

DOT Today

July-August 1996
Volume V, No. 9
U.S. Department of Transportation

Moving America Together



**HAPPY
BIRTHDAY
FTA!!!**

Secretary Peña and Federal Transit Administrator Gordon Linton recently marked the 35th Anniversary of the federal government's investment in public transit with a ceremony at the Department of Transportation Headquarters.

"Mass transportation is one of the key factors in shaping community development. . . We are pledged to assist in the sound development of our cities, and believe Federal financial assistance should be provided to help plan and develop the comprehensive and balanced transportation systems which they so desperately need."

President John F. Kennedy, June 1961
On the Importance of Mass Transportation

The federal transit program was signed into law as part of the Housing Act of 1961 by President John F. Kennedy on June 30, 1961. A pilot project in the Housing and Home Finance Agency that later became a part of the Department of Housing and Urban Development, the federal role in public transit was recognized when local governments

found that, alone, they were unable to support transit as a city service.

Peña said, "Transit takes people to work, to school, to medical appointments and to many other essential daily activities. Transit helps to strengthen the economy of America's communities, improve the quality of life of America's citizens, and maintain America as a world leader. We are committed to investing in public transit. It is the key to rebuilding our cities and stimulating economic development."

Public transit benefits include: providing an affordable, high quality alternative to the automobile for commuting to and from work and other travel; reduced traffic congestion and improved travel time for motorists; less auto related air pollution and fuel consumption; low cost mobility for people who cannot afford to or are unable to drive a car; and increased neighborhood vitality and productivity of business centers.



FAA Administrator Gordon Linton shakes hands with Nelson A. Diaz, General Counsel of the Department of Housing and Urban Development, as DOT Secretary Peña looks on.

In 1991, the Intermodal Surface Transportation Efficiency Act, landmark legislation authorizing the continuation of the federal transit assistance program, was passed. First, the agency's name was changed to reflect the federal commitment to transit in all segments of America, not just transit in large urban areas. UMTA became the Federal Transit Administration.

Next, states and localities were given more free-

continued on pg. 2



Secretary Peña recently convened "Moving Kids Safely '96: Building Safe Communities," in Vienna, Va., which was sponsored by the U.S. Department of Transportation in cooperation with the U.S. Department of Health and Human Services and the U.S. Department of Education. The conference focused on joining national, state and local community organizations with allied groups and the private sector to create a safer transportation environment for our nation's youth.

Millions of times each day, by many different methods, children travel in our nation. Sadly, each day while traveling, children are injured and killed. "Moving Kids Safely" is about working to keep America's children safe each time they travel.

Roundtable discussions, workshops, speakers and displays, the conference provided participants with practical approaches to developing and strengthening child transportation safety programs in communities across America. Participants also learned about emerging organizational, social, demographic and technological trends likely to affect the planning and implementation of programs across the country.

The conference also provided participants a chance to collaborate and create strong partnerships to enhance nationwide and community-wide efforts.

In a letter to conference participants, Secretary Peña wrote, "Once you have

learned how to define your community's child transportation safety problems and build partnerships, coalitions and programs to address them, you will be ready to begin our work where it affects you directly - at home and in your community. You will leave 'Moving Kids Safely '96' with the knowledge and commitment to realize a mission to transform your home town into a safe community."

If you were unable to attend the conference in, the Department will be hosting a nationwide series of ten one-day child transportation safety seminars through late summer and fall of this year. The regional offices of the National Highway Traffic Safety Administration (NHTSA) are coordinating the seminars. Each meeting will bring together a variety of people who seek to prevent childhood injuries and deaths across all modes of transportation, with particular emphasis given to region-specific challenges. For more information concerning the regional seminars, contact NHTSA's Office of Public Affairs at (202) 366-9550.



Secretary Peña, FRA Administrator Jolene Mollitoris and Secretary Donna Shalala from the U.S. Department of Health and Human Services are seen here addressing students on the importance of practicing safety for a safe summer.

INSIDE

2

Interstate Highway System Celebrates 40 Years

5

Meet the "Coast Guard Lady"

8

DOT's Olympic Torchbearer

Happy Birthday FTA . . . continued from pg. 1

dom and flexibility in planning their systems and using their funding. They were also encouraged to develop innovative means to obtain local support for local transit.

Administrator Linton concluded the ceremony by saying, "I think we have begun to restore John F. Kennedy's vision for federal transit assistance to the FTA program in a real and concrete way. And that renewed vision will supply the energy and the enthusiasm we need for the next 35 years."

DOT officials were joined by officials from HUD, the transportation industry and representatives of labor, environmental and disability groups.



Above: In Denver, Administrator Slater rode in a beautifully restored 1996 Hudson convertible. Joining him were Owner John Soneff, Frana Mace, State Legislator from Denver, and Lonnie Westphal, Chief, Colorado State Patrol.



Right: A stop on the tour in Colorado was the Hanging Lakes Tunnel control room. Briefing the Administrator and Region 8 Administrator Vince Schimmoller on the Tunnel's operation is Pat Hawkins (r.), Tunnel Maintenance.

Cross Country Tour Highlights Interstate's 40th Anniversary

by Ronald A. Zeitz

Eisenhower signed the Federal-Aid Highway Act of 1956. This landmark legislation set in motion the greatest public works project in American history.

As the tour arrived in Reno, Nev., festivities began with a reception at, appropriately, the National Auto Museum, an institution devoted to the history of the automobile. After meeting with State officials on the following day, he traveled on to Winnemucca and Elko, Nev., concluding the day in Salt Lake City, site of the 2002 Winter Olympics. While there, he discussed plans with State officials for the infrastructure needs to support the Games.

On June 19, just two days after leaving California, Administrator Slater arrived in Colorado, first visiting the spectacular Glenwood Canyon part of Interstate-70. Proceeding to Denver, the entourage passed through the I-70 Eisenhower Tunnel, the longest tunnel on the Interstate system and the one that travels under the Continental Divide.

While crossing the country and visiting such places as Topeka, Kan., Independence, Mont., Dayton and Columbus, Ohio, and Gettysburg, Pa., the tour highlighted the Interstate's significance in shaping America's economic, social and cultural life over the last four decades. In honor of President Eisenhower, a special stop was made to Abilene, Kan., to visit the Eisenhower Library.

The tour made a brief visit to the Interstate's Zero Mile Marker in Washington, D.C., before ending its 3,200 mile journey at DOT Headquarters.

"The Interstate Highway System is a tremendous engineering achievement, but it represents far more than concrete, steel and asphalt," said Slater. "The Interstate system changed the way we live and work. It is an engine that fuels our economy, creates jobs and serves as a gateway to opportunity. It is truly the tie that binds, a system that connects all of us to this wonderful land, America The Beautiful."

The Federal Highway Administration's (FHWA) Administrator Rodney E. Slater led a 10-day anniversary celebration of the nation's Interstate highway network by traveling coast-to-coast on the system while closely following the route that then Lt. Col. Dwight D. Eisenhower traveled in 1919. Eisenhower's trip is said to have sparked the idea for a national road network.

The road journey began June 17, 1996 in San Francisco in historic Lincoln Park, adjacent to the Presidio and the Golden Gate Bridge, where the Eisenhower military convoy ended its 62-day journey. Today, the trip could be made on the Interstate in less than a week.

The Interstate Highway System was born 40 years ago when President

DOT Today

Volume V, No.9 July-August 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. Akey
James Gower
TASC 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 10413, 400 Seventh Street, S.W., Washington, D.C. 20590, (202)366-4570; FAX (202)366-5587. Internet E-Mail address is: jim_gower@postmaster2.dot.gov

The deadline for the September 1996 issue is Aug. 26.

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



Please Recycle

USCG Announces Environmental Award Program

The second annual William M. Benkert Marine Environmental Protection Award is now accepting applications. The award recognizes environmental excellence and achievement in maritime operations by marine vessel and facility operators.

The award is named in honor of Rear Adm. William M. Benkert (1923-1989), a distinguished Coast Guard officer known for his leadership and vision in marine environmental protections. It is presented annually for outstanding marine environmental protection achievements that extend beyond compliance with industrial and regulatory standards.

Objectives of the Award are to increase public awareness of the importance of protecting the marine environment; encourage adherence to the international environmental management system protocol being developed by the International Standards Organization; encourage innovations in operations, maintenance, cargo handling, waste management, training and other industrial activities; and provide a means for winners to share their successful methods and techniques with others in the industry.

Organizations will be evaluated in four categories based on the size of the company and type of operations. They include the environmental management precepts and practices; organizational management practices, activities, programs and services; organizational outreach and partnership activities; and organizational ability to measure and monitor environmental performance.

The Award selection process will begin in August and conclude in October. Presentation of the William M. Benkert Award will be in November.

Information on the program is available from local Coast Guard marine safety offices and captains of port or by writing to: Commandant (G-MRO-1), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20590-0001.



NHTSA's New Battleground: **AGGRESSIVE DRIVING**



by Faithia Robertson

Add a new round to the fight to save lives on the highway: aggressive driving. This epidemic comes in many forms — tailgating, improper passing, cutting drivers off, speeding, erratic lane changes, honking the horn, hurling insults and, in some severe cases, even the use of firearms.

Whatever the form, aggressive driving is on the roads and on our minds. A Gallop Poll conducted recently for the American Automobile Association found that 40 percent of those surveyed named "aggressive driving" as the biggest hazard facing them on the road.

The National Highway Traffic Safety Administration (NHTSA) is beginning the process of designing programs to reduce the incidence of aggressive driving. Currently, the agency is conducting research to determine what specific driver behaviors lead to speed-related crashes and what specific situational and

driver characteristics are associated with these behaviors.

NHTSA's statistics show that speed is a contributing factor in one-third of all fatal crashes. Statistics also show that two-thirds of all fatal crashes can be attributed to aggressive driving.

NHTSA is aggressively working to resolve the problem and influence driver behavior. "Those who assault by driving must be held accountable for their actions, the same as any other violent crime," said NHTSA Administrator Ricardo Martinez, M.D.

Dr. Martinez also advocates tough enforcement. "Aggressive drivers must get the message that their behavior will not be tolerated and such behavior will be prosecuted," he said.

The agency is asking that responsible motorists get involved and actively report cases of those who "assault by driving." "If you are on the receiving end of the aggressive driver, put your pride in the back-seat and avoid the aggressive driver. Once out of harms way, get the license number of the driver and report him or her to the local authorities," said Dr. Martinez.

FRA Announces Rail Passenger Safety Initiatives

After extensive consultations with the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA), commuter railroads nationwide will implement a series of safety initiatives building on safety provisions called for in FRA's Emergency order No. 20 (E.O. No. 20) issued Feb. 20, 1996, following two commuter rail accidents in New Jersey and Maryland.

Since E.O. No. 20 was issued, there have been no fatalities reported on passenger railroad systems. FRA will continue to enforce the provision which involves reducing train speed at appropriate track locations (known as the "delay-in-block" provision.) The signal calling and acknowledgment provisions, which require communication and acknowledgment of appropriate signals by operating crew members during transit, will also continue in effect.

In addition, commuter rail authorities have committed to requiring inspection and testing of all emergency windows as part of routine vehicles maintenance to ensure correct operation and ease of egress, as well as develop comprehensive, system-wide safety plans for 15 commuter railroad authorities including Amtrak's commuter services. E.O. No. 20 called for the development of interim system safety plans. Building on these plans, the FRA and FTA will oversee each commuter agency as it develops long-term, system-wide safety plans.

FRA has obtained a commitment from the 15 commuter railroad authorities and Amtrak's commuter services to utilize the database in developing comprehensive system safety plans that focus on all aspects of safety at each commuter rail authority. Working with the American Public Transit Association (APTA), the development of the plans will be closely monitored by the FRA and the FTA to ensure the highest possible levels of safety are obtained.

FRA Administrator Jolene Molitoris said, "The measures FRA and FTA have implemented since February, and in particular the requirements to slow trains after stopping and calling out signals, have enhanced the safety levels of all commuter railroad systems and ensured

the safety of the thousands of people who ride and work every day on America's passenger rail system."

Safety commitments secured from the commuter rail agencies to improve passenger rail safety include the elimination of split night shifts, early voluntary implementation of emergency preparedness, the initiation of emergency responder accident training programs for passenger train accidents in all communities with commuter rail service. In addition the development and distribution of additional rail safety educational materials (posters, announcements, videos, demonstrations, seat cards, etc.) will be completed instructing passengers in the use of emergency exits and procedures.

FRA Administrator Molitoris also announced an aggressive schedule for developing passenger car equipment standards and emergency preparedness regulations. "We at the FRA are committed to preventing accidents such as the ones in Secaucus and Silver Spring from ever happening again," said the Administrator. "We are working diligently to develop these new rules." The two rulemakings include the Passenger Car Equipment Rulemaking and the Emergency Preparedness Rulemaking.

An advance notice of proposed rulemaking on passenger car equipment was published on June 18, 1996. The notice begins the regulatory phase of developing effective regulations on standards for passenger car equipment. Representatives from FRA, FTA, the National Transportation Safety Board, APTA and officials from the commuter railroad agencies, have been working since June 1995 in the development of the proposed rule on passenger car equipment scheduled for release in December.

The Emergency Preparedness Rulemaking will define effective standards for preparing, adopting and implementing emergency preparedness plans by the railroads for the lines they service, and the appropriate emergency response authorities. A Notice of Proposed Rulemaking will be published this fall and a final rule will be issued early next year.

Coast Guard Yard To Get "Facelift" With New Shiplift

For the past 55 years, the Coast Guard Yard in Baltimore, has protectively cradled countless Coast Guard vessels in its dry dock. Work performed there added years of service to the vessels who visited. Work in the dry dock hasn't changed a great deal since it began some five decades ago, but this is all about to change.



An artists rendering of what the Yard's Shiplift will look like.

A little over a year from now, the Yard will herald the arrival of a state-of-the-art replacement for the Yard's aged dry dock as the "Shiplift" is unveiled. A major step in the modernization of the industrial facility, the Shiplift will be the center of revitalization and crucial to the yard's future, allowing the Yard to be more competitive while meeting new environmental standards.

Senator Paul S. Sarbanes, Md., who attended the groundbreaking ceremony for the Shiplift, said, "Securing the Shiplift wasn't an easy task, but we will fight for the Yard any day of the week because you consistently give this Nation top quality service."

The 3,500-ton, land-based shiphandling facility or Shiplift is a modern replacement for existing, aged, floating dry docks in use at the Coast Guard Yard since the 1940s. The Shiplift offers lower maintenance costs, is environmentally friendly and increases the Yard's capability to concurrently work on five vessels. The \$18 million Shiplift project will be ready for operation in late summer 1997.

The Shiplift is an elevator platform for lifting a ship out of the water. It is a modern substitution for dry-docks, either floating or graving. The design consists of two finger piers with a series of hoists on either side. The hoists are connected to the lifting platform between the piers. The lifting platform is connected by rails to transfer ships to a 440' x 150' land-based work platform. Once the vessel is "parked" on the flat work platform, it is easy to move people and equipment to and from the vessels, a luxury not experienced with dry docks.

The Coast Guard Yard is the only shipbuilding and repair facility of the United States Coast Guard. Located in Anne Arundel County, Md., it is the Coast Guard's largest most modern industrial plant. The Yard is responsible for construction, repairs and renovation of vessels and for the manufacturing of miscellaneous Coast Guard equipment. The Coast Guard Yard employs about 700 civilian employees and 140 military personnel. For more information on the Coast Guard Yard and its mission, please contact Dorothy Mitchell at (410) 636-7238.

President Clinton Gives Top Government Honor To 10 DOT Executives

Every year, the President recognizes a select group of the governments senior executives by bestowing the rank of Distinguished or Meritorious Executive on the very best career members of the Senior Executive Service for sustained exceptional performance as public servants. These executives oversee some of the governments most vital programs. In 1995, the President awarded 62 Distinguished Executive Ranks and 146 Meritorious Ranks for career excellence.

President Clinton honored the following DOT executives as recipients of the Presidential Rank



Vice President Al Gore (center) is seen here photographed with the 1995 Presidential Rank Award Winners.

Awards for 1995: Distinguished Executives-Glenda M. Tate, OST; John L. Mann, MARAD; Dale E. McDaniel and Thomas E. McSweeney, FAA; Meritorious Executives -Lowell H. Johnson, Clyde M. DeHart, Jr., and Carl B. Schellenberg, FAA; Michael Delperico, MARAD; and, Thomas J. Ptak and Edward V.A. Kussy, FHWA.

In praising the award winners, President Clinton said, "They are modern pioneers, redesigning the way we do work and improve service to our citizens. Public servants in the finest sense, they

protect our air and water supplies, clean up nuclear waste, defend our nation and strengthen our economy through international trade. I am pleased to recognize their outstanding efforts with the Presidential Rank Award."

USCG And FAA Join Forces For Inter-Modal Human Factors Study

by LCDR James Hubbard

The U.S. Coast Guard and the Federal Aviation Administration (FAA) are currently undertaking a joint effort to study the human factor issue of fatigue in flight operations. This cooperative effort will involve personnel from the headquarters of the Coast Guard and FAA, along with the Coast Guard Research and Development Center, FAA's Civil Aeronautical Medical Institute, Coast Guard Air Stations Cape May, N.J., and Miami, Fla., and the U.S. Army Aeromedical Research Laboratory.

This inter-modal study was proposed to measure and evaluate the effects of fatigue on human performance and to produce a plan for countermeasures to combat the potential deleterious effect of decreased human performance from fatigue in Coast Guard flight operations. Sleep loss and fatigue can be insidious enemies to safe operations in flight and in other forms of transportation. The Coast Guard has many unique features in its operational posture that may allow for application of findings from this study to other transportation modes. Some of the results may be incorporated into the DOT intermodal study on fatigue in transportation.

Data collection for the project will begin this summer at Coast Guard Air Stations Cape May and Miami. Survey inputs will come from the men and women who supervise operations, fly and maintain aircraft; assessments of the environment, organization, operations; data from actigraphs and logbooks; and post-mission testing to measure reaction time. This data will provide the basis for analysis and development of outcomes, including fatigue countermeasures in the form of management "tools for planning, training, and operations."

U.S. Shipbuilding Now A Growth Industry

Based on a newly published report, the 1996 Outlook for U.S. Shipbuilding and Repair Industry, the Maritime Administration (MARAD) recently declared that the "U.S. shipbuilding industry has moved into a new era of growth."

The report shows that during the 18 months ending March 31, MARAD approved 25 applications for \$887 million in loan guarantees to construct 107 vessels at U.S. shipyards. These include 15 large oceangoing ships, the most on order in American shipyards since 1982.

The agency has also approved financing for four shipyard modernization projects. Expansion of the federal ship financing program to include ships being built in the United States for export and shipyard modernization projects was one of this Department's initiatives to help strengthen the U.S. shipbuilding industry. Under the financing program, known as Title XI, businesses secure loans in the private sector with repayment guaranteed by the U.S. Government.

MARAD's report says the industry has shown it can compete internationally and describes investments being made to improve its productivity. "The bottom line is that the federal government, suppliers, shipyard management and labor are working together to achieve increased market penetration through cost-effective production of quality ships and products."

Increased demand for ships worldwide provides an opportunity for the U.S. shipbuilding industry to secure a foothold in commercial shipbuilding markets, the report concludes.

Copies of the report can be obtained by contacting MARAD's Office of Ship Construction, Division of Cost Analysis and Production, Room 2116, (202) 366-5841 or the Office of Congressional and Public Affairs, Room 7219, (202) 366-5807, 400 Seventh St., S.W., Washington, D.C. 20590.

Summer Is Here...

Where Is That Project List And Local One-Call Number?

by Cheryl Whetsel

Before you plant that tree or begin to install that new deck, the Research and Special Programs Administration and your local utility companies ask that you help them protect the nation's pipeline system and other utilities by first contacting your local One-Call System. Utility lines bringing gas, electricity, heat, water, telephone and cable TV to your home can be buried just under the surface

of your yard and even light digging can damage lines.

This free service can help save thousands of dollars and lives if an incident should occur.

Anytime you're planning extensive work in your yard, such as building a deck or an addition, in most states you are required by law to contact your local One-Call System at least 48 hours in advance. The telephone number for your local area one-call system can be found in your telephone directory, such as MISS UTILITY in the Washington Metropolitan area or the New York City One Call Center in New York.

In the District of Columbia, Virginia and Maryland call MISS UTILITY 1-800-257-7777.

Before You Dig...
Call MISS UTILITY



Swivel Shot Award Given to "The Coast Guard Lady"

Mrs. Lois Bouton of Rogers, Ark., was recently honored by the U.S. Coast Guard's highest ranking admiral for her volunteer support of the men and women of the U.S. Coast Guard and their dependents.

Mrs. Bouton, better known as "The Coast Guard Lady," has written to and visited Coast Guard units across the United States as well as written to isolated overseas units for 20 years. She has prepared and posted up to 1,000 mailings a year at her own expense. She corresponds with hundreds of Coast Guardsmen, active and retired, and their families on a regular basis.

The Swivel Shot recognizes military or civilians for the outstanding leadership and service to the U.S. Coast Guard family. Admiral Robert E. Kramek, Coast Guard Commandant said, "Mrs. Bouton is incredibly deserving of this award."

Lois Bouton served as a Coast Guard SPAR during World War II but her service did not end there. She has devoted much of the last two decades to visiting duty stations across the country and sending thousands of cards and letters to active duty Coast Guardsmen.

After the United States entered the Second World War in 1941, she watched with interest the formation of female military corps such as the Army WACS and Navy WAVES. When the Coast Guard brought the SPARS on line in 1942, she decided to act.

"Two of us teachers talked about it. I joined and she didn't," Bouton recalls. After training at the Biltmore Hotel in West Palm Beach, Fla., she graduated with the sixth SPAR class and stayed on as an instructor. In the process she became steeped in Coast Guard history and lore, an interest that has not wavered. Following duty in San Francisco, she attended radio school in Atlantic City, N.J. While on liberty, she met her future husband, Bill, on the city's famed Boardwalk.

A few months later, Lois was assigned to Cape May, N.J., then a naval air station in the old Fourth Coast Guard District headquartered in Philadelphia. Bill, an Army corporal on a mine-layer in Delaware Bay south of Philadelphia, made a concerted attempt to keep the romance alive. After a brief long-distance courtship made possible by wartime approval of hitchhiking, they were married.

Following the war, the first phase of Lois's Coast Guard adventure ended. After they mustered out, the Boutons settled in Zion, Ill., near the north shore of Lake Michigan, where she slid back into her old teaching job. Before retiring in 1972, Lois revived her service connection by visiting recovering servicemen at Great Lakes Naval Training Center during the later stages of the Vietnam War.

After her first-grade students delivered cards and letters on one occasion, she became a regular visitor and was dubbed the "Chocolate Chip Lady" because of the homemade cookies she faithfully delivered. Her visits were greatly appreciated. Her efforts convinced them that someone cared about them and valued their sacrifices. She discovered a few Coast Guardsmen at the hospital and made a

special effort to seek them out. Though she continued to visit all the wards, her dedication to the Coast Guard and World War II service resulted in her handle being changed from cookie bearer to "The Coast Guard Lady."

The Vietnam-era veterans left a strong impression on her. She still corresponds with some of the Prisoners of War sent to Great Lakes in 1973 for recovery from their ordeal. After retirement, the Boutons moved to Rogers, Ark. Having found her calling, this angel of mercy missed contact with her fellow "Coasties."

She began communicating with 17th District Coast Guard units and other isolated duty stations and lighthouses. "It grew from there," she said. Her current routine involves sending cards, letters and notes to more than 200 Coast Guard units for Coast Guard Day (Aug. 4) and Christmas.

In addition to regular correspondence with active and retired Coast Guardsmen, she estimates she sends about 1,000 letters a year. Mrs. Bouton also keeps track of World War II Greenland Patrol Association Members and the parents of Coast Guard Cutter Blackthorn survivors.

Over the years, the Boutons have traveled from California to Florida visiting units and attending Coast Guard Band concerts. "The band is never surprised when we show up," she said. And they evidently hold her in high regard. On one occasion in Memphis, Tenn., Bill and Lois were talking to two band members backstage before a concert when they were told to move out of the way so a truck could back up. She recalled that one of the musicians said, "Yes, we wouldn't want to run over The Coast Guard Lady, would we?" The other responded, "What about the tuba player (me)." The first said, "We can always get another tuba player, but we can't replace 'The Coast Guard Lady'."

Official Coast Guard Photo by FA2 Frank Dunn



Coast Guard Commandant Robert E. Kramek, presents the Swivel Shot Award to Mrs. Lois Bouton of Rogers, Arkansas during ceremonies at the Second Coast Guard District in St. Louis, March 18.

Dulles Tower's 35th Reunion

Current and former Air Traffic and Airway Facilities employees of the Dulles Tower/TRACON are invited to attend the 35th reunion to be held in the Spring of 1997. The location will be near Washington-Dulles International Airport and will be announced later this year. For more information please contact Elmer Jenny at 817-283-4870.

Interagency Initiative on Emergency Response Developed

In support of creating more common sense government, the Department recently announced a federal interagency agreement to use one plan as guidance for dealing with spills of oil and hazardous substances.

The plan will minimize duplication of effort and unnecessary paperwork for federal, state and local governments. The agreement meets state and local needs and safety assurances required by nine different regulations.

The guidance for oil and hazardous materials leaks, known as the Integrated Contingency Plan, is an agreement signed by the department's Research and Special Programs Administration and U.S. Coast Guard, the Environmental Protection Agency, the Occupational Safety and Health Administration, and the Department of Interior's Minerals Management Service. It was developed under the leadership of the National Response Team with industry, environmental groups and state agencies participating.

The plan is intended to give facilities that handle oil and hazardous materials a common sense option for meeting emergency planning requirements of sometimes overlapping federal regulations. It includes a core facility response plan for dealing with releases of oil and hazardous substances under existing federal laws and regulations. The core plan tells emergency responders what they should do to implement the initial stages of a response.

Annexes to the core plan contain information needed to meet specific regulatory requirements, such as a description of the facility's incident command system and data on hazards at the facility. Facility plans prepared to comply with the new guidance will satisfy emergency response planning requirements of the five federal agencies and will be the federally preferred method of such planning.

FAA Technical Center Renamed

The Federal Aviation Administration's Technical Center in Atlantic City, N.J., was officially renamed the *William J. Hughes Technical Center* in a recent rededication ceremony held in the technical building's atrium.

Senator Frank Lautenberg (D-N.J.) was the featured speaker at the event. Lautenberg proposed the name change for the aviation test facility in legislation he sponsored last fall. Other key speakers included Congressman Frank LoBiondo (R-N.J.) and Congressman James Saxton (D-N.J.).

"The Honorable William J. Hughes, U.S. Ambassador to Panama has been a long-time supporter of the Technical Center," said Guy Gardner, director of the Center. "While serving in Congress from 1974 to 1995 he was instrumental in the Center's growth and success as the nation's premier aviation research and development facility. He has been our friend and supporter for years and deserves the honor we are bestowing on him."

A New Jersey native, Hughes not only fought to keep the facility in Atlantic City, but also played a

key role in obtaining the support necessary to expand and modernize the Center with a new headquarters building, a technical support facility, the advanced automation system laboratory and the aviation security research and development laboratory.

The Technical Center serves as the scientific test base for FAA research, development and acquisition programs. Center activities involve test and evaluation in air traffic control, communications, navigation, airports, aircraft safety and security. Research work includes long-range development of innovative systems and concepts, development of new equipment and software and in-service modification of existing systems and procedures.

Located just outside Atlantic City, the facility covers 5,059 acres. It consists of laboratories, test facilities, support facilities, an airplane hangar and the Atlantic City International Airport. Established in 1958 as the National Aviation Facilities Experimental Center, the facility was renamed the Technical Center in 1980.

Oklahoma City Scholarship Fund Update

The following is a letter written by Steve Bauer, Executive Director of the Federal Employee Education & Assistance Fund (FEEA), published in the FEEA's newsletter, *Helping Hand*.

On April 5, I had the pleasure of meeting with the President of the United States to brief him on the status of our efforts to provide college scholarships in Oklahoma City. This program provides full scholarships to dependent children who lost a parent or guardian in the April 19, 1995 Alfred P. Murrah Federal Building bombing; had a parent or guardian critically injured in the blast; or were injured in the federal building day care center. The FEEA OK Fund is working with the Survivor's Educational Fund and the Heartland Fund in Oklahoma City to accept contributions and distribute scholarships. To date, all of the efforts have raised \$9 million. The projected cost to endow all of the scholarships we will award over the next 20 years is \$10.5 million.

A total of 185 individuals will benefit from this program. The first received scholarships for fall 1995 classes. The youngest eligible recipient will be pursuing her college education through the year 2019. President Clinton was thrilled to hear that the 61 children attending college this year had their expenses paid in full. He encouraged us to quickly raise the additional \$1.5 million needed to fund the entire program.

While in Oklahoma City, I also met with representatives of the Oklahoma City Federal Executive Board and several federal agencies that had offices in the federal building. I presented them with memorial books that contained cards, letters, photos, and other mementos sent to us with contributions. They were grateful to have a physical reminder of the love, hope, and prayers conveyed by well wishers from around the world.

Finally, I visited with some of the present and future scholarship recipients. Sisters Meryl, Sara, and Allyson Williams lost their father, Steve Williams, a supervisor in the Social Security Office when the Murrah building was bombed. Sara, a senior at her father's alma mater, Oklahoma State University, said, "Thank you to every man, woman, and child. God bless you, because this has made a big impact in our lives. My college experience has been a precious gift, and every day it makes me stronger." Allyson is a sophomore at OSU and Meryl is a high school junior who plans to attend college in 1998.

The bombing left Kimberly and Rhonda Harding orphaned and responsible for raising their 8-year-old brother. Their father, Ron Harding, also worked in the Social Security office. Both sisters are receiving FEEA scholarships to attend the University of Central Oklahoma this year. Rhonda said, "We are so happy about this. My education

will allow me to give back to the community and to all of the people who have helped us. And it feels good to know that a scholarship will be there for Ron, Jr. when he is ready to enter college in the year 2005."

To the tens of thousands of you who donated to the scholarship fund, you need to know that your wishes are being fulfilled. And to the children, please remember all the love and prayers that were sent along with the scholarships. Thank you, federal employees, for taking care of your own. The children of Oklahoma City will never forget you.



(l to r) Hans Brich—OK State Regents Chancellor, Steve Bauer—FEEA Executive Director, Sara, Allyson and Meryl Williams, and Rhonda Harding—Scholarship Recipients, Fedrick McLann—OK State Regents Chairman.

NHTSA's Crash Test Results Complete

The National Highway Traffic Safety Administration (NHTSA) released the final group of crash test results for model year 1996 vehicles, completing this year's test program.

"This information on crash test performance helps consumers make informed decisions on which motor vehicles to buy," said Secretary Peña.

NHTSA's crash tests compare vehicles according to frontal crash protection they provide. Nearly half of vehicle occupant injuries occur in frontal collisions.

Vehicles are crashed into a fixed barrier at 35 mph, which is equivalent to a head-on collision between two identical vehicles, each moving at 35 mph, or a 70 mph closing speed. Instrumented dummies register forces and impacts during the crash, which are used by NHTSA to predict potential head and chest injuries.

The New Car Assessment Program crash test results are reported in a range of one to five stars, with five stars indicating the best crash protection for vehicles with the same weight class. Head and chest data, which indicate the chance of a life-threatening, are combined into a single rating, reflected by the number of stars. These represent a vehicle's relative level of crash protection in a head-on collision. Thigh injury, though rarely life-threatening, is also measured in the tests. Such an injury can be disabling, and if a high likelihood of thigh injury is shown in the tests, it will be noted in the charts.

Test results demonstrate the relative crash protection provided to front seat occupants using all of the vehicle's occupant protection equipment. Occupant protection equipment consists of safety belts, air bags, or a combination of both. The results do not apply to unbelted occupants.

NHTSA Administrator Ricardo Martinez, M.D., underscored the importance of buckling up, even in vehicles with air bags. "Children especially must be properly restrained in air bag equipped positions, and rear facing infant restraints must never be placed in front of an air bag. We are aware of 15 children who appear to have been killed in air bag deployments because they were not properly restrained by safety belts, and we are aware of six infants who appear to have been killed in air bag deployments because the rear-facing child seat was in front of an air bag."

NHTSA emphasized that the crash test results are meaningful only for comparing relative injury risk in frontal collisions between vehicles of similar weight, within an approximate weight range of 500 pounds.

To obtain copies of the crash test results or more information on these crash test results, call the agency's toll-free **Auto Safety Hotline, (800) 424-9393**.

DOT and HUD Announce Community Revitalization Project

DOT and Housing and Urban Development (HUD) recently announced a demonstration project that will allow cities to combine metropolitan planning with community revitalization.

The six-city project will provide state and local governments with the opportunity to both reduce paperwork and create a planning process that strategically links transportation with community and economic development and affordable housing.

Initial cities selected for the demonstration are Detroit; Gary, Ind.; Hartford, Conn.; Kansas City, Mo.; Long Beach, Calif.; and St. Louis. The mayors of these cities have expressed support for this project and committed to enhancing level of cooperation between city government, regional Metropolitan Planning Organizations (MPO's) and state departments of transportation. They will work towards developing a process that addresses HUD's planning requirements and encourages effective implementation of the Intermodal Surface Transportation Efficiency Act (ISTEA).

DOT Assistant Secretary for Transportation Policy Frank Kruesi said that this project will further ISTEA's goals which require that state governments and MPOs consider the environmental, social and economic impacts of transportation projects in developing transportation plans and programs.

"This joint venture with HUD will give local communities invaluable regional support," said Kruesi. "It will help these cities become stronger, more effective players in the MPOs—the organizations that help decide how federal transportation funds will be spent. And it will inspire cities to better integrate transportation planning with their other planning efforts for housing and economic development. It also will supplement the work that DOT has already begun through its *Livable Communities Initiative*."

Participating cities and MPOs will receive extensive HUD-sponsored technical assistance from nationally-recognized planning and transportation experts.

ADA Celebrates Six Years



On July 12, the Department of Transportation celebrated the six year anniversary of the passage of the Americans with Disabilities Act (ADA) of 1990. Secretary Peña recognized the Department's two associations of employees with disabilities—DOT/ADA and DEAF/DOT. Secretary Peña also gave an award honoring Tim Cook, a disability rights attorney who passed away three years ago. Mr. Cook was a key disability advocate who worked hard to achieve accessible transportation for people with disabilities.

DOT Selects Panel To Pick Nation's First Official Scenic Byways

Secretary Peña and the Department of Transportation recently selected a panel of travel, tourism and historic preservation experts to select the first National Scenic Byways and All-American roads.

National Scenic Byways are roads or highways that states have deemed outstanding and that merit national recognition because of their scenic, historic, cultural, recreational, natural or archeological qualities. All-American roads are the "superstars" or the best of the National Scenic Byways.

The blue ribbon panel will evaluate the nominations received by the Department and will officially introduce America, and the world, to America's beautiful open roads.

"These roads reflect our country's rich, diverse natural landscape and are often destinations unto themselves. They also illustrate how we can effectively balance economic development with historic and environmental preservation," said the Secretary.

"While we recognize the beauty of our nation's scenic byways, it is also important to note the value of these roads extends beyond their aesthetic qualities," Federal Highway Administrator Rodney Slater said. "These roads help to boost local economies by spurring and supporting tourism, a \$400 billion industry that accounts for 11 percent of consumer spending. In fact, some 90 percent of leisure travelers use our highway system to gain access to national parks, forests, cities, or the scenic byways themselves which are among the most attractive places to visit."

Panel members will announce their selections of National Scenic Byways and All-American Roads this fall.



Autumn in Lower Logan Canyon

Understanding "NEED-TO-KNOW" Security Awareness

by Bill Cope

"Need-to-know" is a critical security principal that is especially applicable to all Department of Transportation employees in the current environment. The Aldrich H. Ames case showed us that need-to-know should be reemphasized in our security awareness materials. Ames had access to highly classified material nonessential to his principal duty as a operations officer in the Central Intelligence Agency's Counternarcotics Center. In another case, a Navy co-worker of Jonathan Pollard, a former Navy intelligence analyst convicted of spying for Israel, recognized that Pollard had in his possession a large amount of material for which he had no need-to-know and the coworker reported this fact to authorities. This reminder is designed to explain the need-to-know concept, personal Need-to-Know responsibilities, and the need-to-know decision-making process. The need-to-know security principal is applicable to both classified national security information and sensitive or proprietary, but unclassified information (non-public information.)

The official definition of need-to-know is: The determination by an authorized holder of classified information that access to the information is required by another appropriately cleared individual to perform official duties. This means that anyone who possess classified information has the authority to give another individual that information or to deny him access to it. The Department relies upon your personal judgement and sense of responsibility in making these decisions.

Why do we have need-to-know? Why not just check clearances and then provide anything requested? There are at least two arguments against doing so. First, if an individual is spying, you may prevent him from obtaining information that an adversary desperately needs. Second, if an individual passes secrets to another country, need-to-know will allow counter-intelligence experts to reliably assess how much information may have been passed.

What are the criteria for making, need-to-know decisions? Start with basic common sense. If the individual requesting access is working on highway technology, why does he or she want to know about acoustic silencing of Coast Guard Cutters? If an individual is working on drug trafficking in Peru, why would information about U.S. verification techniques for strategic arms treaties be requested? Does he or she want to know the names of sources or types of reconnaissance platforms that provided the data? Some of the questions to ask yourself when making need-to-know decisions are:

- * Why does the person need the information?
- * Does the requested information pertain to the individual's position and responsibilities?
- * How much information does the individual need to complete his or her task?
- * If you are in a group situation, do all the others in the group have the need-to-know?
- * Is the information requested pertinent to the project?

What should you do if someone whom you know to be cleared for access to classified information, approaches you and asks for classified or unclassified but sensitive information? You have three choices: (1) listen to the explanation for the request for access, then grant him or her access after you have applied the decision criteria and you understand and approve of the rationale; (2) deny access if the request was not adequately explained or justified, or (3) if you are still unsure, discuss the matter with your supervisor or the requestor's supervisor

prior to granting access.

We have other situations in which the Need-to-Know principle applies. One of the most prominent of these is restricted information placed on Automated Information Systems (AIS), commonly known as a computer system. Another tricky situation is that if a person calls you by telephone and requests information which may require you to make a need-to-know decision.

Need-to-Know situations can be more complex and complicated when encountered on an AIS. Access to any computer information should be via password authorization. Your system administrator must properly utilize discretionary access controls and/or access control lists to properly enforce the need-to-know requirements within your AIS. If you leave your area for any extended period, such as lunch, remember to log off and secure your disks or use an approved screen lock. You can also protect your files with a password. You are responsible for determining need-to-know for all information contained in computer media prior to release or insertion into an AIS. If you use an e-mail system, the sender must ensure that all recipients have a need-to-know the information you send via e-mail.

When talking on the telephone, be sure that you know the other person and can verify his or her need-to-know before providing any information. If you do not know the person, or are unable to confirm the need-to-know, follow the same routine as if you were talking face-to-face, and make your decisions based on the need-to-know criteria.

We are all required to protect classified national security information and unclassified but sensitive information within our possession. Your personal responsibilities include using all of the security tools available to you, such as secure telephones, secure faxes, safes, badges and the like and learning the security skills you need to succeed in a security environment. One of these skills is the ability to determine another person's need-to-know, or to convince another person of your need-to-know. Use both the tools and the skills. Remember, not every individual who casually asks you about your job is a spy, but continued questioning concerning sensitive, classified, or proprietary information when the individual does not have a clear need-to-know may be indicative of a security concern. If you notice this type of behavior, discuss it with your supervisor or the security officer.

Careful use of need-to-know prevents unnecessary disclosure of classified, sensitive, or proprietary information. It takes the efforts of all of us to make Need-to-Know work.

This information was taken from briefing scripts, viewgraphs and handouts published by the Central Intelligence Agency.



1996 Mid-South Aviation Forum

The 1996 Annual Mid-South Aviation Forum will be held August 26-28, 1996, at the Sheraton Four Points Hotel, in Memphis, Tennessee. This fourth annual event is a gathering of persons from throughout the aviation community. The three day event will include noted speakers, aviation presentations, technical and industry exhibits, and a static aircraft display. Participation, which will include the Federal Aviation Administration (FAA), general aviation, industry and the military is expected to exceed 450 persons.

This year's event is sponsored by the Memphis/Shelby County Airport Authority, Aircraft Service International and Wilson Air Center. Mid-South FAA organizations will host the conference. Contact David Young of Memphis Center, at 901-368-8537, for information and registration.

More Than An Olympic Torchbearer

When Ken Rutland, a safety engineer in the National Highway Traffic Safety Administration's Office of Safety Performance Standards, received a special delivery letter telling him he had been chosen by the Olympic Committee to be one of the "Community Hero Torchbearers" he had no idea how he was selected or who might have nominated him. What he did know is that he would gladly accept the Olympic Committee's offer at carrying the Olympic flame.

A few days after receiving the letter, Ken received another surprise, a phone call from a former next door neighbor. It had been some time since they last spoke and after "catching up" she asked Ken if he had received anything in the mail recently that was out of the ordinary. Hanging up the phone, Ken was speechless. Her daughter nominated Ken as a "Community Hero" and asked that he be a torchbearer.

Fifteen years ago, a family moved in next door to the Rutlands'. A divorced, working mother, two girls (ages nine and 13) and a grandmother who had cancer. The father had abandoned the family and provided no support, no letters, no parental guidance, nothing in the way of support needed for two young girls entering into adolescence. For the seven years the Rutland's remained in the neighborhood, Ken became a father figure for these two young girls, especially Allyson, the 13 year old.

"It was apparent the family needed help," said Rutland. "I started out helping around the house. If the roof needed fixing, or the fence needed mending I would go over and take care of it. I just wanted to lend a hand, that's all."

Ken's role grew though. For the girls, growing up without a father figure began taking its toll on

the family. Allyson needed guidance, but most of all she needed a father. Ken was the closest thing to it. "I tried to be as supportive to Allyson and her sister as much as possible. Growing up is tough



With torch in hand, Ken Rutland goes for a run he'll never forget.

enough and without a father it makes it even tougher." Ken donated his time willingly attending school functions, helping out in homework, providing guidance and advice, even meeting boyfriends. "Allyson's senior year prom rolled around. Allyson asked that I come over to the house and meet her date and take part in the pre prom festivities. Having a daughter of my own, I know how important this night is to young ladies so I gladly went over to take some photos and be a part of the excitement. Of course, I gave her date the same speech I gave my daughter's date, "Have a fun night. Don't drink and drive. Call me if you need anything. Be back by such and such a time and take care of her tonight, she is your main responsibility." Needless to say, Allyson's date listened to Ken and had Allyson safely home by the prescribed time.

Ken says he never thought about it, he just eased into the role and before he knew it, he had adopted the family as if it were his own.

much to her. I was the surrogate father she needed and in some small way, maybe I helped her become the person she is today."

Olympic organizers named 5,500 "community heroes" and 800 Olympians to participate in the torch relay, which began in Los Angeles on April 27 and passed through 42 states.

The community heroes were chosen in a nationwide search. The list is dominated by ordinary citizens who have made contributions to their communities in profound and subtle ways.

The conclusion of Allyson's letter reads, "When I thank God for my blessings, he is always included. He is a humble person that would never consider himself for this honor, but I would be honored if he were chosen for this special occasion." Allyson's wish came true, as did Ken's. His "daughter" Allyson is everything he hoped for.



Ken and his wife Sharon shortly before the flame arrives.

Time to Surf The Web

Check out the Department's public affairs page at: <http://www.dot.gov:80/affairs/index.htm> to be in tune with what is happening throughout the Department.

The Coast Guard's Office of Investigations and Analysis has also recently gone on-line. You can access this page at: <http://www.dot.gov/dotinfo/uscg/hq/gm/mao/maola.html>.

The National Highway Traffic Safety Administration's National Crash Analysis Center (NCAC) just announced the opening of its website located at: <http://www.ncac.gwu.edu/>. The website provides information related to vehicle safety, archival information and a comprehensive collection of animated computer simulations. The NCAC Film Library has a sophisticated search engine which allows users to find and order crash test films and reports. If you want to know how your representative voted on a particular issue, the Library of Congress has it covered. Point your Web browser to <http://lweb.loc.gov/global/legislative/voting.html>. The resource, located at the new Library of Congress Internet Resource Page, points users to a series of private organizations, including C-Span and Congressional Quarterly, that tally the ayes and nays and put them on-line.



Helpful Hint

The Valet Needs Only The Keys To Your Car, Not Your House



Next time you hand your keys to a mechanic or valet driver, consider what you're really giving that person.

If you give all your keys, you could be handing over access to your home or business and everything in it. Home address information can often be quickly found on vehicle registration or insurance information in the glove box.

For extra protection, give only the keys needed to operate the car. To make that easier, consider purchasing a key chain that will detach into two separate key chains. Keep your house and business keys on one end and your car keys on the other.

