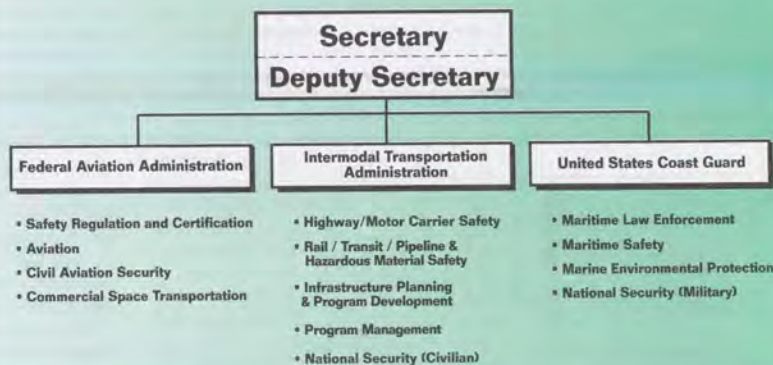
The Department's emphasis on research and technology

will result in a new Assistant Secretary for Transportation Technology position to coordinate the growing efforts in the development of advanced technologies. Although most research and development will be carried out by the operating administrations, this new Assistant Secretary position will give this area a Departmentwide focus. Already, DOT has proposed a 28 percent increase in research investment so that technologies will be discovered that make traveling safer and more efficient. Other changes are expected as well.

The Assistant Secretary for Transportation Policy will become the Assistant Secretary for Policy and Planning and acquire added responsibilities. Program evaluation work, now done in Budget and Programs, along with strategic planning, now managed by the Office of Intermodalism, will better reflect the responsibilities of this new position.

A new position, the Assistant Secretary for Management and Budget, will acquire most responsibilities now handled in the Budget and Programs office as

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## Innovative Financing: Partnership For Investment

"Our nation will achieve the greatest benefits from its infrastructure facilities if it invests wisely and continually improves the quality and performance of its infrastructure programs...Consistent with the public interest, agencies should work with State and local entities to minimize legal and regulatory barriers to private sector participation in the provision of infrastructure facilities and services"

President Clinton  
January 26, 1994

More than a year after President Clinton spoke these words and Secretary Peña mobilized them into action, the Partnership between the DOT and America's states and localities is growing stronger and stronger.

This Partnership will mobilize 35 new transportation projects worth over \$2 billion in public and private funds...without using any new Federal funds. By reinventing the way DOT does its business, states and localities are being given greater flexibility, more authority, and the ability to access private capital as roads, transit systems, rail lines, and airports are built.

"Our Partnership for Transportation Investment focuses on building bridges — not bureaucracy; moving people — not paper," said the Secretary.

While all levels of government face severe budget constraints for years to come, the Nation's infrastructure needs continue to grow. The resulting "infrastructure gap" which is estimated at \$12 billion a year, simply cannot be met with Federal funding alone.

Private investment is therefore needed for transportation projects that pertain to public significance so that the total amount of investment of America's transportation system can hold steady or rise.

"With the creative financing techniques used in this partnership, that is exactly what we are doing," said the Secretary. The Partnership enables America to stimulate increased investment in transportation and increase value without spending additional Federal dollars. It empowers the states and local communities to operate with greater flexibility, producing increased leverage for Federal transportation funds.

Traditionally, the DOT has supported transportation projects through matching grants to the states. Over the years however this grant process has become far too rigid and inflexible.

Federal "red tape," for example, makes it nearly impossible for states and localities to enlist the help of businesses and community organizations to get needed projects moving. After President Clinton

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well as some administrative policy work now being performed by the Assistant Secretary for Administration.

A Transportation Administrative Services Bureau is also being established to pool OST and operating administration resources for providing joint administrative services. This new unit will acquire most OST administrative operational and Working Capital Fund functions, but with an entrepreneurial approach that's in keeping with the NPR.

For at least two years, the bureau will continue to provide existing services now housed in OST's Office of Administration. At the conclusion of these two years, the bureau's board, which will include the heads of the new operating administrations, will decide how to best obtain these services. For example, they will be able to contract with the Transportation Administrative Services Bureau, or with other service sources, pooling resources where it makes sense.

"Over time, I believe that competition will make the service bureau an attractive alternative," said the Secretary.

This is a new business-like spirit for the Department.

"Now is the time to reposition the DOT for the 21<sup>st</sup> Century.

We can either make the right choices for reposition ourselves, or we can watch as the forces of change run over us," said Secretary Peña. "With the demand for transportation increasing and funding levels frozen or slipping, we need decrease the size of administrative bureaucracy and put more of our resources into better serving our customers, the American people and businesses in which they work."

Secretary Peña reiterated that his goal is to direct the Department back towards the basics, the core missions of safety, infrastructure investment, and national security, but above all, to serve the public more efficiently. "This reorganization proposal achieves these goals," he said. "We're now moving to the next phase, working with Congress to make this a reality, and developing detailed plans for the transition."

The DOT now moves into the next phase of the reinvention process which will be much more decentralized. Smaller groups within the new operating administration structure will now have added responsibility for making decisions that affect them.

The Secretary concluded the "Town Meeting" by thanking all DOT employees for their input in helping shape the streamlined DOT. "You, the DOT employees, have been critical to the process so far," said the Secretary. "I know I can rely on you for your continued advice and support as we enter this new phase."

## Assistant Secretary Positions

Now	Proposed	
Transportation Policy	Policy and Planning	• Combines Current Functions w/ Program Evaluation now in Budget and Programs as well as Strategic Planning now in Office of Intermodalism
Aviation and International Affairs	Aviation and International Affairs	• Air Taxi Registration and Insurance would move to FAA Essential Air Service would be discontinued
Budget and Programs	Management and Budget	• Combines Budget and CFO functions now in Budget and Programs w/ Administrative Policy now in Administration
Administration	Governmental Affairs	• Operational functions move to Administrative Service Bureau
Governmental Affairs	Governmental Affairs	• No Change
	Transportation Technology	• Coordinates Research and Development Strategy and Activities • Chief DOT Representative on Research and Technology Development • Majority of Research and Technology Development activity Continues in Operating Administrations

## Innovative Financing (cont. from pg. 1)

issued an executive order to open new infrastructure financing possibilities, the DOT explored every opportunity to cut red tape and develop new financing strategies.

States were asked to send proposals on transportation projects that they wanted to build but hadn't been able to launch because of restrictive Federal rules. Sponsored states were assured that the DOT would use maximum flexibility within the law to see that valid projects would be financed and built. For example, the DOT

is allowing states to use private dollars to substitute for the states share of matching funds. The Department is using Federal funds to set up local revolving loan programs or to serve as collateral for state and local lines of credit. Reimbursement rules are changing so that state and local partners can start collecting Federal funds while they are rebuilding, instead of having to accumulate the full Federal share before breaking ground.

The public benefits are impressive.

Reduced congestion, faster freight shipping, and better air quality are being experienced way ahead of schedule.

Immediate economic benefits for the American people are being experienced from more efficient movement of people and goods, strengthening of regional economies and the creation of tens of thousands of new jobs.

Taxpayer money will actually be saved. Earlier construction will lower total costs by avoiding inflated construction costs, and reducing the interest burden on loans or bonds.

Lastly, this common sense approach to cutting red tape will attract more private resources – leveraging them to get maximum benefit for taxpayer dollars and freeing scarce public resources for other transportation investments.

Some real world examples of such projects include the partnership formed in New York with state and local governments and public authorities in the Niagara Falls region.

The Mobility Improvement for Niagara International Transportation Through The Use of Advanced Technology (MINITECH) received \$5 million in Federal "seed money" and Federal permission to use revenues from cross border bridge crossings to create a revolving loan fund that can finance on-going transportation improvements in the whole Niagara corridor.

The new revolving fund will initially support the installation of automated toll collection equipment and enhanced computers to speed the \$47 billion in U.S. - Canada trade that passes through the Niagara corridor each year.

Another example is taking place in Arizona where the DOT gave the state permission to lease highway right-of-way to private communications companies laying fiber optic cables. The state will receive \$6 million a year to be used as seed money for a revolving fund that will invest in high-tech freeway management systems.

This \$2 billion announcement is only the beginning of this partnership. Phase II will be announced in the months to come. "I assure you," the Secretary said, "that we'll be doing a lot more of this as we complete the restructuring of DOT — not just for highways, but for airports and seaports and transit systems and all the intermodal links between them... In all program areas, we will continue to stress the use of innovative financing."

# DOT Today

Volume IV, No. 7 April 1995

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

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If you would like to submit letters, comments or articles, please address them to: Editor, DOT Today, OST, Office of Public Affairs, A-10, Room 9419, 400 Seventh Street, S.W., Washington, D.C. 20590. (202)366-5578; FAX (202)366-7270. Internet E-Mail address is: jimgoweratostnov@postmaster2.dot.gov

**The deadline for the May 1995 issue is April 27.**

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- In the March issue of DOT Today, Ana Sol Gutierrez was misidentified as the Research and Special Programs Administrator. Ms. Gutierrez is the Deputy Administrator of RSPA.
- In the March issue of DOT Today, the article entitled, "Evaluation and Counseling Available Through the EAP," inadvertently listed the wrong telephone number. The correct telephone number is 1-800-234-IEAP.
- In the February issue of DOT Today, the article entitled "Coast Guard Astoria Crew Would Do It Again" mistakenly omitted the author's byline. The author of the article is Cathy Peterson.
- In the February issue of DOT Today, the island chain mentioned in the article, "A Visit To The Pribilof Islands," was mistakenly misspelled. The correct spelling is "Pribilof."

# Secretary Peña Announces Safety Rule For Big Trucks

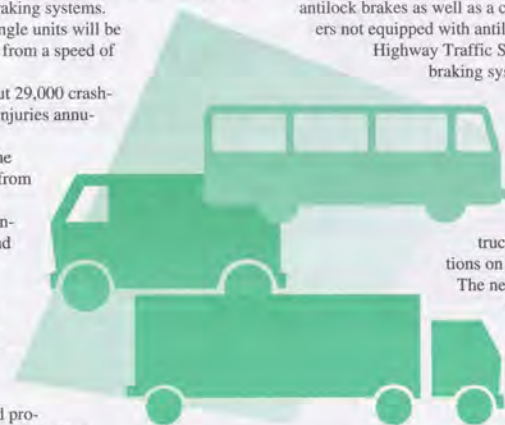
Secretary Peña stressing the importance of improved safety for our nation's highways, recently announced the requirement that heavy trucks, tractors, trailers and buses be equipped with antilock braking systems.

In addition, heavy buses, tractors and single units will be required to meet stopping distance criteria from a speed of 60 mph.

"The new requirement will prevent about 29,000 crashes involving up to 500 deaths and 25,000 injuries annually," said Secretary Peña.

"This is an important step in reducing the number of heavy truck crashes that result from loss of control, skidding and jackknifing. Antilock brakes will give drivers better control, especially on wet slippery surfaces and that will make roads safer for all who use them," he explained.

Ricardo Martinez, M.D., the National Highway Traffic Safety Administrator, said that the requirement is made possible by dramatic progress in antilock brake technology. "An extensive fleet study showed these new systems are reliable and provide significantly improved stability and control. This requirement for antilock brakes on heavy trucks will help reduce deaths and injuries on our highways," the board-certified emergency physician said.



The fleet study, conducted between 1988 and 1993, was the largest of its kind ever. It involved 200 truck tractors and 50 semi-trailers equipped with antilock brakes as well as a comparison group of 88 tractors and 35 semi-trailers not equipped with antilock brakes. At the end of the study, the National Highway Traffic Safety Administration concluded that the antilock braking systems are reliable and durable.

The new requirement stipulates that newly-manufactured truck tractors pass a 30-mph braking-in-a-curve performance test with brakes fully applied. All trucks, buses and tractors must have indicator lights alerting drivers when there is an antilock brake malfunction of that unit. In addition, tractors and towing trucks must be capable of indicating antilock malfunctions on trailers they tow.

The new rule applies to vehicles with a gross vehicle weight rating of over 10,000 pounds and will be phased in. All tractors manufactured after March 1, 1997, will be required to have antilock brakes. New trailers, single units trucks and buses with air brakes must have antilock brakes after March 1, 1998, and new single unit trucks and buses with hydraulic brakes must have antilock brakes after March 1, 1999. Antilock brakes are expected to cost between \$500 and \$850 per vehicle.

## African American Employment Program Image Awards

By Luther Rhone

The U.S. Coast Guard Headquarters African American Employment Program (AAEP) Committee recently sponsored the Second Annual AAEP Image Awards in honor of Black History Month celebrated in the month of February.

The AAEP supports programs and activities that advance diversity issues and self-improvement opportunities. Recipients of the award must exemplify the mission of the AAEP.

Two awards are presented, one to a USCG civilian employee, and the other to a USCG military employee. Nominees must possess a history of volunteer efforts to one or more organizations and have an outstanding employment record.

The 1995 civilian winner is Ms. Liz Moses, an employee of the USCG Congressional Affairs Staff. Ms. Moses was selected because of her outstanding efforts in promoting advancement opportunities for women and minority Coast Guard personnel and for advancing Coast Guard diversity initiatives through church, neighborhood and civic involvement.

Petty Officer Donald E. Jones, the military recipient, works on the Plans and Program Staff and was selected for his outstanding support of the Partnership-in-Education, a Program at Anthony Bowen Elementary School where he installed computer systems for the students and the administration and then instructed the staff and students in the use of them.



VADM Williams congratulates the Coast Guard Headquarters' African American Employment Program's (AAEP) 1995 Image Award Winners, Ms. Liz Moses and SK1 Donald Jones. The recipients were honored at the 1995 Black History Month Banquet on February 25, 1995.



Every year, over 1,000 people are killed or maimed for life while trespassing on or near train tracks. Stay off the tracks and you won't get caught.

## Always Expect A Train

By John F. Fitzgerald

Last year, more than 1,100 people were killed or injured at highway-rail crossings and another 1,000 were killed or injured trespassing on rail property.

Concerned about such alarming numbers, Secretary Peña recently launched a nationwide, multimedia public awareness campaign called *Always Expect A Train*.

The campaign is designed to educate motorists and pedestrians about the fatal consequences of car-train and pedestrian-train collisions.

The *Always Expect A Train* campaign provides lifesaving messages to the American public and should help reduce the number of people who

place themselves in deadly contact with trains. It is one component of Secretary Peña's Highway-Rail Safety Action Plan announced June 13, 1994, which consists of educational, engineering and enforcement efforts to reduce highway-rail and railroad trespassing deaths and injuries.

According to Secretary Peña, "Nearly every 90 minutes someone in America is hit by a train. This is simply unacceptable. The *Always Expect A Train* campaign will educate people about the dangers at highway-rail intersections and of trespassing on railroad tracks and equipment. Our goal is to raise the public's awareness, reduce these preventable tragedies and save lives."

Secretary Peña added, "working with Operation Lifesaver, rail management

and labor, and others, we are distributing these public service announcements nationwide. The more people become aware that they should 'always expect a train,' the more we can reduce these avoidable deaths and injuries."

The campaign includes television, radio, and public service announcements (PSA's) in both English and Spanish. Some of the commercials are from the perspective of locomotive engineers who are often the hidden victims. Because trains cannot steer out of the way or stop quickly, engineers can do little to prevent train collisions with people or automobiles except to apply the brakes and sound the horn.

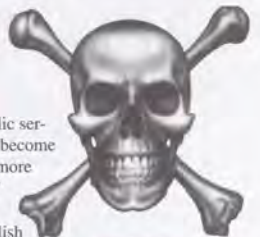
Leroy Jones, Legislative Director for the Brotherhood of Locomotive Engineers, joined Peña at the news conference and reflected on a crash involving his father, also an engineer, in which a woman with a baby drove out onto the track and was struck, instantly killing the infant. Later it was learned that the woman's husband had been struck by a train and injured at the same crossing two years earlier. Jones, a former engineer himself, was also involved in a number of grade crossing collisions.

Also present at the news conference were Tom Simpson, President of Operation Lifesaver, Inc., and Edwin Harper, President and CEO of the Association of American Railroads. DOT consulted with railroads and railroad labor to develop *Always Expect A Train*.

The *Always Expect A Train* campaign is a multi-modal initiative of the Federal Railroad Administration (FRA), Federal Highway Administration, National Highway Traffic Safety Administration and the Federal Transit Administration in Partnership with Operation Lifesaver.

More than 50 percent of all car-train collisions occur when motorists disregard warning or safety gates. At crossings solely equipped with a railroad crossing or "crossbuck" sign, many motorists are unaware that the sign means the driver must *look, listen and yield*. The *Always Expect A Train* campaign addresses these issues.

Posters and media kits featuring television, radio and PSA's are available in the Federal Railroad Administration's Office of Public Affairs. To obtain copies, please contact the FRA office of Public Affairs at (202) 366-0881.



Almost every 90 minutes in America a driver who fails to yield is hit by a train.



Elevated expressways, such as this one, were devastated by the Hanshin Awaji earthquake centered near Kobe, Japan, that registered 7.2 on the Richter Scale.

## FHWA Engineers Assisted Japanese After 1995 Kobe Earthquake

By Bonnie Falk

Jim Cooper, chief of the Structures Division, Office of Engineering and Highways Operation Branch, in the Federal Highway Administration (FHWA), and Dr. Michael Whitney, Structural Engineer, Bridge Review and Design Branch in FHWA, joined 16 other engineers in February to investigate damage to structures and buildings from the January 17 (7.2 Richter scale) Kobe, Japan, earthquake. The earthquake provided a laboratory test bed to evaluate U.S. and Japanese seismic design codes, as well as to understand the nature of strong ground motion effects on structures.

Cooper led the Transportation Team that also included Mr. Li-Hong Shen from the California Transportation Department (CALTRANS) and Dr. Ian Buckle from the National Center for Earthquake Engineering Research. Four other teams investigated seismological and geological effects of the earthquake, building damage, lifeline performance and geological behavior, and effects of fire. A report is expected to be published soon through FHWA.

Cooper said the group visited 15 bridge sites in 3-1/2 days. The Transportation Team was escorted by officials from the Hanshin Public Expressway Corporation, the Ministry of Construction and the Japanese Highway Public Corporation, which are similar to American toll authorities. The group found that the Hanshin Awaji earthquake caused damage to transportation facilities in the Kansai region that crippled commerce and hampered rescue and recovery operations. Selected highway, rail, airports and ports were investigated following the earthquake. The region's elevated expressways and rail systems were devastated by the quake which caused great hardship to the traveling public. Although rail service is rapidly being restored, restoration of the highway and portions of the rail system will take several years.

Permanent ground deformation and liquefaction at the Port of Kobe, the world's third largest port, coupled with lateral spreading around the cargo areas, resulted in damage to most of the dockside gantry cranes, and caused the port to be closed. Restoration is estimated to take three years.

The new Kansai International Airport had no structural damage to the air traffic control tower but the older Osaka Airport had a cracked runway and the air traffic control tower had cracked shear walls, broken glass and an inoperable elevator.

Cooper stated that although the team found you can design for life safety, it is difficult, if not impossible, to assure the serviceability of a structure located near the center of a great earthquake.

"FHWA has responded promptly and effectively in the past to natural disasters in the United States, such as the recent flooding in California, the 1994 Northridge earthquake and the 1993 Midwest flooding," said FHWA Administrator Rodney Slater. "One of our goals is to achieve further advances in structural engineering and design so that the construction systems of tomorrow will be better able to withstand any natural disaster the future may hold in store."



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### People • People • People • People

#### Steven J. Akey Appointed Director of OST Public Affairs

Secretary Peña recently announced the appointment of Steven J. Akey, a veteran communications official, as Assistant to the Secretary and Director of Public Affairs.

"I'm pleased that Steven has agreed to become a member of my top management team," Secretary Peña said. "His expertise in public information, media relations and management will serve him well in addressing the important issues facing the Department."

Since June of 1993, Akey has served as Director of Public Affairs for the Federal Highway Administration (FHWA). In addition to directing FHWA's public affairs office, Akey served as senior advisor to FHWA Administrator Rodney Slater.

Prior to joining the DOT, Akey served President Clinton at the White House in Presidential Personnel as search manager for public affairs where he directed the recruitment, screening and placement of public affairs staff throughout the Executive Branch.

#### Michael Monk To Head Vehicle Research and Test Center

Ricardo Martinez, M.D., Administrator for the National Highway Traffic Safety Administration (NHTSA), recently appointed Michael Monk Director of NHTSA's Vehicle Research and Test

Center (VRTC).

Monk, a mechanical engineer with a 20-year career at NHTSA, has been at the VRTC since it was established in 1978 at East Liberty, Ohio. He was previously responsible for developing crash-worthiness standards for motor vehicles, working at NHTSA headquarters in Washington, D.C.

"With his background in safety standards and applied research, Mr. Monk will continue to make important contributions to vehicle safety. This is an important leadership position because the VRTC is a recognized world leader in improving vehicle safety," Dr. Martinez said.

#### Gerchick Named As Deputy Assistant Secretary For Aviation And International Affairs

Secretary Peña recently named Mark Gerchick as Deputy Assistant Secretary for Aviation and International Affairs.

"We have made enormous progress over the last two years in advancing the interests of U.S. consumers, cities and airlines in the international aviation arena, and I am delighted to have secured someone with Mark's background in aviation, negotiation and competition issues as we continue this effort," said Secretary Peña. "As we embark on the next critical phase in advancing our free trade in aviation services, Mark will join us in our market-opening efforts all over the world."

Gerchick has served since July 1993 as the Federal Aviation Administration's (FAA) chief

counsel. He was instrumental in bringing to light major problems with the FAA's largest procurement, the Advanced Automation's System. Gerchick also played an important role in assisting FAA Administrator David Hinson in ensuring that key factors in safety decision-making are clearly brought forth and openly and rigorously considered.

"Mark will join an impressive team led by DOT acting Assistant Secretary for Aviation and International Affairs Patrick V. Murphy, Jr., and will handle some of the load shouldered by DOT General Counsel Stephen Kaplan," the Secretary said.

#### Peña Swears In New Assistant Secretary For Administration

Melissa J. Spillenkothen was recently sworn in by Secretary Peña as the Department's Assistant Secretary for Administration.

"I am delighted to appoint Melissa to this position. Formerly Melissa Allen, before her recent marriage, her work as Deputy Assistant Secretary for the past nine years has been outstanding. I know she'll continue to serve the Department well," Secretary Peña said.

As Assistant Secretary, Ms. Spillenkothen is responsible for the institutional management functions of the Department, including personnel, procurement, data processing, administrative service and management planning.

# DOT Today Earth Day 1995

By LaVonne Thompson

On Friday, April 21, the Department of Transportation (DOT) will celebrate the 25th anniversary of Earth Day with events scheduled nationwide. From coast to coast, DOT offices and field locations will participate in a wide variety of Earth Day activities from cleanup operations of local parks and beaches to working with community governments in collecting recyclables.

If you happen to be in the Washington, D.C. area, the DOT Nassif Headquarters building will once again be the site of a large Earth Day celebration. Between 11 a.m. and 2 p.m., on Friday April 21, the Nassif building courtyard

will be transformed into a carnival atmosphere celebrating the silver anniversary of striving to make our planet cleaner for future generations. Deputy Secretary Mort Downey will be an honored guest at the festivities to help DOT celebrate this historic occasion.

Displays and exhibits on various environmentally related subjects will fill the courtyard. You can expect to see the newest member of the headquarters motor fleet with its Intelligent Transportation System called the "Advance" system; the USCG William M. Benkert Award for Excellence in Maritime Environmental Protection; an oil spill tracking demonstration from the Saint Lawrence Seaway Development Corporation; recycling displays; the Aviation Noise and Atmospheric Effects display; exhibits on air quality, bicycling and pedestrian safety, and alternate commuting methods; and the Chrysler Motor Corporation's concept and classic cars. These are but a few of the displays you will be able to see. Free flower seeds will also be distributed. But remember, DOT Headquarters is not the only DOT facility with Earth Day activities planned.

DOT regional and field offices across the country are also sponsoring activities for Earth Day. If you need further information on what DOT is doing to celebrate Earth Day in your area, contact your local DOT environmental officer so you too can participate. Please help DOT celebrate its many successes in enhancing the environment by attending local celebrations or the Headquarters anniversary party in the Nassif courtyard. And remember...

EVERYDAY IS EARTH DAY!



above: The Coast Guard's informative and interactive Earth Day display was a big attraction during last year's celebration. Here, Secretary Peña calmly displays his "shooters touch" in an attempt to win a recycled prize.



above: The "Electric Shuttle" returns for the second year in a row to the Headquarters Earth Day Celebration. The electric powered bus will once again provide free demonstration rides.



right: Secretary Peña is all smiles as he unveils the S-1 "Dual Fuel" Lincoln Town Car. The vehicle is capable of burning both compressed natural gas and regular gasoline.

## Do You Know Where Your Bicycle Is?

By John Fegan

Tuesday, May 16, is the nationwide Bike-to-Work Day. The Department is encouraging as many employees as possible to participate in this event. The idea is to try it and see how well it works for you. You may discover that you can get your daily exercise and commute done at the same time. More and more people are discovering the bicycle as a fresh new mode of transportation. This is an excellent chance to try it out for yourself.

What do you need to do to participate? You need to get your bike, yourself, and your commute route ready. You may be riding for fun on weekends, or maybe it's been some time since you've ridden your bike at all. In either case, you need to prepare yourself and your bike for your commute.

First thing first, prepare your bicycle. If you do not ride on a regular basis your bicycle will need a tune-up. Check the air in the tires, make sure the gears function properly, and that all nuts and bolts are properly secured. If your bike requires more service, most bike shops offer a thorough "bike tune-up" at a reasonable cost.

Second, you need to get yourself ready. Your trip to work may cover several miles or more so make sure you are in good shape. If you haven't been on your bike in a while, practice riding in your neighborhood or on a trail. Try riding a little in the evenings after work or on the weekend. Use it to make short trips to the store instead of

your car. Familiarize yourself with the gears brakes, and how the bike feels. Get used to riding again.

If you don't have one, purchase a helmet and always wear it when riding. Helmets are relatively inexpensive, and will protect your head in the event of a crash. Be sure to get one with an ANSI or Snell approval label inside.

Third, plan your route to work. You may want to take a less congested route than you do in your car. Try out your route on a weekend to see how well it works, and how long it takes.

Believe it or not, sometimes biking to work can take less time than your usual commute.

Be sure to bring a good lock for your bike.

Finally, look for the fliers to be posted giving the details for DOT Bike-To-Work events. For

those employees located in the Washington, D.C. area, a rally will take place early in the morning between 7:30-8:00 a.m. in Freedom Plaza for all those who participate in the Bike-To-Work Day. Information on bicycling for transportation will be available in the plaza.

Bike-To-Work Day is not only a great workout for your body, but a breath of fresh air for planet Earth. The more bikers we have biking into work, the less amounts of carbon monoxide we have being emitted into our atmosphere. So join other DOT bike commuters on Bike-to-Work Day.

For more information on how you can get involved in Bike-To-Work Day call John Fegan at 202-366-5007 or Barbara McMillen at 202-366-4634.



## U.S. Coast Guard Announces Environmental Award Program

In honor of Rear Admiral William "Mike" Benkert (1923 - 1989) the Coast Guard announced the establishment of the William M. Benkert Marine Environmental Protection Award program that will recognize marine vessel and facility operators for their environmental excellence and achievements in maritime operations.



A distinguished Coast Guard Officer known for his leadership and vision in marine environmental protection, Rear Admiral Benkert's long and distinguished career inspired many people to strive for environmental excellence. He is fondly remembered as the "father" of Coast Guard Marine Environmental Protection.

The award, which incorporates the elements of the traditional marine scene has been designed to capture the essence and purity of a protected marine environment. It will be presented annually for outstanding marine environmental protection achievements that extend beyond the compliance with industrial and regulatory standards. Corporations or businesses involved in either marine facility or vessel operations, having demonstrated sustained excellence and outstanding achievements in protecting the marine environment during the past calendar year, will be eligible for the award.

Organizations will be evaluated in four separate award categories based on the size of the company and type of operations:

- Environmental management programs;
- Technology/process/work methods innovation;
- Environmental education and communications;
- Environmental partnerships/alliances.

The award will increase public awareness of the importance of protecting the marine environment; encourage innovations in operations, maintenance, cargo handling, refueling, training and other industrial activities; and provide a means for winners to share their successful methods and techniques with others in the industry.

Each year the award selection process will begin in January and conclude in July, with the first Benkert Award being presented in July 1995.

Information on the program is available from local Coast Guard Marine Safety Offices and Captains of the Port or by writing to Commandant (G-MEP-3), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20493-0001.

## DOT HQ Moves Toward Energy Goal

By George Kuehn

The DOT Headquarters Nassif building has been moving steadily toward the energy reduction goal outlined in an Executive Order that requires energy consumption to be reduced by 30 percent from Fiscal Year (FY) 1985 levels by FY 2005. The Nassif building has already realized a 16 percent reduction with only a portion of the projects completed.

The most extensive project involves replacing existing fluorescent light fixtures with more efficient fixtures. The new lights, called T-8's, use state-of-the-art electronic ballast and polished reflectors to provide more natural light with less than half the electricity. The initial project at the Nassif building cost \$808,000 and will save \$270,000 per year. After receiving a \$521,000 rebate from the Potomac Electric Power Company (Pepco), the payback on the project is slightly over one year. Pepco rebates make these projects extremely cost effective. Many utilities throughout the country offer similar rebate incentives as well as free or low cost energy audits. If all facilities within DOT were converted to more efficient lighting, over \$16 million in electric cost could be avoided annually.

Other projects at Headquarters with short payback periods include the replacement of 150 watt incandescent lamps with 13 watt compact fluorescent lamps and the installation of Light Emitting Diode (LED) EXIT signs that

use 80 percent less energy and never require bulb replacement. Occupant sensors are also being installed in rest rooms, conference rooms and corridors. Sensors will automatically turn off the lights after a period of inactivity in these locations.

Some longer payback projects include new, more efficient, room air conditioning units, and installing a computerized energy management control system that stops and starts equipment based on use. Also, because of reduced cooling requirements of newer computers and efficient lighting, several larger air conditioning units are to be replaced with smaller CFC free units.

All these Headquarters building projects are expected to save over \$600,000 per year. In addition, the measures will help the environment by avoiding the production of an estimated 21,000 tons of carbon monoxide, 180 tons of sulfur dioxide, and 78 tons of nitrogen oxides, all recognized "green house gases."

Other measures to help reduce electricity costs include the increasing use of the Environmental Protection Agency's "Energy Star" compliant computers, monitors and printers. Energy Star products, produced by most major computer manufacturers, maintain a 50 to 75 percent energy reduction by powering back when not in use.

## Corporations Computer Model Predicts Flow of Oil and Hazardous Chemical Spills

By Kevin O'Malley

Residents along the St. Lawrence River can be assured that any type of oil or chemical spill on the waterway will be handled quickly and safely thanks to an Oil Spill Computer Tracking Model and Emergency Response Plan used by the Saint Lawrence Seaway Development Corporation.

The computer model was first introduced with the Corporation's Emergency Response Plan in 1989. The plan details the handling of oil spills, hazardous substance spills and vessel collisions on the St. Lawrence River. The computer tracking model is a major component of the plan.

Designed by Clarkson University in Potsdam, N.Y., the Model displays a graphic representation of a 100-mile sector of the St. Lawrence River, complete with navigation aids, bridges, mile markers and other physical characteristics.

In the event of an oil spill or substance spill, Corporation vessel traffic controllers can operate the computer model via a personal computer and by entering such data as wind speed and direction, air temperature, water flow and even the type of oil or substance that was spilled, the progression of the spill can be predicted for various time intervals. The Model gives Corporation personnel the information necessary to pinpoint the optimum locations for emergency response efforts.

The Corporation will be demonstrating its Oil Spill Computer Tracking Model at DOT's Headquarters Earth Day celebration on April 21.



During last year's Earth Day, Dennis Deusch, SLSDC's Public Affairs Director, and Stephen C. Hung, Director of Operations and Maintenance, displayed the Corporation's Oil Spill Computer Tracking Model.

## Coast Guard Fleet Sails Beneath the Sea

Imagine you're diving on a spectacular coral reef with brightly colored tropical fish darting at the edge of your vision, flashing past your face mask, daring you to reach out and touch them. Moray eels with gaping mouths and needle sharp teeth peek at you from their lairs among the coral, while a large grouper eyes you warily from its motionless stance above the coral outcropping. Up

close, this reef seems no different from others. From a distance however, the reef takes on a different look, unnaturally shaped, even familiar.

The lair of the eel seems perfectly round - as if it were a porthole. The outcropping the grouper hovers over looks disconcertingly like a gunmount. Brushing aside some sand on the reef, you discover metal beneath. You've found a sunken ship!

It's not an unlikely scenario. In fact it's becoming more and more common: natural reefs are being supplemented by "man-made" ones, thanks to the Artificial Reef Program. And as with many things connected to the sea, both above and below, the Coast Guard is involved.

Decommissioned Coast Guard Cutters are now taking their place among the growing number of ships and other man-made structures serving as artificial reef foundations. Though they no longer have an impact on human lives, they impact the lives of millions of others. Millions of coral reef inhabitants that is.

The former Cutters used to ply the ocean's surface. Now they "sail" the Florida depths, part of the Seventh Coast Guard District's "Fleet Beneath the Sea." All but one CG Cutter, the *Sagebrush*, on the ocean floor near Savannah, Ga., were sunk off the Florida coast and are now a part of the State of Florida Department of Natural Resources' (DNR) Artificial Reef Program.

Florida's program was established by the DNR in 1980 to grant local coastal governments the money to build artificial fishing reefs. The idea is not new however. The first artificial reefs were built by the Japanese over 200 years ago to enhance commercial fishing production.

The idea of the program is to turn areas barren of natural reef structures into thriving marine communities. Manmade structures such as ships, concrete pipes, and construction materials are commonly used. Fiberglass-reinforced structures made of plastic have been introduced to the program as well. They



become the material reef grows on, much like moss grows on brick or concrete surfaces.

The ships are placed in carefully selected barren areas and over a period of years become havens for marine life. Sessile, or immobile, organisms such as algae, hard and soft corals, sea anemones, sponges and marine worms, make their homes on the foundations themselves. They, in turn, attract larger organisms like crabs, shrimp, lobster, starfish and small fish. Inevitably these small fish and crustaceans will attract even larger creatures. Grouper, sharks, barracuda, dolphin, mackerel, tuna, snapper, are only a few kinds of marine life that will be attracted to well-grown reef environments. The increase of fish in a given area enhances commercial fishing. A side effect of this program is the attraction to divers, who frequent the wrecks because of a variety of marine life they attract.

Before any diving can take place however the Coast Guard must give approval for the dive site. Every potential reef foundation is inspected to make sure it will release no pollution or loose debris into the environment. Special permits must be obtained through the Coast Guard to dive at these sights as well.

"The Coast Guard is an integral component of our program," said Ben Mostkoff of Dade County Environmental Resource Management (DERM). "The Coast Guard Marine Safety Office (MSO) inspects materials prior to sinking. We also work with the Coast Guard from a permitting standpoint: permits to maintain and develop reef sites and boundaries and permits dealing strictly with navigational issues. Everything begins and ends with the Coast Guard," he said.

Mostkoff added, "We ensure that there's no oil or any kind of pollutants on board. Anything that's watertight (such as hatches and portholes) are either removed or welded open, for diver safety, anything that floats free, especially after being blown up, like timbers, could be a hazard to navigation and must be removed."

CG Cutter *Blackthorn* before her current role as an artificial reef.

# FRA Addresses Rail Environmental Issues

By Mickey Klein, FRA

In anticipation of the 25th anniversary of Earth Day Federal Railroad Administrator, Jolene M. Molitoris, recently convened a brown bag Environmental Roundtable with 40 participants from a broad spectrum of interests. Attendees included representatives of major railroads, labor groups, and rail associations, rail suppliers, the Environmental Protection Agency (EPA), the Department of Energy (DOE), the Congressional Office of Technology Assessment, other DOT modes and offices, the American Association of State Highway and Transportation Officials (AASHTO), the Transportation Research Board, and environmental and public interest groups. The Federal Railroad Administration (FRA) was honored to have Secretary Peña join the roundtable for the concluding discussion.

The roundtable discussion centered on the environmental benefits of rail transportation as well as other public benefits of rail projects and the needed exchange of information on environmental rail strategies that work. "The exchange of information is critical," said FRA Administrator Molitoris. "This exchange will help FRA and other organizations establish new ways to work together on environmental issues."

Administrator Molitoris cited several FRA environmental initiatives currently in progress. They include: research efforts that assess the benefits of rail investments; work on the Secretary's innovative financing initiative, the Partnership for Transportation Investment, which identifies environmentally beneficial rail projects using the Intermodal Surface Transportation Efficiency Act's (ISTEA) Congestion Mitigation and Air Quality (CMAQ) Program and other public funds through public-private partnerships; annotated bibliographies and charts on social impacts and environmental externalities (such as air, noise, and water pollution) of transportation systems; initiation of a program to include environmental information in FRA's shortline railroad safety training seminars, with assistance from the Association of American Railroads, Class I railroads, and EPA; environmental research on air quality issues in inter-city freight transportation (with FHWA and EPA); and, research on high-speed rail noise, vibration and electromagnetic fields.

The Association of American Railroads present-

ed modal comparisons on emissions, energy consumption and land use, showing the benefits of rail transportation. It was pointed out that one double-stack train with a two-person crew can do the work of 280 heavy-duty trucks with approximately 20 percent of the horsepower. It was also shown that two railroad tracks can carry the same number of people in an hour as 16 lanes of highway, demanding a right-of-way width of only 59 feet compared to 400 feet for highway lanes.

The Santa Fe Railroad discussed their pilot program of using two Morrison Knudsen-built, liquefied natural gas (LNG)-fueled switcher locomotives, powered by Caterpillar, Inc., diesel engines. These low nitrogen oxides (NOx) emission locomotives will be tested at Santa Fe's Los Angeles area railroad facilities over the next three years to determine their potential role in improving air quality in Southern California. Similar engines are also being tested by the Union Pacific Railroad. In addition, Union Pacific and the Burlington Northern Railroad are testing over-the-road LNG-fueled locomotives to determine their efficiency, economics and environmental benefits.

High horsepower-LNG locomotives are still on the drawing board. The railroads stressed that these engines will be able to reduce diesel-powered locomotive emissions, to 45 percent of 1990 emission levels by the year 2005.

David Lewis, of Hickling, Lewis, and Brod, (a consulting firm), discussed the importance of translating transportation investments into public value. He cited a \$3 million public/private intermodal project in Auburn, Maine, using CMAQ program funds. The rate of return, including all environmental benefits, was in the range of 120 to 130 percent. Analysts observed that it doesn't require a big modal shift to achieve large environmental benefits from rail improvements.

Railroad and environmental group representatives suggested that more freight data is needed to justify public/private investment in rail and intermodal facilities and services. Michael Savonis of FHWA observed that there are a number of areas where CMAQ dollars are financing a mix of projects. What is needed is a viable project with a good strong idea to convince decision-makers.

In response to some railroad concerns that environmental regulations are often written in terms of highway requirements, without taking sufficient account of unique railroad industry operations, David Gardiner, EPA's Assistant Administrator for Policy, suggested that a list of such problems should be developed and addressed in EPA's Freight, Economy, and the Environment Project. As



Secretary Peña and FRA Administrator Jolene M. Molitoris participate in the FRA roundtable discussion on the environmental benefits of rail transportation.

a result, the railroads are working on a list to respond to EPA's suggestion, and FRA will be meeting with EPA to discuss these issues.

At the conclusion of the environmental roundtable, Secretary Peña reaffirmed DOT's Strategic Goal Number Five which pertains to respecting, enhancing, and improving the environment. In addition, the Secretary made it clear that the Department recognizes the value of uniform, nationwide, environmental regulations affecting railroads and affirmed DOT's interest in expanded funding flexibility with the proposed Unified Transportation Infrastructure Investment Program (UTIIP).

Secretary Peña also touched upon the restructuring of the DOT and asked that in these times of change the lines of communications between modal counterparts and private industry remain open so that working relationships continue to be productive.



The break wall, seen here, did not impact the environmental resources that were abundant in the immediate area.

## New Wall to Dampen Waves in Port Angeles Saves Eel Grass

By PA1 Brenda Flint Toledo

Eel grass protects fish and other sea life, giving them a place to hide and breed. Like old-growth forest in the Pacific Northwest, the eel grass too, needs protection.

Not only is it the home and breeding area for herring and needle fish but it supports the bottom of the food chain as well. Without eel grass many species could disappear as the bottom of the ocean turns into an underwater desert.

No one pays much attention to the eel grass that lies 40-feet below the ocean surface. But its importance was not overlooked by Coast Guard Facilities Design & Construction Center Pacific, in Seattle. A "break water wall" was needed to protect the USCG Cutter *Cuttyhunk* and other vessels that tied up at Group Port Angeles from vessel wakes and rough seas created during storms. The eel grass grew right where the wall was going to be constructed. Knowing what impact destroying the grass would have on the ocean environment, the Coast Guard went about finding a solution that would protect the Cutters and the eel grass.

The Coast Guard's primary objective was to build a structure that was functional, economical and did not impact the environmental resources that were abundant in the immediate area. To do this, the design of the "break water wall" was modified to minimize environmental impact, and an aggressive mitigation program was established.

Quoting the Eel Grass Mitigation and First Year Monitoring Plan, John Vogic, with FD&CC Pacific (a construction consulting firm), said the eel grass was considered a "critical habitat for migrating juvenile Salmon, Dungeness Crab, Pacific Herring and many other important species." The solution was to create a wall out of concrete and steel pilings to intercept wave action.

According to Steve Locher, an engineer at FD&CC Pacific, a classical rubble-mound is the best wave barrier there is. It is also the most environmentally damaging. "A rock pile would affect about 14,000 square feet of the ocean floor," Locher explained. "A steel pile, or a concrete panel, essentially builds a wall out of the ground as opposed to a small mountain of fill on the bottom of the harbor, thereby impacting only a fraction of the area." In fact, by building the concrete panel wall, only 10 square feet of ocean floor was impacted. The panels that are connected to steel pilings, do not go all the way to the bottom leaving space so fish and other creatures can go under the wall.

The wall was built by the Army Corps of engineers, and overseen not only by the Coast Guard but by the Washington State Department of Fisheries, Washington State Department of Natural Resources, and the U.S. Fish and Wildlife Service.

The 160-foot "break water wall" was approved by everyone. Building it was only a part of the project. Because some of the eel grass would be shaded by the new structure it became necessary to transplant the shaded eel grass to a new area where it would continue to grow and provide a necessary habitat.

The project was completed on Oct. 30, 1994, with the satisfaction of the *Cuttyhunk's* crew. "We were taking 10-12 degree rolls before the break wall was built," said MK2 Steve McClellion, a *Cuttyhunk* crew member. "Now we're only taking 3-4 degree rolls. The wall has made a big difference for us."

The environmentally correct "break water wall" not only solves the problem for the *Cuttyhunk*, but it also saves the Coast Guard money. If a rubble mound break water wall had been built, it would have cost the Coast Guard more than \$1 million. The new wall cost less than \$500,000.

The eel grass continues to sway in rhythm with the waves because the Coast Guard cared enough to transplant it to a new location, where like the old growth forest, it will continue to provide a habitat to many living species.

## New "Environmental Excellence" Awards at FHWA

By Ginny Finch

Thanks to the broad funding categories created by the Intermodal Surface Transportation Efficiency Act (ISTEA), state and local officials can now choose among highway, transit, and other transportation alternatives to meet both mobility and environmental goals. In addition, the flexible new Federal Highway Administration (FHWA) awards initiative, known as the National Environmental Excellence Awards, gives states and local officials the opportunity to think more creatively about environmental success stories they may want to identify for National recognition. These "success stories" need not be limited to just projects. Environmental Excellence Awards may be given out to processes, teams and individuals as well.

The FHWA's 1995 Strategic Plan, which promises to showcase exemplary environmental activities, set the stage for future environmental awards. It also spurred the creation of an Environmental Excellence Awards team to manage the awards process.

The team had only seven weeks to design and execute a plan for

FHWA's April 21st Earth Day award presentation. Team members picked seven categories for this year's awards competition: recycling, enhancements, public involvement, bicycle/pedestrian facilities, water quality and wetlands preservation, congestion mitigation and air quality improvement, and a judges award for "special achievement."

Selecting awards criteria proved to be a tougher task. "We wanted sound environmental criteria that didn't 'lock' people in but still gave them enough information," said Patricia Cazenias, an environmental protection specialist in the Environmental Quality Branch. "We found exactly what we wanted in the FHWA's Environmental Policy Statement," she said.

The criteria selected by the awards team included such environmental goals as "benefits all segments of society," "builds partnerships," and "integrates environmental concerns into planning and project development."

The team's next task was to solicit

nominations. A faxed or e-mailed memo from Kevin Heanue, director of the Office of Environment and Planning, invited transportation professionals to nominate projects, processes, and people for an Environmental Excellence Award.

Mr. Heanue's memo offered a "user friendly" nomination process. To enter the awards competition, nominees would only need to state briefly *who* or *what* they were nominating and *why* they thought their nominations merited an award.

The response from the transportation community was reassuring. Within only a few weeks, we received 65 nominations from 29 states and Puerto Rico, said James Shrouds, chief of the Environmental Analysis Division.

Deputy Administrator Jane Garvey



will present awards to the winners at a special awards ceremony to be held on DOT's Earth Day Celebration, April 21, from 2:00 p.m. to 3:00 p.m., in Room 4200 at DOT Headquarters in Washington, D.C.

Award winners will be listed in next month's issue of DOT TODAY.

Michigan's Highway M-53 Mitigation Project preserved 2.2 acres of wetland for the benefit of fish and wildlife.

## "Pappy the Turtle" and A Florida Sea Manatee Find Their Way Home, With A Little Help

By PA3 Mark Mackowiak

Coast Guard Station Marathon crew members helped the co-founders of the Turtle Hospital in Marathon, Fla., release a sea turtle Feb. 21, as part of a scientific research project.

The crew members used their 41-foot patrol boat to ferry "Pappy" 13 miles from Marathon where she was set free. The 15-year-old female turtle is a small part of a much larger experiment being conducted by the turtle hospital and Florida Atlantic University.

Scientists will plot the migration pattern of Pappy. They'll use the information to predict where endangered turtles can be located if an oil spill occurred in a certain area. A transmitter is attached to her shell that will send a signal to Florida Atlantic University every time she surfaces.

The transmitter is attached with a fiberglass

resin. Ultraviolet sun rays and the salt water will cause the fiberglass to dissipate and the transmitter will fall off in about a year.

A second signal beacon was released in the same area. Once a week researchers at Florida Atlantic will compare the signal from the beacon, as it bobs in the ocean, to "Pappy's" signal.

In another call to wildlife service, the Coast Guard received a "thank you" letter from the U.S. Fish and Wildlife Service for taking part in a recent rescue effort of a manatee in the waters of the Chesapeake Bay in Maryland. The letter is as follows:

Dear Admiral Kramek,

I want to take this opportunity to thank you and the Coast Guard for your part in the recent efforts to rescue a manatee from the Chesapeake Bay in Maryland.

The U.S. Fish and Wildlife Service is dedicated to recovering many endangered threatened species. The endangered manatee is one of many whose existence depends upon maintaining the health and integrity of each individual manatee left in the wild. We were very fortunate to return this manatee to Florida where it will once again contribute to the viability of the manatee population.

As you know, the rescue

required time and resources from a team made up of many different agencies, organizations, and individuals. The manatee's successful capture, transport south, and release into

Florida waters was due to the concerted efforts of this group.

We are most appreciative of the Coast Guard's contribution to this rescue. Your staff's professionalism, expertise and dedication were a tremendous asset to our efforts, as was the use of your aircraft and other resources.

On behalf of the U.S. Fish and Wildlife Service and the Manatee Recovery Program, thank you.



Researchers Richie Morretti, founder of the Marathon Turtle Hospital in the Florida Keys, and assistant Tina Brown take one last measurement before the release



Aboard a Coast Guard boat, researchers release "Pappy" into the ocean to begin her part of the experiment

## DOE Awards Efficiency Improvements For Two DOT Facilities

By George Kuehn

Two Department of Transportation facilities have recently been awarded grants from the Department of Energy to make energy efficiency improvements. These grants are awarded from the Federal Energy Efficiency Fund that was established by the 1992 Energy Policy Act to help agencies meet their energy and water conservation requirements. The projects are chosen competitively on the amount of savings expected to be incurred as well as preference given to projects that utilize other financing sources such as utility rebates.

The US Coast Guard facility in Kodiak, Alaska, will receive \$530,000 from the Fund to install a used oil processing facility which can handle waste oil from ships docked at the facility. The oil which is contaminated with seawater, will be treated to remove the seawater and the waste oil will

be burned as heating fuel for the facility. The system will not only reduce the cost of energy used to heat the facility but also reduces the cost of removing the waste oil from the facility by tanker truck. The project is expected to save \$4,600,000 over its useful life.

The FAA will receive \$103,706 for the installation of a heat exchanger at the FAA Air Route Traffic Control Center in Cleveland, Ohio. The heat exchanger will allow the buildings cooling system to operate more efficiently by making use of free cooling from ambient air outside the building. The project is expected to yield a net savings of \$158,906 over its useful life.

If you have a project that could qualify for a Federal Energy Efficiency Fund grant, contact your energy coordinator or George Kuehn at (202) 366-4243 for a copy of the guidelines for submitting proposals.

## Coast Guard Establishes Hotline

The Coast Guard has established a 24 hour telephone service, 1-800-SAVE-FISH, for reporting of fisheries violations or enforcement concerns.

Fisherman may report gear conflict and other fishing violations to that number. A recorded message invites callers to report anything relating to fisheries conservation, enforcement or protection of endangered animals.

According to the Coast Guard, a caller may remain anonymous or leave a name and telephone number for a personal response. The toll-free number was recommended by the First Coast Guard District/Commercial Fishing Industry Law Enforcement Working Group and aims to protect honest fisherman with vigorous enforcement of regulations against dishonest fisherman.

The working group, composed of fisherman, was designed to open communication between the Coast Guard and the fishing industry.



# Funding A Cleaner Environment

The National Pollution Funds Center

By: LCDR Steve Carpenter



NPFC Director Dan Sheehan (left) presented the Coast Guard Unit Commendation Award from the Commandant of the USCG, Admiral Kramek (on right), and the Chief of Staff V. Admiral Williams.

On March 8, 1995, ADM Robert Kramek, Commandant of the Coast Guard, and his Chief of Staff, VADM Kent Williams, presented the Coast Guard

Unit Commendation Award to the men and women of the National Pollution Funds Center (NPFC) in Arlington, VA. The citation which accompanied the award read in part: "For exceptionally meritorious service during development and implementation of Federal regulations for the issuance of Certificates of Financial Responsibility (COFR), required by the Oil Pollution Act of 1990....The NPFC crafted regulations that ensure spillers will pay pollution clean-up costs and damages, rather than the American taxpayer. It successfully implemented one of the Coast Guard's most complex and controversial rulemakings affecting over 22,500 vessels of

all flags and types that traverse U.S. waters. The NPFC's groundwork, research, and continual management during the long and arduous process demonstrated command of the facts, garnered support at high levels of government and led to the ultimate acceptance of the recommendation to implement the regulations. Through sustained and determined effort, the NPFC has met Congress' intent, while avoiding any disruption of the Nation's fuel supply and to the economy of the United States."

The National Pollution Funds Center was established as an independent command under the Coast Guard's Chief of Staff, in February 1991, to implement the liability and compensation provisions of the Oil Pollution Act of 1990 (OPA 90). It employs about 100 people, 60% civilian and 40% military, under the leadership of Mr. Dan Sheehan. NPFC's major missions include; adminis-

tering the COFR program; providing funds for immediate oil spill removal activities and initiation of Natural Resource Damage Assessments; paying claims for loss or damages from an oil spill; recovering costs from those parties responsible for an oil spill; and, managing the Coast Guard's use of the Superfund for hazardous material spills in coastal areas.

NPFC is really a business arm of the Coast Guard, depending on the circumstances, they serve as either a banker, insurer, claims adjuster, and, in many cases, a collection agency.

A major part of their job involves administering the billion dollar Oil Spill Liability Trust Fund. This Fund was financed primarily through a five cent per barrel tax on domestic and imported oil. It is available to fund oil spill clean ups, pay claims for oil spill damages, finance the initiation of Natural Resource Damage Assessments, and act as a funding source for Federal agency appropriations which support several oil pollution related programs. NPFC was founded on the Total Quality Management principles of employee involvement, mapping and measuring processes, continuous improvement, and customer focus.

NPFC has been a leader in adopting technology to deliver services and meet the ever changing needs of their customers. In December 1994, when the petroleum shipping industry needed up to the minute information on which tank vessels had fulfilled the COFR requirements of OPA 90, the potential existed for NPFC's staff to quickly become swamped. The existing method of responding to telephone requests by faxing copies of lengthy vessel lists was unworkable and would keep employees from the actual work of issuing certificates. NPFC responded by down loading and daily updating this information to an electronic bulletin board which is accessible to the general public from anywhere in the world. This innovative approach met the needs of the hundreds of maritime industry customers who accessed the bulletin board to browse or download electronic data more than 3,000 times during its first two months of operation.

NPFC will continue to play a vital role in the protection of the marine environment. Their customer focus and use of emerging technologies reflect a Quality Management philosophy which enables them to efficiently carry out their motto of "Funding a Cleaner Environment."

## Enhancements: Flexible Funding for Innovative Transportation Projects

By: Ginny Finch

What do a converted Minneapolis, Minnesota, railroad bridge and an Oakland, California, "Transit Village" project have in common?

They're both part of the Intermodal Surface Transportation Efficiency Act's (ISTEA) landmark Transportation Enhancements, an initiative aimed at using taxpayer dollars to improve not only the intermodal transportation system but the quality of life in communities touched by transportation systems.

ISTEA sets aside ten percent of all Surface Transportation Program Funds, or \$2.8 billion spread out over six years, to be used for transportation enhancement activities. These Funds are allocated directly to states to decide how best to spend them. A wide range of eligible activities including bicycle paths, archaeological research, billboard control, and mitigation of water pollution caused by highway runoff. Many communities are benefiting from enhancement projects.

Take for instance the reopening of Minneapolis' 111-year old, 639-meter (2,100 feet) Stone Arch Bridge that has linked communities with transportation throughout its history. Many changes have been made to the limestone bridge since the first train crossed it in 1884. For example, trains no longer use the bridge, trolleys do. Thanks to rubber

wheels, the River City Trolleys cross the bridge in a much quieter fashion than the trains of old. In addition to noise pollution being greatly reduced, air quality is being improved, thanks to the cleaner burning fuels the trolleys run on.

The converted 111-year old Minneapolis railroad bridge continues to link communities with transportation to this day.



The bridge does not only cater to the trolley however, bikers, runners, roller-bladers, and pedestrians now cross the Mississippi on a central bike jog lane or adjacent walkways, and that's not all it is used for.

The renovated Stone Arch Bridge and its new wheelchair-accessible lookout offers travelers the best view of Minneapolis' spectacular St. Anthony Falls. Bridge engineers have managed to preserve and enhance the structure's original design. For example, they used "natural" exposed aggregate in the walkways then added concrete strips between the bikepath and the walkways to give the look of old railroad tracks. A connecting sidewalk was then added on the southeast entrance with limestone blocks, cut to match the bridge. The restoration and improvements made to the bridge make it a success story Minneapolis is proud of.

Another enhancement success story is the East Oakland "Transit Village" project. Grassroots organizing and collaborative decision-making were key to the successful start of this enterprising development project in Oakland's low-income, largely-Hispanic Fruitvale community.

Fruitvale is a 20-acre transportation hub connecting a local Bay Area Rail Transit (BART) station, Alameda County transit buses, and the 880 freeway. The district houses close to 51,000 residents and more than 225 businesses. Its citizens are politically-active, turning out in higher numbers than any other part of the city during the last election.

In a 1991 public meeting, when BART announced plans for a 500-car parking garage between the local BART station and East 14th Street, neighborhood residents and merchants opposed the plan because they thought the garage would discourage foot traffic to businesses along East 14th. Arabella Martinez of the Spanish-Speaking Unity Council then founded a 16-group Fruitvale Community Collaborative to come up with an alternative plan. BART eventually dropped the idea.

The vision of Fruitvale that emerged involved much more than a way to integrate parking into the project's design. Planners vowed to avoid wholesale dislocation of businesses located in the area and promised that virtually no demolition of existing buildings would occur. Instead, they worked

out ways to help people fix up their buildings, using unemployed workers from the neighborhood. They also developed plans for how the "Transit Village" would reduce congestion, boost business, create

jobs, provide new housing, improve safety, increase accessibility of social service agencies, establish a higher political profile for the project, and offer a common focus for community pride and effort. They paid close attention to such details as wider sidewalks, added garbage cans, improved facades and improved lighting.

Project visionaries had an eye to the future. For example, they were aware of the fear that high-density housing might create an apartment slum, so they planned for "quality" one bedroom apartments that would rent for \$300 a month up to market rates, and a mix of retail and housing that would encourage market-rate homes. "We want development," said Martinez. "Every major group in Fruitvale has endorsed this, and that's absolutely unique."

An initial DOT grant of \$470,000 paid for pre-development costs such as traffic impact studies, an environmental assessment, and legal costs. Enhancement funds totaling \$780,000 will help finance a pedestrian plaza that will connect Fruitvale's BART station with the local retail district. The plaza may eventually include a child care center, health clinic, branch library, senior housing and multi-purpose-senior center, Latino museum, export-import training center, and police substation. Construction may begin as early as next fall.

East Oakland's planned "Transit Village" will make the BART system work better and help spur development of an economically-depressed area. The project has already begun to revitalize the community and in the end, it may even help revive California's economy.





## BTS Announces Transportation Networks and Waterway Data Now Available on CD-ROM

Computer information on the national geographic databases of transportation facilities and national waterways is now available on the latest software technology (CD-ROM) from DOT's Bureau of Transportation Statistics (BTS).

"BTS has performed a valuable service for those who need this type of information," said Secretary Peña. "By providing

it on CD-ROM, material that was previously widely dispersed is now readily available from one convenient source."

BTS produced the *National Transportation Atlas Databases: 1995 CD-ROM* with information provided by DOT, Oak Ridge National Laboratory, the U.S. Army Corps of Engineers, the National Park Service, and the Military Traffic Management Command. The information provides the data infrastructure to

support research, analysis and decision making across all modes of transportation. The database is designed primarily to meet the needs of the DOT at the national level, but can have major applications for state and local transportation communities as well.

The *United States Waterway Data CD-ROM* is a compilation of information related to the navigable waters in the U.S. including inland, off-shore, the Great Lakes and the Saint Lawrence Seaway. The data were collected from several agencies and institutions, including the Army Corps of Engineers Navigation Data Center, The U.S. Bureau of Census, the U.S. Coast Guard, Oak Ridge National Laboratory, and Vanderbilt University. Information on commerce, facilities and performance, imports and exports, accidents and geographic waterways networks are illustrated on this CD-ROM.

To obtain copies of these CD-ROMs, contact BTS at (202) 366-3282 or FAX (202) 366-3640.

## Double Hull Rule Makes Waterway Environments Much Safer

By Frank Jennings

The final rule which regulates the double hull construction of oil tankers was issued early last month. The rule finalizes interim regulations that were issued on August 12, 1992.

Since then, there have been several noteworthy groundings of double hull vessels in U.S. waters, including an asphalt barge in the Great Lakes and an oil tanker in New York Harbor. The groundings did not result in any outflow of cargo, clearly demonstrating the effectiveness of double hull design.

The final rule, which is required by the Oil Pollution Act of 1990 (OPA 90), sets minimum requirements for the space between the two hulls and applies to foreign, as well as domestic, vessels that transport oil in U.S. waters.

OPA 90 also established a phase-out schedule for existing single hulled tank vessels that began Jan. 1, 1995. As of Jan. 1, 2015, all tank vessels carrying oil in bulk as cargo and trading in U.S. waters must be fitted with double hulls. Older, larger, single hulled vessels will be phased out first, while smaller, newer vessels will have more time to comply with the double hull requirement.

For more information, contact Robert Gauvin at (202) 267-1181 or write to U.S. Coast Guard Headquarters, Commandant (G-MVI-2), 2100 Second St., S.W., Washington, D.C. 20593-0001.

## EARTH DAY FUN FACTS

Used oil from a single oil change can ruin a million gallons of fresh water.

Americans throw away enough office paper each year to build a 12-foot high wall of paper from New York to Los Angeles.

Americans throw away enough aluminum to rebuild the US commercial air fleet every three months.

Recycling saves energy: Recycling just one aluminum can save enough energy to run a television for 3 hours.

The total waste Americans produce each year is enough to bury 26,000 football fields in a 10-foot layer of refuse.

Each ton of recycled paper saves 17 mature trees.

It takes 100 years to replace 1 inch of topsoil.

People in the U.S. throw away 240 million tires each year.

Homeowners use up to 10 times more toxic chemicals per acre than farmers do.

7,000 plastic bottles are used by Americans every second.

## FICAN Federal Interagency Committee on Aviation Noise

By Thomas L. Connor

The effort in today's Federal Government is to eliminate waste, cut "red-tape" and ensure that the American people get the most out of their invested tax dollars. The Federal Interagency Committee on Aviation Noise (FICAN) was created on these principles alone. FICAN formed in 1993 under the chairmanship of the Federal Aviation Administration (FAA) to provide forums for debate over needs for future aviation noise research and to encourage new development efforts in this area.

In addition to the FAA and other modes within the DOT, all Federal agencies concerned with aviation noise are represented in the Committee. These agencies include the U.S. Air Force, the U.S. Army, the U.S. Navy, the Department of Interior, the U.S. Environmental Protection Agency, the National Aeronautics and Space Administration, and the Department of Housing and Urban Development.

FICAN does not conduct or directly fund any research. Individual Federal agencies control the direction and funding of their own research programs. FICAN serves as a forum for members to discuss research findings, identify topics requiring research, and solicit the public's concerns about aviation noise effects. It is expected that FICAN efforts will lead to expanded coordinated and cooperative research efforts among the individual agencies and, thus, result in more efficient use of Federal funds. Participating agencies have signed a *Letter of Understanding*, which defines the purpose, scope, membership process and products of FICAN, and formally documents the commitment of the participating agencies.

To help coordinate ongoing and future

Federal initiatives, FICAN meets regularly and holds additional forums to obtain broader input from the public at large as well as interested members of the technical community.

At the conclusion of the first full year of activity, FICAN found that interagency communication between researchers is worthwhile for a number of reasons. FICAN member agencies have very different missions, and it is important for researchers to understand individual agency goals and objectives in their research programs. Little opportunity is afforded researchers to discuss ongoing projects in their own agency let alone others. The committee provides researchers such a forum to dialogue. Interagency participation has great potential to reduce or eliminate redundancy of research, to provide for increased collaboration and to pool the talents of various agency scientists, thus resulting in more efficient use of Federal funds. Lastly, the public forum is a valuable mechanism for soliciting input from interested members of the aviation profession and community members.

FICAN has taken action on several issues raised during some of the public forums. Most recently, FAA initiated an assessment of general aviation noise reduction research. In addition, member agencies have outlined their research and policy procedures more clearly since the last public forum. In another area, FICAN has recommended the formation of a working group under the Acoustical Society of America to develop a standard for predicting noise-induced sleep disturbance.

Just two years after FAA led other Federal agencies towards the creation of FICAN, positive program development and results can clearly be seen.

## Spring!

Time for a New Look

Spring is a time for new life, a fresh look at things. That makes it a great time to reorganize your finances to include U.S. Savings Bonds. Bonds are safe, easy to buy, and benefit from unique tax advantages. The market-based and guaranteed rates keep Bonds competitive in all seasons. Ask about them where you bank or work.



U.S. SAVINGS BONDS



Deputy Secretary Mort Downey accepts the Intelligent Transportation Society of America's (ITS) Leadership Award from Dr. James Constantino, Executive Director of ITS America. "Mort has distinguished himself by his unflinching advocacy of ITS during his tenure in his very important post, and we appreciate his support very much," said Dr. Constantino.

# The DOT Docket Facility Of The Future Has Arrived



General Counsel, Stephen C. Kaplan (at podium), introduces (from left) Secretary Peña, Dell Berry, Doug Sawin and Charlotte Boeck at the opening of the Docket Facility.

The opening of the Department's new docket facility was the realization of an initiative that began almost two years ago in the General Counsel's office. With nine separate docket facilities and immeasurable amounts of files, the General Counsel's office proposed to Secretary Peña the streamlining of existing docket facilities, making the docket offices more efficient by transitioning to electronic files and providing better customer service.

Today, the General Counsel's idea is much more than a plan on paper, it is a state-of-the-art office on the plaza level of the DOT Headquarters building in Washington, D.C. It is here that the initial phase of the centralization and computerization of the DOT's docket facility can be seen. "I want to thank each and every one of you who worked so hard and are continuing to work to complete this project. You are an outstanding example of what Vice President Gore had in mind in 'reinventing government,'" said Secretary Peña as he inaugurated the new computerized docket facility.

In the near future, all DOT docket facilities will operate from this centrally-managed facility. The Office of the Secretary's (OST) docket office is the first of the nine offices to relocate to the new facility. OST dockets are in the process of being transitioned from a paper-based docket system to electronic "images," or to electronic dockets. DOT docket facilities relying on paper files will be a thing of the past once the docket facility is fully operational.

Storing dockets electronically takes care of five different problems: the need to (1) store increasing amounts of paper in decreasing amounts of space; (2) provide the public and Departmental staff with better, quicker, and easier access to the information stored in the dockets; (3) provide more efficient

ways to transmit information to and from the dockets; (4) provide Departmental staff (and the public) with the opportunity to perform "electronic" searches of information in the dockets to increase the efficiency and quality of such review; and (5) provide better security for docketed materials, which have the tendency to get lost or misplaced.

The planning and organization of the docket facility will be a model departments and agencies will emulate in the future. All affected Departmental modes, along with Systems Research and Applications Corporation (SRA), the contractors hired to develop the computerized docket system, were brought together to plan and develop the docket facility, standardized docket procedures, and electronic capabilities. "Throughout the projects evolution, the interface between users, contractors, and engineers developing the system was constant," said Charlotte Boeck, from the General Counsel's office.

"The contractors developing the electronic imaging system were here, working side by side with us, constantly asking us what changes they could make to the system to make it easier to use. They just didn't drop it in our laps," said Paulette Twine, a member of the documentary services division.

From the beginning, a steering committee was created consisting of high-level DOT officials representing each chief counsel's office within the DOT to oversee the development process and make decisions as necessary. This committee met with system engineers to develop specifications for the core system and the basic elements of the docket index. Various group participants subdivided to address related issues involving personnel matters, record retention requirements, electronic filing/access, backscanning requirements, and the building of the facility itself. Standardized docket procedures were also developed to establish a workflow plan. The steering committee's work is far from over even though the docket facility is in place. There are still eight remaining docket facilities that need to be moved into the new facility.

The centrally located docket facility will create many improvements for all who use it. The most noticeable improvement is the use of computer work stations. These stations give the public, and Departmental staff much easier access to the stored information. The electronic docket system was developed by members from the Research and Special Programs Administration's Volpe Technical Center along with the contracting firm SRA. Volpe

and SRA worked as a team programming and designing the new facility. "This has not only been a great project to work on but a privilege to work as a team member with all those involved," said Jack Perkins, Project Engineer from Volpe.

Easy to use "menus" will now whisk on-line users to their docket rather than searching through files of paper dockets. Customer service, better public reading space, the elimination of duplication, and of course time, have all been considered in making the docket facility a user friendly atmosphere.

Neither the docket facility, nor the steering committee, have any plans of stopping here. Budgetary resources permitting, future plans include electronic filing and on-line remote access to the docket facility for the public. By increasing the opportunities where the public can access the docket facility, both time and money will be saved and better utilized in analyzing information submitted to the docket facility. The facility also plans to enable the electronic transfer of documents to other Federal facilities as well as provide multi-media capability to enable access by visually and hearing impaired individuals. Automatic billing of public users for filing fees/copying services will also be a project for future implementation.

As Secretary Peña stated in his speech, the DOT docket facility will be a model for the implementation of the Vice President's National Performance Review recommendations. "This project is a model of the Vice President's vision to use modern technology to achieve efficiencies in government and to increase public transportation in rulemaking and other government proceedings," said the Secretary.

The docket facility also furthers DOT's Strategic Plan to use new technology to create a more productive organization, to provide better communication with the public, and finally, to provide leadership by our own example to implement environmentally friendly solutions to DOT's daily activities.

Paulette Twine (with microphone) and Myrna Adams demonstrate the electronic docket filing system to Secretary Peña and gathered guests.



## AT KINGS POINT: HEALTHY FOOD, AND PLENTY OF IT

By Martin P. Skrocki

Imagine being responsible for feeding hundreds of young men and women, three meals a day, seven days a week for much of the year.

Judith Katz-Schwartz more than imagines it, she does it. Ms. Katz-Schwartz is the capable food services officer at the U.S. Merchant Marine Academy in Kings Point, N.Y. At the Academy, operated by DOT's Maritime Administration, most of the students are between 18 and 21 years old - "a hungry age," says Katz-Schwartz. About a quarter of the Regiment of Midshipmen are always at sea for shipboard training, leaving some 700 mouths to feed every day.

Katz-Schwartz emphasizes healthy eating. "Given the age of the students, they prefer cheeseburgers and fries, pizza and chicken wings - death on a plate!" she says. "What I try to do is introduce them to healthy alternatives."

One of her innovations was switching the dining hall's "family style" breakfasts and dinners to a buffet. Dinner buffets feature two serving lines. The main buffet usually offers baked or roasted meat, plenty of vegetables and unadorned pasta with sauces on the side. The other buffet is typical

fast food.

"You can't make a cultural change overnight," she concedes. But providing two types of food gives her a vehicle to promote better eating habits.

For example, both lunch and dinner feature a soup station and salad bar, with fresh fruit always available. When Katz-Schwartz first arrived at Kings Point in 1989, fresh fruit was on the menu just once a week. Now it's served at every meal. And signs reading "Make Healthy Choices" are displayed prominently in the dining hall.

She also no longer serves whole-milk dairy products or butter, using margarine instead. "We've made every effort to reduce the fat in their meals," she says.

Katz-Schwartz, who holds a degree from Brooklyn College and earned her Chef's Diploma from Le Cordon Bleu of New York, describes herself as a "hands-on" manager always open to suggestions. She travels from table to table during mealtimes, soliciting feedback. Most of the students know her by name, and are not reluctant to voice their comments.

Katz-Schwartz realizes that she can't please all



of her "clients" all of the time, but tries to keep most of the students satisfied and eating healthy. "I'm like their mom away from home," she says. "I can't make them all happy, but I can do what's best for them."

U.S. Merchant Marine Academy food services officer Judith Katz-Schwartz has been encouraging students to eat healthier.

## 1996 Olympics To Use City Transit Buses From Across the Country

In an unprecedented act of civic cooperation Secretary Peña announced that cities across the United States will send 2,000 mass transit buses to Atlanta Ga., to transport athletes, spectators and media during the 1996 Centennial Olympic Games.

Federal Transit Administrator, Gordon J. Linton secured pledges from mass transit agencies across the country in support of the Olympics. New transit buses, 425 of which will run on alternative fuels, will link the various Olympic venues with rapid transit stations, downtown hotels and parking lots.

"Because of the concentrated, downtown location of the venues in the Atlanta area, spectator driving will be prohibited and public transportation will be made easy," said Secretary Peña. "The Centennial Olympic Games are an opportunity to showcase the best America has to offer and this show of total cooperation is a first. We have tapped all available resources to make

the Games the best ever."

In addition to coordinating the buses and providing improvements to Atlanta's transit system, DOT funds will be used to provide highway, street and pedestrian walkway improvements, intelligent transportation systems, airport improvements and Coast Guard safety personnel for the water venue activities.

Since September 1990, the day Atlanta was notified it would host the Centennial Olympic Games, the city and the State of Georgia has been preparing itself to play host to the world and give the greatest Olympic celebration ever. With the DOT's help, the Atlanta Olympic Committee's job is that much easier.

The Games will run over 17 days, from July 19 through August 4, 1996. The Paralympic Games, in which 4,000



athletes with physical disabilities compete, immediately follow the Olympic Games in Atlanta and will utilize about 500 of the mass transit buses provided.

Billy Payne, President and CEO of the Atlanta Committee for the Olympic Games, applying the first plaque that will be placed on all buses being sent to Atlanta as Secretary Peña and 1992 Track and Field Olympian Meredith Rainey look on.

## Employee Recreation Association Has Plans For You!

Reservations for the Glamour Cruise on the newest ship of the Carnival Line, the *Fascination*, are still being accepted. The cruise sets sail from San Juan, Puerto Rico, on December 2 and returns on December 9, 1995. The ports of call are Guadeloupe, Grenada, Caracas, Aruba, and St. Thomas. The price is \$1,099 for an "inside" cabin per person, plus port taxes. If you wish to go, now is the time to act.

If you live in the Washington area or plan to visit soon, the Employee Recreation Association (ERA) offers excellent seats for the hit show *Crazy For You* at the Kennedy Center Opera House on June 17, 1995. ERA is holding 40 excellent orchestra seats at \$50.00 per person. Reservations are due immediately and no further orders will be taken after May 15, 1995.

ERA has been contacted by the British Civil Aviation

Authority HQ Football (soccer) Club that will be visiting Washington this Spring, April 27 - May 4. They would like to play a match against a DOT soccer team. ERA has located a Coast Guard team and is making arrangements for the match, but would like to see if there is sufficient interest to form a DOT-wide team and have an additional match. If you would be interested in participating please contact your agency representative.

The DOT/ERA recently provided a check for \$3,600 to the DOT Headquarters Day Care, Inc. for their tuition assistance fund. This fund assists mothers with young children who need financial help.

If you need any further information, please call Bill Grossard, President of DOT/ERA at 202-382-6566 or contact your modal representative.

## Amtrak's Turbo Train Debuts

Amtrak's newest and fastest train was given a test run recently between the Rensselaer, N.Y. and Albany, N.Y. stations.

The renovated high-speed "Turbotrain" hit a top speed of 125 mph during the test run.



## Bonding Assistance Program Passes \$14.0 Million Mark

From the start of fiscal year (FY) 1994 to February 1995, the Department's Bonding Assistance Program (BAP) has issued a total of \$14.0 million in final bonds. It is projected that by the end of FY '95 the program will reach a total of \$20.0 million in final bonds issued.

The DOT's Bonding Assistance Program was initiated in 1987 and is comprised of both public and private funds. Federal funding is provided by the Federal Highway Administration, the Federal Transit Administration and the Office of Small and Disadvantaged Business Utilization (OSBDU). Four surety companies are participants in the program: United States Fidelity and Guarantee Company; Fidelity and Deposit Company of Maryland; Midwest Indemnity Corporation who issues bonds through Gulf, Inc.; and

Aetna. Bid, performance and payment bonds are provided to minority, women owned and disadvantaged business enterprises seeking or having transportation related projects.

Since the inception of the program seven years ago, total bonding capacity of \$12.0 million had not been reached. Then, in the Fall of 1993, the program underwent a restructuring that included pilot programs in several locations. OSBDU began to structure these pilot programs in specific areas of the country with the encouragement and support of Secretary Peña. "The purpose of the pilot programs is to create a public/private Partnership to provide bonding in an expeditious manner for the Disadvantaged Business Enterprises (DBE's) to acquire bonds on-site at the local levels," said Secretary Peña.

The Pilot Programs are designed to

bring bonding to firms at the local levels and to make speedy approval of their requests for assistance on transportation-related contracts. Pilot Programs are currently operating in Oakland and Los Angeles, CA.; Washington, DC; Baltimore, MD; Seattle, WA.; Atlanta, GA.; San Antonio, TX.; and Chicago, IL., and in the State of Florida.

While small contractors and subcontractors qualify for the program, the DOT Bonding Assistance Program also has the ability to issue bonds on transportation related contracts up to \$1.0 million.

For information on the DOT Bonding Assistance Programs, readers should contact: **Arthur Jackson** Manager, DOT Bonding Program Office of Small and Disadvantaged Business Utilization (202)-366-2852 or (800) 532-1169.

## CALENDAR

### APRIL

Alcohol Awareness Month

14 Passover Begins

16 Easter Sunday

21 DOT Earth Day

Celebration, Check your area for local events

22 Worldwide Earth

Day Celebration

24-28 Professional

Secretaries Week

(April 27 Secretaries' Day)

### MAY

Asian Pacific American Heritage Month & Fitness Month

1 Northwest Airlines Initiates Service To Canada

8-11 Radar Conference,

Alexandria, Va.

Radisson Plaza Hotel.

Sponsored by the

Institute of Electronic

and Electronic

Engineers. For more

info., please call

703-803-8701 or

410-765-8088.

20 Armed Forces Day

24 Annual Spring Fling,

sponsored by the DOT

Volunteer Committee,

celebrating its 11th

year of service. If you

are interested in partici-

pating, call the volun-

teer coordinator in your

area.

30 Memorial Day

## Frequently Asked Travel Questions

1) When should I submit my travel voucher?

Answer:

Three work days after completion of trip.

2) To whom?

Answer:

To your supervisor.

3) May I take my spouse or family with me on Temporary Duty Travel?

Answer:

Yes, but the Government will not pay any of their expenses.

4) May I take leave while I'm on travel?

Answer:

Yes, if your boss says it's o.k.