

# DOT Today

March 1996  
Volume V, No. 5  
U.S. Department of Transportation

Moving America Together

## Passenger Rail Safety New Measures Announced

The Federal Railroad Administration and DOT recently issued an emergency order requiring commuter rail operators to immediately implement measures to enhance the safety of passenger rail service in the United States.

The emergency order requires commuter, intercity passenger railroad and public authorities providing passenger service through railroads to take immediate measures concerning train signals, communications and emergency exits. Additionally, the order requires operators to submit within 45 days a system safety plan reviewing current operational practices.

Separately from the emergency order, each rail passenger operating agency is requested to assess its ability to develop and outline plans for implementing automatic train control or similar technologies.

"Following the tragedy in Silver Spring, Maryland, I immediately directed the Federal Railroad Administration and the Federal Transit Administration to review current practices and develop measures that ensure we are doing all we can to maintain the highest levels of safety," said Secretary Peña. "The measures I am announcing are aimed at preventing accidents like the recent tragedies in New Jersey and Maryland and guaranteeing a higher degree of safety for all rail passengers."

"We at the Department of Transportation are extremely concerned about the rail

tragedies that have occurred over the past few weeks," commented Secretary Peña. "Our goal is to maintain the highest levels of safety for those traveling by passenger rail. The nation's passenger rail system has an excellent safety record, but still we must do more in operating practices and technology implementation to improve that record. I have asked FRA Administrator Jolene Molitoris and the Federal Transit Administrator Gordon Linton to implement these significant and effective measures to ensure safety," he continued.

Authority to enforce Federal railroad safety laws has been delegated by the Secretary of Transportation to the Federal Railroad Administrator. Railroads are subject to FRA's

safety jurisdiction under federal railroad safety laws. The FRA has the statutory authority to issue emergency orders where an unsafe condition or practice causes an emergency situation involving a hazard of death or personal injury. For more information, please contact the FRA Office of Public Affairs at 202-366-0881.



### Federal Railroad Administration Emergency Order No. 20 calls for:

#### Changes in Railroad Operating Rules

- Any train not equipped with cab signals or automatic train control technology stops or slows to less than 10 mph shall proceed under prescribed railroad rules and be prepared to stop at the next signal. Under this "delayed in block" requirement, an engineer slowing or stopping at a station will treat any preceding signal as a restrictive signal even if that signal would have permitted travel at a higher speed.
- Where train speeds exceed 30 mph and trains are not equipped with cab signals or automatic train control technology, the engineer will be required to call out to other crew members on the train to acknowledge restrictive signals that are passed.
- Commuter and passenger railroads will be required to ensure that (1) emergency window exits currently required by FRA regulations (four per passenger coach) actually open and operate as intended under emergency conditions, and (2) emergency window

exits are clearly marked and visible both inside and outside the passenger coach. The order requires compliance with these requirement within 60 days, including replacement of defective window emergency exits. Railroads will be required to inform, train and test operating employees and document compliance with these new rules.

(Continued on page 2)

### Reforming the FAA

## Employee Efforts Will Serve as a "Bridge to the Future"

by Briar Haggett

More than 150 FAAers from both Headquarters and the field recently undertook the monumental task of helping the agency reform its personnel and procurement systems by April of this year. At that time, a final report detailing the group's proposals will be shared with Congress and the rest of the FAA work force.

Early last December, the FAA pulled together employees from multiple career fields, in every organization, and in most locations throughout the agency. Leading the effort are Monte Belger, associate administrator for Air Traffic Services, and George Donohue, associate administrator for Research and Acquisitions, who co-chair the FAA Reform Steering Committee. Carl Schellenberg — the agency's director of System Capacity and Requirements — is serving as Executive Director of the FAA reform effort. The reform endeavor is composed of two primary emphasis areas — Personnel and Acquisition. "We expect that these employees will foster fresh ideas and innovative approaches in implementing these reforms," said FAA Administrator David Hinson. "They bring their individual knowledge of the intricacies of each of the agency's seven lines of business and also include members of the unions that represent FAA employees and members of employee associations."

The goal of FAA reform is to create an agency that works better and costs less. "By creating a results-oriented, incentive-based, and customer-driven FAA," said Belger, "we can use these reform efforts as a bridge to the future."

According to Donohue, the current FAA is too rule-based and compliance-oriented, with too much of the focus on processes internal to the agency. "Change is a necessity," he said, "and both personnel and acquisition reform must fit together to make this effort work."

In a letter to Hinson, Vice President Al Gore said that "these reforms also can serve as models throughout government." He urged Hinson to be bold and utilize the best corporate practices in creating FAA reforms. Gore also said "it is critical that the employees of the FAA and their representatives be fully involved in the design and implementation of these systems."

In keeping with Hinson's continuing effort to keep employees informed on agency issues, the task forces will give periodic progress reports to the FAA work force. The information in these reports will come to FAAers via cc:Mail, Intercom and town hall meetings.

The employees on the personnel team, along with expert consultants from the human resource community, are divided into six task forces that represent the components of a new personnel system compensation, staffing, labor relations, training performance management, and executive resources. A Personnel Reform Advisory Board, chaired by Director of Human Resource Management Kay Frances Dolan, will direct the work of the task forces. Board members include representatives from the FAA, unions and employee associations.

(Continued on page 2)

## INSIDE

2 Tanker Captain and Crew Receive Seamanship Award

5 Tuskegee Airmen Visit USCG

7 Outstanding H.S. Students From Around the Nation Visit DOT

## FRA Emergency Order No. 20

(continued from page 1)

### Submission of Safety System Plans

The Emergency Order requires each rail passenger operating agency which permits passenger occupancy of cab cars, Electro Multiple Units (EMU) or Diesel Multiple Units (DMU) to prepare a system safety plan.

• Each rail passenger operating agency is required to submit within 45 days a system safety plan which will review current practice with respect to operating cab cars, EMU, or DMU service. Elements of these plans will include conditions on which cab cars and Multiple Unit (MU) cars may be used in the lead, operating rules, procedures for adverse conditions such as weather, short term technology improvements, crew management, and highway rail grade crossings. In each case the rail passenger operating agency will review current plans and practices and recommend appropriate changes. Upon review of the plans, the FRA Administrator will determine whether further action is necessary with respect to cab cars and MU cars.

Separate from the Emergency Order, the FRA and the Federal Transit Administration (FTA) request that each rail passenger operating agency identify potential plans to implement automatic train control or communications-based technologies such as positive train control. This information should include the intended method of operation, projected costs, projected benefits and timetable for implementation. These plans will provide an important base of information to FRA and FTA in considering the needs, funding requirements and issues associated with a coordinated strategy to encourage the deployment of systems in major high-density corridors.

Copies of the emergency order are available on request. Please call the FRA Office of Public Affairs for more information at 202-366-0881.

## Master and Crew Receive Seamanship Award For Skilled Rescue

by Martin P. Skrocki

The captain and crew of a tanker who rushed to aid an adrift tugboat and barge in a fierce tropical storm received the American Merchant Marine Seamanship Trophy at a recent ceremony.

The award is sponsored by the Maritime Administration and handled through the U.S. Merchant Marine Academy in Kings Point, N.Y.

The recipients, Captain Prentice Strong and the crew of the *SS Cherry Valley*, a Keystone Shipping Company tanker, in the midst of 1994's Tropical Storm Gordon, successfully passed mooring lines to the tug *J.S. Orgeron*, which had lost engine power, and the barge *Poseidon*, preventing the certain loss of the vessels as they drifted towards the Florida coastline.

Capt. Strong received the Seamanship Trophy, which recognizes extraordinary seafaring skills by

lished in 1962.

In the early morning hours of November 15, 1994, Capt. Strong, aboard *Cherry Valley*, which was fully laden with fuel oil and enroute to Jacksonville, Fla., from Greta, La., received word from the U.S. Coast Guard that the *J.S. Orgeron* and *Poseidon* were nearby and adrift.

The tug *J.S. Orgeron* had lost its engine power enroute to Port Canaveral, Fla. with the barge *Poseidon*, which was carrying an empty liquid fuel tank for the space shuttle.

*Cherry Valley*, battling 15-foot waves and winds gusting to 60 knots, made its way to the vessels in distress. Capt. Strong's plan was to secure lines to the tug and barge.

Because of the heavy seas, *Cherry Valley's* crew tried floating 8-inch diameter mooring lines

to the *J.S. Orgeron* using life preservers. The first attempt failed; the second attempt was successful, but the lines parted. On the third attempt the lines held.

*Cherry Valley* then pulled the tug and barge away from the Florida coastline and held them secure for 2 days until a salvage tug arrived. Capt. Strong and his crew's determined and skilled efforts saved the tugs five-man crew and the loss of the tug, the barge and its cargo.

Recipients of the Seamanship Trophy are chosen by a Select Committee of representatives of maritime labor and management and chaired by the Maritime Administrator.

The Seamanship Trophy, an ornate silver cup, is on regular display at the Academy's American Merchant Marine Museum.



Capt. Prentice Strong receives the American Merchant Marine Seamanship Trophy from Rear Admiral Thomas M. Dolan, superintendent of the U.S. Merchant Marine Academy.

American mariners. This marked the 25th presentation of the trophy since the award was estab-

lished in 1962.

## DOT Today

Volume V, No. 5 March 1996

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

Secretary of Transportation  
Director of Public Affairs  
Editor  
Design

Federico Peña  
Steven J. Akoy  
James Gower  
OST Graphics

This is your publication, and we value your input.

Views and opinions expressed in this publication do not necessarily reflect those of the Department of Transportation. Articles written by individuals contain the personal views of the author and do not necessarily reflect those of the Department of Transportation.

Articles may be reprinted. Mention of source is requested.

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

The deadline for the April 1996 issue is March 21.

DOT Today is printed on post-consumer recycled paper and is recyclable.



## Employee Efforts Will Serve as a "Bridge to the Future"

(continued from page 1)

Dolan said that the 1996 Transportation Appropriations Act, which gave the FAA the authority to develop new personnel and acquisition rules, also directed the agency to continue current practices in retirement, leave, health and lift insurance workers compensation, and unemployment insurance. Whistleblower and antidiscrimination protections, along with some aspects of veterans preference, were also retained.

The ultimate goal of personnel reform is to develop a personnel system that is more like successful private sector corporations, that address the unique demands of the FAA with fewer resources, more flexibility and state-of-the-art best practices; and leads to enhanced productivity.

"We want employee comments and suggestions about what needs fixing and what doesn't," said Dolan. "If any employee has specific ideas about how to make personnel work better, we want those too. We will forward all comments and ideas to the appropriate task force team."

Employees may use both cc:Mail and regular mail to submit their comments and suggestions. The cc:Mail address is 9 AHR RFRM @ AHRFRM, and the Internet address is 9\_AHR\_RFRM@mail.hq.faa.gov.

The regular mail address is: FAA Reform (AHR-1), room 500E, 800 Independence Ave., SW, Washington, D.C., 20591.

"Employee comments and ideas will be constantly integrated into task force activities," said Dolan. "These comments are most helpful when

they are relatively brief and describe the agency benefits associated with them."

The FAAers on the acquisition team were charged with reengineering the agency's entire acquisition process and reforming the procurement/contract administration process. The goal is to streamline the FAA's overall ability to acquire, field, and support new technology in a timely and efficient manner, from requirements to system disposal. This group will be guided by a Blue Ribbon Steering Committee, consisting mostly of industry representatives, along with internal representatives from the FAA, DOT Office of the Secretary, and the Office of Federal Procurement Policy. The acquisition reform team is divided into four sub-groups, including new processes, current processes, process reengineering, and tools and training.

Several forces converged to serve as catalysts for the FAA's reform efforts. They include the Government Performance and Results Act, National Performance Review, Budget Enforcement Act, performance-based budgeting, reengineering efforts, user fees, free flight and customer service standards.

"To manage the dynamic growth of the U.S. aviation industry while ensuring the safety and efficiency of air travel the FAA needs these reforms," said Hinson. "Our goal is to make the FAA a model federal agency, working for the highest possible performance at the lowest possible cost."



Administrator Slater (right) presents a \$456,000 check to Rep. Earl Hilliard (center) and Alabama DOT Assistant Chief Engineer Jack Caraway.

## FHWA Helps Isolated Town Resume Ferry Service

by Karen Whitney

Administration (FHWA), recently announced that the FHWA has provided \$456,000 to the state of Alabama to restore ferry service to the predominantly black community of Gees Bend.

Segregationists dismantled the ferry service over 30 years ago to hinder the families of former slaves from crossing over the river to register to vote, demonstrate and attend integrated schools in the predominantly white county seat of Camden.

"On behalf of President Clinton and Secretary of Transportation Federico Peña, it is my distinct honor to pledge the resources of the FHWA to help finally bridge the gap between Gees Bend and Camden," Slater said. "Transportation is about bringing people together and I am proud to present this symbol of the President's commitment to rebuilding America one community at a time. This is indeed a great day for the citizens of Gees Bend and for every American."

Slater presented a check for \$456,000 in Federal Highway funds to Rep. Earl Hilliard during a ribbon cutting ceremony in Gees Bend. Hilliard requested federal assistance to restore ferry service to the community which has been essentially isolated for more than 30 years. Without ferry service, the citizens of Gees Bend were forced to travel up to 70 miles one way to reach jobs, schools, hospitals and other services. The same trip will now be reduced to a 10-minute ferry ride.

"I can't believe it, I just can't believe it," says Lola Saulsberry, who has had to use the 70-mile roundabout highway route to get to her job in Camden. "I've been through a lot of vehicles and a lot of gas waiting for this," said Saulsberry, who has commuted since 1978.

The funds were made available through a provision in the Intermodal Surface Transportation Efficiency Act of 1991 which provides federal funds for the construction of publicly-owned ferry boat systems in lieu of bridges or tunnels.

## Second Round of Innovative Financing Projects Announced

Continuing a commitment to rebuild the nation's transportation infrastructure and apply common sense to government, Secretary Peña recently announced the approval of 32 new highway and rail projects in 22 states valued at \$2 billion.

The Partnership for Transportation Investment uses new and innovative financing methods to launch critical transportation projects nationwide without using additional federal resources by cutting red tape and enabling states to use more flexibility in securing their portion of the investment for vital highway, rail, transit and other transportation construction.

States participating in the Partnership for Transportation Investment 1996 are: Connecticut,

Delaware, Florida, Georgia, Indiana, Kentucky, Louisiana, Maine, Michigan, Missouri, Nebraska, New Hampshire, New Jersey, New Mexico, North Carolina, Pennsylvania, Rhode Island, South Dakota, Texas, Washington, West Virginia and Wisconsin.

"President Clinton told us to throw out the old rulebook and be flexible. So we did," said Secretary Peña. "We combined common sense government with sound business investment practices in partnerships which create jobs and move infrastructure projects forward without additional federal funding. The resulting projects will improve the quality of life for people in 32 communities in 22 states.

"Through creative partnerships with city governments, metropolitan planning authorities and the private sector, which are rarely in the business of financing transportation projects, we are able to stretch and leverage federal dollars, often accelerating construction and cutting costs at the same time," said the Secretary.

Secretary Peña also announced \$2.4 million in funding for seven transit projects in Arkansas, California, Florida, Michigan, Mississippi, Missouri and South Carolina. These transit projects will leverage \$7 million in additional investment.

On January 31, 1995, Secretary Peña announced 35 innovative financing projects in 21 states total-

ing almost \$2 billion. Since then, half of those projects have broken ground, and four have been completed. The additional projects Secretary Peña recently announced bring the total projects approved to 74 in 35 states, with a value of more than \$4 billion.

The new projects have the potential to create more than 50,000 jobs nationwide. According to the Federal Highway Administration, each \$1 billion invested in transportation generates 25,000 new construction-related jobs.

"That's \$4 billion more new investment and tens of thousands more jobs than we would have had under the old rules," said Secretary Peña.

## The Future of Transportation is Near

The department is seeking applications from metropolitan-area public and private sector partnerships to demonstrate a fully functional Intelligent Transportation Infrastructure (ITI) project.

Two or three model sites will be selected as showcases where the traveling public and local officials can see and experience the benefits of a high-tech transportation system in a real-life setting. Funding allocated for the initial model test sites is \$20 million in FY '96 with additional funding proposed in FY '97.

This is the department's first step toward achieving the goals of its "Operation Timesaver" initiative, announced by Secretary Peña Jan. 10 at the Transportation Research Board's annual meeting in Washington, D.C.

"We are committed to building an Intelligent Transportation Infrastructure across the United States to reduce the amount of time we spend commuting and making those commutes safer," said Secretary Peña.

"Operation Timesaver" is designed to improve the overall safety and efficiency of the nation's surface transportation system through development of a nationwide ITI. It is estimated that ITI will reduce the travel time of Americans by at least 15 percent, whether they drive a car, ride a bus, train or subway.

ITI models will utilize advanced technologies such as global positioning systems, automatic vehicle location and variable message signs to support a variety of integrated transportation management functions. These include improved traffic signal control, better freeway and transit management, improved incident management and emergency response, more convenient electronic toll collection and fare payment systems and safer railroad-grade crossings.

In addition, the system will enable travelers to access information on current traffic conditions, transit schedules, routes, arrival times, and parking availability from home, work, shopping centers, airports and other locations where trips originate.

Current goals call for 75 of the largest metropolitan areas to be outfitted with complete ITI infrastructures within 10 years.

Information on applications is available on the World Wide Web at: <http://ctil.volpe.dot.gov/ohim/whtnewhd.html>

Applications must be received by April 30, 1996. Site selections will be announced this summer and the systems are expected to be operational by the end of 1997.

## NHTSA Focuses on Child Passenger Safety

At events marking National Child Passenger Safety Awareness Week in February, the National Highway Traffic Safety Administration (NHTSA), the National Automobile Dealers Association (NADA) and the National Emergency Nurses Association together urged parents to put safety first when children are riding in their vehicles.

NHTSA Deputy Administrator, Philip R. Recht said that motor vehicle crashes are the leading cause of death for children five to 14 years old, and that far too many smaller children also die needlessly in car crashes.

"Every day, eight children under 15 die and nearly 900 are injured in traffic crashes.

There are simple precautions which will help reduce that number such as using child safety seats properly and prohibiting children from riding in the cargo bed of pick-up trucks," said Recht.

"NADA enthusiastically supports efforts to educate the public about auto safety. Our members - 19,500 franchised new-car dealers - are in a unique position to deliver critical safety information to consumers at the point of purchase. Last year, we joined NHTSA and other safety groups to promote child passenger safety and we look forward to expanding this effort in the future," said NADA's Executive Vice President Frank McCarthy.

National Child Passenger Safety Awareness Week was also the occasion for emergency nurses to announce their "Adopt-A-Dealer" program. Nurses will offer training for auto dealership staff on how to properly install child safety seats and the danger of permitting children to ride in pick-up cargo beds. Recht estimated that about 80 percent of child safety seats are not installed correctly.

According to Recht, about 200 people riding in pickup cargo beds die annually in crashes, and about half are under 18. Similarly, more than half of the 673 children under five killed during 1994 while occupants of passenger vehicles and large trucks were not in child safety seats or using safety belts.



Secretary Peña helps these two youngsters buckle-up.

# Saying Good-bye to a Special Friendship

by Keith A. Spangler

New London, Conn.— Seniors (1st Class cadets) at the Coast Guard Academy are beginning to feel the excitement of their last three months of school culminating in their graduation ceremonies in May.

Graduation marks the time when cadets are commissioned as ensigns and receive their first assignments as officers in the U.S. Coast Guard. As these young men and women prepare for the move to cities and towns across the country, they will have plenty of time to reminisce about their individual memories and friendships which they have built over the last four years in New London.

For 1st Class Reese Johnson, the corps' fall regimental commander, this time will be challenging because he will be saying good-bye to a very special friendship.

Nearly three years ago, as a freshman at the academy, Reese volunteered to commit his time and self to a young New London boy named Jacob. A native of Belmont, Mass., Reese never met 13 year old Jacob, until being matched by Big Brothers/Big Sisters of Southeastern Connecticut.

Joining the local chapter of Big Brothers/Big Sisters was a goal for Reese. He personally wanted to make a difference in someone else's life. Having had prior experience in community service as a soccer coach for town teams, he's influenced others as part of a team effort. The Big Brothers program was an opportunity for one-on-one interaction.

Reese, 21, is one of eight cadets involved in the academy sponsored Big Brothers/Big Sisters program, according to Lt. Cmdr. Robert Albright, an

academy professor and president of the board of directors Big Brothers/Big Sisters of Southeastern Connecticut. He said cadets, as well as the staff and faculty, are encouraged to be involved in community projects. The Corps of Cadets alone volunteers 1,000 hours per month in community service projects.

The Big Brothers/Big Sisters program is an important outreach program for the academy and an unique leadership opportunity for cadets, according to Albright. Besides meeting the daily challenges of an intense academic schedule and military requirements, cadets are challenged to give of themselves, to improve life for others.

Sitting in a small meeting room in the academy dormitory where he signed up to be a big brother, Reese expressed his concerns about the upcoming graduation and transfer. He said his relationship with Jacob has been built on consistency, trust and commitment. Sharing time together was an important part of their friendship. Reese would visit Jacob at least once or twice a week.

"I think Reese made a real contribution to Jacob's life," said Carolyn Geyer, caseworker and supervisor for Big Brothers/Big Sisters of Southeastern Connecticut. "There was no real role model in Jacob's life and he needed that social outlet." Reese's concentration on doing simple things with Jacob was just what big brothers are encouraged to do. "I remember when he took Jacob for a walk to Harkness Park in Waterford, Conn. Jacob spent an hour "investigating" the creek, looking at



1st Class Cadet Reese Johnson and 13-year old Jacob have built a special relationship-one built on commitment.

the creatures. It was really amazing for him. These are the type of things Jacob wanted to do, but never had the opportunity."

Reese learned a lot about himself, she said. "He learned a lot about children. He learned to care and how to be sympathetic. He also learned that being quiet is O.K."

The memories and friendship that the two have built, Reese said, will last forever. There's no need for Jacob to say thanks. "What makes me happy is when I hear him say "cool" that makes it all worthwhile."

## Low Number of Vessel Incident Claims Reinforces Safe Navigation on St. Lawrence Seaway

The 1995 navigation season on the Montreal-Lake Ontario section of the St. Lawrence Seaway not only produced the highest tonnage level since 1988 at 38.7 million metric tons, it was also one of the waterway's safest shipping years.

During the 280-day navigation season that recorded more than 2,700 commercial vessel transits, only four monetary claims were submitted by the Saint Lawrence Seaway Development Corporation against commercial users for incidents requiring repairs at the two U.S. locks in Massena,

N.Y. It was the second consecutive year in which four claims were filed by the Corporation. During the 1992 and 1993 shipping seasons, a total of 18 claims were processed by the U.S. Seaway agency.

Corporation Administrator Gail C. McDonald noted that the low number of claims over the past two seasons reinforces the Seaway's reputation as a safe waterborne transportation route.

"The Seaway System is known by international users as a safe, reliable and efficient transportation route to and from North America, and the low

number of incident claims support that reputation," McDonald said. "The Corporation's first-rate traffic and lock management, along with the Seaway's knowledgeable and experienced pilots, have been instrumental in getting ships safely through the U.S. locks and channels."

McDonald also added that the Corporation's employees set an all-time record for lowest number of on-the-job injury claims during fiscal year 1995.

## President Clinton and Secretary Peña Announce Financing For New Ship Order

Secretary Peña recently announced the approval of a \$215 million federal financing guarantee for the construction of five modern, double hull tankers by Newport News Shipbuilding and Drydock Co., of Newport News, Va.

"My administration has proudly stood by America's shipyards and their workers. These new ship orders will create American jobs and, through the use of double hull construction, also protect the environment," said President Clinton. "My administration will continue to encourage the private sector investment and to undertake other efforts which have spurred economic prosperity for America's shipbuilders."

This is an excellent example of common-sense government in which we work together with the private sector to foster economic development," said Secretary Peña. "Through our comprehensive shipbuilding initiative, we have helped modernize American shipyards. Not only are we increasing our domestic capacity, but for the first time in 30 years, we are building ships for export."

Newport News Shipbuilding said that the \$247 million project will support direct employment for 700 to 1,000 shipyard workers and many others in supporting industries.

Worldwide interest in the program remains high, with approximately \$2 billion in potential projects under review.

The ship financing program is one of the key elements of President Clinton's five-point shipbuilding initiative to strengthen American shipyards.

In addition to the loan guarantee program, the President's initiative includes reduction of unfair international subsidies, elimination of unnecessary government regulation, improving competitiveness through MARITECH, an industry-driven defense conversion initiative and assisting international marketing by using federal government marketing and export promotional programs to assist U.S. shipyards in identifying potential foreign orders. The shipbuilding program supports Secretary Peña's vision for a new alliance between transportation and technology industries to make them both more efficient and internationally competitive.

Under this program, the government does not make direct loans. Funds are secured in the private sector with repayment guaranteed by the government. Under the Clinton administration, approximately \$1.3 billion in shipyard construction and modernization projects have been approved.

## DOT Showcases Advanced Materials Initiatives

The Administrator of the Research and Special Programs Administration (RSPA) Dr. D.K. Sharma, recently announced the publication of *Materials Research and Technology Initiatives*, the department's first report on current and planned research and technology efforts in advanced materials.

The report was published in support of the Administration's initiative to establish an integrated program of research designed to enhance the performance and longevity of the nation's transportation infrastructure. It is intended to provide DOT's customers and prospective research partners with a consolidated report of materials-related research projects. The report highlights opportunities for joint research and near-term applications of advanced materials technologies.

Administrator Sharma stated, "The information contained in this report will be helpful in identifying future projects that will use advanced materials to improve the durability and reduce construction costs of transportation vehicles, facilities and infrastructure."

Single copies of the report may be obtained from the Technology Sharing Program, U.S. Department of Transportation, Subsequent Distribution Office, Ardmore East Business Center, 3341 Q 75th Ave., Landover, Md. 20785

The document may also be ordered through the World Wide Web at:

<http://tsp.vntsc.dot.gov:2000/>

## Tuskegee Airmen Visit USCG Headquarters

Three members of the Tuskegee Airmen Inc., Lieutenant Colonel Woodrow "Woody" W. Crockett, USAF (Retired), Colonel George A. Henry, USAF (Retired) and Hampton Johnson recently visited the Coast Guard headquarters building in Washington, D.C. With careers spanning from WW II to Vietnam and beyond, these experienced military aviators spoke of how their military careers not only prepared them for theater's of war, but for successful lives outside of the military.

The original Tuskegee Airmen during WW II were called the "Scwartzte Vogelmenschen" or "Black Birdmen" by the Germans who both feared and respected them. White American bomber crews reverently referred to them as "The Black Redtail Angels" because of the identifying red paint on their tail assemblies and because of their reputation for not losing one single bomber to enemy fighters as they provided fighter escort to bombing missions over strategic targets over Europe. Foe and friend may disagree on their name but not on their military record.

Flying P-40's, P-39's, P-47's and P-51 type aircraft during WW II, these gallant black aviators trained at the Tuskegee Institute in Tuskegee, AL, flew 15,553 sorties and completed 1,578 missions. Tuskegee aviators came home from WW II with 150 Distinguished Flying Crosses, Legions of Merit and The Red Star of Yugoslavia. Many of the Tuskegee Airmen continued their careers in the military after WW II. Some went on to fly in Korea and then serve as Air Wing Commanders. One of the guest speakers, Lt. Col. Woodrow Wilson is the holder of a "Mach 2 Card," having flown the F-106 at twice the speed of sound.

The Tuskegee Airmen told stories about combat

and military life that left the USCG audience "wide-eyed" and asking for more. But the Airmen wanted to do more than just tell stories. "The mission of the Tuskegee Airmen, Inc., is not only to keep the story alive about the Tuskegee Experiment, but to provide hope and a means for those Americans who because they are less fortunate cannot reach their dreams," said Colonel Henry.

All donations to the Tuskegee Airmen, Inc., go directly to the Tuskegee Airmen, Inc., Educational Systems Fund. This fund provides college and university scholarships to high school seniors who excel in math and science but need financial assistance to begin a college program in math, science or engineering.

In 1972, the Tuskegee Airmen, Inc., was founded ending nearly 30 years of anonymity. Organized as a non-military and non-profit entity, Tuskegee Airmen, Inc., exists primarily to motivate and inspire young Americans to become participants in this nation's society and its democratic process. It also exists to remind this nation that in the early 1940's a large scale government program was set up which provided an opportunity for Blacks to participate in a technically sophisticated function. This activity was the genesis for the modern-day national struggle by Blacks for equal opportunity in this country.

With 26 chapters located in major cities throughout the United States, Europe and Japan the membership of the Tuskegee Airmen, Inc., is primarily made up of armed forces veterans and active duty



Visiting Tuskegee Airmen pose for a photo with Lt. Ralph Malcom Jr., USCG, who is also a Tuskegee Airmen, (in center). Visiting Tuskegee Airmen from left to right, Lt. Col. Hampton Johnson (USAF Retired), Lt. Col. George Henry (USAF Retired) and Lt. Col. Woodrow Crockett (USAF Retired).

personnel representing all branches of the military. It also includes a growing number of civilians who demonstrate a sincere interest in helping the organization achieve its goals and objectives. All officers and directors of the organization serve without salary or fee.

For more information on the Tuskegee Airmen, Inc., and the scholarships the Airmen provide locate the nearest Tuskegee Airmen, Inc. chapter nearest you.

## Secretary Peña Approves DOT Career Transition Program

by Denise Schessler

Secretary Peña has approved a career transition program for the department which provides a minimum level of benefits and services to employees affected by downsizing, reorganization, or realignment. The program was developed by the DOT Personnel Council in response to a directive from President Clinton which requires every executive branch agency to have such a program.

In a February 21 memo to departmental officers and heads of operating administrations, the Secretary said, "I expect each of you to be committed to the spirit and intent of both the President's directive and the DOT plan." While the program is DOT-wide, the FAA has asked the Office of Personnel Management for authority to develop its own program under its new personnel system.

The program applies to two categories of employees: displaced and surplus. A displaced employee is one who has received a Reduction-in-Force (RIF) separation notice or has actually been separated in a RIF. A surplus employee is one who is likely to face displacement from his or her current position due to RIF; as a result of a reorganization, budget reduction, or comparable situation; or due to other separation action except for performance or conduct reasons. Employees identified as surplus must receive an official "Certification of Surplus Status" to be eligible for benefits under the program.

DOT policy will now require that RIF notices be given to employees at least 120 days in advance, rather than the current 60 day minimum, unless circumstances outside management control require a shorter period. Displaced employees will now be entitled to a minimum of 32 hours of official time per pay period to pursue career transition activities, and operating administrations are encouraged to give these employees full time to pursue such activities. In addition, the program recommends that surplus employees be given 16 hours of official time to pursue career transition activities; however, this is not a requirement.

Additional benefits fall into three categories: career transition assistance, retraining, and mandatory placement assistance.

Career transition assistance will be available to all displaced and surplus employees in the competitive, excepted, and senior executive services. In addition, transition assistance will be made available on a space available basis to former DOT employees separated through RIF and to spouses of

DOT employees facing relocation to another geographic area. Transition assistance will consist of skills assessment, career counseling, networking, job information, work life programs, employee assistance program, financial planning, etc. Also, basic skills training, computer literacy, communications, and problem solving will be provided to displaced and surplus employees. Before receiving transition assistance services, a displaced or surplus employee must attend an orientation session on available services. Some operating administrations currently have these services available, and additional transition services are currently under development. In the interim, all employees, whether in Washington or the field, can obtain a minimum level of service through the DOT CONNECTION. Their number is 1-800-525-2878. As additional programs and services are made available, information about them will be made available to employees.

Retraining is training or other development needed to close skills gaps or to equip employees for transition into a new occupation. Retraining may be provided to any surplus and displaced employee prior to actual separation. In order to develop the details of the retraining component of the program, an agency-wide assessment will soon begin to identify foreseeable skills needs in DOT. In addition, the program calls for the operating administrations to fully utilize existing mechanisms to cross-train

employees, e.g., mentoring, details and rotational assignments, courses, partnerships with educational institutions, etc. Finally, the department will explore new ways to utilize external resources such as partnerships with private industry. This, however, will be a long-term effort and may require legislative or other authorization.

The placement component is based on new government-wide regulations which provide certain mandatory placement rights to displaced and surplus employees. Within DOT, a displaced or surplus employee who is currently in the competitive service; applies for a competitive service vacancy in the local commuting area; and is well-qualified for the vacancy, generally must be selected before any other DOT employee who is not displaced or surplus. Similarly, when applying for a job in an agency outside DOT, a displaced employee who is in, or was separated in a RIF from the competitive service; applies for a competitive service vacancy in the local commuting area; and is well-qualified for the vacancy, generally must be selected before any other candidate from outside that agency who is not displaced or surplus.

Operating administrations are currently developing internal policies to implement the government-wide and DOT requirements. Employees should contact their servicing personnel office for more details.

## FAA, Industry and Labor Release 1996 Aviation Plan

At a joint media briefing earlier this month, aviation leaders from industry, labor and government released their second "Aviation Safety Plan" to achieve the national zero accidents goal. The updated plan continues the partnership begun at the January 1995 Aviation Safety Summit and outlines new safety initiatives and priorities for 1996 established at the second summit last December.

Participants included FAA Administrator David Hinson; Associate Administrator for System Safety Chris Hart; Associate Administrator for Regulation and Certification Anthony Broderick; Air Transport Association Vice President for Operations Al Prest; Airline Pilots Association Director of Engineering and Air Safety John O'Brien; and Regional Airline Association President Walte Coleman.

According to Hinson, "when we came together last year, we recognized that our goal of zero accidents is ambitious and requires a new approach but it is the only acceptable standard of safety. I applaud industry and labor for leading this ambitious effort to improve safety."

The plan outlines priorities and new initiatives in six areas: crew training; air traffic control and weather; safety data collection and use; applications of emerging technologies; aircraft maintenance procedures and inspections; and development of flight operating procedures.

The initiatives in the plan will be continually addressed during the coming year by workshops composed of representatives from industry, labor and government. The plan will be reviewed at the end of 1996 and updated again in early 1997.

## "That No Call For Help Goes Unanswered"

by Chris Logston

A father and son attempting to cross the North Pacific Ocean en route to Vancouver, British Columbia from New Zealand encounter a devastating storm with 50-foot waves and high winds. Their 27-foot sailboat is severely battered and completely flips over, seriously injuring the father.

The sailboat begins to sink. The son struggles to get the liferaft over the side and in the process it capsizes, dumping almost all of their supplies into the turbulent waters. With his injured father finally hauled into the raft, the two sailors are adrift in the frigid waters of the North Pacific.

With the ocean constantly spilling into the raft and the severity of the weather growing more fierce and threatening, the situation becomes critical for the two sailors.

Fortunately, one piece of equipment the raft did have was an emergency radio beacon that, when activated, transmits the position of a craft by satellite to Coast Guard Rescue Coordination Centers (RCCs). After four days afloat in the icy Pacific, the sailors hear the mechanical hum of an approaching Coast Guard C-130 aircraft which confirms the distress to the RCC. Fortunately for the father and son, a Korean tanker is identified some 100 miles away from the raft. The RCC in Long Beach, Calif., asks the tanker to divert from its course to save the sailors. In extremely high seas, the crew of the Korean ship manages to bring the two on board safely.

Despite the drama of this scenario, it is a true account of a recent rescue. Obviously, the tanker could not have possibly known the plight of the two sailors if the ship's radio watch had

not been informed of the situation. If the ship had not been located and contacted, this story of human courage in the face of Mother Nature's adversity may have had a much more tragic ending.

The ravages of nature on the high seas have demonstrated the need for an effective way of coordinating search and rescue efforts. For over 38 years this coordination has been the job of the Coast Guard's Automated Mutual-assistance Vessel Rescue System (AMVER).

AMVER is a unique search and rescue tool, using modern computer and satellite technology to relay critical distress information to rescue authorities. The voyages of merchant vessels around the world are plotted in a state-of-the-art computer system. When the position report data is processed at the AMVER computer center at the U.S. Coast Guard's Operations System Center in Martinsburg, W.Va., an electronically generated surface picture or SURPIC of an area of the ocean can be brought into action. The AMVER system is the only one encompassing the globe and can be used to save lives and protect mariners in any ocean around the world.

The SURPIC is a computer display that gives a birds-eye view of the vessels in the immediate area that are available to render assistance. Information such as type of vessel size, speed, number of crew members, and whether or not a doctor and/or nurse are on board, is displayed so rescue coordination personnel can determine which vessel is best suited to assist. The number of SURPIC's generated by the Martinsburg computer center in 1994

alone was over 4,500. On average almost 2,700 vessels are reported on a daily plot.

Countless rescue scenarios have been played out over the years using AMVER. Since its beginning in 1958, thousands of lives and millions of dollars worth of property have been saved. Although the state-of-the-art in computer technology has gone through many changes over the years, the concept behind the AMVER program has not changed. AMVER's slogan, "that no call for help goes unanswered" has been put to the test on numerous occasions.

Vessels from all nations all over the world are eligible to participate. Presently, membership in AMVER is 12,000 vessels, or 40 percent of the world's merchant fleet. In 1995, with 561 more vessels joining the ever-growing ranks of AMVER, the concept of safety in numbers has never been more valid when it comes to maritime search and rescue. Most recently, ships of the Peoples Republic of China joined the ranks of AMVER with participation by the China Ocean Shipping Company (COSCO National Fleet).

In other recent rescues, six AMVER ships assisted in recovering 504 of the 976 survivors from the burning *Achille Lauro* passenger liner. The sinking of the bulk carrier *Salvador Allende* in December 1994 marked the largest single AMVER operation in its history. A flotilla of 41 ships from 18 nations converged on the rescue area over a six day period to find only two survivors from a crew of 31.

From the recovery of a father and



son to a massive search and rescue effort like the one above, AMVER has provided life-saving service to a wide variety of vessels and people over the years. It is impossible to put a price tag on human life, but the cost effectiveness of AMVER's performance has truly been priceless.

As AMVER approaches the 21st century, even more demands will be put on the computerized search and rescue system. A February 1, 1999, deadline has been set for most merchant vessels to completely change over to the fully automated GMDSS (Global Maritime Distress and Safety System). This new rescue system replaces the now outdated Morse Code. Together, AMVER will complement GMDSS to lead search and rescue into a new era of electronic global networking and response.

The AMVER Penant has been hoisted in all parts of the world to reflect a pride that is unique among mariners and ship owners alike.

## NHTSA Study Reveals Need For Stricter Seat Belt Enforcement

Three out of five unbelted motorists who die in accidents would have survived had they buckled up, concludes a recent report the National Highway Traffic Safety Administration (NHTSA) transmitted to Congress.

The comprehensive study of accidents and the use of auto seat belts and motorcycle helmets also found that 67 percent of motorcycleists in accidents would not have suffered brain damage had they been wearing a helmet.

The study also estimated that the average hospitalization cost is decreased by nearly \$5,000 when motorists who are hospitalized wore seat belts. "The true costs of traffic accidents are a hidden financial epidemic costing us \$137 billion every year," said Secretary Peña. "And many of these dollars are being taken out of taxpayers' pockets in the form of higher Medicare costs and more expensive insurance premiums."

Calling the study "A wake up call to states around the nation to enact primary seat belt laws," Secretary Peña and NHTSA Administrator Ricardo Martinez, M.D., announced that NHTSA will join Florida Governor Lawton Chiles to endorse the introduction of primary seat belt legislation in that state.

"Through primary enforcement of seat belt laws, we can increase the number of Americans who buckle up and decrease the number of those who die on our highways every year," said Dr. Martinez. Currently, only 10 states have primary enforcement seat belt laws on the books. Twenty-five states, the District of Columbia and Puerto Rico now have laws requiring motorcycleists to wear helmets.

Secretary Peña and Administrator Martinez said that their strategic efforts to help states adopt primary seat belt laws would be stepped up this year. "We've long known that seat belts and enforcement measures save lives," said Peña. "Now, armed with this report, we will share the hard facts with governors, state legislators and others to help them in

their efforts to adopt measures that will save lives, reduce injuries and cut the staggering costs associated with these accidents."

Thirty-nine states have secondary enforcement laws that limit safety belt use citations to traffic stops where the police officer first had another reason for stopping the vehicle. NHTSA estimates that state and primary laws increase seat belt use by 15 percent. Currently, about 67 percent of U.S. motorists now use their seat belts.

"A police officer should be able to stop a motorist simply for failing to buckle-up. That's what 'primary' enforcement means, and we must have these laws. They can save lives and huge sums of money for taxpayers," said Dr. Martinez.

The study's conclusions are based on "real costs of treating real people involved in real crashes" that occurred in Hawaii, Maine, Missouri, New York, Pennsylvania, Utah and Wisconsin.

NHTSA Administrator Ricardo Martinez, M.D., said that the study linked traffic crash and medical information in a Crash Outcome Data Evaluation System (CODES), which was undertaken in response to the Intermodal Surface Transportation Efficiency Act of 1991.

By linking police crash reports, emergency medical services, hospital emergency department records, hospital discharge files, claims and other sources, CODES followed injured people through the health care system. It tracked charges for acute care, rehabilitation, and long-term care as well as well as physician, emergency room, emergency medical service and other charges. The crash experiences of 879,670 passenger vehicle drivers and 10,353 motorcycle riders were analyzed.

Dr. Martinez offered CODES technical assistance to states to help them evaluate the safety and financial benefits of seat belts and motorcycle helmets and to use the resulting information in making decisions about laws requiring their use.

### Highlights of the Study

- Based on data from the seven states (Hawaii, Maine, Missouri, New York, Pennsylvania, Utah and Wisconsin), seat belts are 60 percent effective in preventing fatalities.
- For those admitted as inpatients, the cost for unrestrained drivers averaged nearly \$5,000 more than the cost for those who used their seat belts.
- Motorcycle helmets are 35 percent effective in preventing fatalities and 67 percent effective in preventing brain injuries. About \$15,000 in patient costs can be saved the first year after a crash in which a motorcycle rider does not sustain a brain injury.
- The average charge for inpatient care for motorcycleists who are not wearing helmets and who receive brain injuries is more than twice the amount for motorcycleists receiving medical care for other injuries.
- Private insurance pays about 69 percent of inpatient costs for these motor vehicle crash victims. Public sources pay 16 percent and other sources, such as individuals who pay their own bills, account for 15 percent. This means that 85 percent of all inpatient costs are borne by society rather than by individual drivers.

## Web Sites To Access

Check out the following home pages located around DOT!

**BTS**  
<http://www.bts.gov>

**FAA**  
<http://www.faa.gov>

**FIHWA**  
<http://cti1.volpe.dot.gov/ohim/>

**FRA**  
<http://www.dot.gov:80/dotinfo/fra/welcome.html>

**FTA**  
<http://www.fta.fot.gov/>

**NHTSA**  
<http://www.nhtsa.dot.gov/index.html>

**OST**  
<http://www.dot.gov:80/dotinfo/ost/>

**RSPA**  
<http://cti1.volpe.dot.gov/rspa/rspa.html>

**USCG**  
<http://www.dot.gov:80dotinfo/uscg/welcome.html>

**FAA's Office of Airports:**  
<http://www.faa.gov/arp/arp/home.htm>

**NHTSA's National Center for Statistics and Analysis**  
<http://www.nhtsa.dot.gov/nrd/nrd30>

**Fairbanks Automated Flight Service Station, Airport Traffic Control and Flight Standards District Office**  
<http://www.polarmet.com/users/faa/aa.htm>

## Transportation Safety Awards To Be Announced At National Conference

As part of an ongoing effort to promote transportation safety across the nation, the department announced that it will begin accepting nominations for the Secretary's first annual Community Partnership Awards.

Aimed at recognizing partnership programs that demonstrate excellence in addressing local transportation safety problems, the 1996 Community Partnership Awards will officially be presented to four recipients at the Secretary's "Moving Kids Safely" conference to be held in June in the Washington area.

"The emergence of local coalitions and programs designed to address a community's transportation problems is one of the most significant developments in the effort to reduce transportation related deaths, injuries and costs," said Secretary Peña. "We are pleased to honor these programs that have contributed the most to enhancing the safety of the communities they serve."

Four awards will be presented in the following categories: Excellence in Child Transportation Safety; Excellence in Transportation Safety (two recipients); Safe Communities.

Written nominations must be received by April 19. For more information, contact Diane Wigle at (202) 366-9361.



Joey from Wheeler Elementary in Tucson, AZ gives thumbs up for "Ride Like a Pro."

## Arizona Kids Participate in Bicycle Event

Some 300 fourth grade students from Arizona participated in the "Ride Like a Pro" bicycle safety event, held in conjunction with Super Bowl XXX at Arizona State University to promote bicycle safety and bicycle helmet use.

The students were taught the benefits of wearing a bicycle helmet and had an opportunity to practice safe riding skills through a series of exercises designed to teach good riding habits. Each child received a bicycle helmet with an NFL team logo, provided by Riddell,

Inc., manufacturer of National Football League helmets. Each was asked to sign a contract pledging to always wear a helmet while riding.

Arizona Cardinals linebacker Randy Kirk stressed the importance of wearing a helmet on and off the playing field. "Wearing a bicycle helmet is the single most effective measure bicycle

riders - both young and old - can take to prevent brain injuries in crashes. "This event today was designed so young riders could hear straight from the pros that helmets work."

According to the National Highway Traffic Safety Administration (NHTSA), bicycle crashes are one of the most frequent causes of injury-related deaths for children. NHTSA Administrator, Ricardo Martinez, M.D., said that 70 to 80 percent of most fatal bicycle crashes involve head injuries.

"Bicycle helmets are 85 to 88 percent effective in reducing total head and brain injuries, which is why it is crucial to educate young people about the importance of wearing one," Dr. Martinez said.

Bicycle crashes that result in serious head injury are among the most tragic we see in hospital emergency rooms. Injuries, when not fatal, are extremely costly and often cause life-long disabilities. Helmets can reduce or prevent the injury," he added.

According to Dr. Martinez, 802 bicyclists were killed in traffic crashes in 1994, and more than one-third of those were killed from 5 to 15 years old.

This second annual "Ride Like a Pro" bicycle event was conceived last year by NHTSA, the National Football League and Riddell, Inc. The event gives children the opportunity to receive hands-on bicycle training that includes instructions on the significance of using helmets and the proper way to wear them.

"Ride Like a Pro" is part of the "NFL Experience," and sponsored by NHTSA, the National Football League, Riddell, Inc., the Arizona Governor's Office of Community and Highway Safety.



Every year, more than 260 outstanding students from around the nation come to Washington, D.C., for a week during February and March to have a look behind the scenes at the American political process to see how government works. The students are divided into groups and assigned to volunteer instructors. The groups tour D.C., attend seminars, and meet several times a week to develop a program so that each group finishes the week with a presentation on one government issue.

As part of the academic portion of the classroom, one group came to the Department of Transportation on Feb. 8 to learn about transportation issues.

Secretary Peña met the group and gave an overview of the department's activities and mission. The students were keen to hear what he had to say and asked many insightful questions. One of their concerns was a recent airplane crash in the Caribbean. The Secretary asked them if they knew that the Coast Guard was part of the department (they did not) and went on to talk to them about the

NHTSA Deputy Administrator Phil Recht (center) seen here with the Presidential Classroom that visited the DOT.

## Presidential Classroom

by Tim Shaffer

Coast Guard's quick response. The students enjoyed the opportunity to have their picture taken with the Secretary. Feedback from Presidential Classroom officials was that the DOT visit was the best because of Secretary Peña's presentation.

Charles Diaz, assistant to the commandant of the Coast Guard, gave a presentation on the Coast Guard's activities. (Mr. Diaz is a former Presidential Classroom instructor.) Frankee Greenberg, the DOT/White House liaison, spoke about her role as liaison between the White House and DOT. Phil Recht, the National Highway Traffic Safety Administration's (NHTSA) Deputy Administrator, encouraged the students to become actively involved in their government and suggested they consider working on Capitol Hill, in their State legislatures, or in political campaigns if they were considering a career in government.

In addition to opportunities to meet with DOT insiders, the students were given an overview of NHTSA by Tim Shaffer, a discussion on how to prepare a video news release by Tina Foley, an overview of the New Car Assessment Program by Dr. Han Sun (Bob) Chan, a hands-on tour of the Auto Safety Hotline by Margaret Cauthorne, a tour of the docket room and technical reference room by Charles Williams and David Doernberg, an introduction to NHTSA's web site by Sandy Washington, and an overview of the Ad Council's Vince and Larry © campaign by Kathryn Henry.

Presenters emphasized availability of a variety of services at DOT, how to access them, and the Secretary's commitment to placing customers first.

Kathie Klass, the volunteer instructor for the first 1996 session, had the group complete its week-long program by giving a presentation on the issue of the potential effects of the National Highway System Designation Act of 1995. The students collected information on the Act - what it changed and how these changes impact NHTSA's role. They also collected existing studies and research reports on the effects of increasing speed limits and repealing motorcycle helmet use laws.

Kathie Klass is a seasoned volunteer instructor who has participated in two Presidential Classroom sessions and serves on the instructors' advisory group. She provides students with exposure to typical government programs. She is one of several people at DOT who has participated in the Presidential Classroom as a volunteer instructor.

The origin of the Presidential Classroom began in 1968 in the administrations of Presidents John F. Kennedy and Lyndon B. Johnson. More than 68,000 students have participated. Colleges and universities recognize the academic quality of the classrooms. For example, Georgetown University specifically lists Presidential Classroom on its application.

Do you know a high school student who might want to participate in the Presidential Classroom? You can get more information by calling 1-800-441-6533; writing to Presidential Classroom, 119 Oronoco Street, Alexandria, VA 22314-2015; or sending an e-mail to: PresClass@aol.com

## People • People • People

Secretary Peña named **Katherine Archuleta**, current deputy chief of staff, to be chief of staff effective May 1996.



**Katherine Archuleta** join her husband who has accepted a new law enforcement position.

"Ann is the epitome of a public servant," said the Secretary. "I will miss her and I wish her well as she returns to the Rocky Mountain State."

**Jacqueline Lowey**, former special assistant to Deputy Secretary Mortimer Downey, will replace Archuleta as deputy chief of staff.

"I am pleased to have someone with Jackie's skills and experience with transportation issues and Capitol Hill rejoining the DOT team," Peña said.

**Federal Transit Administrator Gordon Linton** recently received an award for outstanding achievement in helping to rebuild the city of Chicago. For the first time ever, the Chicago Neighborhood Capitol Budget Group, which represents many "grass roots" community groups throughout the city, chose to honor a federal official. Administrator Linton was honored specifically for his ongoing interest and support of the Chicago Transit Authority's Green Line Rehabilitation project as well as his vision to create an "emerald" out the FTA's Livable Communities Initiative.

**Bruce C. Frame** is the new Director of Public Affairs for the Federal Transit Administration. An experienced public relations manager, Frame will lead the public information program for the agency responsible for the federal government's transit assistance programs.



"We're delighted that our communications efforts will be guided by someone with Bruce's expertise and experience," said FTA Administrator Linton. "His background combines great knowledge of public and governmental affairs with hands-on experience in marketing transit services — all extremely useful skills since he will serve as FTA's point of contact with the news media."

For the last 15 years, before coming to DOT, Frame was the press secretary for Senator Paul Sarbanes.

**Bob H. Welch**, a materials engineer who managed the materials program for the Central Federal Lands Highway Division of the Federal Highway Administration (FHWA), has been named the agency's 1996 Engineer of the Year.

"This award recognizes the tremendous contributions Bob has made, not only to advances in engineering but to the agency's international programs," Federal Highway Administrator Rodney Slater said.

Welch developed comprehensive testing for full-scale bolt anchor systems used to secure stone masonry on the recently constructed Sentinel Bridge in Yosemite National Park, Calif. The systems have won several national honors. He also developed a quality assurance program for the divisions construction program and developed specifications and laboratory testing capabilities for use in

the Strategic Highway Research Program. The procedures are used to train engineers in state highway departments.

National Highway Traffic Safety Administration appointed **James H. Hedlund** as Associate Administrator for Traffic Safety Programs.

"Jim Hedlund brings to this position his exceptional leadership record in the field of traffic safety. He has many achievements, but I regard as most important the role he plays in saving countless people from injury, pain and death in drunk driving crashes," NHTSA Administrator Ricardo Martinez, M.D., said. Hedlund has been acting associate administrator since mid-June when he replaced Michael Brownlee.

The Federal Highway Administration (FHWA) recently named **Ronald R. Knipling** as chief of FHWA's Office of Motor Carriers Research Division.

As chief of the Research Division, Knipling will manage and coordinate wide ranging research and development programs, including human factors, technology applications, data and information analysis, regulatory reform and organizational services and partnerships.

Knipling brings 20 years of experience in program management, traffic safety and behavioral research to his new position.

**Robert Zarnetske**, acting assistant director for information technology for the Bureau of Transportation Statistics, was chosen by "Federal Computer Week" as one of the "Federal 100 of 1996." The "Federal 100 of 1996" is a group of 100 executives from government, industry and academia found by an independent panel of judges to have had the greatest impact on the government systems community in 1995. He was selected because of the difference he made in the way agencies and companies develop, acquire and manage information technology in the federal work-

### Calendar

#### March

**Women's History Month**

**National Nutrition Month**

13 — "Great Lakes Maritime Day," Congressional Breakfast, Washington, D.C.

20-22 — Secretary Peña to participate in Los Angeles International Airport opening, Los Angeles, Calif.

26-27 — Sixth Annual FAA General Aviation Forecast Conference, Tampa, Fla.

26-28 — International Intermodal Expo, Atlanta, Ga.

#### April

**Alcohol Awareness Month**

**Professional Secretaries Week**

22 — **Earth Day**

29-30 — Maritime Operations Conference: The Human Element, Washington, D.C. For more info, please contact Jane Poterala, Conference Director, Marine Log, (212) 620-7209 or fax (212) 633-1165.

#### May

**National Transportation Week**

**Asian Pacific Heritage Month**

**Public Service Recognition Week**

**Armed Forces Day Memorial Day**

### Federal Employee Almanac

The 1996 version of the almanac is out. The publication, now in its 43rd year, has become the desk reference bible for personnel offices, unions and individual employees. It is packed with pay and leave charts, information about the federal retirement systems, layoff rules and furlough



procedures, and data on the performance of the thrift savings plan's stock, bond and Treasury funds. The book costs \$12.95 (that includes postage) and may be ordered by calling 703-648-9551.

The mailing address is Federal Employees News Digest Inc., P.O. Box 98123, Washington, D.C. 20090-8123.

## The Following Is a letter From President Clinton to Secretary Peña.

The White House  
Washington, D.C.

January 31, 1996

Dear Federico:

Today the last migrant flight from OPERATION SEA SIGNAL left our naval base at Guantanamo Bay. This event closes a difficult, yet successful, operation that has helped many thousands of people begin a new life in the United States.

The immigration, relocation and settlement of these migrants was only possible through the superior efforts of your staff as well as Commandant Kramek and the rest of the United States Coast Guard. Their efforts helped minimize the difficulty experienced by thousands of migrants in the Guantanamo camps and eased their transition to new lives in the United States.

Please convey my personal thanks to everyone involved for their compassion and dedication. A job well done!

Sincerely,

Bill Clinton  
Bill Clinton