

# DOT Today

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Moving America Together

## ROLLING OUT REFORM

Common Sense Government That Works Better And Costs Less

by Briar Haggett

With all of the bells and whistles necessary for celebrating a major accomplishment, Vice President Gore, along with DOT Secretary Federico Peña, FAA Administrator David Hinson and Deputy Administrator Linda Hall Daschle, recently unveiled the agency's newly reformed personnel and acquisition systems.

In a press conference where many employees from the reform teams were in attendance, Gore said "this is where the rubber meets the road – or in this case, the runway." Under a banner that read "FAA Reform: Common Sense Government That Works Better, Costs Less," the Vice President told employees that "for too many years, thousands of good people have been held in check by bad systems that plainly didn't work. That's all changing, and it starts today, right here." These new measures, he said, "are what common sense government is all about: delivering value to the American people, cutting red tape and freeing the people of the FAA to act in a businesslike way that

encourages and rewards responsibility."

The new systems are the result of legislation successfully sought by the President to free the FAA of overly bureaucratic red tape which delayed hiring and promotion of staff and the installation of equipment at its facilities. The reforms, which draw heavily on "common sense" best practices from the private sector, are designed to increase management accountability,

speed up procedures and dramatically reduce paperwork throughout the agency.

"Ten years from now, an additional 300 million passengers will annually board commercial airliners across our nation. To meet the challenge of this explosive growth in air travel, the FAA must have the tools it needs to ensure aviation safety and efficiency," said Secretary Peña. "These tools put the FAA on the right course toward meeting that challenge."

During the event, Gore also recognized the members of the personnel and acquisition reform teams with Hammer awards – awards that recognize teams of employees who best exemplify the principles of the National Performance Review and the spirit of reinventing government by dramatically improving the way the government works. Accepting the award on behalf of the personnel team were Director of Human Resource Management Kay Frances Dolan and team members Earlis Bernard and Don McLennan. Present from the acquisition effort were Director of Acquisitions Dennis DeGaetano and team members Donna Powers and Yvonne Joseph.

Immediately following the Vice President's remarks, Peña, Hinson, and Daschle hosted a rally in the headquarters lobby to recognize the many employees who worked to develop the new personnel and acquisition systems. The event included songs by the FAA Chorale and a huge cake with the FAA logo painted in the frosting. Also part of the reform rollout was an early morning breakfast for the reform team members sponsored by Peña, Hinson, and Daschle.

The 1996 appropriations bill gave the FAA an extraordinary opportunity to change its personnel and acquisition systems and operate more like a business. Nearly 200 employees from both headquarters and the field were pulled together last December to help the agency do just that. And in record time, these employees contributed more than just long working hours to accomplish the monumental task – they brought new ideas and fresh approaches to developing these reforms, along with their individual knowledge of the intricacies of each of the agency's seven lines of business.

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Holding up a copy of his book *Common Sense Government*, Vice President Al Gore helps usher in FAA's historic reform.



Vice President Gore, far left, accompanied by Secretary Peña, far right, recognizes representatives of the personnel reform team with a Hammer award during the recent rollout ceremonies.

Photos by Lance Sirozier

## FTA Announces Full Funding Grant Agreements

by Gail Taylor

In a historic White House ceremony, President Clinton's Chief of Staff Leon Panetta, Secretary of Transportation Federico Peña and Federal Transit Administrator Gordon J. Linton announced the Clinton Administration's intent to enter into full funding transit grant agreements for projects in San Francisco; Sacramento; East St. Louis, Illinois; Denver; and along the Hudson River in northern New Jersey. A full funding grant agreement with San Juan officials was signed immediately after the White House ceremony. The project, Tren Urbano (Urban Train), is a 10.3-mile rapid rail line with 14 stations in San Juan, Puerto Rico with an estimated cost of \$307 million.

Commenting on the historic occasion, White House Chief of Staff Leon

Panetta said, "We need continuing investment in our infrastructure, and mass transportation is a critical element of infrastructure to our cities and our towns. Investing in mass transit in this country is the key strategy in which all of us ought to be involved, Republicans and Democrats alike."

"Investment in transit infrastructure is vital if we are to move our nation into the twenty-first century," Secretary Peña said. "Good transportation improves the quality of life for people,

(continued on page 2)



(Seated l to r) Puerto Rico Secretary of Transportation Carlos Pesquera, Secretary Peña, FTA Administrator Gordon Linton and Puerto Rico Delegate Carlos Romero-Barcelo listen intently as several Puerto Rican mayors laud the historic occasion.

Photo by Bob Laughlin

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"I am proud that our new people systems were developed in the finest example of partnership," said Hinson. "These new systems were conceived by FAA people from every walk of life: workers and managers, unions and employee organizations, field and headquarters, higher graded and lower graded employees, and technical and administrative workers."

Employees were full partners in these reform efforts. Comments and questions were solicited by the task forces working to change the personnel and procurement systems, and the teams gave periodic progress reports to the FAA workforce. "I want to thank everyone for this remarkable team effort," said Hinson. "Their work truly represents what the FAA is all about, and will ensure that the FAA's high standards of safety, quality, customer service and progress continue through our most valuable resources, the people of the FAA."

Hinson reminded all employees that the efforts of these teams "are not a final product, but a new beginning and a challenge for all of us to continue to make the FAA work better and cost less."

At a town hall meeting that closed out the reform rollout events, Hinson told employees nationwide "to relax. The reforms we are discussing during this meeting do not affect your basic pay and benefits." What they do, he said, "is give us the flexibility to bring common sense and sound business practices into the day-to-day management of the FAA."

A panel of agency officials was also present at the meeting - which was broadcast live via satellite from Washington D.C., headquarters to FAAers nationwide - including Daschle, Dolan, Associate Administrator for Research and Acquisitions George Donohue, Associate Administrator for Air Traffic Services Monte Belger, and FAA Task Force Reform Director Carl Schellenberg. Daschle reinforced the agency's support of the



McCain/Ford/Hollings  
FAA Reform Bill, which  
comes the closest to pro-

viding the FAA with a predictable source of revenue that will grow along with its workload. "The financial reform of the agency is just as critical to our future as these personnel and acquisition reforms," said Daschle. "We will work hard to help this bill become law."

Closing the meeting, Hinson thanked the more than 200 FAAers who worked on the reform teams, saying, "You have proven how much you care about what happens to the FAA. It shows in the solid foundation you have built for the work to come."

Vice President Gore, far left, accompanied by Secretary Peña, far right, recognizes representatives of the personnel reform team with a Hammer award during the recent rollout ceremonies

## FTA Announces Full Funding Grant Agreements (continued from page 1)

and efficient transportation makes work, recreation, and shopping accessible to all people."

Administrator Linton said, "These agreements represent the fact that DOT is not just in the business of transportation, but is in the people business. These investments help pull together people and their communities so they can fully realize the promise of America."

A full funding grant agreement is the federal government's commitment to support a transit project over the course of several fiscal years, contingent upon the availability of funds. As funds are appropriated, the full funding projects receive priority consideration.

The rail projects covered by the agreements are:  
The Hudson-Bergen light rail line between Bayonne and Jersey City in Northern New Jersey.

The agreement covers the first 10 miles of a planned 20.5-mile line. The new line will provide service to a rapidly developing area across from New York City, and will connect to New Jersey Transit Corporation, commuter rail service, Port Authority Trans-Hudson Corporation service, and ferry service. The total cost of the project is expected to be \$515 million.

An 8.7-mile extension of Denver's light rail system. The Southwest Corridor extension, with an estimated price of \$178 million, will stretch light rail service to the suburb of Littleton.

A South Corridor extension of Sacramento's light rail system, a 6.3-mile route from downtown Sacramento through a rapidly expanding area. The \$255 million project is expected to attract 25,000 passengers a day in 20 years.

A 17.5-mile extension of St. Louis' hugely successful Metrolink light rail system (which President Clinton has ridden). The extension will begin in downtown East St. Louis, Ill., and will run east. The estimated cost of the extension is \$295 million.

Extension of the San Francisco Bay Area Rapid Transit District rapid rail system into San Francisco International Airport from the system's recently opened Colma Station. It is predicted that the \$1.1 billion extension will eliminate 485,000 daily vehicle miles traveled and improve access to the airport and to San Francisco.

The Clinton Administration intends to fund \$2 billion of the new projects' estimated construction costs of \$3.4 billion.

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## International Travel Made Easier

Another business trip, another long wait through immigration to have your identity verified to enter the United States...Does this sound like a familiar scenario for someone you know who makes frequent trips to international destinations? Well, the long wait is now a thing of the past at several immigration stations in the United States.

For example, in Scobey, Montana, a tired traveler pulls up to the immigration station, picks up a telephone headset, speaks an assigned phrase and has his identity immediately verified by the U.S. Immigration and Naturalization Service (INS) computer, and within minutes is on his way. At the same time a traveler arriving at Newark International Airport locates a specially designed kiosk (resembling an ATM), inserts an INS identification card, places the palm of his hand onto a touch pad and is also automatically cleared for entry by the INS computer. These scenarios describe the use of two of three new automated passenger inspection systems developed by the Research and Special Programs Administration's (RSPA) Volpe National Transportation Systems Center and the INS to speed up immigration verification procedures.

RSPA Administrator Dr. D.K. Sharma said, "This project is an example of RSPA's commitment to develop advanced technology projects that will derive the maximum benefit from the nation's tax dollars. These new-age automated passenger inspection systems reduce delays at U.S. ports of entry, save travelers time and promote international commerce."

The Volpe Center and INS will continue to develop and refine this new advanced technology. Since the introduction of this project in 1993, more than 50,000 travelers have pre-registered their finger, hand, voice or image prints with INS to allow them to take advantage of this new technology. Eight enrollment centers and ten INS-PASS kiosks used for hand print verification, are currently being used at in Newark, JFK and Toronto International Airports. Additional kiosks will be installed throughout North America during 1996.

In the very near future, the Volpe Center will introduce a new voice-activated automated inspection system used in conjunction with a Dedicated Commuter Lane. Once the device is installed in the travelers' vehicle, the traveler will be able to access the INS computer via radio communication to verify not only the driver's identity but also each passenger's identity while pulling into the checkpoint.

For additional information regarding this project, contact William Baron, Project Engineer, Volpe National Transportation Systems Center, Kendall Square, Cambridge, Mass. at (617) 494-2000.



An example of a new  
INS PASS kiosk in use at  
JFK International Airport.

## U.S., Germany Reach "Open Skies" Aviation Agreement

DOT recently announced that U.S. and German negotiators have reached an agreement on a new open skies" aviation relationship between the two countries.

The open skies agreement with Germany will more than double the level of passenger traffic between the United States and open skies markets in Europe, increasing from just under 20 percent currently to nearly 40 percent of the total European market.

The agreement would allow U.S. and German carriers to fly to each other's countries, and to third countries, without restrictions on the number of flights, their routings, or the prices they charge.

"This agreement—with an aviation partner that has the second-largest European market for U.S. carriers—can dramatically expand service and price options for consumers of both nations," Secretary Peña said. It builds upon the success of DOT's international aviation policy in Europe where we have achieved 10 new open skies agreements last year, and will encourage a more dynamic and competitive marketplace throughout the continent."

In connection with the agreement, both sides also

relaxed existing limitations on the number of flights between the two countries for the upcoming summer season. This will permit all U.S. carriers to fly all of the flights that they previously asked DOT for permission to operate. The Department will promptly take the necessary action to see that outstanding U.S. requests are granted, the Secretary said.

The German government has indicated its intention to put the new agreement into effect only after the U.S. government rules favorably on a request by United Airlines and Lufthansa German Airlines for antitrust immunity for their business alliance. In response, during initial informal talks, the U.S. government made it clear to Germany that antitrust immunity could not be a subject for negotiation. The U.S. government stated that the consideration of antitrust immunity was an entirely separate and independent process, and therefore it would not be able to make any commitment to the outcome of that process.

The open skies agreement came after week-long negotiations in Washington and after months of informal discussions between U.S. and German officials, which led to a Feb. 1 agreement on a new

open skies framework.

The agreement allows airlines of both countries to operate to any points in either country, as well as to third countries, without limitation; allows airlines of both countries to price without restriction; removes restrictions on code-sharing, making it easier to form airline alliances; and, further liberalizes the open skies cargo regime.

The agreement also provides for a more liberal operating environment for charter services, and assures a liberal "doing business" environment for the airlines of both countries.

Secretary Peña also announced an agreement between the two countries on a new Bilateral Aviation Safety Agreement (BASA). This agreement will promote aviation safety by enhancing cooperation in areas ranging from airworthiness approvals to environmental testing. In connection with the agreement, both countries underscored their common concern for the safe operation of civil aircraft and their shared commitment to the promotion of aviation safety. They agreed that a BASA would advance the achievement of these important objectives.

## The FAA Alaskan Region Wins Coveted Green Star Award

Recycling and energy conservation not only have pay-offs in dollars and cents, they can also bring acclaim from one's customers and peers in the private sector. That's what happened to the Federal Aviation Administration's Alaskan Region recently when it received the Green Star Award from the Anchorage Chamber of Commerce.

The Chamber's Green Star program was begun three years ago to encourage its members to recycle and take steps to conserve resources. FAA is the fifth federal agency to receive the award, according to Ellis McElroy, FAA planning staff officer, who initiated the agency's membership in the program.

Among the accomplishments for which the FAA was noted are its recycling program which distributes reusable items to the Tundra Tykes Day Care Center, a federal facility in Anchorage. In addition, the region recycles paper and uses energy conservation devices on lighting and copy machines.

For the past several years the region has had an aggressive environmental remediation program. More than 130 sites and facilities have been inspected and surveyed for potential hazardous materials. Some \$50 million has been spent in bioremediation, soil sampling and dioxin removal. Another \$79 million has been committed over the next five years to continue the clean up.



## U.S. Coast Guard Announces Findings of Cruise Ship Safety Review Task Force

The final report of a U.S. Coast Guard task force on cruise ship safety recommends crew training and communications improvements, particularly on vessels employing multinational crews. Additionally, contingency planning and exercises performed in partnership with industry, emergency responders and other associated port agencies should receive greater emphasis, according to the report.

The findings of the task force were announced by Coast Guard Vice Commandant Vice Admiral Gene Henn before the Seatrade Cruise Shipping Convention in Miami.

The report states that over the past 10 years, not one passenger death due to a vessel casualty was reported on passenger vessels operating from U.S. ports. Of reported injuries, nearly all were minor in nature. The task force concluded that there was no evidence of trends or heightened risks associated with oceangoing cruise ships from U.S. ports. It was the opinion of the task force that the cruise ship industry is a safe industry.

The task force was commissioned by Rear Admiral James C. Card, chief of the Coast Guard's Marine Safety and Environmental Protection Directorate, in response to several cruise vessel casualties last summer. Although there was no apparent link between the incidents, the Coast Guard deemed it prudent to conduct a safety review to assess the myriad factors that affect the overall safety of cruise ships operating from the United States.

During the course of the study, the task force focused on four primary review areas: the vessel inspection process, international safety standards, casualty analysis — both recent and historical — and cruise ship management.

Forthcoming international initiatives in the area of fire safety, crew licensing and training and safety management practices should further enhance the industry's safe record. Additionally, the report's recommendations for further improvement, primarily in the human factors area, will be addressed through the Coast Guard's "Prevention Through People" initiative.

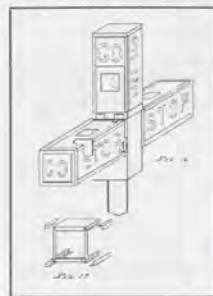
## FHWA Renames ITS Room

The Federal Highway Administration renamed its Intelligent Transportation Systems (ITS) room in honor of African-American businessman and inventor Garrett A. Morgan, inventor of the first three-position traffic signal.

"The traffic light changed the course of history for automobile drivers around the world," said FHWA Administrator Rodney E. Slater. "Mr. Morgan's invention is considered by many the best example of today's intelligent transportation system technology. The transportation technologies being worked on today exemplify the kind of forward thinking and

ingenuity that characterized this remarkable man." Morgan's

Patent drawing for Morgan's automatic traffic signal, which he patented in 1923.



device had arms which could be raised, lowered or revolved according to traffic situations. It was also equipped with lights and a warning bell for night use. The signal was used nationwide until the familiar three-light signal replaced it.

The Garrett A. Morgan ITS Room contains electronic data, hardware/software, multimedia displays and computers and serves as a technology resource center that can access real-time ITS information from around the world. ITS technology involves the application of advanced electronics and information technologies to improve the performance of vehicles, highways and transit systems. Examples include traffic signal control, variable message signs, electronic payment and toll technologies, and in-vehicle access to real time traffic information.



Garrett A. Morgan

## Coast Guard Goes "Prime Time"

by Michele Bertolone

It's 8:00 a.m. on the East Coast. Tam Fraser flies across the choppy water on an HH-60 Coast Guard helicopter. Camcorder camera in hand, Fraser is on board to document a rescue. A "cigar" cam in the chopper's cockpit provides an angle on the crew and a Hi-8 camera mounted on the hoist is ready just in case the rescuers have to send down the basket to bring up stranded sailors. Due to tight quarters, there's no room for a sound operator so Fraser covers both video and audio.

The helicopter ride is nothing new for Fraser, who has logged over 35 hours of flight time this month alone, 20 hours since arriving at the air station just days before. While rescue calls are routine for the Coast Guard, this rescue is different. A Coast Guard C-130 aircraft flying a few hundred miles off the coast has reported a fire on board. It's disconcerting not only for the Coasties but Fraser as well. A member of Tam's production crew, Josef Kachman, is on the C-130.

Just minutes before reaching the C-130, word comes down. The problem is identified and corrected in time. The emergency is called off.

"Coast Guard, The Series," the new action-adventure reality television series produced by the San Jose, Calif., based Tam Communications, is bound to be a real hit.

"I don't think people really understand all the interesting missions the Coast Guard covers," said executive producer Susan O'Connor Fraser. "Coast Guard, The Series," offers viewers, for the first time, a close look at the lives and activities of the men and women who serve in this often overlooked branch of the military."

This is the first action-adventure reality show based on the military. The show's segments will include federal enforcement missions, search and rescue operations, drug seizures, migrant interdiction and environmental protection activities. Rather than relying on reenactments, Tam Communications uses on-the-scene video, archival Coast Guard footage, and interviews combined with radio chatter and voice-over to bring the drama of activities to life. Camera crews filming on-scene footage are given implicit instructions never to interfere during a USCG operation. This ensures not only their safety, but the safety of the USCG crew as well.

For the last year, the Tam production crews have criss-crossed the country dozens of times visiting Coast Guard stations, interviewing survivors and

capturing Coast Guard missions as they happen.

Nine days of filming Coast Guard activities were just completed in Miami, Florida where the USCG's District 7 headquarters is located. With a lot of help from the D7 public affairs office, director/cameraman Fraser, segment producer Connie Segreto and grip Doug Longwill spent their days shooting USCG activities and conducting interviews for show segments. While on base, the television crew stayed on "red alert" with Coasties and responded, when possible, with them.

"We responded to a report of a potential stow-away situation on a freighter headed toward U.S. waters. Turns out there were 21 Dominicans hiding out on the ship. By the time we got there, they were roaming the deck and the crew had taken refuge in the pilothouse," said Segreto. "It was pretty hairy out there for awhile."

Back at their San Jose facility, the Tam post-production crew took over and the footage shot on location went into editing. After the editing process is complete the segment was scheduled for air time and shipped in time to be uploaded to the satellite which made the show available to stations across the nation.

"We've been kicking around the idea of doing a series based on the Coast Guard for eight years," said Tam Fraser, who also acts as the shows executive producer. "Originally we had thought about doing a dramatic series based on one USCG station. Then one night, we were brainstorming ideas for reality shows and it just hit us. The Coast Guard was exactly what we were looking for."

Once a distributor for the show was served, New York-based MG/Perin, the Tam creative team put together a pilot to show station programmers at the annual National Association of Television Programming Executives convention. By May 1995, the show cleared over 100 stations, representing 80 percent of viewers in the U.S.

"In the 14 years that I've been in syndication, I've never had a launch with the quality of TV stations as I have had with the Coast Guard," said Joe Mirabella, senior vice president and general sales



manager for MG/Perin.

"Usually I have to beg stations to promote syndicated weeklies, but Coast Guard television stations are actually calling me for additional promo materials."

"Coast Guard, The Series," will capture scenes such as this USCG 44-foot patrol boat operating in pounding surf.

### FRA Proposes Improved Safety For Railroad Employees

Federal Railroad Administrator Jolene M. Molitoris has announced a notice of proposed rulemaking (NPRM) for enhancing the safety of railroad employees working on or near railroad tracks. The regulation would require railroads to develop and adopt a program of on-track safety to further protect rail employees working along the rail from the hazards of being struck by a train or other on-track equipment.

The FRA created an advisory committee, consisting of the FRA, and rail management and labor to develop a consensual approach to create a new rule to improve roadway worker safety.

"Secretary Peña has challenged FRA to promote safety and cut red tape to reach the goal of common sense government," Molitoris said. "This historic rulemaking shows how government, in partnership with industry, management and labor, can speed new safety measures to save lives and prevent injuries."

The rule would require railroads to include in their safety plans an on-track safety manual, a clear delineation of employers' responsibilities for providing on track safety, as well as employees' rights and related responsibilities, well defined procedures for communication and protection, and annual training on-track safety. The program adopted by each railroad would be subject to review and approval by the FRA.

Last year the advisory committee successfully agreed on a recommended NPRM, demonstrating that collaborative rulemaking has the capacity to produce the best results for all concerned while further enhancing safety.

Traditionally, railroad rules are developed by the FRA then sent to the Federal Register for public comment prior to becoming final. This was FRA's first attempt to negotiate a rule, in an open and formal process designed to gain input for a rule prior to publishing it in the Federal Register. The benefit of a negotiated rule is often a faster process with diverse experts providing the federal government with input at the beginning of the process as opposed to near the end.

"Together, we have taken a quantum leap to change our traditional relationships—the result will be the difference between life and death for roadway workers in the field," said Molitoris.

A copy of the rule may be obtained by calling (202) 366-2257 or by writing to:

U.S. Department of Transportation  
FRA Docket, Room 8209  
400 7th St. S.W.,  
Washington, D.C. 20590.

Comments on the merits of the proposed rule must be submitted to the docket by May 13, 1996.

### TRW Awarded Driving Simulator Development

The National Highway Traffic Safety Administration (NHTSA) announced that it has awarded a \$34.1 million contract to TRW's Transportation System Division in Sunnyvale, Calif., for the development, testing and installation of the National Advanced Driving Simulator (NADS).

The NADS will be the world's most technically sophisticated research driving simulator, capable of providing test drivers with an experience that nearly duplicates real world driving. The facility will be located at the University of Iowa in Iowa City at the Oakdale Research Park. The University of Iowa was selected for the NADS site based on the recommendations of the National Science Foundation, which helped NHTSA to conduct a national competition among major transportation research universities for the potential site for NADS.

"The national driving simulator will be a gigan-

tic advance in helping us to understand the human factors involved in traffic crashes so we can work better to prevent them," said Secretary Peña. "We will use cutting edge technologies to solve problems. We look forward to working with our partners at the University of Iowa to utilize what will be the most sophisticated simulator in the world."

Because of its superior design, TRW was selected as the winner of the construction project in a preliminary engineering design competition conducted by NHTSA between TRW and Contraves, SSL, two of the nation's leading simulator developers. The construction of the simulator will be completed in 39 months and it will become operational in spring 1999.

The University of Iowa has agreed to provide cost sharing to the NADS project in the amount of \$11.58 million. This will include the design and construction of a \$5.7 million building, which will be a facility dedicated to housing the simulator operation.

The NADS will be able to put drivers in realistic problem situations such as the sudden appearance of a child in the road, a skid on glare ice or an oncoming vehicle driving over the centerline. Imminent crashes can be simulated without the unwanted and unsafe consequences of crashes on the highway. The study of driver reactions can lead to potential improvements in vehicles, highway design and advanced safety systems.

An artist's rendering of the National Advanced Driving Simulator.

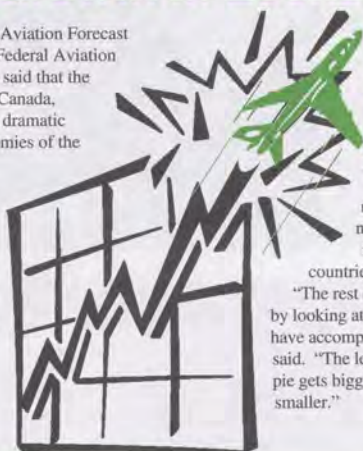


## U.S.-Canada Aviation Agreement Spearheads Growth In Economies

Speaking at the annual Commercial Aviation Forecast Conference held by the Department's Federal Aviation Administration (FAA), Secretary Peña said that the new bilateral aviation agreement with Canada, signed on Feb. 24, 1995, has produced dramatic growth in both air travel and the economies of the two countries.

"Never in commercial aviation history has a new agreement spurred such growth," said Secretary Peña. "Traditionally, passenger growth had been 3 percent per year between our nations. Last year the market grew five times that amount. Flights are up 40 percent, 45 new routes have been added, and 14 U.S. cities have new nonstop services to Canada.

Secretary Peña said that the new agreement led to an avalanche of



applications from both U.S. and Canadian carriers for new service, boosting the economies of both countries. "It pumped an additional \$2 billion into our economies in 1995," Secretary Peña said. "By the year 2000, this agreement will expand economic activity by \$15 billion—at no cost to either government, but indeed to the benefit of both countries.

"The rest of the world, I believe, would gain by looking at what Americans and Canadians have accomplished together," the Secretary said. "The lesson to learn is that the economic pie gets bigger when you open markets, not smaller."

## RSPA Implements Pilot Ticketing Program

The Research and Special Programs Administration (RSPA) announced a two-year pilot program which will allow RSPA inspectors to issue tickets for certain violations of Hazardous Materials Regulations that do not have a direct or substantial impact on safety.

RSPA Administrator Dr. D.K. Sharma said, "The piloting ticketing program is a win-win project. It cuts costs, streamlines administrative procedures and reduces the regulatory burden on the hazardous material industry. This rule also meets the goals of the National Performance Review by offering greater flexibility in enforcement methods."

In the final rule published in the *Federal Register*, certain violations, formerly handled under RSPA's civil penalty process, now may be ticketed by RSPA inspectors, beginning May 15, 1996. Violations subject to the new ticketing procedure include failure to: register as a hazardous material/shipper carrier with RSPA, maintain employee training records, file a hazardous material incident report or renew an exemption to transport a hazardous material.

The elimination of a lengthy civil penalty process and the reduction of up to 50 percent in the fines should result in significant cost savings to government and industry.

## Coast Guard Volunteers Promote Youth Education

By Harry C. Craft, III

Investing time in a child's education can be a noble pursuit and the rewards may last a lifetime.

Several Coast Guard members from the Second Coast Guard District office located in St. Louis are investing their time promoting youth education. They are part of a program called "Coast Guard Partnership in Education."

Coast Guard Lt. Amy Krutz, assistant chief of the Planning and Budget Branch and coordinator of

The Partnership in Education Program objectives are to provide educational assistance through tutoring and lecturing, and to expose students to positive role models. It promotes excellence in education by helping local school systems and community groups, especially in communities with large minority populations.

It also provides elementary through high school students with opportunities to achieve academic excellence in many fields of study, particularly English, history, science, mathematics, computer science and marine science. Hopefully, in addition to helping students, this involvement will promote the Coast Guard as a career option for underprivileged children in the communities we serve.

Every Tuesday and Thursday a Coast Guard contingent arrives at Jefferson Elementary School in St. Louis, where they tutor students for one hour.

"This is a unique program and we are glad to have resourceful people from the Coast Guard with an expertise in their areas to tutor the children," said Muriel M. Hicks, the school principal.

"The Coast Guard people should be commended on their punctuality and professionalism with this program. They don't work just with children that are having difficulty, they also work with children in an enrichment program too. The Coast Guard volunteers also work one-on-one with the students and through cooperative learning have introduced them to the world of work and the children love it."

The Coast Guard has been involved in this program at the school for about five years, according to Hicks.

Sue Ellen Turner, an elementary teacher at the school said, "The children in my class have reacted very well to the Coast Guard people. I have been involved in this program for five years, and I've

worked with Chief Warrant Officer Kim Mosby. The children enjoy his presence. A lot of these children live in female-dominated households and when Mr. Mosby comes to the classroom he builds their self-esteem and provides the children with a positive male role model. They see his neat uniform and shiny shoes and they want to look like that some day. I think this program is very beneficial because of the positive role models the Coast Guard provides to our children."

The Coast Guard provides very positive role models to children at this school, according to John Schultheis, instructional coordinator for the program. "The Coast Guard people are dressed sharp and are professional. They continue to come to the school and provide tutoring and support to the children. One year during Christmas they arrived in a Coast Guard helicopter and Santa Claus gave out presents to all the children. They loved it," said Schultheis.

Coast Guard Petty Officer 1st Class Timothy Brenkman, Second Coast Guard District personnel reporting unit auditor, from Peoria, Ill., volunteers time each week to the children at the school. "I like working with the children and helping them with their math, English, and reading. If we can show one child that we really care, then I feel we have been successful," said Brenkman.

Mosby, the Second Coast Guard District relocation manager, is an Evansville, Ind., native, who has been with the program four years. He got started while stationed at Detroit. He started out as a substitute gym teacher working with minority children.

He said, "I enjoy being a role model for the children. They see you come in dressed well and they understand you have a professional job. It makes them want to be like you. About 90 percent of the children live in single parent homes and some of them live with grandparents, so they are starved for affection. When I walk into the school, I get hugs from the children. Some of them want me to come over to their desks to see what they have accomplished. It makes you feel good to know that you can help the children."



Petty Officer Third Class, Mark Hunt, volunteers his time tutoring children at Jefferson Elementary School in St. Louis, Mo.

the Second Coast Guard District "Partners in Education Program" said, "It's enlightening to work with the children because they get so excited to see you and they just love the uniforms. I think sometimes people forget that they are just children."

This program comes under the National and Community Service Act of 1990, and it enhances educational opportunities and career awareness for our nation's youth through direct participation in education-related programs.

## United States Merchant Marine Academy Continuing Education

The USMMA provides specialized short courses, seminars, conferences and training programs for America's commercial, government and military maritime community.

The USMMA Continuing Education Program was outstanding in 1995. With more than 50 current course offerings, USMMA is trying to serve all segments of the industry including: admiralty and maritime law firms, coastal and deep sea vessel operators, government and military organizations, inland waterway operators, maritime business and the transportation industry, military reserve units (Army and Navy) ship building and ship repair companies, and terminal operators.

All other courses and programs can be customized to meet the specific training needs of companies and organizations. Suggestion for new courses that may benefit a company or the industry are welcome.

Assistance regarding continuing education and other services, can be addressed by writing to the U.S. Merchant Marine Academy, Kings Point, N.Y., 11024-1699, or calling (516) 773-5120 or by faxing (516) 773-5353.

## Amtrak Begins High-Speed Service in 1999

Vice President Al Gore, Secretary Peña, Federal Railroad Administrator Jolene Molitoris and Amtrak President Tom Downs announced that the Bombardier Corp. will be the builder of America's new high-speed rail trainsets. The new high-speed rail trainsets will feature the latest safety technology, setting a world-wide standard for passenger rail service and safety when service begins in 1999 along Amtrak's Northeast Corridor.

The new high-speed rail trainset will be named *American Flyer*. Bombardier will build the fleet of 18 high-speed, electric-powered trainsets, 15 high horsepower locomotives and three maintenance shops along the Northeast Corridor.

"Amtrak's new high-speed trains will move America into the 21st century," President Clinton said. "This high speed rail system will produce as many as 6,000 American jobs and generate millions of dollars in new economic development opportunities throughout the northeastern United States. Today is a great milestone for rail transportation, for our economy and our nation's travelers."

"High Speed rail will take 3 million travelers annually off the crowded highways and airways in Washington, Boston and New York, and put them on Amtrak," said Secretary Peña. The Secretary also added that just last month, the state of Florida committed \$70 million per year for the next 25 years for a Miami-Orlando-Tampa high-speed rail route. In the Northwest, work is moving forward to improve the routes between Portland, Seattle and Vancouver.

"I believe what we're doing will encourage other parts of the country to invest in high-speed technol-

ogy," said the Secretary.

The *American Flyer* will begin service in 1999 and will replace Amtrak's current Metroliner fleet. The Bombardier trainsets will consist of a locomotive on both ends of six passenger rail cars.

The new trains will travel at up to 150 mph with tilting coaches that will enable trains to negotiate curves at higher speeds while maintaining passenger safety and comfort. The trainset is a mixture of rail transportation technologies proven in high-speed rail service in Europe but adapted for the U.S. rail infrastructure.

As required by law, at least 51 percent of the trainsets' content will be manufactured in the United States. Most of the manufacturing will take place at Bombardiers newly converted facility in Plattsburg, N.Y., and Barre, Vt., with subcontracts expected to go to dozens of companies in at least 17 states, including California, Oregon, Pennsylvania, and Massachusetts.

The equipment and related maintenance facilities will cost approximately \$800 million and will be financed through an innovative public/private partnership designed to minimize the use of federal funding. The \$600 million construction cost of the trainsets will be financed by Bombardier with



The Northeast Corridor is the nation's most heavily-used rail line and the first high-speed track in the country. Amtrak's new *American Flyer* will introduce 150 mph service on the Northeast Corridor in the fall of 1999.

international private sector funding. President Clinton's 1997 budget proposal includes \$80 million for Amtrak to construct trainsets and maintenance facilities and \$200 million for upgraded infrastructure on the north end of the Northeast corridor.

Federal Railroad Administrator Jolene M. Molitoris added. "These new high-speed trains will be the safest ever built. The Federal Railroad Administration has worked closely with Amtrak to ensure the trainsets meet the most stringent safety standards ever produced for passenger rail cars. They will include locomotives at each end, absorption zones to provide greater crashworthiness and many other state-of-the-art safety features. The trainsets will operate Amtrak's enhanced automatic train control system now being installed in the Northeast Corridor. With these new innovations, these trainsets will set the world standard for safety and continue to provide Americans with one of the safest means to travel."

## DOT Presents Transportation Design Awards

The Department of Transportation recently recognized 37 transportation projects around the country for exemplifying the highest standards of design and honored those who created them.

"Good design not only adds beauty to our lives, it is good business," said Secretary Peña at the presentation of the 1995 Design for Transportation Awards. "Facilities are used more and are easier to use when they have been designed with the customer in mind. The best designs also enhance our communities when there is a special blend between a project and its surroundings."

Joining Secretary Peña at the ceremony was Scott Sanders, deputy chairman for grants and partnership of the National Endowment for the Arts, DOT's partner in the transportation design program. The Secretary reestablished the awards, which were last held in the early 1980s, to promote attractive functional and customer-friendly design in transportation.

The honorees were selected by a 14-member jury consisting of architects, engineers, urban planners and other design professionals. The jury chose the winning designs from among 306 entries based on how well they achieved one or more of the following goals: tying America together through intermodal and multimodal connections; enhancing the environment through compatibility with community life and the physical surroundings; demonstrating sensitivity to the concerns of the traveling public; and providing a safe and secure traveling environment. At the same time, the entries had to demonstrate innovation, aesthetic sensibility, technical and functional performance and cost efficiency.

Eleven projects received Honor Awards, representing the highest quality design based on international standards. An additional 26 projects were recognized with Merit Awards for achieving a high level of quality design.

The award winning projects range from San Francisco's South Embarcadero waterfront transportation projects which transformed a seedy waterfront location into "a unique, renewed, functioning new front to a most beloved city," to the Double Arch Bridge of the Natchez Trace Parkway that uses innovative engineering to make "a dramatic appearance appropriate to the existing landscape;" to Cleveland's RTA West 25th Rapid Station "that is not only safe and secure and visually enhances the area" but also has increased transit ridership; to Denver International Airport, cited by the jury as "making a bold leap into the 21st century."

"Good design does not have to mean greater cost," said Secretary Peña, noting that in many of the winning projects "thoughtful attention to aesthetic aspects has resulted in lower construction or operating costs."

Projects receiving 1995 Honor Awards are:

- Rehabilitation of 30th Street Station, Philadelphia
- Visitor Reception and Transportation Center, Charleston, S.C.



Denver International Airport was one of the Design Award Winners.

- South Embarcadero Waterfront Transportation Projects, San Francisco, Calif.
- Denver International Airport
- Interstate 70 in Glenwood Canyon, Colorado
- Historic American Engineering Record
- Historic Bridges Program, Washington, D.C.
- Urban Design Guidelines Handbook, Hudson-Bergen, N.J., Light Rail Transit System
- Double Arch Bridge of the Natchez Trace Parkway, Franklin, Tenn.
- Staples Street Bus Stops, Corpus Christi, Texas
- U.S. Department of Veterans Affairs Pedestrian Bridge, Portland, Ore.
- Metropolitan Transportation Authority Arts for Transit: Graphics and Art Programs, New York

## Commodity Flow Survey Results Are In

The Bureau of Transportation Statistics (BTS) announced the availability of results from the Commodity Flow Survey (CFS) for five states: Arizona, California, Colorado, Maine and Nevada. The reports are the first in a series that will cover each state.

The reports contain the value of weight of commodities shipped by each state in 1993 by type of commodity, means of transportation, state of destination and other characteristics. Reports for the remaining states will be released over the next five months, and will be followed by a publication of national summaries, more detailed electronic files and interpretive studies.

The CFS is the first comprehensive effort to determine where and how goods are shipped in the United States since 1977. The data provides insight into the movement of goods, and is useful for transportation planners, economic development agencies and others interested in supporting domestic and foreign trade.

The CFS represents a major partnership between DOT and the Department of Commerce's Bureau of the Census. Census collected data each quarter from nearly 200,000 business establishments. BTS helped design the survey, provided funding and is developing a series of data products and interpretive reports to turn the data into useful information.

Summaries of the data from each available state can be obtained from BTS through the Bureau's Fax-On-Demand Service at 800-671-8012. The summaries can also be obtained through the Internet at: [www.bts.gov](http://www.bts.gov)

Select the "BTS Products" button, and then click on "Commodity Flow Survey" for CFS data and reports, announcements of future CFS products, and material related to plans for next CFS in 1997.

Printed copies of the first five state reports are available by contacting the Commodity Flow Survey Branch, Service Division, Bureau of the Census, Washington, D.C. 20233 or by calling (310) 457-2788 or 2114.

## Steady Developments by Briar Haggett

The FAA's aviation forecast for fiscal years 1996 through 2007—released recently during the 21st Annual Forecast Conference in Washington, D.C.—shows that U.S. commercial aviation has experienced its second straight year of growth and profits. The report shows that U.S. air carrier passenger levels, which grew by a yearly average of 1.1 percent between 1987 and 1993, rose 13.6 percent over the past two years—the largest back-to-back increase in eight years.

Secretary Peña, keynote speaker at the Washington, D.C., event, said he is convinced that ten years from now, one of the "greatest challenges our airlines will face is how do we engage in and do well in global competition?" The FAA forecasts an annual growth rate of almost four percent for travel inside the country for the next 12 years, the rate predicted for international routes is even higher, at 5.3 percent.

"If we want people in our country to have good jobs," said Peña, "if we want communities to thrive because visitors from around the world are pumping money into the local economies, if we want our businesses to get speedy delivery of parts from anywhere in the world as they trade more, we must be a leader in international air markets."

He noted that U.S. airlines reported an operating profit of half a billion dollars from their international operations in 1994, and that the figure should increase to well over a billion in 1995. In the past three years, we have signed 32 aviation

agreements," said the Secretary. "We have created more opportunities for international aviation services than any other comparable period in history."

Secretary Peña and FAA Administrator David Hinson spoke to representatives from airlines, airports, labor and other travel related sectors during the conference. The annual day long event focused on domestic and international air traffic demands and activity of commercial carriers.

"The FAA's annual forecast conference is an opportunity to take a long view of the industry," said Hinson, "to take a step back from the rush of daily events and consider the future. The forecasts place the aviation sector in the broad contexts of the national and global economies, reminding us that each supports the other."

According to the forecast, last year 544.3 million passengers boarded flights on U.S. carriers, an expansion of more than five

percent. The study found that in 1995, airlines reported profits of \$5.3 billion, a \$2.7 billion upturn from 1994. The report also estimates that

the number of passengers on large air carriers will grow from an estimated 562.7 million in 1996 to 856.7 million in 2007.

The number of commuter passengers is expected to increase from a projected 56.1 million this year to 96.9 million over 12 years. The overall commercial jet aircraft fleet is also expected to expand from 4,582 aircraft last year to 6,564 aircraft in 2007.

"Rising incomes and growing markets translate into increased air travel and a rising demand for new aircraft," said Hinson. The report notes that by the end of 2007, airlines around the world will be carrying two and a half billion passengers each year.

Aviation is one of the principal generators of wealth for the U.S., and, as the forecast predicts, it will continue to play this role in the coming decade. Under current economic assumptions, by the year 2007, aviation and aviation-related industries could add more than \$100 billion worth of new economic activity.

At the conference, Peña and Hinson underlined the need to move forward with current efforts to place the FAA in a better position to meet future airspace management demands. Both stressed the importance of moving forward with the agency's acquisition and personnel reforms, as well as pending legislation sponsored by Senators McCain, Ford and Hollings, to provide the agency with a stable source of income based on user fees to make it more adaptable to increased workloads.

"We all have a stake in the outcome," said Hinson. "A struggling FAA will fail to meet the expectations of its own forecasts. A strong FAA can help those forecasts come true."



The FAA's aviation forecast for fiscal years 1996 through 2007 shows that U.S. commercial aviation has experienced a second straight year of growth and profits.

## DOT Focuses On Safe Communities

DOT is challenging state and local leaders to play an even greater role in the battle against motor vehicle injuries and fatalities with "Safe Communities," a new initiative that shifts the focus of traffic safety efforts from a national to a community level.

"Who knows better how to identify and solve a community problem than the community itself?" Secretary Peña asked. "Safe Communities is a tool to help communities systematically approach the very difficult task of decreasing motor vehicle injuries."



The Secretary urged traffic safety and injury prevention professionals to learn how to create their own Safe Communities during a national teleconference about the program that broadcast on March 15 to locations in more than 25 states.

"One of the most important things we can teach people through Safe Communities is that motor vehicle injuries, the leading cause of death for people ages 6 to 28, are predictable and preventable," said Ricardo Martinez, M.D., Administrator of the National Highway Traffic Safety Administration (NHTSA).

Martinez also said that Safe Communities, which suggests ways communities can analyze and reduce the cost and consequences of motor vehicle injuries, can help reduce the \$137 billion that traffic crashes cost the nation every year.

A "safe community" links data about crashes from many different sources to gain a clear picture of the local motor vehicle safety problem. The Safe

Communities concept also encourages groups traditionally involved in traffic safety, such as police officers, to join with less traditional groups such as health care organizations and businesses to evaluate the causes of and solutions to motor vehicle injuries.

According to Dr. Martinez, it became clear during the health care debate that many stakeholders at the community level wanted greater ownership of programs. As a result, in early 1994 the Department and NHTSA began partnerships with states and local communities to increase local involvement in safety programs. "Many of the easy gains in reducing traffic injuries and fatalities have been made, and further success will hinge on working together at the national, state and local level," Martinez said.

To learn more about Safe Communities, call Barbara Sauers at (202) 366-0144.

## SLSDC To Present Seaway Port Pacesetter Awards To Four U.S. Great Lakes/Seaway Ports

Four U.S. Great Lakes/St. Lawrence Seaway ports have earned the Saint Lawrence Seaway Development Corporation's fourth annual Seaway Port Pacesetter Award.

The four ports to receive this year's award are, Seaway Port Authority of Duluth, Brown County Port of Green Bay, Port of Milwaukee, and Toledo Lucas County Port Authority. The ports of Toledo and Duluth have earned the award every year since it was established in 1993.

The award is presented to ports that registered increases in overseas cargo tonnage via the Seaway during the 1995 navigation season compared to 1994.

Corporation Administrator Gail C. McDonald pointed out that U.S. Great Lakes port executives have done an exceptional job over the past few years

in bringing new business into the Midwest region of North America.

"U.S. overseas tonnage on the St. Lawrence Seaway has increased each of the past four seasons, due in large part to the successful marketing efforts of our port officials," McDonald said. "The Seaway System's cost competitiveness, efficiency and strong safety record have played an important role in attracting new business from new markets throughout the world."

U.S. overseas cargo tonnage via the Montreal-Lake Ontario section of the St. Lawrence Seaway increased to 12 million metric tons in 1995, an increase of five percent over 1994 levels. Beginning with the 1992 shipping season, U.S. overseas tonnage through the Seaway has increased 80 percent.

## RSPA Hosts Semi-Annual Hazardous Materials Conference

The Research and Special Programs Administration will host the 1996 Spring Cooperative Hazardous Materials Development Program (COHMED) Conference, April 21-25, 1996 in Raleigh, N.C. This year's theme is titled, "Progress through Participation." The Program, now in its eighth year, has created an important partnership with federal, state, and local government agencies and private industry involved in the transportation of hazardous materials internationally. Each year, RSPA sponsors two conferences to bring the COHMED membership up-to-date on any changes to the federal hazardous material requirements or pending legislative actions. Participants of COHMED share their knowledge on a wide range of subjects by presenting training programs and seminars at each conference.

This semiannual conference will feature seminars on cargo tank testing, intermodal portable tank requirements and administrative processing of hazardous materials enforcement cases. Five short courses covering Chemistry for Non-Chemists, Incident Command, Radioactive Materials, Pesticides, and Hazardous Materials and Rail Transport will be presented by federal and state instructors. A tour of the North Carolina Emergency Operation Center also will be conducted.

For more information contact Bill Holt, COHMED Federal Liaison, at (202) 366-4448.

## DOT Announces National Recreational Trails Funding for FY 1996

The Federal Highway Administration and DOT announced \$5.2 million in fiscal year 1996 allocations to 20 eligible states for construction and maintenance of recreational trails.

The funding is through the FHWA's National Recreational Trails Funding Program. An additional \$9.4 million will be available as other states become eligible to receive allocations.

"Improving the quality of life for people is an important commitment of the DOT," said Secretary Peña. "This program helps states with funding for projects that meet the needs of all kinds of recreational trail users. Public/private partnerships can be utilized to provide opportunities for greater numbers of people to enjoy nature and gain access to scenic and historical attractions. At the same time, by maintaining trails and the recreational infrastructure, the program helps to protect the environment."

The National Recreational Trails Funding Program allocates funds to states to provide and maintain recreational trails for motorized and non-motorized recreational trail users. Funds may be used to provide urban trails; maintain existing recreational trails, including grooming and maintaining trails across snow; restore areas damaged by trail use; develop trailside and trailhead facilities; provide features that facilitate the access and use of trails by people with disabilities; acquire easements for trails; acquire property from a willing seller; and construct trails. Each state develops procedures to select projects for funding.

Allocations are specified by formula. Half the funds are allocated equally among all eligible states and half are allocated to eligible states in proportion to the amount of non-highway recreational fuel use within each state. To be eligible to receive an allocation, a state must notify the FHWA



Photo by Bob Laughlin

that it has a recreational trail advisory board with both motorized and non-motorized trail-user representation.

The FY 1994 annual report of the National Recreational Trails Advisory Committee documents the broad support for the program and the many benefits from the first year of funding, FY 1993.

To obtain a copy of this report and/or a list of the FY 1996 list of states that are eligible to receive recreational trails funding, contact the FHWA Office of Public Affairs at (202)-366-0660. The list of 20 states eligible for recreational trails funding can also be obtained via the World Wide Web at: <http://www.dot.gov/affairs/index.htm>

FHWA's funding allocation for recreational trails will help Americans continue to enjoy the great outdoors.

## Coast Guard Uses Bioremediation to Clean Up Units

by Ed Kander

The Coast Guard has taken another step toward environmental conservation by using the latest technology to clean up contaminated soil. The process, called Bioremediation, is being used at Coast Guard units throughout Alaska to clean up fuel leaks and spills that have occurred over the years.

Bioremediation is the natural process to degrade fuel contaminants. It involves injecting air into the soil. The oxygen in the air creates an environment conducive to the growth of microbes. These microbes consume the contaminants in the soil, thus breaking them down into harmless compounds.

"Bioremediation is a process that is cost effective and less disturbing to the overall environment," said Lt. Jerry Woloszynski, environmental engineer at the Coast Guard's Civil Engineering Unit in Juneau, AK.

Woloszynski is tasked with establishing bioremediation systems at Coast Guard units contami-

nated by fuel products that have spilled or leaked from tanks over the years. "We are mainly dealing with gasoline, diesel, fuel oils and other petroleum products," he said.

Woloszynski said the primary concern is with contaminants which might affect underground drinking water supplies or waterways such as streams or rivers.

"We want to stop contamination below the ground from entering a waterway or a drinking water well. Shallow water tables in Alaska create a problem in that the water becomes a transport mechanism for the contaminants. Contaminants can quickly reach the water table and spread after they are released into the environment," Woloszynski said.

The bioremediation process begins with a site investigation to determine the type and quantity of contaminants and the extent to which they have spread from the initial point of release. A series of monitoring wells are drilled within the site. The number of wells required and their depths depend upon the type of contamination, the size of the spill, the depth to ground water, soil conditions and topography in the area. Each well is two to four inches in diameter. Soil samples are taken from the wells to determine the presence of any contaminants in the ground.

The casings left by monitoring wells are used to inject oxygen into the soil which enables naturally occurring microbes to consume the contaminants; thus providing bioremediation.

Woloszynski said he also takes measurements to make sure the contaminants are not spreading while the bioremediation process is in progress.

"We ring a site with wells outside the contaminated area to make sure the contaminants are not spreading

outward," he said. The bioremediation process is a long one, but it is also the most cost effective. The cost to install, run and monitor a system is minimal compared to other clean-up methods.

A good example of bioremediation is a fuel spill that occurred at an aviation detachment in Cordova earlier this summer when a fuel tank overflowed, spilling 100 gallons of JP-5 jet fuel. Civil Engineering Unit Juneau responded to the spill and, with assistance from the unit and local contractors, had a bioremediation cell installed and operating within hours of the release.

"Cordova was unique in that it was the Coast Guard's first opportunity to respond to a spill and get a (bioremediation) system up and running in the same set of motions," Woloszynski said.

"In this case we had the tools. We had the solutions and the capability of getting in there before the fuel spread out and reached a larger area and a nearby stream."

According to Woloszynski, no other unit has had a faster response time to a spill using the bioremediation technology.

The total cost for assessing the spill and installing the bioremediation unit was \$6,198. It will take around three years and an additional \$4,000 to bioremediate the contaminated soil.

Another alternative would have been to use a portable rotary kiln designed by Civil Engineering Unit Juneau. The heat generated by the kiln, as high as 1,500 F, literally vaporizes any contaminants in the soils passed through this unit. The clean up would have taken only three weeks using this method, but the cost would have been \$30,000. Until recent development and utilization of bioremediation, the kiln was the preferred, and often only, method to clean up a site.

"Bioremediation is cleaning the soil the same way nature would do it. We are just enhancing the process," said Woloszynski.



Photo by Lt. Jerry Woloszynski

Lt. Woloszynski holds two samples of soil taken from 10 feet below the surface at LORAN Station, Port Clarence, AK.

### Calendar

#### April

##### Alcohol Awareness Month

- 11—ITS Ribbon Cutting Ceremony, Atlanta, Ga.
- 13-16—Lifesavers 14 Coalition Meeting, Albuquerque, N.M.
- 15-16—ITS Annual Meeting, Houston, Texas
- 22—Earth Day
- 22—Washington, D.C., area, "Ride Your Bike To Work Day"

#### May

##### Asian Pacific Heritage Month

##### Health and Fitness Month

##### Bicycle Safety Month

- 5—Society for Academic Emergency Annual Meeting, Denver, Colo.
- 12-18—National Transportation Week
- 18-24—National Safe Boating Week
- 19-25—National Emergency Medical Services Week
- 19-25—National Bicycle Safety Week
- 20-27—"Buckle Up America!" Week
- 22—Maritime Day
- 22—Innovative Finance Ribbon Cutting ceremony, Stark County, OH