

DOT Today

May 1995
Volume IV, No. 8
U.S. Department of Transportation

We will Never Forget



Moving America Together

At 9:02 a.m., local time, on April 19, 1995, the Department of Transportation (DOT), the federal government and the United States of America changed forever. A bomb ripped through the north face of the Alfred P. Murrah Federal Building in downtown Oklahoma City sending waves of terror and sadness across the nation. In these brief moments of time, America's vulnerability to domestic terrorism became crystal clear.

Nearly half the Murrah building was blown away, as if a nine-story bite had been taken out of its side. Cables and air ducts dangled from bare ceilings and shattered bricks.



"This senseless act of violence is a chilling reminder that in a civilized society we must find a way to allow our hearts, our minds and our actions to be governed by the better angels of our nature, and not by hatred. As we in the Federal Highway Administration family struggle with our shock, and our grief, it is love - love of country, and love for our family members in Oklahoma City - that will

...give us the strength... to carry on."

-Rodney Slater

"I looked out where the office had been and there was just a hole," said Bruce Lind, Assistant Division Administrator for the Federal Highway

Administration (FHWA), Oklahoma Division. The explosion that shook the earth was felt for many miles in every direction. Amidst the rubble and debris scattered on the ground lay the fallen dead and wounded. "It was total destruction," said Karen Hardesty, a representative of the Oklahoma Canine Search and Rescue.

Twenty-six FHWA employees occupied an office on the fourth floor of the Murrah building. Of the 26, 15 were either uninjured or treated and released, one is hospitalized and 10 perished in the explosion. "Our thoughts and prayers are with the victims of the bombing and their families," said Secretary Peña. "It was a sad day for all Americans and it is particularly difficult for the members of our department who have friends and colleagues in Oklahoma City."

Four days after the blast, Secretary Peña and FHWA Administrator Rodney Slater accompanied President Clinton to Oklahoma City to attend a prayer service in honor of the victims of the federal office building bombing. Immediately following the service, Secretary Peña and Administrator Slater gathered

with the families of FHWA employees in Oklahoma City.

Speaking to DOT employees six days later during a headquarters ceremony honoring the victims of the Oklahoma City disaster, Secretary Peña and Administrator Slater reflected on meeting with the FHWA families. "The most difficult moment," said Secretary Peña, "was when I reached down and spoke to a little girl. She reminded me of my own two girls. She looked up at me and said 'Are you going to find my Daddy?' All I could say is we're going to try."

Administrator Slater spoke movingly of the innocence of young children and the innocence of hope which brought all federal employees into public service. Secretary Peña closed by saying this tragedy has brought out the best in many and has brought Americans and the DOT family throughout the nation even closer together. "We are going to get through this as Americans, as employees, and as professionals," said the Secretary. "Given the character of the DOT family throughout the country, and the love and care that the rest of this nation and world continue to give to Oklahoma City, we will never forget and we will find a way to support those who are in need today."

FHWA employees in Oklahoma City displayed that DOT character when five days after the explosion occurred they returned to work in temporary housing space. "Our employees deserve the highest praise for their perseverance and their dedication to public service," said Administrator Slater. "While our thoughts and prayers are with all of those who have suffered in this terrible tragedy, I salute our people who have taken President Clinton's words to heart, 'We must be about our business.'"

FHWA employees in Oklahoma City gathered on Thursday, April 20 and requested assistance from FHWA headquarters in Washington to get back to work as soon as possible.

The Transportation Safety Institute, a branch of DOT's Research and Special Programs Administration, provided office space. The Federal Aviation Administration provided furniture for the offices. Administrative staff from FHWA headquarters in Washington were dispatched to assist in making the offices operational. Division Administrator Lind commented on the initiative to get back to work by saying, "We are a dedicated group of people."

As FHWA begins the healing process so too does the entire nation. "We will always remember their extraordinary contributions and remember that they will always be a part of our family," said Secretary Peña. We will never forget.



"We're a family..."

at DOT - a very tight knit one. They don't grieve alone in Oklahoma City, we mourn their loss together. And like a good strong family, we'll all come back, together."

- Secretary Peña

Scenes such as these from the Oklahoma City bombing will remain vivid in our memories forever.



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We Will Never Forget

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If you wish to make a contribution to assist those who were most affected by the tragic explosion in Oklahoma City, the following is a list of relief organizations.

DOT SPONSORED

The Federal Employees Education and Assistance Program (FEEA)
8441 W. Bowles Ave., Suite 200
Littleton, CO 80123
Make checks payable to:
FEEA/OK-DOT/FHWA Memorial Fund

OKLAHOMA SPONSORED

Central Oklahoma CFC
c/o Metro Oklahoma City
United Way
P.O. Box 837
Oklahoma City, OK 73101-0837
ATTN: Chris Marshall (405) 236-8441

Oklahoma City Federal Family Assistance Relief Fund

c/o Oklahoma Federal Credit Union
517 Northeast 36th Street
Oklahoma City, OK 73105-2523

AFGE—Oklahoma City Relief Fund

United Bank
(Attention: Customer Service)
4600 Southeast 29th
Del City, OK 73155

OTHERS

The American Red Cross Disaster Relief Fund
P.O. Box 37243
Washington, DC 20013
Credit card donations can be made by calling
1-800-HELP-NOW or
1-800-842-2200 (English) or
1-800-257-7575 (Spanish)

The B'nai B'rith Disaster Relief Fund

1640 Rhode Island Avenue, NW
Washington, DC 20036

American Charities

12701 Fair Lakes Circle, Suite 370
Fairfax, VA 22033
1-800-458-9505

Catholic Charities USA

Oklahoma Explosion, Disaster Response Office
1731 King Street
Alexandria, VA 22314

Children Charities of America

Oak Street
San Francisco, CA 94117
1-800-374-1578

Christian Service Organizations of America

1111 Oak Street
San Francisco, CA 94117
1-800-6264349

Church World Service

Attention: Oklahoma City Explosion Response
P.O. Box 968, Account OC-2
Elkhart, IN 46515
Credit card donations:
1-800-762-0968

Federal Credit Union

517 Northeast - 36th Street
Oklahoma City, OK 73105-2523
Make checks payable to: Oklahoma City Federal
Family Assistance

Relief Fund

Federal Emergency Management Agency
1-800-284-4609 from
9 a.m. to 9 p.m. daily

Feed the Children

405-942-0228 or 800-741-1441

Salvation Army

1-800-SAL-ARMY
P.O. Box 12600 Oklahoma City, OK 73157
405-270-7800
(must specify funds are for explosion disaster relief)

Independent Charities of America

1111 Oak Street
San Francisco, CA 94117
1-800-477-0733

National Black United Federation of Charities, Inc.

1313 N Capital Street, NE,
Suite 102
Washington, DC 20002
202-797-0407

National Voluntary Health Agencies

1660 L Street, NW, Suite 601
Washington, DC 20036

United Way of America

701 North Fairfax Street
Alexandria, VA 22314
703-836-7100

One Level of Safety

One hundred days after the announcement of the Department of Transportation's (DOT) three-point safety initiative, Secretary Peña and Administrator David Hinson, from the Federal Aviation Administration (FAA), fulfilled a pledge to U.S. air passengers as they set "one level of safety" for all scheduled commercial flights on aircraft with 10 or more seats.

Commending the FAA's swift action, President Clinton said "These new standards are a bold and necessary step forward in improving air safety and an out-

standing example of how government can and should work to address the concerns of the American people." According to Peña and Hinson, the comprehensive new rule proposed by the FAA is unprecedented, requiring all commuter airlines that operate airplanes with 10 to 30 seats to meet rigorous safety standards equivalent to the major carriers.

Hinson said that the FAA used a new, streamlined rulemaking process developed for this project to cut through bureaucratic barriers and deliver the proposed rule in record time. "The FAA committed 50 people to the job of completing the rule in 100 days—the shortest time ever for development of a new aviation regulation of this scope—and their dedication made it happen.

Spearheading the effort was FAA'er Katherine Hakala, Commuter/Air Taxi Branch manager, who provided over-

sight of the development of the rule and implementation issues.

The proposed rule will require commuter airlines to appoint a safety officer and to establish a dispatch system and a carry-on baggage program, as well as to standardize their ground deicing program. It will require commuter airline pilots to comply with the same flight and rest requirements as major airlines and will set duty limits for aircraft maintenance workers. The rule will also require additional passenger safety equipment. Peña said the proposed rule is a direct response to public concerns about air safety and the tremendous growth of the commuter airline industry since the FAA last revised the regulations 17 years ago. Current FAA forecasts show that commuter travel will more than double by the year 2006. In the past 90 years, commuter aircraft hours have climbed from 900,000 to more than 2.3 million annually. Commuter departures are up from 1.4 million in 1975 to 3.1 million today.

The safety record of commuter airlines has improved steadily since 1978, but it still falls short of the major carriers' outstanding record of safety. "We need to change that. Setting a uniform safety standard now will ensure maximum passenger safety as the commuter industry continues to grow," said Peña.

Airlines that operate aircraft with 10 to 19 seats will be required to comply with the "functional equivalent" of the rule, which Hinson called a "common sense approach" that considers the feasibility of implementation, cost, and size of airplanes and operators. For example, flight attendants will not be required on airplanes with 10 to 19 seats, because the small size makes that kind of staffing unnecessary.

"Our purpose is to achieve the highest level of safety without imposing unnecessary regulations or costs that do nothing to help us reach that goal," said Hinson. "It is essential that we require smaller airplanes to adhere to higher safety standards, but we must also adopt the rules to the realities of these smaller planes and the conditions under which they operate."

On-demand air taxis and commuter airlines operating aircraft with fewer than 10 seats and rotorcraft operations will continue to be regulated. The proposed rule is expected to cost commuter airlines \$275 million over 10 years, but the FAA estimates that the stricter safety requirements may prevent as many as 94 accidents during the same 10 years, at an average estimated savings of \$5.9 million per accident. The cost to passengers is expected to average less than \$2.00 per one-way ticket—about \$1.91 per ticket on airplanes with 10 to 19 seats and \$0.68 per ticket on 20 to 30 seat airplanes.

In addition to this proposed rule, the FAA is working on related rules that will cover pilot rest and duty time, training, crew pairing, and the use of simulators for training and crew resource management. Legislation to provide the FAA authority to raise standards and require certification for small airports served by commuter airlines was transmitted to Congress on March 24.



Photo by Lance Strozler

From left to right, FAA Administrator David Hinson, DOT Secretary Federico Peña and Commuter/Air Taxi Branch Manager Katherine Hakala, at a recent press conference on the proposed rule.

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Please Recycle



More than 500 people from the U.S., Canada and Russia participated in SAREX 1995 at Cold Lake, Alberta Canada

A Coast Guard C-130 Hercules airplane and an H-60 Jayhawk helicopter from Kodiak participated in a four-day, tri-nation, multi-service Arctic search and rescue exercise in Cold Lake, Alberta, Canada, March 19 through March 24 to test the ability of Canadian, U.S. and the Commonwealth of Independent States (formerly the U.S.S.R.) involved in deploying, coordinating, and assisting each other during rescue operations in arctic conditions following an airline crash.

The Coast Guard aircraft flew to Elmendorf where the Jayhawk was loaded into an Air Force C-5 Galaxy transport plane. Four Navy consultants from Patuxent River, Md., came to Kodiak to certify the aircraft and help ready the helicopter for the onload.

"The whole operation, from breakdown of an operational helicopter to loading it into the C-5 and chaining it down, can be done in roughly two hours," said AD1 Bill Stypick, the lead Jayhawk flight mechanic for the C-5 onload.

Even though the C-5 is large enough to park six school buses inside, the Jayhawk's folded tail rotor had only eight inches of height clearance.

Three helicopters, the Jayhawk and two Alaska National Guard (ANG) Pavahawks, were loaded into the C-5 and flown to Cold Lake, along with

Coast Guard Joins Canadian Search And Rescue Exercise

by PA2 Marsha Klein

about 60 Air Force, ANG and Coast Guard personnel. For the C-5, the flight was just under three and

a half hours. However, it took the two ANG C-130s and the Coast Guard C-130 about five hours to travel to Cold Lake. Without the C-5, the helos would have flown from airfield to airfield across Alaska and northwestern Canada for two days before reaching Cold Lake.

The simulated crash exercise in Cold Lake began about 2 a.m., March 21, when a real Electronic Position Indicating Radio Beacon was activated to test the Search and Rescue Satellite response. By 4:30 a.m., the Coast Guard C-130 was over the crash site, 100 miles south of Cold Lake near Wainwright Canadian Forces Base airfield.

The Coast Guard C-130 became the airborne command and control center, "Oscar," at the crash site. For the next eight hours, "Oscar" circled about 8,000 feet above the remote site, coordinating airdrops from Canadian, Russian and U.S. aircraft.

"Oscar," the C-130 relayed information from the operations center at Cold Lake to ground operations at Wainwright. This communication link was valuable because the Canadian Search and Rescue Technicians (SARTEchs) could effectively relay status reports about the injured and request additional supply airdrops to the operations center with minimal delay and effort.

All sorts of supplies were dropped to the crash site in Wainwright. In the early morning darkness, Canadian SARTEchs and USAF Parajumpers used night vision goggles when they parachuted into the crash site. These jumpers were the first to find the

"wounded" passengers. For added realism, the wounded were given a variety of injuries for the medics to treat. There were bleeding neck wounds, broken bones, burns and an assortment of internal injuries.

The most visually exciting drop of the morning was the Russian inflatable field hospital. The Russian IL-76 airplane made a slow, low approach of the site. A small parachute was thrown out the open cargo door. The small chute dragged nine very large cargo parachutes and the 9,000 pounds of field hospital equipment out the back of the plane. The equipment landed a half-mile from the crash site and was transported to the area by a specially designed six-wheel rescue vehicle.

The hospital can be made larger by adding more inflatable sections and can accommodate more than 200 people, but for this exercise it was set up to house 50. About 12 hours after the exercise began, a miniature hospital with all the facilities of a large city complex had been assembled. The 50 "wounded" passengers were triaged by the Emergency Medical Team then transferred into the inflatable hospital for the night.

The second day of the exercise was spent moving the injured out of the field environment to a second stage field hospital, much like an Army M.A.S.H. unit, about five miles from the crash site, or directly back to the Russian hospital airplane at Cold Lake.

At the all hands debrief March 23, the three commanding generals from Canada, Russia and the United States remarked on the lessons learned during the exercise.

"I'm happy with the way it unfolded. I hope we will build on this suc-

cess in the future exercises," said Brig. Gen. Gord Diamond, Deputy Exercise Director and Chief of Staff, Operations, Canadian Air Force.

Russian Gen. Lt. Gennadij Amelkin, Chief, Aerospace Search and Rescue, said that "Everybody, from the generals to the privates in search and rescue made this exercise work and contributed to the success we have achieved."

A formal memo of intent was signed by the three highest ranking military representatives from each country. U.S. Air Force Lt. Gen. Lawrence E. Boese, Alaskan Command, signed the agreement for the United States. Under the proposed agreement, the three countries would be ready to respond in the event of a real emergency.

"For a major air disaster in the Arctic, a joint effort would be much better than a single nation trying to do the rescue alone," Lt. Gen. Boese said.



The Coast Guard HH-60 Jayhawk is loaded for the first time onto an Air Force C-5 Galaxy Transport plane.

Secretary Peña and FRA Administrator Jolene Molitoris Visit The Nation's Most Advanced Network Operations Center



FRA Administrator Jolene Molitoris and Burlington Northern's Chairman and CEO Gerald Grinstein, seen here touring BN's state-of-the-art Network Operations Center in Fort Worth, TX

The Burlington Northern Railroad (BN), with more than 22,000 route miles of track spanning 25 states and two Canadian provinces, recently opened the nation's most advanced, state-of-the-art Network Operations Center (NOC) in Fort Worth, Texas. The 180,000-square-foot facility houses all of BN's dispatching and network management functions that control the railroad's 500 to 600 trains per day.

"Today, we are witnessing the rebirth of the American railroad industry," said Secretary Peña at the opening ceremonies of the NOC. "This center represents the future of Burlington Northern, and all railroads, as we have applied the most advanced art of information technology to better serve the time-sensitive demands of our global customers and their ever-changing distribution needs. We can now see a complete picture of BN's total operations in one room and all at the same time," said the Secretary.

A few days prior to the Center's opening ceremonies, FRA Administrator Jolene Molitoris was given a private tour of the facility "This new facility stands as a stellar example of how the U.S. railroad industry is thriving today and planning for tomorrow. The Center is clearly a tribute to BN's employees and their vision for railroading in the 21st century," said Molitoris.

BN will now be able to manage more than 22,000 miles of track, 65,000 pieces of rolling stock and 30,000 employees more efficiently and safely while surpassing previous levels of asset utilization.

The NOC features a 45,000-square-foot, fan-shaped room which is larger than a football field and almost three stories high. This is the facilities "nerve center," or control room. This room will house dispatchers, network management people and other logistical support personnel. The "nerve center" has a 216-foot electronic network display panel which consists of nine 18-foot-by-24-foot screens that picture all of BN's network, including all terminals and hub centers.

The utilization of modern technology to improve existing transportation systems can be seen throughout all modes of transportation. Burlington Northern's NOC is one more excellent example of the vast improvements technology can offer our nation and the transportation industry of the future.

OIG Alert

Many DOT employees may have recently received, or may receive in the future, letters suggesting they can receive significant amounts of money by allowing foreign companies to temporarily transfer funds to their personal bank accounts.

OIG advises all DOT employees that letters such as this are scams intended to fraudulently obtain access to your bank account numbers. Please disregard all such correspondence.

FAA Gives Boeing's 777 Widebody The Go-Ahead

The Federal Aviation Administration (FAA) recently declared Boeing's first new model in 13-years, the 777, "safe and airworthy" after putting the aircraft through the most comprehensive certification process in aviation history.

Secretary Peña and FAA Administrator David Hinson both attended the Certification Ceremony held on April 19 at Boeing Field, just outside Seattle, WA. Secretary Peña remarked how the Clinton Administration's continuing efforts to open up world markets for U.S. aircraft and airline services will help the nation's vital aerospace manufacturing industry prosper.

"The aerospace industry is crucial to the United States as a major employer, the nation's largest export earner, a link in the national transportation system and a vital contributor to our national security," said Secretary Peña. "That's why we've worked to create a level playing field for aerospace manufacturers internationally through free-trade treaties such as the General Agreement on Tariffs and Trade, knowing that Boeing, and other U.S. companies, can compete with any other company in the world if they're playing by the same rules," said the Secretary.

The Clinton Administration is actively promoting U.S.-built planes abroad, the Secretary said, noting his own trips to Saudi Arabia in 1993 and to Taiwan last December.

Administrator Hinson presented the FAA's Type Certificate to Boeing officials and also announced that the FAA was adding the "triple-seven" to the company's production certificate, another step required before the company can start manufacturing the plane.

"This certificate is the U.S. government's assurance to air passengers around the world that the Boeing 777 design is safe and airworthy," said Hinson. "Over the past five years, FAA engineers and pilots have spent more than 84,000 hours testing and retesting the plane to make sure that it complies with the highest level of safety and design standards."

Secretary Peña noted that worldwide air passenger travel has doubled in just over the past decade, and that air cargo is growing even faster.

"This vast increase in air travel is a powerful engine of growth for the entire world economy. This rising demand for air travel will produce a rising demand for aircraft such as the 777," said the Secretary.

Hinson applauded the 777's innov-

ative design and engineering which challenged FAA to develop a certification process that was flexible and efficient enough to endure comprehensive testing of the new airplane and full compliance with the agency's rigorous safety standards.

Some of the tests FAA performed on the 777 were taking off and landing with one engine turned off or turning off one engine in mid-flight to demonstrate that the plane could function under such conditions. The plane performed stall maneuvers to demonstrate its handling capability while experiencing loss of thrust. In a braking test, the 777 surged to more than 200 miles per hour at Edwards Air Force base in the Mojave Desert. The pilots then slammed on the brakes which were worn down to simulate a worst-case scenario. The 632,500 pound jet shuddered to a stop 12,800 feet from its starting point, 1,400 feet less than expected.

The Boeing 777 is the world's largest two-engine airplane — 209 feet long, with a wingspan of 199 feet, and contains approximately 132,500 engineered parts. The 777 is the first U.S.-designed plane to



With an overall length of 209 feet 1 inch (63.7 meters), the initial 777 will offer two-class seating for 375 to 400 passengers.

of relying on cables and pulleys. FAA challenged Boeing to provide not only a safe and reliable aircraft, but to work together with government. The "Working Together" concept improved the aircraft's safety, minimized policy differences between the Joint Aviation Authority, which represents civil aviation authorities in 23 European countries and FAA, reduced duplication of certification activities and improved the use of resources. The end result is truly a global airplane.

Time To Get Smart On Boating



With the advent of the summer season just ahead, many recreational boaters will take to the waters to fish, ski or just to catch some sun while at the helm of their pleasure boat. An integral part of every boating season, in addition to the good times, is the

necessity for every recreational boater to be well informed about boating safety. And so, before the boating season gets under full sail, the U.S. Coast Guard has designated May 20-26 as National Safe Boating Week.

This year's theme is "It Won't Work If You Don't Wear It, Life Jackets Save Lives." According to U.S. Coast Guard Rear Admiral G.A. Pennington, Director of the Coast Guard's Recreational Safety Program, 80 percent of boating fatalities are caused by drowning. "The importance of wearing Personal Flotation Devices while on the water must be continuously and increasingly stressed," said Rear Admiral Pennington. Statistics indicate that in more than 85 percent of the documented recreational boating fatalities, the victim was not wearing a flotation device. "We must all continue to work together to educate the public that boating is fun, yet a recreational activity which requires a degree of skill and responsibility to deal with risk factors," Rear Admiral Pennington said.

The National Safe Boating campaign is produced under a grant from the Aquatic Resources (Wallop-Beaux) Trust Fund administered by the USCG. The National Safe Boating Council, Inc. is sponsoring this year's campaign which will launch the recreational boating season. It not only starts the traditional boating season but also introduces a year-long campaign to raise the level of boating consciousness.

For more information regarding scheduled events during National Safe Boating Week in your area please call the toll-free Coast Guard Customer Infoline at 1-800-368-5647, and TDD for the hearing impaired 1-800-689-0816. The Customer Infoline hours are 8 a.m. to 4 p.m., Eastern time (except Federal holidays). Interactive voice messages at all other times. Call to:

- Request recreational boating safety literature
- Learn about manufacturers boat safety recalls
- Report a possible boat safety defect
- Find a boating safety class near you
- Get information on free Courtesy Marine Examinations
- Comment on Coast Guard boarding of your boat
- Find answers to your boating safety questions



Photo by: Bob Laughlin

Race For The Cure

Join the Fight Against Breast Cancer

Flanked by DOT Headquarters fitness instructors Rick Bradley and Hy Levasseur, Secretary Peña signs on to participate in the "Race for the Cure" (RFC) to be held in Washington, D.C. on Saturday, June 17, 1995. For more information call 202-366-4243 or contact your RFC coordinator.

DOT's Commercial Space Program Launches New Strategic Plan

DOT's Office of Commercial Space Transportation (OCST) has adopted a strategic plan "that brings new vision and philosophy to commercial space transportation in the United States," according to OCST Director Frank C. Weaver.

"The thrust of our strategic plan is to help position the U.S. commercial space transportation industry as the dominant supplier in the global market for launch services over the next decade," Weaver said.

The plan sets forth obstacles that OCST must be prepared to address as it enters into the twenty-first century. It was formulated by OCST staff, based on frequent contacts with space launch providers, payload owners and manufacturers, infrastructure developers, insurers, investors, other federal agencies, and state and local governments.

OCST's vision of a viable U.S. commercial space launch industry is one that offers the infrastructure needed to meet the needs of a wide spectrum of commercial, military, intelligence and civil government users; provides capable, operable, reliable, and economical space transportation; and is able to compete by the turn of the millennium on a fair and equitable basis in the world space launch market with the Chinese, European, Japanese, Russian and other launch providers.

Among the goals OCST has set forth in its Strategic Plan is the successful implementation of the National Space Transportation Policy (NTSP) signed by President Clinton on Aug. 5, 1994. The NTSP is designed to facilitate development of new or improved U.S. commercial space launch vehicle technology, encourage establishment of public-private partnerships to construct new or improved infrastructure ensuring the availability of sufficient capacity to accommodate increasing demand for commercial space launches, develop and monitoring agreements to advance fair and equitable international trade in space launches, and to promote commercial applications of space technology, benefiting the nation's economic growth.

Additional goals include regulating commercial space launches and the operation of commercial space launch sites, only to the extent necessary, "to ensure compliance with international obligations of the United States and to protect the public health and safety, safety of property, and national security and foreign policy interests of the United States."

This bold new strategy will advance DOT's commercial space program and place it on the leading edge of the transportation system of the future. OCST has made it clear that with this new plan, DOT will be better prepared to serve the U.S. in the future and will enhance the quality of our nation's transportation system for years to come.



Fatigue Voted Top Safety Issue At First-Ever National Truck & Bus Safety Summit

by Stan Hamilton, OMC, FHWA

The electricity generated at the first-ever National Truck & Bus Safety Summit crackles as intensely today as it did when 200 invited experts wrapped up three days of deliberations two months ago with a list of 17 safety priority items, the top issue being driver fatigue.

Sponsored in Kansas City by the Federal Highway Administration, the summit brought together, for the first time in one place, diverse leaders from motor carriers, manufacturers, enforcement officers, safety advocates and others, all with their individual agendas. Perhaps most significantly, some 20 over-the-road award-winning drivers were included.

Delegates, working initially in 10 separate groups, quickly channeled their efforts around the theme of the forum — Safety Is Our Driving Force.

Leading the list of safety concerns identified by summit participants was commercial driver fatigue/alertness.

John Grimm, FHWA's coordinator for the Summit noted, "We're working with some 50-75 potential partners we've identified with vested interests in truck and bus safety," he said. "We're working with them to develop a national, coordinated plan in which each partner does what it does best.

"We also picked up a lot of excellent ideas in Kansas City, and we intend to see how they can be used nationally."

Before the delegates went into their work sessions in Kansas City, they were addressed by Secretary Peña, FHWA Administrator Rodney E. Slater, and the Associate Administrator for Motor Carriers, George L. Reagle.

Underscoring a partnership working relationship, the Secretary made an unannounced stop on the trip from the airport at a truck stop to share a cup of coffee with a number of surprised drivers. They were even more surprised

when he pulled out a notepad and took down their comments.

Later, arriving at the headquarters hotel, Secretary Peña and Administrator Slater donned Kansas City police coveralls and joined officers in conducting a couple of truck safety inspections. Then they lunched with the 20 drivers who were delegates—another session emphasizing the directive to get out of Washington and hear directly from the department's customers.

A summation of the summit for the media was offered a week later by Reagle in an appearance before the National Press Club Transportation Table luncheon group: "Secretary Peña and Administrator Slater were pleased at the summit results and, back here in Washington, made it very clear to me that we must keep the ball rolling."

"We're on the road toward my personal goal of a totally crash-free society," said Reagle.

For more information on the Summit and some of the findings contact Stan Hamilton, FHWA, at (202)-366-0665



Secretary Peña checks out truck driver blind spots in an FHWA exhibit at the summit, sitting in a vehicle provided by Tollie Freightways of Kansas City, KS.

DOT Signs Historic Pact With The Republic Of South Africa

The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) recently executed a "Memorandum of Understanding" (MOU) with the Republic of South Africa that will result in cooperative efforts between our two countries to expand transportation research and share transportation technologies. The pact was signed during an historic Washington ceremony on March 23, 1995.

Under terms of the MOU, transportation professionals from each country will visit the other and acquaint their colleagues with successful approaches to transportation problems. These will encompass a wide range of subjects from highway design and pavement analysis to transit planning and marketing.

Already the new pact is producing dividends. A major transportation conference is scheduled to take place in South Africa in June 1995 which will focus on training and information-sharing among rural transportation providers in the U.S., as well as the description of a unique public-private transportation venture in Puerto Rico known as "Publico". Publico is a type of paratransit service which utilizes "public cars." Publicos are privately

owned and operated low-capacity vehicles that operate on fixed routes franchised by the government.

Signing on behalf of the DOT were Gordon J. Linton, Administrator of FTA, and Rodney Slater, Administrator of FHWA. Signing on behalf of the Republic of South Africa was Andre Kilian, Deputy Chief of Mission at the South African embassy in Washington, D.C.

Under the agreement, FHWA will establish technology exchange centers in South Africa. These centers will transfer information and technologies from the United States and other countries throughout South Africa and other sub-Saharan countries. The agreement will also involve cooperative research efforts and will provide an opportunity to promote U.S. industries throughout Africa.

Other projects will focus on educational institutions' assistance in helping South African students pursue engineering and transportation-related degrees and will link the U.S. and South African private sectors to help U.S. firms win contracts over global competitors for South African business.

"Pretoria, South Africa, and Washington, may

be separated by 8,000 miles." Administrator Linton said during the ceremony. "Until recently, though, our two countries were separated by something that creates more distance than miles. We were separated by incompatible values.

"We will never be able to do anything about the 8,000 miles," Linton continued, "but we've already accomplished much in coming closer together by creating a heritage of shared values... such as pledging our two countries to work together to provide improved transportation, improved personal mobility and improved access to opportunity."

"This agreement represents the beginning of a very special relationship between two great countries," FHWA Administrator Slater said. "As we share the technology and guidance that will help improve South Africa's transportation system, we recognize that transportation is about much more than concrete, asphalt and steel.

"Transportation is an essential element for a strong economy. It's about one's ability to get to a job to earn a living. It's about getting children to and from school. It's about people and their ability to pursue happiness and that's why this agreement is so important."



The Department of Transportation's 1995 celebration of the 25th Anniversary of Earth Day — Past and Future — demonstrated the DOT's goal of actively enhancing our environment. This year's celebration stretched across the country to hundreds of DOT field locations. Some facilities cleaned up beaches and riverbanks, while others planted trees or attended seminars on ways to clean up the environment.

While these events were taking place in the field, an Earth Day celebration was taking place at DOT headquarters.

Displays filled the headquarters courtyard with environmentally-related activities and programs that demonstrate the department's efforts and goals to make the planet's environment cleaner and healthier.

As host, Deputy Secretary Mortimer Downey noted that "Earth Day offers us a sense of hope and optimism."

"Improving the environment through DOT's day-to-day operations is a key goal of Secretary Peña's Strategic Plan," said the Deputy Secretary. "Although we are a diverse nation, woven of many fabrics, we're joined by the thread of our common goals. None of these is stronger than our yearning for a better life for our children and a better world for them and our future to inherit," said Downey.

The Deputy Secretary also discussed the environmental progress that has been made and said, "We are at a point now where we all need to take steps to reduce the impact of our own activities. I urge you to do this in your own communities and to make environmental concerns part of your daily work here at DOT — to show that our effort — personal and collective — can make a difference for our environment."

DOT's nationwide silver anniversary celebration of Earth Day not only demonstrated DOT's dedication and commitment in achieving a cleaner environment but also demonstrated the department's commitment to teamwork with other modes and private industry in solving the environmental transportation problems of tomorrow. And remember...

EVERY DAY IS EARTH DAY!



DOT Fellows Survey Employees on the Department's Acquisition System

Linda Higgins, former Director of DOT's Acquisition and Grant Management Office, recalled what happened recently after DOT received a new Presidential Executive Order mandating greater customer service focus by government agencies. As Higgins sat in her office pondering an approach for developing customer service standards for the department's procurement operations, a group of DOT Fellows appeared at her door to offer their assistance. "These five angels just walked in," said Higgins. "They simply announced that they were the DOT Acquisition Improvement Team and were here to help.

The team, members from the DOT Fellows, chose this opportunity as their 18-month project required by the Council for Excellence in Government (CEG). The CEG sponsors the Fellows Program—a program that enhances leadership skills through a series of interactions with successful leaders from major business and government organizations. While continuing in their current jobs, Fellows from headquarters and field organizations across Federal agencies participate in seminars, retreats, site visits, and similar developmental activities to enhance their ability to lead high-performance organizations. What better opportunity, than a Fellows project, to assist in changing DOT's procurement system?

The five team members—Mary Adams, Malinda Battle, and Braks Etta from the FAA, Robin Mayer from NHTSA, and Cecelia Royster from the USCG, designed a customer service survey with help from various experts including Dr. Steven Kelman, Administrator of the Office of Federal Procurement Policy. Next, the survey was distributed to all DOT employees seeking perspectives on the department's acquisition process. This information will later be used to develop customer service standards for the department's entire acquisition process.

Survey Findings

Of the 4,068 responses received, 73 percent were from the field and 26 percent were at headquarters. DOT employees identified the following areas of significance:

- 78% address concerns about procurements under \$100,000;
- 60% identified regulations or paperwork requirements as the

biggest obstacles in the process;

- 62% reported that the greatest areas for improvement in the acquisition process occurred in all stages before contract award;
- Contracting officer technical representative functions, regulations, and statements of work were the three technical areas most cited for more training opportunities.

Survey findings point to focusing more on rewards and success stories; eliminating non-value added pre-award requirements; removing duplicate paperwork and file documentation; and empowering employees. These and other findings were included in an April report submitted by the team to Melissa Spillenkothen, Assistant Secretary for Administration. The team also briefed the headquarter's procurement chiefs during a session of the Procurement Management Council. The Council will review each finding and recommendation and determine how each issue will be addressed to improve DOT's acquisition system.

The Assistant Secretary for Administration praised these efforts as, "an invaluable asset to the Department. The Fellows who worked so hard on the DOT Acquisition Improvement Team project have provided DOT with information instrumental in the reinvention process. The Fellows have an exceptional perspective on how the Department operates, making them a valuable resource to their managers."

As with any project of this magnitude, there are many to thank for their contributions and support. In particular, the DOT Fellows would like to thank all those who completed the survey to make this project a success. If you would like to review the report or would like further information on the survey, please contact the Council member from your organization.



(l-r) Council Fellows Mary Adams and Malinda Battle, Steve Kelman, Office of Federal Procurement Policy and Council Fellows Braks Etta, Robin Mayer and Cecelia Royster.

EMPLOYEE EXPRESS IS ON ITS WAY!

Beginning this May about 10,000 DOT employees will be able to change select payroll information affecting their employment without going

through their personnel payroll offices. By participating in an Office of Personnel Management (OPM) test program called "Employee Express," these employees, can use a touch-screen kiosk or touch-tone telephone to change their: federal tax withholding; home/check mailing address; direct deposit of net paycheck; allotments; and later, this year, state tax withholding.

Employee Express will be available to FAA employees in the following locations: Washington Headquarters; the Aeronautical Center; Southern California TRACON; Miami ARTCC; Southern Region Payroll Branch; and the Alaskan Region. Office of the Secretary (OST) employees working for the Office of the Assistant Secretary for Aviation and International Affairs and the Office of the Assistant Secretary for Administration will also be included in the pilot project. Kiosks will be located in Washington DC, Oklahoma City, Miami and San Diego. Employees in all test locations can call the 24-hour Employee Express telephone number (1-800-827-6289).

The pilot will run from April 30 through October 31. Employees in the test locations will be mailed a PIN Number to their home address in early May. For security reasons, employees are required to enter both their SSN and PIN Number to access the system.

If you live in the test locations, try the system out. For more information, contact Debbie Clough, FAA Human Resource Management, at 202-267-3272 or Annette Guadalupe, OST Office of Personnel, at 202-366-0261.

OSDBU Announces Cooperative Agreements

The Office of Small and Disadvantaged Business Utilization (OSDBU) recently announced it will award cooperative agreements to four additional minority Chambers of Commerce and Trade Associations to serve as regional representatives for the OSDBU's Liaison Outreach and Services Program (LOSP).

"The Clinton Administration and the Department are committed to providing opportunities for small and minority owned businesses," Secretary Peña said. "This program will promote opportunities for networking with existing technical assistance providers such as State Supportive Service Contractors, Small Business Development Centers, Minority Business Development Centers and others."

The Cooperative Agreements amount to \$95,000 each and will be awarded to the Boston Hispanic-American Chamber of Commerce, Inc., the New Jersey Association of Women Business Owners, the Texas Association of Minority Business Enterprises, and Women Construction Owners and Executives USA. A highly competitive nationwide selection process, Luz Hopewell, OSDBU Director, awarded the cooperative agreements in early May. Upon announcing the award winners Ms. Hopewell said, "The LOSP is a creative approach by the DOT to bank on the talent of U.S. consumers, to open doors for the small and disadvantaged businesses nationwide."

The selected representatives will be in a position to do many things to help DOT. They will help establish communications

between DOT, its grantees, recipients, contractors, subcontractors and the small and/or disadvantaged business community.

Awareness about DOT contracting opportunities will be increased as well as financial assistance programs because of the selected conferences, seminars and marketplace events that are now available to them. Linkages between state DOT's, local transportation agencies, transportation prime contractors and others who encourage small and small disadvantaged business participation in DOT and transportation related programs will now take shape. Lastly, referrals of Disadvantaged Business Enterprises (DBE's) will help federal, state and local agencies increase transportation contracting and procurement opportunities for new DBE's on a nationwide basis.

In closing, the LOSP is a partnership between the public and private sectors that provides information and outreach to small and disadvantaged women-owned businesses. In many ways, OSDBU can be called an "agent of change". An office with the power to place the opportunity for change in the hands of individual communities and let them handle their own destiny. "It is important that we reach into the various communities we serve to help small business secure transportation-related contracts and business opportunities for the Department," said Secretary Peña.

For more information, please contact David Benton in DOT's Office of Small and Disadvantaged Business Utilization at (800) 532-1169 or (202) 366-2852.

DOT Customer Service Effort Going Electronic

As part of an effort to provide better customer service, DOT recently announced that some of its public documents are now available electronically.

Department employees and customers can now access DOT press releases, selected speeches by Secretary Peña and other public affairs information on the Internet via the World Wide Web (WWW).

The DOT WWW server can be reached at <http://www.dot.gov>. Customers can reach the public affairs section by selecting the "What's New" button or by

selecting the "News Items" link located on the systems home page. DOT's WWW server is compatible with all major web browsers including NCSA, Mosaic, Spyglass, AirMosaic, Netscape, Tapestry, and Lynx. It has also been optimized for modem access (14.4 kb speeds or better).

For more information contact Lorie Dankers, (202) 366-5565, or Paulette Twine, (202) 366-9322.

MEETING CHALLENGES Air Traffic Forms Organization Review Team

Director of Air Traffic Bill Jeffers recently formed an Air Traffic organization review team to look at duplicative functions, and to help reduce management layers, increase employee-to-supervisor ratios, and focus on customers.

The purpose of the effort is to meet the challenges of the Air Traffic mission in a time of dwindling resources. The plan complements the FAA's lines of business and Airway Facilities' reorganization plan. The effort will include a review of source documents and customer and employee input. The team will also interview members of both private and government organizations to uncover any "lessons learned" from other reorganizations. "In the air traffic environment of today, reality dictates that resources will be in short supply," said Jeffers. "Air Traffic is an organization confronting the what and how of its business in a time of continuing growth and demand for our services, and of opportunity and uncertainty. As we know, this year has been a period of intense internal and external activity and change that included buyouts, the DOT reorganization, and the possibility of corporatization."

The team is made up of a cross section of the Air Traffic and Airway Facilities community from headquarters, regional, and field offices. Leaders of the headquarters team are Air Traffic System Management Director Dave Hurley and Air Traffic System Effectiveness Director Dave Canoles. Included in the team are representatives from the National Air Traffic Controllers Association, National Association of Air Traffic Specialists, and the Air Traffic Supervisory Committee.

By late this summer the team plans to integrate the field and regional proposals with a draft organizational plan. All employees are encouraged to communicate their comments or questions by phone to (202) 267-7679, or via cc:Mail to the Air Traffic Reorganization Team.

The Federal Information Relay Service

The General Services Administration (GSA) recently began marketing a new telecommunication service called the Federal Information Relay Service (FIRS) which stems from Public Law 100-542, Telecommunications Act of 1988.

FIRS acts as an intermediary between hearing and deaf/hard of hearing individuals for nationwide communications throughout the federal government. What makes FIRS different is that it allows callers to make long distance calls at no cost to the caller or recipient of the call. As long as calls begin or terminate with a federal organization for conducting official business, GSA pays for the service.

FIRS relays calls to/from deaf/hard of hearing individuals and is accessible nationwide including the 50 states, Puerto Rico, the Virgin Islands, and the District of Columbia. It allows federal employees and the general public to conduct official federal government business. Although there are no restrictions on the length or number of calls placed with FIRS, local relay is recommended for all local calls. All FIRS calls are strictly confidential. Absolutely no records of conversations are maintained. FIRS should only be used for long distance calls.

FIRS hours of operation are 8:00 a.m. through 8:00 p.m., Eastern Time, Monday through Friday (except holidays). To access FIRS, both TDD and voice users may call 1-800-877-8339. For more information or a pamphlet on FIRS, call Minas Rorots at 202-366-1983—voice.

DOT Officials Attend National Technology Transfer Meeting

April 10, John Hohl from the Research and Special Programs Administration (RSPA) and several DOT headquarters and laboratory personnel met in Atlanta to attend the National Technology Transfer Meeting of the Federal Laboratory Consortium (FLC). As departmental representative to the FLC, Hohl provides liaison and coordination between other federal and non-federal research facilities and the various R&D activities of the department. Other participating DOT agencies and laboratories included FHWA's Office of Technology Applications, FAA's Technical Center/Atlantic City, and the U.S. Coast Guard's R&D Center/Groton.

The FLC was organized in 1974 and operated informally as an information network for many years. It was formally chartered by the Federal Technology Transfer Act of 1986 to promote and to strengthen technology transfer nationwide. There are more than R&D laboratories and centers and 16 Federal agencies which participate in the formal FLC network structure.

The FLC specializes in responding to technology inquiries, providing technical contacts, and identifying expertise that can not be identified through existing printed material and databases. The FLC network is most effective in linking a potential user with a federal laboratory person with expertise in a specific area of interest.

The spring meeting is organized as an outreach to industrial representatives and others in the R&D community that have an interest in the federal laboratory system. It presented an opportunity for interaction between attendees and agency and laboratory



personnel to share information about technologies and learn about information and services that are available in DOT headquarters and the laboratories. DOT personnel also met to

share experiences in the transferring of technology and discussed ideas on improving technology transfer activities throughout DOT.

RSPA is the department's designated point of contact for coordinating matters concerning technology transfer and related outreach to external organizations. In addition to working with DOT's operating administrations, RSPA maintains a cooperative relationship with several national technology transfer organizations like the Federal Laboratory Consortium (FLC). These include the National Technology Transfer Center (NTTC), and the National Technical Information Service (NTIS).

For information about technology sharing activities, readers may contact John Hohl, RSPA/Technology Sharing Program, DRT-10 at (202) 366-4208.

Pictured from left to right are Peter Sparacino (FAA Technical Center), Frank Bednar (FHWA), Clyde Miller (FAA), Martha Soneira (FHWA), Jenelle Derrickson and Judy Huggard (FAA Technical Center), and John Hohl (RSPA)

Maritime Administration Opens Office In St. Louis

The Maritime Administration (MARAD) recently opened a Mid-Continent office in St. Louis, MO, in order to provide a more realistic interface with the barge and towing industry and its challenges on the inland waterways.

Operating the office will be Bob Goodwin, a St. Louisian, whose marine experience dates back to his college days when in 1967, he began working as a deckhand for Huffman Towing.

On hand was Al Ames, director of MARAD's Great Lakes Region office in Des Plaines, Ill. Ames said opening the St. Louis office has been something MARAD has thought about for quite some time as it evaluated ways for the agency to better spread the word about the importance of waterborne transportation to the nation, and to establish more thoroughly the link between transportation on the Great Lakes and on the inland waterways. He said it also compliments Secretary Peña's strategic plan to increase staffing in the field "to better serve our customers needs."

The establishment of the new office will also give MARAD an opportunity to work closer with state agencies, including departments of natural resources, to help solve some of the environmental issues faced by the marine industry, Ames explained.

"We also want to work more closely with the maritime industry," said Ames. "There's a lot of information you cannot get by sitting in an office near Chicago or Washington."

Goodwin's experience with the marine industry also includes a stint with industry related associations. He was executive assistant to the president of the Water Resources Congress during the 1970's. He was the Waterways Operators Mid-Continent vice president, and while with the St. Louis Port Authority, worked on the East-West Gateway Coordinating Council's study of the Port of Metropolitan St. Louis.

The address of the new office is Maritime Administration, 1222 Spruce Street, Room 10200, St Louis, MO 63103. The phone number is 314-539-6783 and the fax number is 314-539-6787.

• PEOPLE • PEOPLE

Recht Appointed NHTSA Deputy Administrator

Secretary Peña recently announced the appointment of Philip R. Recht as Deputy Administrator of the National Highway Traffic Safety Administration (NHTSA).

"Phil Recht has been doing an excellent job as NHTSA's Chief Counsel and ably demonstrated his dedication to this agency's mission. He brings an exceptional mix of legal and management skills to this new assignment, and we look forward to his continuing accomplishments on behalf of motor vehicle safety," Secretary Peña said.

Recht was appointed as NHTSA's Chief Counsel in September, 1994. He recently served as president of the California Political Attorneys Association, president of the Century Bar Association, and on the board of governors of the Los Angeles Bar Association.

PEOPLE • PEOPLE • PEOPLE



TRANSCONTINENTAL RAILROAD COMPLETED 1869

On May 10, 1869, 126 years ago this month, railroad officials drove ceremonial gold and silver spikes to mark the completion of America's first transcontinental railroad. The Union Pacific Railroad and Pacific Railroad companies had laid 2900 kilometers of track between Omaha, Nebraska and Sacramento, California. The tracks of both companies joined at a place called Promontory Summit, north of Salt Lake City, Utah. Telegraphers east and west of the location were asked to stay off the line to

permit the message "DONE" to flash around the country when the spike driving ceremony had been completed. Historian William Withun says the completion of the line helped realize the dream of a continental nation. "By tying the nation together," said Withun, "the railroad industry also solved a political problem that was just beginning to brew between the eastern and western regions of the young country." Withun stated that at the end of the civil war there were people who feared the nation might split again, only this time east and west. Economies and cultures were in fact developing independently from one another. "The transcontinental railroad lived up to its expectations by tying the nation together both socially and economically," Withun said.

CALENDAR

MAY

- 14 Mothers Day
- 20 Armed Forces Day
- 20-26 National Safe Boating Week
- 22-29 Buckle Up America Week
- 29 Memorial Day

JUNE

- 17 Race for The Cure

"Moving Kids Safely"

The Clinton Administration and DOT will continue its focus on safety when Secretary Peña convenes a Child Transportation Safety Conference, "Moving Kids Safely," in Arlington, Va., June 1-2, 1995.

"It's time to change the devastating fact that each year thousands of children are seriously injured or killed in transportation accidents," said Secretary Peña. "We must no longer accept that a youngster growing up in the United States is more likely to be killed or injured in a transportation accident than from any other cause, when so many of the tragedies are easily predictable and preventable."

The conference will provide a coordinated commitment to child transportation safety by building on existing successes and creating new alliances to ensure that we are "moving kids safely" into the next century.

Motor vehicle injuries are the leading cause of death for children through the age of 16. In 1993 alone, more than 3,000 children were killed in traffic crashes and more than 350,000 were injured.

Goals the conference plans to achieve are to promote transportation safety by

linking together national, state, and local organizations with the private sector to create a safer transportation environment for the nation's youth. Participants of the conference will identify transportation safety issues most affecting young Americans, highlight and expand existing programs addressing those problems and foster new partnerships.

Participants will include representatives from the federal, state and local government, law enforcement, health care and injury prevention organizations, academic professionals, manufacturers, insurance companies, transportation safety groups, private organizations and corporations and the national media.

Safety has been one of the department's highest transportation goals under Secretary Peña. So much so that DOT's Strategic Goal Number Four is dedicated to promoting "safe and secure transportation." "Moving Kids Safely" is but one way of reaching America's youth so that senseless traffic deaths and injuries can be avoided for our nation's future generations.

The conference will be held at the Crystal Gateway Marriott in Arlington, Va. Registration information is available by calling 800-784-1215.



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U.S Safety Belt Use Reaches New High

The National Highway Traffic Safety Administration (NHTSA) recently announced that 67 percent of passenger car and light truck drivers are now buckled up, which is the highest belt use ever, and a one percent jump over usage in 1993.

Secretary Peña said, "The Clinton Administration and this department have made safety our top transportation priority, and this trend in safety belt usage is encouraging. I would like to commend NHTSA for promoting the use of safety belts."

"Properly used safety belts can double the chance of surviving a serious crash, so this is good news in the fight against the neglected epidemic of traffic death and injury," said NHTSA Administrator Ricardo Martinez, M.D.

Over the past ten years, safety belts have prevented some 55,000 deaths, 1,300,000 injuries and saved more than \$105 billion in economic costs," Dr. Martinez said.

The percentage announced today is based on the combined findings of individual state surveys, a method that NHTSA has used since 1991. "NHTSA is using the individual state surveys for annual reports and to measure progress toward Secretary Peña's goal of 75 percent usage by 1997," Dr. Martinez said.

"Motor vehicle injuries cost the U.S. \$137 billion annually. By contrast, the midwest floods cost \$16 billion and Hurricane Andrew \$20 billion, these famous disasters took out a small fraction of the continuing toll of motor vehicle crash costs," Dr. Martinez pointed out.

NHTSA also conducted a national occupant protection use survey (NOPUS) in October and November, 1994, at 4,000 randomly selected sites across the country to collect additional data. A moving traffic study provided information on overall use, and a controlled intersection study gave details on belt users while measuring shoulder belt use and child seat use. A shopping center survey focused on rear-seat belt use and shoulder belt misuse.

So from NHTSA and the Department, please remember to BUCKLE UP!

Volunteer Reservist "Retires" From The Department

When Frank A. "Bud" Johnson, Jr., of New York City first volunteered for the National Defense Executive Reserve (NDER), Lyndon Johnson was President and transportation was a function of the U.S. Department of Commerce. The date was April 8, 1965. Mr. Johnson already had a distinguished career in transportation with the Lehigh Valley Railroad, Branch Motor Freight, and REA Express, as well as management consulting. His broad experience spanned operations, tariffs, training, and marketing.

Now, 30 years later, Mr. Johnson has just "retired" from the NDER, trading his active hat for the honorary emeritus status. During his dynamic tenure, Mr.

Johnson served in several managerial positions in the NDER, most recently as Senior NDER Advisor to the Research and Special Programs Administration's (RSPA) Regional Emergency Transportation Coordinator for Regions 1 and 2.

Managed by RSPA's Office of Emergency Transportation, the DOT NDER is a volunteer group of more than 100 industry executives who have agreed to serve with DOT in a major emergency. The Maritime Administration also maintains an NDER unit. The program has its roots in the "dollar a year" executives who helped the nation win World War II. Although the program was originally directed exclusively to national security emergencies, NDER's may now be used in our response to catastrophic natural and technological disasters, adding vital industry experience to our regional response teams. DOT's NDER's serve without compensation and participate in annual training at their own expense, exemplifying the finest spirit of patriotism.

Mr. Johnson is not the only NDER who has served with the department for 30 years. Mr. William Daly of San Diego was actually designated on the same day in 1965. In addition, five active NDERs have served 25 years or more - Louis Smith, Lewis Wood, Dr. Charley Wootan, Walter Williamson and James Whitt. The NDER program represents a perfect example of public-private partnership to better serve our citizens touched by disaster.

