

DOT Today

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Moving America Together



MARAD VESSELS Set a Course to BOSNIA

MARAD Ready Reserve Force Vessels Activated To Support UN Mission in Bosnia By Anthony Margan

Two Maritime Administration (MARAD) vessels, the *CAPE RACE* and *CAPE DIAMOND*, were called into service on June 28 and July 7, respectively, to provide transportation of equipment in support of Britain's 24th Air Mobile Brigade destined for the UN mission in war-torn Bosnia. These ships, both Roll On/Roll Off, are part of MARAD's 89 vessel Ready Reserve Force (RRF) fleet - owned, maintained and operated by MARAD.

Both vessels loaded allied equipment in northern Europe for discharge at the Croatian ports of Split and Ploce. From there, the equipment (and British troops previously airlifted into Split) were to be transported overland to Bosnia to participate in the recently formed 10,000 man UN Rapid Reaction Force, comprised of British, French, Dutch and Belgium units, designed to reinforce and provide additional protection to UN forces already stationed in Bosnia.

The *CAPE RACE* and *CAPE DIAMOND* embarked from the ports of Norfolk, VA and Jacksonville, FL, where they are permanently out-ported. RRF vessels such as these are kept in high states of readiness to enable them to be activated in only four days to meet surge military sealift requirements in the event of war such as

Operations Desert Shield and Desert Storm or other operations, such as Somalia, Haiti, and now in Bosnia.

When activated, these vessels fall under the operational control of the U.S. Navy's Military Sealift Command, one of the three components of the Department of Defense's U.S. Transportation Command. The other two components are the Army's Military Traffic Management Command and the Air Force's Air Mobility Command.

Both ships are now participating in what is formally called "Operation Quick Lift" - the U.S. government's contribution to the UN Rapid Reaction Force. Both are expected to successfully complete their missions and return to their outported berths in the U.S. sometime in August.



MV Cape Race

Landmark Agreement Unprecedented Government-Industry Consortium Announced By FAA

The reinvention of government continues throughout DOT as the Federal Aviation Administration announced that it and 11 U.S. airlines will establish a landmark government-industry consortium to develop the framework for a worldwide Aeronautical Telecommunication Network (ATN). The state-of-the-art ATN system will enable airlines and other airspace system users to communicate rapidly and reliably worldwide well into the 21st century.

The agreement, which completes an action item set forth in the administration's National Performance Review, establishes a working model for government/industry cooperation in the development of a worldwide standard for aviation communication.

"This is an example of government/industry cooperation at its best because it is designed to speed delivery of a system to improve safety and service, and at the same time reduce the costs of the system's development to the users and taxpayers," said FAA Administrator David R. Hinson. "By demonstrating a clear need for the network and a commitment

to work together, FAA and the aviation industry hope to reduce the risk for equipment manufacturers and create an early market for ATN products."

Under the consortium agreement, the airlines have formed a corporation, ATN Systems, Inc., that will work with FAA to develop the systems to meet the requirements of the various airspace users. The FAA and the airlines will work together to foster commercial development of the equipment and systems required for the network rather than taking a traditional approach of having the aviation industry and government conduct separate lengthy and costly development programs.

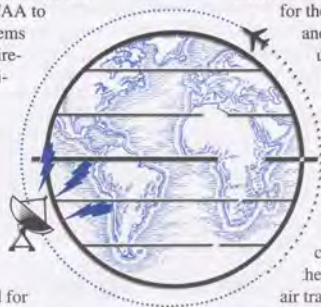
"This type of working relationship was a recommendation of the President's 1993 National

Commission to Ensure a Strong Competitive Airline Industry. It enables us to save time in the development of standards for systems such as the ATN," said Hinson. "The result of this particular effort will be faster, more efficient and more reliable communication of data for the improved safety and benefit of all users of the airspace system which includes, airlines, military, business, private pilots and the flying public."

"ATN data communications are the key to meeting the air traffic management needs of the future," said ATN Systems, Inc. president Bill Cotton, formerly a captain for United Airlines. "The ATN will be an interconnected, worldwide system that will verify and communicate accurate information about the location of all users, including aircraft in flight,

to all users of the network." "The airline industry is excited with this innovative approach to new technology development, and the Air Transportation Association (ATA) is pleased we were able to play a part in the project," said ATA president Carol Hallett. "Technology and new ways of doing business go hand-in-hand, and the industry will be looking at the ATN system as a model for future efforts."

Today's aeronautical telecommunication system is a combination of very-high frequency (VHF) and high frequency (HF) voice and data transmission systems that will not be capable of handling the projected demands of the future. Over the next decade, for example, the FAA expects air travel in the U.S. to increase by 60 percent, from 500 million to 800 million passengers annually, and to double by the year 2015. The ATN will incorporate the elements of satellite communication with a ground-based distribution system to meet these new needs.



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Fifth Anniversary Of The ADA Observed At DOT



by Mary-Elizabeth Peters

Secretary Peña recently gathered DOT employees to celebrate the fifth anniversary of the signing of the Americans with Disabilities Act (ADA). Joining the Secretary were Mary-Elizabeth Peters, chairperson of DOT/Accessibility and Disability Awareness (DOT/ADA), and Michael Winter, Special Assistant in the Office of Intermodalism. The keynote speaker for the celebration was Judy Heumann, Assistant Secretary for Special Education and Rehabilitative Services at the Department of Education.

In his opening remarks, Secretary Peña emphasized the commitment of the Clinton Administration to accessibility and added: "Transportation is the key that allows people with disabilities to enter the mainstream and participate fully in American life. Enabling them to do that is essential."

Ms. Heumann noted in her speech that in the five years since the ADA was signed: "It is very clear that we have made major progress. She went on to say however "we really have by no means made the progress that we need to make." She urged everyone to do his or her jobs well, pointing out that they may be helping themselves as well as others, since anyone can acquire a disability.

The DOT/ADA is open to any DOT employee with a disability or an interest in any disability issue. For more information concerning DOT/ADA contact Mary-Elizabeth Peters at 202-366-0002.

Seated from left to right are
Mary-Elizabeth Peters,
Secretary Peña, Judy Heumann
and Michael Winter.

NHTSA Reports Drunk Driving Deaths Down Sharply In 1994

The National Highway Traffic Safety Administration (NHTSA) recently released the final 1994 traffic crash data, showing a slight increase in fatalities overall, but a sharp drop in the number of alcohol-related fatalities.

NHTSA officials said alcohol-related traffic deaths — the single largest component of the total — were 16,589 in 1994 down 5 percent from 17,473 the previous year.

"The reduction in alcohol-related deaths is welcome news, and is the result of determined efforts by a partnership of state, local and federal organizations with a common goal," commented NHTSA Administrator Ricardo Martinez, M.D.

Alcohol was involved in 40.8 percent of fatalities in 1994, compared to 43.5 percent in 1993, NHTSA calculates. Secretary Peña has set a goal for the nation to reduce alcohol-related fatalities by 6,000 annually by the year 2005.

Overall fatalities were up 1.3 percent, an increase NHTSA tentatively attributes to a 2.2 percent increase in miles traveled. Total fatalities were 40,676 in 1994, compared to 40,150 in 1993, the agency said.

The fatality rate per 100 million miles of travel remained constant at 1.7 in 1994. This is the generally accepted measure of risk, since it takes into account variations in motor vehicle use from year to year.

"The fatality rate is still the lowest in history, but motor vehicle death and injury largely is a preventable, unnecessary epidemic. There are too many drivers who behave as if they have a license to kill.

They drive too fast, they drive drunk, and endanger themselves and others," Dr. Martinez said.



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FTA Is Making Sure Travel During 1996 Olympics Is Convenient And Safe

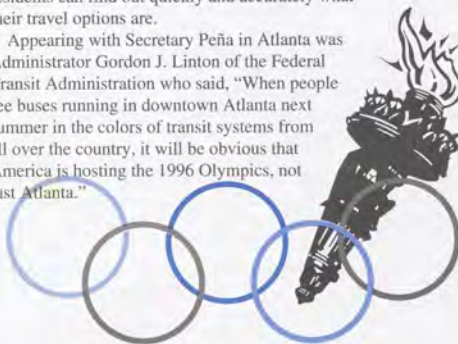
Pledging key federal support to help Atlanta get ready for the 1996 Summer Olympic Games, Secretary Peña has awarded the city two grants totaling \$28 million to facilitate local transportation next summer.

"The Clinton Administration is committed to helping make the 1996 Olympics a proud moment in American history," said Secretary Peña. "Our support will help athletes, officials, visitors and area residents travel safely and conveniently during the games and will reduce traffic congestion throughout the region."

The first grant, for \$15 million, provides funds for the delivery, preparation, maintenance and return of a fleet of up to 2,000 new mass transit buses that cities throughout America are lending Atlanta for the Olympics and Paralympics transportation systems.

A second grant of \$13 million, to be matched by \$3.25 million in local funds, will be used for a new high-tech information system that will showcase the latest in transit technology. User-friendly kiosks will provide real-time information so that visitors and residents can find out quickly and accurately what their travel options are.

Appearing with Secretary Peña in Atlanta was Administrator Gordon J. Linton of the Federal Transit Administration who said, "When people see buses running in downtown Atlanta next summer in the colors of transit systems from all over the country, it will be obvious that America is hosting the 1996 Olympics, not just Atlanta."



Frequently Asked Travel Questions

1. What is Per diem?

Answer: A daily allowance for lodging, meals, and incidental expense.

2. Can I get Per diem if my trip is less than 24 hours?

Answer: Yes, if your supervisor approves.

3. May I use my personal automobile for official travel?

Answer: Yes, if approved by your authorizing official on your Travel Authorization.

4. Can I be on both Per diem and Actual Subsistence in the same trip?

Answer: Yes, but not on the same day.

KODIAK,
*Alaska – The
 spring migra-
 tory pattern
 of the Sitka-
 based Coast
 Guard Aid's
 to Navigation
 Team (ANT)
 is a long
 journey over
 a short
 period of
 time.*

North Slope ATON Run

by Marshalena Delaney Klein

Four crewmembers from Coast Guard's Aid's to Navigation Team (ANT) Sitka, located in southeast Alaska along the panhandle, traveled some 1,400 miles of Alaskan coastline to work about 56 navigational aids from June 1 through June 22. During this whirlwind trip, the ANT serviced and repaired beacons and dayboards along the northwest Alaska coast from Bethel to Barrow. The aids are used by mariners in the ice-free season and an occasional dog sledder in the winter.

Because of the remote locations, the ANT relied on Air Station Kodiak to fly them and their supplies to the sites. The C-130s flew more than 75 hours of support flight and a Jayhawk helicopter flew about 80 hours transporting the ANT crews to the aids.

The first navigational aid worked on during the 1995 North Slope Aid to Navigation (ATON) run was Cape Mochican Light on Nunivak Island, about 180 miles west of Bethel. This year, the two team members not only replaced the battery and changed dayboards, but visited a memorial to a crewman from the CGC *Clover* who died at Cape Mochican

Sept. 4, 1946.

During the days when buoytenders serviced the coastal aids George Costa fell to his death while climbing the 270-foot cliff. The ANT crew rebuilt the memorial with a metal

plaque in 1994 because the original wooden memorial had deteriorated.

A C-130 from Kodiak transported the ANT's equipment, including large dry-cell batteries and tools, and replacement crews for the HH-60 Jayhawk helicopter to each staging area as the work progressed north. In total, the C-130s made eight trips moving supplies and people for the operation.

BMC W. J. Miller, officer in charge of ANT Sitka, and MK1 Tim Zartman

arrived in Nome earlier than the rest of the team so they could heighten two towers. A new sewage treatment building was blocking the existing dayboards from mariners' view.

Miller and Zartman raised the Rear Range Light Tower 10 feet to make the tower 25-feet tall. They also built a new, 18-foot Front Range Light Tower.

From Nome, the four crewman concentrated their work on about 30 aids on Norton Sound. While working out of Nome, the ANT trained Kotlik city workers how to maintain the batteries and dayboards at the Yukon River, North Entrance Light. City officials said they wanted to maintain the light in the winter because snowmobilers and dog sledders use the entrance light to guide them across the ice.

On June 9, a C-130 moved supplies and personnel to Kotzebue, the next stop on the way to the top of the United States. The ANT crew's daily operations changed slightly in Kotzebue. Instead of repairing the aids, they now removed the aids. From Bethel to Kotzebue the aids are standard lights and towers; north of Kotzebue there were 13 racon beacon towers which the ANT decommissioned. A racon is a self-contained unit which emits a Morse Code signal unique to each unit. The signal appears on a ship's radar screen, identifying the point of land.

The racons along the North Slope were installed in the 1970s, but since the Global Positioning System has become common among mariners the racons are now obsolete, Miller explained.

"The units cost about \$25,000 apiece and had to be surveyed every year, so by removing the racons the Coast Guard will save taxpayers money," Miller said.

The most easterly racon tower at Brownlow Point had collapsed since the 1994 ATON run. EMI Alan Woods found pieces of the racon's power connection that were apparently chewed on by a polar bear.

While the ANT crew removed the beacon, LT Kirk Shubert, from Civil Engineering Unit, Juneau, searched for buried batteries. The batteries were buried by contractors who maintained the aids in past years. So far, 20 buried batteries have been recovered at the racon sites.



Shubert also surveyed each tower for structural integrity. Even though the racons were decommissioned, the towers are still usable. The North Slope Borough Search and Rescue Unit, at Barrow, expressed an interest in using the racon towers as repeater sites for their communication system. Shubert said all of the remaining towers except two were in fair to good condition. He expects the towers at Midway Island and Cross Island, both in Prudhoe Bay, to collapse within the next two years.

The three ANT crewmembers took turns climbing the towers and removing the beacons. Most of the racon towers are about 30 to 50 feet tall. The largest tower, at 200 feet, is at Icy Cape, about 150 miles west of Barrow. The salvaged beacons were sent to Coast Guard Electronics Engineering Center in Wildwood, NJ for distribution to sites using racons, like the Great Lakes, Miller said.

Because the racons north of Kotzebue were decommissioned, this was the last year the ANT and air station would travel as far as Barrow to work aids. Next year, the ANT and air station will have to find a new name for the North Slope ATON Run.

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LTJG Kirk Shubert monitors the tension on the guide wire, while MK1 Tim Zartman reads the gauge. Shubert had to test all the support wires were strong enough to withstand another North Slope winter.

plaque in 1994 because the original wooden memorial had deteriorated.

A C-130 from Kodiak transported the ANT's equipment, including large dry-cell batteries and tools, and replacement crews for the HH-60 Jayhawk helicopter to each staging area as the work progressed north. In total, the C-130s made eight trips moving supplies and people for the operation.

BMC W. J. Miller, officer in charge of ANT Sitka, and MK1 Tim Zartman

FRA Partners With DOD To Develop High Speed Rail Technology

The Federal Railroad Administration (FRA) and the Advanced Research Projects Agency of the Department of Defense (DOD) recently announced a joint award of \$2.9 million to the University of Texas Center for Electromagnetics to develop an advanced locomotive propulsion system which will double the acceleration of next generation high-speed passenger train locomotives.

FRA Administrator Jolene Molitoris said, "The development of this new technology is a key part of the Clinton Administration's and Secretary Peña's commitment to develop next generation high-speed ground transportation systems.

"This is the kind of advanced technology America needs. This project will use the best technology consisting of turbine engines and advanced electronics as well as good old American know-how to deliver fast, high quality passenger rail service. It will be a quantum leap towards making cost-effective high-speed passenger rail service an affordable reality throughout the United States."

The funding will be used to develop a locomotive

propulsion system consisting of a turbine-driven electric generator and a mechanical flywheel system. The propulsion system will help raise average train speeds and significantly shorten trip times on existing railroad lines that have frequent stops and curves where trains must slow down. The ability of the flywheel to "bank" energy will permit the overall locomotive system to provide optimum fuel efficiency and reduce emissions by one fourth.

The system could provide corridors nationwide with fast, quiet and economical high-speed passenger trains able to run on existing tracks without the need for costly electrification infrastructure.

The main benefit of the flywheel is its ability to store and then to release enormous amounts of energy. The energy storage feature allows the turbine to operate at near constant power and at peak efficiency.

The development of the flywheel propulsion system will be a true partnership effort. The University of Texas project team combines the

research and development resources of the DOT and the DOD, the Association of American Railroad's experience in railroad testing at the Transportation Technology Center at Pueblo, the Argonne National Laboratory's expertise in safety analysis, the General Motors Electromotive Division's skill in building locomotives, the Allied Signal Companies' command of turbines and generator systems and the AVCOM Corporation's experience with magnetic suspension bearings.

The technology being applied to locomotive propulsion draws on research originally conducted for the U.S. Army Electric Gun program, which utilizes strong electromagnetic forces to propel artillery projectiles.

In November 1994, FRA issued an announcement to seek new technologies for use in high speed rail systems. The flywheel proposal is one of the first technologies funded by the FRA under this initiative.

NHTSA Praises New SADD "Contract For Life"

The National Highway Traffic Safety Administration (NHTSA) recently praised the new "Contract For Life," produced by Students Against Drunk Driving (SADD), for its inclusion of safety belt use and responsible driving messages.

NHTSA Administrator Ricardo Martinez, M.D., commenting on the new Contract For Life, said, "I have long believed in trusting young people to find the best ways to confront the difficult issues in their lives. This contract is a foundation for young people and their parents or guardians to work together on their driving safety."

The contract is a document that both students and parents sign promising to abide by certain safe driving behaviors. For example, parents pledge to arrange safe transportation for their son or daughter if drinking ever results in the possibility of an unsafe ride home. Parents and students also pledge to wear seat belts on every trip.

The National Director of SADD, Bill Cullinane, said, "This is truly a reflection of the needs of students. We believe they do have the answers to the tragedy of underage drinking and impaired driving."

SADD students have been at the forefront of a national effort that has cut the death rate due to drinking and driving in this age group, 15-20, by over 50 percent in the past 12 years.

The new Contract For Life will be available through National SADD, Post Office Box 800, Marlboro, Mass. 01752.



CAMI's Global Selection Connection

by Mike Wayda



Major Constantin Tatu of the Romanian Air Force tried his hand at the Air Traffic Controller (ATC) test procedures while Dr. Broach and Dr. D.J. Schroeder of CAMI and 4 other Romanian experts in air traffic control observed. In Romania, the Air Force is responsible for civil as well as military ATC. CAMI research in the area of ATC selection is being coordinated with several countries that are developing new programs.

system, as is Romania. Both countries are looking to the FAA, and CAMI in particular, for innovative technologies for the selection of controllers.

The briefings were conducted as part of CAMI's international air traffic controller selection research program, which seeks to provide a scientific foundation for the establishment of common selection standards in the increasingly globalized aviation/air traffic system. International cooperative research agreements are already in place with Sweden, the Netherlands and Australia as part of that research program.

Representatives from Transport Canada and the Air Traffic Service of Romania recently visited on separate occasions with Dana Broach, Ph.D., at the FAA Office of Aviation Medicine's Civil Aeromedical Institute (CAMI) concerning selection of air traffic controllers.

Transport Canada is revising its air traffic controller selection

Dana Broach, Ph.D., reviewed the historical background of the air traffic controller (ATC) selection program for (seated l to r) Yves Aubrey and H.D. Buchanan of Transport Canada prior to demonstrating current selection test procedures.



Intelligent Truck Warning System: First Of Its Kind

Secretary Peña's commitment to use advanced technology to bring transportation into the 21st century is clearly evident as you travel on the long downgrade exit, heading west through the Eisenhower Tunnel in Colorado. Recently, Secretary Peña dedicated an "Intelligent Highway" designed to reduce runaway truck accidents by giving truckers personalized speed limits.

The first of its kind in the country, the project uses roadway sensors embedded in the pavement, a diagnostic computer and a variable message sign that monitors individual truck weight, size and axle configuration and displays a safe speed for descending the immediate long downgrade.

The safe speeds for heavy trucks is somewhere between 10 and 30 m.p.h. Trucks that leave the tunnel going 55 m.p.h. are more than likely going to burn out their brakes, and find themselves speeding down the highway at more than 100 m.p.h.

"In six years we've seen 162 runaway trucks, 65 accidents, 12 injuries and one fatality. This technology will help stop these accidents from occurring," said the Secretary.

Runaway trucks that cannot stop on a downgrade are a major cause of concern in mountainous highway regions. Often truckers simply don't realize the mountainous terrain is a problem. Eighty-eight percent of the truckers who

pass through Colorado are from out-of-state.

Secretary Peña stated that the emerging transportation technology is "not a lot of high-priced gadgets. It's practical electronic and communications innovations that can make roads safer or traffic more manageable or cars easier to handle."

The "Intelligent Highway" will be tested for efficiency over the next eight to 10 months. Success will be measured in two ways, by a decrease in runaway trucks, and by a second set of in-motion scales halfway down the 1.5 mile stretch. As the truck passes the first sensor, its size and weight are recognized so the second sensor can check to see how that specific truck is complying with its unique speed limit.

"If we have a high percentage of trucks not complying we may add a second sign, warning them again," said Dan Hopkins, spokesman for the Colorado DOT.

The Federal Highway Administration and the National Highway Safety Administration operate the Intelligent Transportation System (ITS) Joint Program Office. Colorado was awarded ITS field operational test funds in 1993 to develop and implement truck warning systems such as the Eisenhower Tunnel "Intelligent Highway."

People • People • People • People

"Paven" The Highways

Andrew M. Paven was recently appointed by Federal Highway Administrator Rodney E. Slater as FHWA's Director of External Communications.

"Andy has extensive experience in Congress, state government and the private sector, a strong combination that is particularly valuable given FHWA's close partnerships with institutions in all those areas," said Slater.

Before his appointment, Paven was director of communications for Sen. Lautenberg, D-NJ, where he managed public affairs and media relations and coordinated political strategy.

During the 1992 presidential campaign, Paven was a special assistant to the chairman at the

Democratic National Committee and a consultant to the Clinton/Gore campaign.

New Manager

JoEllen Casilio is the new air traffic control manager at the Dallas/Fort Worth Tower/Terminal Radar Approach Control Facility, making her the first woman to hold that post. She was previously the assistant air traffic manager for that facility. Controllers at the Dallas/Fort Worth Tower handled over 840,000 airport operations last year, making it the nation's second busiest airport.

Casilio began her FAA career in 1979 as an air traffic control specialist at the Dubois, PA Flight Service Station. From there she moved to the air traffic control

tower at Washington Dulles International Airport, where she worked as an air traffic control specialist and automation specialist. In 1990, Casilio was stationed in the FAA Headquarters staff as a specialist in the Air Traffic Requirements Service. She then served as area manager at Washington National Tower between 1992-1993.

New Associate Administrator For Pipeline Safety

Dr. D.K. Sharma, Administrator of the Research and Special Programs Administration has announced the appointment of Richard B. Felder as the Associate Administrator for the Office of Pipeline Safety.

Administrator Sharma said, "Mr.

Felder possesses the broad experience necessary to forge partnerships with our key stakeholders and build this program into a strong pipeline safety organization for the 21st century. He has the background to successfully implement President Clinton's Regulatory Reform Initiative."

Felder most recently worked for the Interstate Commerce Commission (ICC), where he managed both trucking and railroad programs.

Felder also served as Vice President for Government Affairs at TransAmerica Interway, acting as both corporate officer and representing the company's interests before executive departments, Congress, and a variety of regulatory agencies.

RSPA Announces Pipeline Safety Grants to Forty-five States

Dr. D.K. Sharma, Administrator of the Research and Special Programs Administration (RSPA), along with Secretary Peña, recently announced the award of \$12 million in grants to 45 states, the District of Columbia, and Puerto Rico.

The grants are to be used to improve pipeline safety programs, and to increase state participation in the department's hazardous liquid program which works to address growing public concern about contamination of drinking water by oil and chemicals.

RSPA's pipeline safety program is funded by user fees paid by pipeline operators. RSPA provides 50 percent matching funds to states to enable them

to oversee all intrastate pipelines, and to develop or enhance one-call systems for pipeline incident notifications. This year, Congress earmarked \$750,000 of the fund to support the development of one-call damage prevention notification systems.

"These funds are vital to ensuring the integrity of gas and hazardous liquid pipelines," noted Dr. Sharma. He also stated that "when an accident happens, it is critical that we're there to help investigate the cause and develop steps to prevent a repetition."

States receiving the largest grant amounts included New York, California, Texas, Ohio and Minnesota.

"OL' BLUE, USA" A Huge Success During Cross-Country Safety Tour

"Ol' Blue, USA" (United Safety Alliance, Inc.) is a non profit corporation founded in 1986 by RJ Taylor, a man who truly loves his work. A truck driver with more than 35 years of trucking experience, RJ has driven more than 2 million miles accident-free. He is a hardworking dedicated individual with a passion for truck safety. His other passion is "Ol' Blue," a vintage 1951 Kenworth 18-wheel truck that serves as his "Rolling Billboard" promoting motor carrier safety. And so, after successfully being awarded a grant by the Office of Motor Carriers, Federal Highway Administration and sponsored by the California Highway Patrol, RJ set out on an eight month Cross-Country Safety Tour.

"Ol' Blue, USA" and Mr. Taylor held 21 events, 17 of which were "Bonus Events" added to the schedule because of demand. The safety tour took "Ol' Blue, USA" across 24 states and Ontario, Canada, often backtracking to add additional events. Overnight or break stops were made in 58 cities, always of great interest to the public. In each event, depending on spectator focus, RJ conducted hands-on works shops, demonstrations for preventative maintenance, simulated roadside inspections with law enforcement personnel and seminars for handling hazardous waste. In addition, four mini-truck shows were created and conducted at truck stops, large-vehicle traffic safety demonstrations were presented at seven schools as well as the demonstration of the "Rolling Billboard" at DOT headquarters.

The Ol' Blue Cross Country Safety Tour was attended by approximately 123,000 people at four national truck trade shows. School visits attracted close to 1,500 students and the "Rolling Billboard" is estimated to have reached an audience of 46,000

daily while traveling or parked. The program reached an additional 400 to 500 people at each of the four mini-truck shows at truck stops. An additional 800 people were reached during four corporate community outreach programs.

At each event, Mr. Taylor not only talked about truck safety but spoke out about commercial vehicle and highway safety. "It's important that everyone knows how to share the road safely with trucks," said Taylor. "Being safe doesn't end with driving safely, we must all keep a well-maintained vehicle and be respectful of law enforcement."

"Ol' Blue, USA" is an organization of truckers, sponsoring companies, law enforcement and state and federal agencies whose theme is "People Working Together for Highway Safety." During trade shows, Taylor conducted simulated roadside inspections with actual law enforcement officials. "This educates drivers on procedures," said Taylor. By placing mirrors underneath "Ol' Blue", drivers can watch the officer making the inspection which is normally conducted with the driver sitting behind the wheel of the truck. This gives drivers and mechanics a better idea of what to expect during inspections and how to do self inspections.

Question and answer sessions were held after each session. "Truck drivers deal best with law enforcement officials when other truck drivers are involved," said Taylor. To encourage participation, sponsors of "Ol' Blue, USA" offered baseball caps to truck drivers for questions posed to any law enforcement official. "This helps truck drivers and law enforcement officials talk to one another, which is a pretty tough thing to do."

As a first, this unique traffic safety program was

RJ gives us a peek at "Ol' Blue's" immaculately maintained engine. (below) Sponsors of "Ol' Blue, USA" can be seen on "Ol' Blue's" rolling billboard.



able to reach thousands of people in its efforts to educate and build unity among truck drivers, law enforcement and the public at large. The response was rewarding. Praise in the form of proclamations came from one mayor to five governors to honor "Ol' Blue, USA", its sponsors and RJ Taylor. The state of Kentucky even went so far as to appoint RJ Taylor as an Honorary Colonel for his hard work and dedication in achieving greater highway safety.

States, cities and schools have spoken in favor of making this an annual event and Taylor is receiving calls from all over the nation to extend his tour so that even more truck stops, cities and truck shows can be included in next year's program. "This is a win win situation for all of those involved," said Taylor. "The message of safety will be as important tomorrow as it is today."

If you are interested in this program, you can reach RJ Taylor at (818) 785-3200.



Elmer A. Sperry, inventor of the modern gyrocompass as well as hundreds of other devices to aid navigation and safety, was recently inducted into the National Maritime Hall of Fame.

1995 Selections For The National Maritime Hall Of Fame Announced

by Martin P. Skrocki

The National Maritime Hall of Fame recently announced that Elmer A. Sperry and the merchant vessel *Pennsylvania* are the 1995 Hall of Fame Inductees. Sperry was most notable for developing the modern gyrocompass as well as patenting hundreds of other devices to aid navigation and safety. The vessel *Pennsylvania* was the first important deep-sea iron vessel built in the United States.

The Hall of Fame was established in 1982 to honor the memory of the great people and ships of American maritime history. Its roster currently includes 52 seafarers and 51 vessels.

Sperry was born in Cortland, NY in 1860. His interest in how mechanical devices worked led him to a career as an engineer and inventor. Founder of the Sperry Corp., he and his firm

were granted 355 patents over his lifetime. Best known for developing the modern gyrocompass, which became standard equipment for virtually every ship at sea, Sperry designed stabilizers, guidance systems, indicators and even searchlights. He died in Brooklyn in 1930.

The *Pennsylvania*, built in 1870, and three sister ships were financed by the Pennsylvania Railroad and were operated by a company known as Keystone Line. The 3,126-ton iron-hulled *Pennsylvania* carried some 900 passengers and freight in transatlantic service. The handsome vessel, capable of 13 knots, could cross from Philadelphia to Europe in nine days. In the 1870's, the *Pennsylvania* and her

sister ships were among only a few American-built, U.S.-flag vessels regularly crossing the Atlantic. The vessels were sold to the International Navigation Company in 1884, and 13 years later were sold again to the Pacific Mail Line.

In 1918, the *Pennsylvania's* near half-century of reliable and comfortable service came to an end when the ship was gutted by fire in Iquique, Chile and scrapped.

The Maritime Hall of Fame was created by marine historian, author and artist Frank O. Braynard, who serves as curator of the American Merchant Marine Museum.

No living person can be considered for inclusion in the Hall of Fame. Although a candidate's birthplace need not be the United States, his or her achievements must have been made in service to the American merchant marine. Similarly, a nominated vessel must have passed from the active shipping scene, and its accomplishments made under the U.S. flag, although the ship need not have been built in America.

The nomination of candidates to the Hall of Fame is open to the public, as long as supporting material accompanies the nomination. Each September 1, a Selection Committee begins considering candidates. The winners are announced and inducted the following May.

Visitors are welcome to the National Maritime Hall of Fame and the American Merchant Marine Museum located on the campus of the Merchant Marine Academy in Kings Point, New York. Hours are 11 a.m. to 3 p.m. on Tuesdays and Wednesdays, and 1 to 4:30 p.m. on Saturdays and Sundays. Group tours during the week can be arranged by calling (516) 773-5515. The museum is closed on federal holidays and during the month of July. A donation of one dollar per visitor is requested at the door.



Panamanian students have been part of the U.S. Merchant Marine Academy's Regiment of Midshipmen since 1984.

Future Operators Of Panama Canal Trained At Kings Point

by Martin P. Skrocki

The U.S. Merchant Marine Academy, in its own small way, is helping ease the transition of the Panama Canal from U.S. to Panamanian jurisdiction in the year 2000.

Six students from the Republic of Panama were among 254 young men and women who reported to the Academy on July 10 with this year's freshman, or plebe, class. The Panamanians join 20 of their fellow countrymen already enrolled at the Academy who are being trained to help run the canal when its control is transferred in less than five years.

The transfer of the canal to the government of Panama was negotiated by the Carter Administration. Panama intends to employ its own citizens to run the waterway, but anticipates shortages of trained personnel for key jobs, such as pilots who guide ships through the canal.

In 1984, the Panamanian government reached an agreement with DOT's Maritime Administration, which operates the Academy in Kings Point, NY, to annually send qualified students to the federal maritime school. The first group from Panama enrolled at the Academy that year, and 24 Panamanians have since completed the four year program and graduated.

They pay a tuition fee to the Academy, funded through financial assistance received from an agency of the government of Panama, the Institute for the Development of Human Resources. The Panamanians do not take the place of U.S. students at the Academy. Their admission is above and beyond normal enrollment numbers.

"Having students from Panama at Kings Point underscores the fact that ocean commerce is an international business," says Rear Admiral Thomas T. Matteson, the Academy's superintendent. "The program fosters friendship not only between Panama and the U.S., but on a human level, between our American students and their future foreign colleagues in maritime trade."

For the Panamanians who attend the Academy, their four years at Kings Point is just the beginning on the path to becoming canal pilots. They receive a solid educational foundation at Kings Point in marine engineering and marine transportation, and graduate with a bachelor of science degree. But before they enter the canal's pilot training program, they must log two years on oceangoing vessels as merchant marine officers, or two years as observers on towboats used to help guide ships through the canal.

With this experience under their belts, they can finally enter Panama's pilot training program that may one day put them at the helm of vessels transiting the canal.

Nester O. Perez is a Panamanian who graduated from the Academy last June with the Class of 1995. He has since returned to his homeland and plans to seek work with the Panama Canal Commission. "I felt lucky to have had the opportunity to go to Kings Point," he said at graduation. "It was hard at first to leave my home in Panama and come to the United States. But the education I received here and where it will lead is worth the sacrifice." It's a long journey from Academy "plebe" to canal pilot, but one that a select group of young Panamanians with eyes on the future have been willing to undertake.



(l to r) Dr. Bear, the mascot for Children's National Medical Center, Secretary Peña, "Step by Step" star Chris Castile and NHTSA Administrator Dr. Martinez present the first of \$8 million to purchase child safety seats to be distributed to low income families and children with disabilities.

GM Donates \$2 Million For Child Safety Seats

by Kathleen Powers and Danica Tarry

On July 6, a helicopter touched down at Children's National Medical Center in Washington, D.C. Instead of transporting another injured child, the helicopter brought an important link in the effort to prevent childhood injury...the first of \$8 million in child safety seats that will be distributed under the DOT/General Motors settlement. The settlement closed the government's investigation into GM pickups.

Chris Castile, star of ABC's hit series "Step by Step" stepped off the helicopter with "Dr. Bear," Children's Hospital's mascot, and presented the first child safety

seat to Secretary and Mrs. Peña. Several families, selected by the National Safe Kids Campaign were on hand to receive the first seats.

"Ellen and I are lucky," the Secretary said. "We have two healthy kids, who we put in car seats. Now 200,000 more American kids will have seats, and a few less broken bones. It's a good day for America's children."

Donations totaling \$2 million have already been given to six organizations which include the National SAFE KIDS Campaign, National Safety Council, International Association of Chiefs of Police, State and Territorial Injury Prevention Directors Association, National Easter Seal Society and Safe America

Foundation/Operation Baby Buckle. An additional \$6 million eventually will be donated to organizations for the purchase and distribution of safety seats to needy families.

"This announcement means tangible safety benefits for a significant number of American families," said Secretary Peña. "The \$8 million in grant awards will purchase nearly 200,000 child safety seats that will go to families that cannot easily afford one, directly improving children's transportation safety."

The safety seats are part of a \$51 million settlement announced last December between General Motors and the DOT which closed the government's investigation into alleged safety problems in General Motors C/K pickups.

"The donation of these child safety seats through prominent national organizations is estimated to save 50 lives, prevent approximately 6,000 injuries and save \$86 million," said Ricardo Martinez, M.D., Administrator of the National Highway Traffic Safety Administration (NHTSA).

To qualify for these grant awards, organizations must demonstrate, among other qualifications, that they are National in scope and prepared to purchase and distribute child safety seats within 120 days of their receipt of the funds.

According to NHTSA, 1,376 unrestrained children four years old and younger were killed in passenger cars between 1989-1993. When used correctly, child safety seats are 71 percent effective in reducing fatalities.

Another Coast Guard First on the International Front

by Debra Anderson

Commander Phillip J. Heyl, U.S. Coast Guard, will soon be making Coast Guard history. He'll do this by becoming the first USCG officer to serve as Chief of a U.S. Military Liaison Office. His assignment will be in the American Embassy, Port-au-Prince, Haiti.

Since the return of Haitian President Jean-Bertrand Aristide in the fall of 1994, the island nation has worked diligently to establish a police and security force. A U.S. team was sent to Haiti following President Aristide's return to assess the state of Haiti's maritime needs. The assessment concluded that the development of a Haitian Coast Guard would be of mutual benefit for both Haiti and the U.S. A Haitian Coast Guard would fulfill many missions including Maritime Safety and Law Enforcement, Environmental Protection, and National Security.

In his new assignment, CDR Heyl will play an instrumental role in assisting and advising the Haitian Government. CDR Heyl's career has been filled with diverse assignments both in the US and abroad. A 1977 graduate of the Coast Guard Academy, CDR Heyl previously served as the Coast Guard Liaison Officer in Costa Rica where he organized, trained, and equipped the Costa Rican Coast Guard, a task similar to the one planned for Haiti. Other international assignments include commanding the Coast Guard Detachment which deployed to South America and Africa as part of the annual UNITAS/West African Training Cruise, and serving as an advisor to foreign coast guards and navies by organizing coastal protection forces in Colombia, Namibia, Sierra Leone, and Sao Tome. CDR Heyl's last assignment was as Deputy Group Commander at USCG Group Long Island Sound.

CDR Heyl (center), seen here with two representatives from the Maritime Division of the Haitian Marine Police Force.



IVT Program Continues to *Move Forward*

Meryl K. Evans

The Federal Aviation Administration (FAA) recently established the Aviation Training Network at the FAA Academy in Oklahoma City, OK, to reduce travel and per diem costs associated with in-person training. By using Interactive Video Teletraining (IVT) the program will revolutionize the way training is delivered within the agency.

The Oklahoma City studio is the "uplink" site which transmits a training broadcast via satellite to "receive" sites. Students at the latter sites will use viewer response systems to communicate with the instructor.

The network includes the automated instructor presentation system which uses touch-screen technology to give instructors full control of the system. Its capabilities include real-time interaction between the instructors and participants, attendance tracking, anonymous signaling of instructor when necessary and delivery of tests and quizzes with a response analysis.

Distance education uses teleconferencing — one-way video and two-way audio — or computer based training with multi-media.

The IVT program has five courses planned for broadcast for FY-95. Plans for FY-96 include further implementation with installation of additional "receive" sites and conversion of additional courses. A marketing video highlighting the IVT program is available. For a copy and for further information about the IVT program, call 405-954-5891.



(above) IVT Viewer Response System



(left) IVT Control Center

President Lauds RSPA Chief

President Clinton recently praised the accomplishments of Asian Indian officials, specifically singling out for mention the Administrator of the Research and Special Programs Administration (RSPA), Dr. D.K. Sharma. In a speech delivered to the Annual Convention of the American Association of Physicians from India on June 30, 1995, in Chicago, Illinois, the President noted that he is deeply indebted to the Asian Indian Americans serving in his Administration. The President stated that Dr. Sharma has done a fine job as head of DOT's RSPA.

Dr. Sharma was the first presidentially appointed head of RSPA. President Clinton announced his intention to nominate Dr. Sharma as Administrator of RSPA on Feb. 28, 1994. Dr. Sharma was confirmed by the United States Senate and was sworn-in on Aug. 19, 1994.

Panama Canal Officials Visit Corporation Facilities In Massena, N.Y.

by Kevin P. O'Malley

A seven member delegation from the Panama Canal Commission recently visited the Saint Lawrence Seaway Development Corporation's facilities in Massena to gather information on Global Positioning System (GPS) vessel tracking and exchange ideas on lock operations.

Following a briefing by Corporation senior officials, the Panamanian delegation toured the Corporation's Vessel Traffic Control (VTC) Center at the U.S. Eisenhower Lock. At the VTC, Corporation operations officials briefed the group on the current vessel tracking system and the future GPS-based Vessel Traffic Services System scheduled to be fully operational in 1997.

With the assistance of officials from Volpe National Transportation Systems Center, Corporation personnel demonstrated the GPS system with real-time data transmitted from the Corporation tugs

"Robinson Bay" and "Fourth Coast" to the VTC center via a personal computer. Also during their visit, the delegation toured the Corporation's lock operations and marine/maintenance facilities.

Following the visit to Massena, the Panama Canal Commission began formal discussions with the Volpe Center to conduct a feasibility study and develop a GPS-based system identical to the Corporation's.

Corporation Acting Administrator David G. Sanders noted that the visit was an excellent opportunity for both organizations to exchange and learn new marine and lock operations methods from each other.

"The Corporation has had a working relationship with the Panama Canal Commission since the late 1950's," Sanders said. "This recent visit by their operations team was a tremendous success and we were pleased to see that they want to model their GPS VTC system after ours."

Coast Guard Partnership-In-Education Awards Ceremony

Rear Admiral Kent H. Williams, Commanding Officer of Coast Guard Headquarters (CGHQ), recently recognized more than sixty individual volunteers and ten divisions for their support of the CGHQ's Partnership-In-Education (P.I.E.) programs. During the 1994-95 school year more than 150 volunteers from CGHQ donated over 2000 hours of service to area schools. Volunteers donated their time in administration, mentoring, tutoring, lecturing, chaperoning, logistics, program planning, and resource developing.

In addition to recognizing the volunteers, RADM Williams also presented "Volunteer Of The Year" Awards to Ms. Brenda Powell and LTJG Patrick Knowles for their outstanding leadership and performances during the 1994-95 school year.

Under Ms. Powell's leadership as Chair of the Innovative Programs Committee, the Committee collected over \$65,000 in cash register receipts, conducted food and clothing drives, conducted a self-esteem mentoring program and put on a picnic for the "Best Citizens" of the Anthony Bowen Elementary School.

LTJG Patrick Knowles has chaired the Explorer Committee for two years and has consistently and efficiently planned, implemented, transported and chaperoned students and faculty to events such as the "Secretary's Christmas Party for Senior Citizens," "Pageant For Peace," and Black History Month Activities in the headquarters area.

For more information on how you can become involved in P.I.E., contact Luther Rhone at the Coast Guard Headquarters Equal Opportunity Branch (G-CAS-7) at 202-267-2269.



"Volunteer of the Year" LTJG Patrick Knowles standing with Rear Admiral Kent H. Williams.



"Volunteer of the Year" Ms. Brenda Powell standing with Rear Admiral Kent H. Williams.

"OUR KIDS" Becomes Accredited

Our Kids, the Coast Guard Headquarters Child Development Center, is proud to announce that it has recently been accredited by the National Association for the Education of Young Children.

To become accredited, "Our Kids" had to meet innumerable strict criteria related to providing a developmentally appropriate program for children from the ages of 6 weeks to 5 years. These criteria range from having a well qualified and trained staff to meeting stringent health and safety standards. Accreditation included a long, detailed self-study, an on-site study of the program by a professional evaluator and a final review decision by a three member panel of commissioners who are experts in the field of early childhood education.

Of the hundreds of thousands of child care programs in the USA, only 3,600 have been accredited by the Academy. Of the 25 centers in federal buildings in the District of Columbia, only 7 are accredited.

Child Development Center's Vivian Tuerk seen here organizing a game.



U.S. Senate Productivity And Quality Award Medallion: USCG Finance Center Receives Top Recognition

by Captain R.D. Reck

The U.S. Coast Guard Finance Center, located in Chesapeake, VA was recently recognized as a Medallion recipient by the U.S. Senate Productivity and Quality Award (SPQA) for Virginia. The Medallion is the highest level of recognition in the award process. This honor was received on April 20, 1995, at the 12th Annual SPQA Conference and Awards Banquet held in Alexandria, VA. The award is sponsored by Senator John Warner and Senator Charles S. Robb of Virginia. The Virginia SPQA award process is the longest running quality and productivity award of its kind in the nation.

Organizations representing both the public and private sectors were recognized for their achievements in productivity and quality. The SPQA Conference featured presentations by fourteen finalist organizations in four categories: Public Sector State and Federal Agencies, Public Sector Local Agencies, Private Sector Manufacturing, and Private Sector Service. The fourteen organizations shared many valuable ideas on how to increase productivity and quality. The ultimate goal of this award process is to provide better products and services to the customers of the organization.

Based on the submission of an extensive written application, the Coast Guard Finance Center was then selected to receive a site visit. Four SPQA examiners evaluated the Finance Center based on eight criteria: Maturity of Effort, Top Management Commitment, Employee Involvement, Recognition and Rewards, Plan for Continuous Improvement, Performance Measurement, Customer and Supplier Involvement, and Results Over Time. The Finance Center was then selected as a finalist and ultimately received the highest level of recognition for their quality efforts.

The Coast Guard Finance Center attributes this recognition to its many top quality employees who are continually trying to improve the quality of service provided to their customers. Based on their selection as a 1994 Medallion winner, the Coast Guard Finance Center will be eligible to apply for the SPQA Award for Continuing Excellence in 1997.



The longest running quality and productivity award of its kind in the nation, the Medallion Award was presented to the USCG Finance Center for the state of Virginia.

Calendar August

7-11 U.S. - U.K. bilateral aviation negotiations, Washington, D.C.

7-12 "Challenge '95" Motor Carrier inspection competition, New Orleans, LA

24 FAA monthly media briefing, Washington, D.C.

29 - Sept. 3 MARAD Administrator Herberger speaks at VJ Day 50th Anniversary events in Hawaii

September

5-7 bilateral aviation negotiations with India. Washington, D.C.

Insurance Policy FAA Will Replace Aging Air Traffic Control Computers

During a recent Washington, D.C., press conference, Federal Aviation Administrator David R. Hinson announced the agency's decision to go forward with the development and implementation of the Display Channel Complex Rehost (DCCR) to replace aging computers in five FAA air route traffic control centers — Chicago, Dallas/Fort Worth, Washington, Cleveland and New York.

"When we reorganized the Advanced Automation Program in 1994, we realized that the new systems might not reach the field before we started having problems with the old equipment," said Hinson. "As an insurance policy, we decided to go forward with the DCCR development. Recent events have demonstrated the wisdom of this decision. The program has been under way for almost a year and we are now moving the development into the production stage."

He noted that while this action is being undertaken as quickly as possible, "current procurement rules mean the first replacement will not occur until early 1997, and that's too long to wait. The current cumbersome procurement and contracting system argues for a whole new way of doing business, one in which our air traffic control system can take truly expedient action to put safety measures on-line immediately and not have them sitting on the shelf indefinitely."

Hinson stated that display channel complex performance has deteriorated over the past three years as the number of computer outages and the time it takes to correct them has increased.

The cost of acquiring and installing five systems is estimated at \$65 million, of which \$30 million has already been requested and partially funded. With the decision to proceed into production, an additional \$35 million will be necessary, and the agency will work closely with Congress to identify the appropriate funding source.

The first site delivery of DCCR will be to the Chicago En-Route Center in early 1997, with systems placed in the other four facilities approximately one per month. The sites will be operational for at least 16 months prior to delivery of the Display System Replacement (DSR), the automated traffic control work station of the future. The first DSR is scheduled for delivery in the fall of 1997.

In the past four months, the FAA has encountered 20 display channel complex failures at the five sites, most recently in its Chicago-area air route traffic control center. This has caused the agency to take a closer look at increasing the level of activity on the DCCR program. The display channel complex rehost will replace IBM 9020E computers that create the displays on the air traffic controllers screens. The 9020Es have been the primary radar data processing computers at those five sites since the early 1970s.

Wildlife Crossings: An End To Roadkill

by Ginny Finch

The problem: Every year, millions of animals are killed on U.S. highways. And at least 100 motorists die when their car or truck hits an animal.

One solution: Wildlife passages.

Since the late 1980's, state DOTs in Colorado and other western states have been using them to get mule deer safely across the road. More recently, southwestern Florida has used them along I-75 to protect the endangered Florida panther, and threatened black bear.

Now the U.S. Army, plus \$1 million of taxpayer money, has entered the scene. Army engineers are building two underpasses in Ft. Belvoir, VA to help deer, foxes, and bears safely cross a dangerous six-lane parkway. When they're completed late next year, 44 species may travel through them to reach a wildlife preserve.

The wildlife underpasses are open bridge structures or natural-floor box culverts. They can be as narrow as three feet or as wide as 100 feet.

Wildlife experts agree that the passages should be as wide as possible so the animal is protected from noise and visual movement. But they disagree on how long the underpasses should be. "The important thing is that the animal be able to see a light at the end," says Gary Evink, senior environmental scientist at the Florida Department of Transportation. "They need to see how far they have to go, to see the habitat at the end of the passage."

Location is also a crucial factor. "The passages only succeed when they're constructed exactly where the animal crosses the highway," says Evink. To find out where panthers crossed a 40-mile stretch of I-75, Florida researchers placed radio collars on a number of panthers and bobcats (a similar and more abundant species) and monitored their movements by infrared counters and cameras. Other states have simply counted animal tracks.

But well located wildlife passages aren't enough. They need to be combined with frequently-monitored fences along highway rights-of-way — fences that guide the crossing animals to the nearby underpasses.

Correctly built wildlife passages have been enormously effective. "We haven't lost a single large animal on the I-75 project," says Evink.

What's more, passages designed for a specific animal are being used by many other creatures. For example, on the I-75 passages, specifically designed for the Florida panther, scientists have spotted deer, bear, raccoons, alligators and even turkeys.

That's not all. In wet lowlands these channels to safety also serve as an escape route to higher, drier ground. The passages are also a "genetic corridor" for wildlife, allowing them to migrate which will help prevent inbreeding.

Wildlife passages do more than help save animals from dying, they help prevent species from becoming extinct.



Key deer, an endangered species of white tail deer, use a wildlife passage along I-75.