

**A Chronology of the U.S. Department of Transportation
During the Clinton-Gore Administration
1993 - 2001**

1993

1993: New, 47-foot motor lifeboats were tested under operational conditions at several Coast Guard stations. These vessels were to replace aging, 44-foot lifeboats.

1993: In order to better protect students using wheelchairs, Federal Motor Vehicle Safety Standard 222 for School Bus Seating was amended. The amendment included a requirement that if a school bus is equipped to handle wheelchairs it must be equipped with a device to secure the wheelchair at four or more points in a forward-facing position. In addition, lap and upper torso restraint systems would be required. Strength requirements were included for the securement device and the anchorage for the wheelchair, and for the belts.

1993: The FHWA's Office of Motor Carriers concluded its first enforcement action against a Department of Energy contract carrier. New authority subjected these carriers to Office of Motor Carriers jurisdiction for the first time and, with the penalties imposed, improved the radioactive materials transportation compliance to an outstanding level. One of the contractors paid more than \$200,000 in administrative penalties before coming into full compliance. The Department of Energy contract carrier community changed procedures at all sites nationwide for radioactive material transportation in large part as a result of this enforcement action.

1993: NHTSA issued a warning to consumers regarding cars that have been rebuilt after being demolished in a crash, or have been constructed by using salvaged parts of crashed cars. These cars were being sold as undamaged on the used car market. In order to help resolve this problem, NHTSA undertook implementation of the Anti Car Theft Act of 1992. As part of the implementation, NHTSA created a Motor Vehicle Titling, Registration and Salvage Advisory Committee, effective April 23, 1993. On May 14, 1993, there was a *Federal Register* announcement of the establishment of the advisory committee and its charter.

1993: After the submission of a Report to Congress on Retrofitting Rear Seats with Lap/Shoulder Belts, which was directed by the U.S. House of Representatives, NHTSA distributed a brochure informing consumers how to retrofit pre-1989 passenger cars with lap/shoulder belts in the rear seat.

1993: In order to better protect students using wheelchairs, Federal Motor Vehicle Safety Standard #222 for School Bus Seating was amended. The amendment included a requirement that, in certain circumstances, buses must be equipped with a device to secure the wheelchair at four or more points in a forward-facing position. In addition, lap and upper torso restraint systems would be required. Strength requirements were included for the securement device as well as the anchorage for the wheelchair and for the belts.

1993: Effective with 1994 model year crash testing, NHTSA simplified the New Car Assessment Program by adopting a new format for consumers that consisted of a range of one to five stars for overall crash results, and the previously separate head injury criteria and chest injury criteria were combined into a single rating.

1993: The Saint Lawrence Seaway Development Corporation (SLSDC) and its Canadian counterpart agency, the Canadian Saint Lawrence Seaway Authority (SLSA), completed the first binational vessel operator customer survey to obtain customer recommendations for improved operational efficiency of locks and channel operations.

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1993: The SLSDC established an annual Port Pacesetter award to U.S. ports achieving an increase in international tonnage over the previous shipping season. The program provides local community public recognition for the ports, and supports SLSDC customer service initiatives throughout the Great Lakes region. The first award recipients for 1992 tonnage in excess of the 1991 season were: Toledo, Ohio; Green Bay, Wisconsin; Duluth, Minnesota; Erie, Pennsylvania; Oswego, New York; and Burns Harbor, Indiana.

1993: NHTSA published its first strategic plan, *People Saving People, On the Road to a Healthier Future* as a result of three strategic planning retreats led by NHTSA's senior officials. Injury control became a vital part of NHTSA's strategic planning for 1994 and beyond. A comprehensive long-range approach to injury prevention, and partnerships and linkages were recognized in a united effort by business, government, health care and community groups to reduce the toll of injuries, were major elements of this plan.

January 14, 1993: The SLSDC achieved an unqualified "clean" audit opinion on its fiscal year 1992 financial statements. The SLSDC has achieved the "clean" audit rating each year since the first fiscal year audit of June 30, 1955.

January 21, 1993: Having been nominated by President Bill Clinton and confirmed by the Senate, former Denver Mayor Federico F. Peña took the oath of office as the nation's 12th Secretary of Transportation.

February 1993: The U.S. Coast Guard cutter *Rush* raced to the Marshall Islands to interdict the illegal smuggling of 500 Chinese immigrants aboard MV *East Woods*.

March 1993: The SLSDC initiated use of its new Global Positioning System (GPS) technology for positioning floating navigation aids along the Saint Lawrence River. The program began in 1991 with an interagency agreement with the Volpe National Transportation Systems Center to investigate GPS applications to Seaway operations.

March 3, 1993: President Clinton asked Vice President Albert A. Gore Jr. to supervise the National Performance Review, his administration's effort to improve the quality of the government and to reduce the cost of delivering services to the American taxpayer.

March 5, 1993: A Final Rule was issued on the organization and the delegation of powers and duties within the National Highway Traffic Safety Administration (NHTSA). The NHTSA official, formerly known as the Managing Director, would now be known as the Executive Director. The title change was not covered by the Administrative Procedure Act, Executive Order 12291 or by DOT's regulatory policies and procedures.

March 15, 1993: DOT approved British Airways' \$300 million investment in USAir.

March 30, 1993: Opening of the Saint Lawrence Seaway's 35th navigation season.

Spring, 1993: Operation Able Manner, the interdiction of illegal Haitian immigrants to the United States, began. Coast Guard units in the course of interdiction operations also conducted search-and-rescue operations.

April 1993: After Secretary Peña intervened, Northwest Airlines abandoned its plan to overlay most of Reno Air's route system and match Reno Air's fares. This was in response to Reno Air's entry into the Minneapolis-Reno nonstop route, a plan apparently designed to encourage Reno Air to drop its Minneapolis flights.

April 7, 1993: President Clinton signed into law the enabling legislation for the National Commission to Ensure a Strong Competitive Airline Industry. The Commission was to examine problems facing the aviation industry. On April 29, the President selected the Commission's members. Under the leadership of former Virginia Governor Gerald Baliles, the panel met for the first time on May 24.

April 9, 1993: As a result of a Defect Petition from the Center for Auto Safety, NHTSA opened a Defect Investigation into Chevrolet/GMC full-sized pickup trucks (C/K Series) with fuel tanks mounted outboard of the frame rails. This Defect Investigation sought to determine whether 1970-1991 Chevrolet and GMC full-sized pickup trucks contained a defect that poses an unreasonable risk to safety. The main risk was the danger of fires following crashes, with primary focus on side-impact crashes.

April 15, 1993: In order to encourage exports of U.S. low sulfur coal through the Saint Lawrence Seaway, the SLSDC and the SLSA established a permanent reduced toll category for coal shipments.

April 19, 1993: The Federal Aviation Administration (FAA) announced a modification of its plan to consolidate its en route centers and Terminal Approach Control facilities (TRACONS) into 23 large facilities. Instead, the agency planned to operate the 22 en route existing centers, 170-175 stand-alone TRACONS, and five consolidated TRACONS.

April 20-May 8, 1993: The SLSDC held its first trade mission to the Pacific Rim, including visits to Australia, Japan, Korea, Thailand and Hong Kong. In 1985, the SLSDC initiated a trade development program that included sponsoring annual industry/government missions under the auspices of the Department of Commerce.

May 1993: The Department's aviation consumer office released a new publication, *Informal Summary of Aviation Consumer Rules*. Designed for smaller and newer airlines but used by carriers of all sizes, it is a concise summary of the major provisions of all DOT aviation consumer regulations.

May 12, 1993: A team from Coast Guard *Boutwell* boarded the MV *Chin Luang Hsiang* and discovered 199 undocumented Asian migrants.

May 14, 1993: The Federal Transit Administration (FTA) signed a full funding grant agreement with the Los Angeles County Metropolitan Transportation Authority for the mid-city segment of its subway system.

May 19, 1993: The Seaway entities, in coordination with the International Joint Commission, implemented an emergency plan of increased water flow through the Saint Lawrence River. The goal was to alleviate exceedingly high water levels threatening riparian interests on the shores of Lake Ontario. The increased water flows required that vessel navigation through the Seaway be curtailed twice weekly until the Lake Ontario water level was corrected. Normal navigation was resumed on June 12, 1993.

June 6, 1993: MV *Golden Venture* with 289 illegal immigrants onboard ran aground off Far Rockaway, New York.

June 8-10, 1993: The largest coordinated international safety check of commercial motor vehicles ever was conducted. This effort, designated Roadcheck '93, involved enforcement officials from all 50 states, the District of Columbia, Puerto Rico, the Federal Highway Administration (FHWA) Office of Motor Carrier Safety, 12 Canadian provinces and territories and officials and inspectors from the Republic of Mexico. More than 56,000 inspections were conducted at over 250 locations throughout North America.

June 16, 1993: Rodney E. Slater was sworn in as the 13th Federal Highway Administrator and the 19th overall chief highway executive since the 1893 founding of the Office of Road Inquiry, the FHWA's predecessor.

June 21, 1993: The U.S. Supreme Court upholds the legality of the executive order issued by former President Bush, and subsequently adopted by the Clinton-Gore Administration, directing the Coast Guard to return Haitian immigrants interdicted on the high seas to Haiti without first determining any claims to asylum status.

June 30, 1993: Eight individuals indicted by a New York federal grand jury for allegedly evading \$85 million in federal taxes on 946 million gallons of gasoline. This was the largest fuel tax evasion case ever brought by the Department of Justice and the FHWA's state revenue agencies.

June 30, 1993: The SLSDC sponsored the first International Canals and Inland Waterways meeting, in London, including participants from Finland, Egypt, Sweden, Hungary, Turkey, Brazil and Greece. Primary discussions focused on safety, environmental issues, and new technologies for canal and waterway operations.

July 1993: DOT released its first-ever Surface Transportation Research and Development Plan to the Congress.

July 21, 1993: The United States and Brazil signed a new 18-month equal access maritime agreement. The agreement recommitted both countries to liberalizing access to the provision of maritime services in bilateral trade and to removing barriers that inhibited U.S. liner companies from operating efficiently and effectively.

July 26, 1993: The Americans with Disabilities Act (ADA) Key Station compliance took effect, requiring all key transit stations, unless granted an extension by the Federal Transit Administrator, to be readily accessible to and usable by individuals with disabilities, followed by ADA Key Station compliance for complementary paratransit service on January 26, 1997.

July 29, 1993: Congress dedicated a new sign for the interstate highway system, designed by the FHWA in conjunction with the American Association of State Highway and Transportation Officials, that honored former President Dwight Eisenhower as the driving force behind the system's creation.

August 3, 1993: President Clinton signed into law the Government Performance and Results Act (GPRA), which mandated that government agencies develop three important pieces of a performance measurement system: strategic plans, annual performance plans and annual performance reports.

August 12, 1993: Lifting the ban imposed by President Reagan, the Clinton-Gore Administration announced that air traffic controllers fired after the 1981 strike could apply for reemployment with the FAA.

August 13, 1993: Following the Great Flood of 1993, the FHWA provided flood relief and assistance to flood-affected areas all along the Missouri and Mississippi rivers.

August 19, 1993: President Clinton asked Secretary Peña and Laura D'Andrea Tyson, chair of the Council of Economic Advisors, to head a National Economic Council working group to develop a civil aviation initiative.

August 19, 1993: The National Commission to Ensure a Strong Competitive Airline Industry, chaired by former Virginia Governor Gerald Baliles, completed its report to the President and Congress, recommending reinvention of the FAA, strategies for financial health and stability of the air transportation system and an open, comprehensive multi-national regime to obtain service rights for U.S. airlines.

August 20-21, 1993: The SLSDC implemented the fifth year of Seaway Emergency Response Plan annual training and emergency simulation exercises: chemical spill/injury exercise, Alexandria Bay, New York; plus separate training sessions for all participants. The annual program involves working with U.S. and Canadian federal, state/provincial, county and city agencies responding and resolving vessel emergencies that threaten local populations, property and the environment.

August 25-28, 1993: The FHWA Office of Motor Carrier Safety, in partnership with the Commercial Vehicle Safety Alliance, American Trucking Associations, and the Nevada Highway Patrol, sponsored the first-ever International Inspector's Competition. Challenge '93 emphasized the role of the commercial vehicle inspector in the total safety effort to stimulate pride in inspection quality and to promote uniformity in the application of the standard inspection program. Forty-three U.S. states, nine Canadian provinces and representatives from Mexico participated.

August 31, 1993: Secretary Peña and Federal Transit Administrator Gordon Linton announced the first Livable Communities grant to the Metropolitan Transportation Commission with the Spanish Speaking Unity Council of Oakland for the planning of the Fruitvale Bay Area Rapid Transit System Station "transit village." The Livable Communities Initiative promotes enhancements that make transit more "user friendly."

September 7, 1993: Vice President Gore released the final report of the National Performance Review, *From Red Tape to Results: Creating a Government That Works Better & Costs Less*.

September 11, 1993: To provide "the highest quality service possible to the American people," President Clinton issued Executive Order 12862, "Setting Customer Service Standards," to improve how government serves the public.

September 11-18, 1993: The SLSDC participated in a trade mission to Russia.

September 22, 1993: A barge struck a railroad bridge over the Bayou Canot River in Akka, Alabama, knocking the track out of alignment. An entire Amtrak passenger train derailed while crossing the bridge, killing 42 passengers and five crewmembers and injuring 133 others. The tragedy led to a comprehensive inspection on the adequacy of lights and fendering on all 14,000 maritime bridges. It also led to a review of the qualification of towboat operators and the addition of the requirement for radar operator qualification.

September 27, 1993: President Clinton signed the 1994 Department of Transportation

Appropriations Bill. The Senate Report for this bill directed the Coast Guard to target its foreign vessel boarding efforts on the owners, classification societies, and Flag States responsible for the operation of substandard ships. The Port State Control Program pursues this goal by undertaking risk-based boarding and examination efforts on those vessels most likely to be substandard.

September 29, 1993: President Clinton and Vice President Gore announced the Partnership for a

New Generation of Vehicles, to create a car with triple the fuel economy of today's vehicles, fewer pollutants and the same standards of comfort and safety.

September 30, 1993: Saying that "[t]he American people deserve a regulatory system that works

for them," President Clinton issued Executive Order 12866, "Regulatory Planning and Review," which focused on ways to improve the federal regulatory process..

October 1, 1993: President Clinton issued a report to Congress entitled, "Strengthening

America's Shipyards," a plan for enabling U.S. firms to compete in the international shipbuilding market.

October 3, 1993: The FHWA celebrated 100 years of service to the country. General Roy Stone, the agency's first head, called the movement to improve the nation's roads a "peaceful campaign of progress and reform." Today, the 42,800-mile (68,800-kilometer) Dwight D. Eisenhower System of Interstate and Defense Highways is the most visible result, but the "peaceful campaign" continues as the FHWA adapts to the intermodal demands of the 1990s.

October 10, 1993: The Glenn Anderson Freeway/Transitway, formerly the Century Freeway, opened in Los Angeles, California. The \$2.2 billion, 17.3-mile high-tech freeway included traffic sensors buried in the pavement, computers to monitor flow, meters to regulate traffic on the ramps connecting to four other freeways, closed-circuit television cameras and room in the median for the Green Line trolley.

October 28, 1993: Regulations were issued for transportation planning and programming for states and metropolitan planning organizations. These regulations govern FTA and FHWA capital investment decisions.

November 2, 1993: The FAA dedicated the new Leased Interfacility National Airspace Communications (LINCS) telecommunications system connecting 20 air route traffic control centers.

November 15, 1993: The Seaway entities permitted allowable vessel draft increases of one to three inches, (from 26 feet to 26'3") based on water levels and direction. Increased draft allows vessels to increase tonnage carried within a range of 210 to 350 metric tons, depending on commodity carried and type of vessel.

November 17, 1993: The U.S. House of Representatives passed legislation to implement the North American Free Trade Agreement by a vote of 234-200. The Senate followed suit three days later by a vote of 62-38, and President Clinton signed the legislation.

November 19, 1993: In connection with the American Automobile Labeling Act, NHTSA issued a Notice of Proposed Rulemaking describing a proposed procedure for the labeling of light-duty vehicles (cars and light trucks). The vehicles must have a label with details of the country of origin for major parts and component systems. The documents submitted to NHTSA periodically by each manufacturer under this Act are also referred to as "domestic content labeling."

November 23, 1993: President Clinton created the National Science and Technology Council (NSTC) by Executive Order as a high-level coordinating body for science and technology in the federal government. DOT is a key member of the NSTC, and Deputy Secretary of Transportation Mortimer Downey was selected to chair its Committee on Transportation.

November 29, 1993: Joint FHWA/FTA Final Rules on statewide and metropolitan planning went into effect, implementing major planning changes required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The new rules called for a continuing, cooperative and comprehensive intermodal planning process both statewide and for each metropolitan area.

November 29, 1993: The SLSDC and SLSA announced a one-year freeze of Saint Lawrence Seaway tolls at 1993 levels for the 1994 shipping season. This was the first toll freeze since 1985.

November 30, 1993: President Clinton signed Public Law (Pub. L.) 103-160, setting forth the National Shipbuilding Initiative (NSI). The NSI expanded the Maritime Administration's (MARAD) Title XI Ship Financing Program to include projects for foreign ship owners who build their vessels in the United States and for modernization of U.S. shipyard facilities.

December 2, 1993: President Clinton signed Pub. L. 103-172, legislation to make permanent and expand the federal employee transit benefit program to encourage use of alternative commuting methods to single-occupant automobiles, based on a proposal that had been sent to Congress by Secretary Peña on September 22, 1993.

December 3, 1993: The FAA commissioned its first Airport Surface Detection Equipment model 3 (ASDE-3), an improved ground surveillance radar system.

December 1993: Secretary Peña negotiated a standstill agreement between Los Angeles and the airlines using Los Angeles International Airport, enabling airlines to continue using the airport pending the resolution of a dispute over the airport's increased landing fees.

December 9, 1993: Secretary Peña and Federal Highway Administrator Rodney E. Slater unveiled recommendations for the National Highway System, which Slater said would be the "backbone of our national transportation network in the 21st century."

December 17, 1993: The first FAA-approved use of the Global Positioning System (GPS) for non-precision airport approaches began.

December 20, 1993: Citing the need for measures to save lives and reduce injuries on the highway, Secretary Peña announced a ban on the use of radar detectors by drivers of commercial trucks and buses subject to the Federal Motor Carrier Safety Regulations (FMCSRs).

December 20, 1993: President Clinton signed Pub. L. 103-206, the Coast Guard Authorization Act of 1993, legislation authorizing, among other initiatives, the Coast Guard to require passenger vessels to have improved fire protection and other safety equipment onboard.

December 26, 1993: End of the Saint Lawrence Seaway's navigation season. The availability/reliability performance measure was 94 percent for the 272 days of navigation. U.S. Seaway Locks availability/reliability is an annual performance measure with a goal of 99 percent for navigation days open versus downtime for all causes such as vessel incidents, maintenance problems, weather delays and other external factors.

1994

1994: The FTA announced the Innovative Financing Initiative, established with the intention of providing a variety of methods for managing capital flows or attracting new funding for transit systems nationwide.

1994: NHTSA was selected as a pilot project under the Clinton-Gore Administration's Government Performance and Results Act. Several performance measures were established including: reducing motor vehicle fatality and injury rates per 100 million miles traveled and per 100,000 drivers; reducing the involvement rate of drivers in crashes as a proportion of licensed drivers, and; reducing the proportion of fatalities that are alcohol related to 44 percent of all fatal crashes.

1994: NHTSA launched a two-year national outreach effort, "Campaign Safe and Sober." The aim of the program is to reduce alcohol-related highway fatalities to 43 percent of all motor vehicle deaths and increase safety belt use to 75 percent by 1997. This program emphasizes public information, legislation and law enforcement. Packages of material are sent to participants each quarter. Each quarterly package emphasizes a different area, such as: alcohol and seat belts; alcohol and child passenger safety; and speed.

1994: The SLSDC made its annual Pacesetter awards to: Cleveland, Ohio; Duluth, Minnesota; Milwaukee, Wisconsin; Toledo, Ohio; Ogdensburg, New York; Oswego, New York; and Burns Harbor, Indiana.

January 3, 1994: General Fogleman, Commander in Chief, United States Transportation Command, requested that MARAD activate a Ready Reserve Force (RRF) troopship to support Operation Restore Hope in Somalia. Between January 30 and March 26, 1994, the *Empire State* transported 1,618 U.S. Army troops from Mogadishu, Somalia, to Mombassa, Kenya, in four voyages. This was the first use of an RRF troopship in a contingency since the Vietnam War.

January 6, 1994: Secretary Peña and Laura D'Andrea Tyson, chair of the Council of Economic Advisors, held a press conference to unveil the Clinton-Gore Administration's plan to revitalize the aviation industry. The plan entailed action on most recommendations of the National Commission to Ensure a Strong Competitive Airline Industry. Included were efforts to move ahead with conversion of FAA's air traffic control function to a government corporation. Other elements of the plan aimed at: bankruptcy reform; increased foreign investment in U.S. carriers, contingent on reciprocal opportunities; encouragement of new entrant carriers; heightened scrutiny of airline financial fitness; and promotion of employee ownership of airlines.

January 7, 1994: The tanker *Morris J. Berman* struck a reef off Puerto Rico and spilled more than 750,000 gallons of oil. Coast Guard units responded and performed containment and clean-up operations.

January 11, 1994: The FHWA's Office of Motor Carriers proposed to eliminate more than a dozen obsolete and redundant regulations to ease the paperwork burden on commercial motor carriers without any reduction in safety benefits.

January 13, 1994: The SLSDC achieved an unqualified "clean" audit opinion on its fiscal year 1993 financial statements.

January 17, 1994: At 4:31 a.m., the Northridge earthquake rumbled through the Los Angeles area at 6.8 on the Richter Scale, leaving in its wake an estimated \$25 billion to \$30 billion in damage to buildings, highways, bridges, parking structures, natural gas lines and overpasses.

January 24, 1994: Secretary Peña announced the Department of Transportation's Strategic Plan.

February 1994: Launch of the *Streamlining Coast Guard Field Study and Training Infrastructure Study*, both intended to improve Coast Guard operational efficiency.

February 2, 1994: The FAA announced that 25 low-activity towers would be converted to contract towers, beginning in September 1994.

February 7-17, 1994: The SLSDC sponsored public meetings on Seaway tolls policy and trade initiatives in Chicago, Cleveland and Duluth to obtain direct customer responses on tolls and trade development.

February 10, 1994: The FTA signed a full funding grant agreement with the New York Metropolitan Transportation Authority for the 63rd Street – Queens Boulevard Line connection project.

February 11, 1994: President Clinton Signed Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations."

February 15, 1994: A DOT directive abolished the Office of the Assistant Secretary for Policy and International Affairs and established the Office of the Assistant Secretary for Transportation Policy and the Office of the Assistant Secretary for Aviation and International Affairs.

February 15, 1994: The FAA, FHWA, FTA and Federal Railroad Administration (FRA) promulgated rules to implement the Omnibus Transportation Employee Testing Act of 1991, which requires alcohol and drug testing programs in the aviation, motor carrier, rail, and transit industries in the interest of public safety.

February 17, 1994: With the Global Positioning System's 24 satellites operating in their assigned orbit and providing signals, the FAA announced that it was starting civil use of the initial operational capability of the Global Positioning System.

February 18, 1994: The District of Columbia Circuit Court upheld the constitutionality of the restrictions imposed by Congress on long-haul air service at Dallas' Love Field. DOT was upholding the statute's constitutionality in a suit filed by Kansas and several Kansas and Dallas residents.

February 22, 1994: Secretary Peña transmitted legislation to Congress to designate a National Highway System.

February 23, 1994: The Federal Motor Carrier Safety Regulations were amended to make private motor carriers of passengers in interstate transportation subject to them, with certain exceptions including those involved in non-business activities.

February 28, 1994: The National Weather Service commissioned the first Next Generation Weather Radar as part of a joint development program in which the FAA was a participant.

February 28, 1994: Toll incentives to encourage trade by the Seaway entities included a permanently reduced toll on steel slabs.

March 7, 1993: The Seaway entities implemented the third increase of vessel beam allowed to transit the Seaway Locks, (originally 75 feet) from 76 to 78 feet.

March 11-19, 1994: The SLSDC participated in its first trade mission to South Africa.

March 17, 1994: The FAA announced a multi-year strategy to help the general aviation industry, which was facing adverse economic conditions. The plan included a range of initiatives to lower the cost of flying, boost safety and technology and guarantee fair and equal access to airways and airports.

March 30, 1994: President Clinton signed the Federal Workforce Restructuring Act of 1994 to effect a reduction of 272,900 federal employees between 1993 and 1999. The legislation offered buyouts of up to \$25,000 for personnel willing to leave federal service.

April 5, 1994: DOT rejected Frank Lorenzo's bid to operate ATX as an air carrier, citing past safety and regulatory compliance problems experienced by airlines he had operated. The U.S. Court of Appeals affirmed DOT's decision.

April 5, 1994: Opening of the 36th Saint Lawrence Seaway navigation season.

April 15, 1994: The FAA's Air Traffic Control System Command Center officially began operations in its new, upgraded facility at Herndon, Virginia.

April 18, 1994: DOT establishes the Research and Technology Coordinating Council to assist the Secretary in providing oversight of the DOT research and technology program, conducting strategic planning, establishing priorities and preventing duplication in operating administration research activities.

April 21, 1994: The FHWA Office of Motor Carrier Safety launched "Share the Road," a national public service campaign to educate motorists on how to operate more safely amid large commercial vehicles. The campaign's "No Zone" was developed to help educate the motoring public on the importance of operating safely when near commercial motor vehicles.

April 30, 1994: President Clinton signed Pub. L. 103-238, the Marine Mammal Protection Act Amendments of 1993. This legislation authorized emergency regulations if commercial fishing operations have an immediate and significant adverse impact on a stock or species.

May 1, 1994: The Santa Fe Railway Transportation Center, a \$100 million intermodal facility near Fort Worth, Texas, was dedicated. The 575-acre carload and truck-railway facility was collocated to provide the opportunity for transfer of cargo among highways, railroads and air freight carriers.

May 2, 1994: The FRA creates Technical Resolution Committees to resolve complicated questions of regulatory interpretation and application directly with the input of railroad labor and management.

May 3, 1994: Secretary Peña and Vice President Gore held a news conference at Washington's National Airport to announce the Clinton-Gore Administration's intention to place air traffic control in the hands of an air traffic services corporation.

May 9, 1994: In a step to further strengthen the safety of large trucks and buses involved in interstate commerce, the FHWA's Office of Motor Carrier Safety established substantial fines and license suspension for drivers who violate out-of-service orders. Such orders provide that a person may not drive, and a vehicle may not be operated, until violations of the Federal Motor Carrier Safety Regulations are corrected.

May 26, 1994: President Clinton signed into law the Airport Improvement Program Temporary Extension Act of 1994.

June 2, 1994: The U.S. Supreme Court issued its decision in the case of *American Airlines vs. Wolens*, holding that state deceptive practice laws could not be applied to regulate frequent flyer programs of airlines because they are preempted by federal law. The court held, however, that consumer contract claims against airlines could be heard by the courts.

June 2, 1994: The FAA announced that it would halt further development of the Microwave Landing System (MLS) for use under the more difficult visibility conditions rated Category 2 and 3. Instead, the agency would concentrate on the development of the Global Positioning System. On June 8, the FAA issued a request for proposals for an initial Wide Area Augmentation System (WAAS) to enhance GPS signals, and contracts for WAAS development were subsequently awarded. On October 17, Federal Aviation Administrator David Hinson formally offered free use of GPS for 10 years to International Civil Aviation Organization member states, reconfirming a previous verbal offer.

June 3, 1994: The FAA announced a major overhaul of the Advanced Automation System (AAS) program, terminating portions of the program and modifying others. Among the results was a September 30, 1994, announcement that the Initial Sector Suite System program would be replaced by the Display System Replacement (DSR) as a means of upgrading controller workstations.

June 6, 1994: The FHWA's Office of Motor Carrier Safety issued a Final Rule to ensure that freight on commercial vehicles is properly secured to prevent it from shifting or falling off.

June 13, 1994: DOT published its landmark Rail-Highway Crossing Safety Action Plan. This multi-modal plan identified six major initiatives and 55 individual proposals designed to improve safety at our nation's highway-rail crossings, prevent trespassing on rail rights-of-way and reach a goal of reducing crossing accidents and fatalities by 50 percent within 10 years.

June 23, 1994: Secretary Peña submitted to the Congress, *Implementation of the National Intelligent Vehicle Highway Systems (IVHS) Program Plan: Report to Congress*. This report, written pursuant to ISTEA, presented the goals and objectives of the national IVHS program and described the program delivery process. This effort was multi-modal within DOT, with policy direction from the Office of the Secretary and the coordinated efforts of the FHWA, FTA and NHTSA.

June 23, 1994: Secretary Peña proposed that automakers attach a safety sticker on all new cars and light trucks to provide consumers with point-of-safe information about a vehicle's resistance to rollovers. NHTSA invited public comment on two different ways of providing this information.

July 1994: A report was issued by a joint Office of General Counsel/FAA team that investigated the FAA's treatment of the B-757's wake vortex as a safety issue. It recommended improvements in how the FAA identifies and addresses emerging safety issues in general and how the agency should address the wake vortex issue in particular. It also suggested ways to improve the FAA's handling of Freedom of Information Act requests in this area.

July 5, 1994: President Clinton signed Pub. L. 103-272, providing for the codification of most transportation laws into Title 49, United States Code (Transportation), as positive law available in a single statutory location. This included rail, motor carrier, HAZMAT and pipeline safety provisions.

July 6, 1994: The FHWA's Office of Motor Carrier Safety issued a Final Rule that allowed the use of fuses or flares and also amended the cargo securement rules to use "working load limits" to specify the minimum strength of tie-down devices.

July 15, 1994: MARAD approved National Steel & Shipbuilding Company (NASSCO) for the Clinton-Gore Administration's first shipyard modernization financing loan. The project resulted in lower shipbuilding costs for NASSCO and the U.S. Navy, their primary customer.

July 20, 1994: The FAA commissioned the first Terminal Doppler Weather Radar as part of its program to deploy this equipment to serve major airports nationwide.

July 25, 1994: As part of the process leading to the historic handshake and signing of a peace declaration between Jordan and Israel at the White House, the FHWA co-chaired talks, held at the Dead Sea in Jordan, about improving roads between the two countries.

August 1994: Secretary Peña implemented a new safety initiative, reversing former government policy regarding foreign aircraft entering the U.S. The initiative required the FAA to identify foreign civil aviation authorities not meeting International Civil Aviation Organization standards, and required them to prove they meet applicable FAA safety standards.

August 1994: Operation Able Vigil to interdict illegal migration by Cubans was initiated. Coast Guard units, in the course of interdiction operations and saving the lives of migrants whose boats were inadequate, also conducted search-and-rescue operations.

August 17, 1994: President Clinton signed into law the General Aviation Revitalization Act of 1994. Under the new law, manufacturers could not be held liable for accidents happening more than 18 years after the production of general aviation aircraft, engines or parts.

August 18, 1994: The SLSDC carried out its annual emergency response program. It included a tabletop exercise at Thousand Islands Bridge, New York, plus separate training sessions for all participants.

August 18, 1994: The SLSDC conducted a demonstration of the GPS vessel tracking system to a group of congressional staff and regional media at Massena, New York.

August 19, 1994: Dharmendra K. Sharma was sworn in as the first Senate-confirmed Administrator of the Research and Special Programs Administration (RSPA).

August 23, 1994: President Clinton signed into law the Federal Aviation Administration Authorization Act, which authorized DOT to resolve significant airport-airline fee disputes in an expedited manner and required DOT and the FAA to establish policies on reasonable airport fees and on airport revenue use. The Act also established a five-year term of office for the Federal Aviation Administrator.

August 26, 1994: President Clinton signed into law the Hazardous Materials Transportation Authorization Act of 1994, which refined the provisions of federal hazardous material transportation law.

August 29, 1994: Dr. Ricardo Martinez was sworn in as National Highway Traffic Safety Administrator. Immediately prior, Christopher A. Hart, Deputy National Highway Traffic Safety Administrator, had served as Acting Administrator of NHTSA. Dr. Martinez's background in medicine helped shape the effort to make traffic and motor vehicle safety a priority of the nation's health care system, as well as the injury control strategies later spelled out in NHTSA's strategic plan.

August 31, 1994: The Seaway entities implemented the first vessel length increase, from 730 feet to 740 feet. Combined with earlier draft and beam increases, the resulting additional tons carried per vessel ranged from 1,200 to 1,500 metric tons of grain, and 1,600 to 1,900 metric tons of steel or iron ore.

September 1, 1994: The FTA signed a full funding grant agreement with the Jacksonville Transportation Authority for the People Mover extension.

September 2, 1994: The FAA issued initial results of its new International Aviation Safety Assessment (IASA) program, under which the agency evaluated the capability of nations to provide safety oversight for their air carriers.

September 8, 1994: A USAir Boeing 737 crashed near Aliquippa, Pennsylvania, prompting responses from the FAA that included a critical design review and a series of actions to enhance the safety of the 737's flight control system.

September 9, 1994: MARAD, on orders from the United States Transportation Command, activated 14 Ready Reserve Force ships in support of Operation Maintain Democracy/Uphold Democracy in Haiti. This was the first large-scale activation of the RRF since Operations Desert Shield/Desert Storm. Activations for the deployment to Haiti showed a marked readiness improvement over those for Operations Desert Shield/Desert Storm. In November 1994 another RRF ship was included in the operation, and by mid-December 1994, all 15 RRF vessels had completed their voyages and returned to their home ports.

September 17-23, 1994: The SLSDC carried out a trade mission to Finland, Estonia and Sweden.

September 27, 1994: The District of Columbia Circuit Court held that the amended statute creating a Board of Review overseeing major decisions of the Metropolitan Washington Airports Authority is unconstitutional. The Court held that the Board of Review violates separation-of-powers principles, since it allows Members of Congress undue influence over the operation of the regional agency operating Reagan National and Dulles airports under a lease from the FAA. The court's decision was consistent with the government's position.

September 30, 1994: Secretary Peña hosted the Rail Safety Summit with representatives from all sectors of the rail industry participating.

September 30, 1994: The FRA published the first-ever federal safety standards for highway rail-grade crossing warning devices.

October 1, 1994: An SLSDC proposal to waive the billing and collection process for U.S. tolls on commercial vessels was enacted by Congress as an amendment to the Transportation Appropriations Act for fiscal year 1995. Previously, the Water Resources Development Act of 1986 required that tolls still be collected but would be rebated to the payer by the Treasury Department beginning April 1, 1987.

October 7-9, 1994: DOT held its first-ever technology fair, entitled Transfuture '94. More than 100 exhibits and demonstrations were featured on the National Mall in Washington.

October 14, 1994: Following a joint evaluation of the Russian air transportation system, a U.S.-Russian team recommended immediate steps to shore up safety oversight. The FAA worked with Russian authorities to help with the implementation of these recommendations, and continued to participate in efforts to improve communications and routes for international flights in the area of Russia.

October 24, 1994: RSPA opened a regional hazardous materials enforcement office in Houston, Texas.

October 31, 1994: Icing was the probable cause of the crash of an American Eagle ATR-72 commuter aircraft near Roselawn, Indiana. Following the accident, the FAA took a series of steps to combat the icing hazard to the ATR-72 and other aircraft types.

October 31, 1994: MARAD approved the first oceangoing shipbuilding export project. The project involved four tankers to be built at Newport News, Virginia, for export.

November 1, 1994: The FTA signed a full funding grant agreement with the Mass Transit Administration of Maryland for the Frederick extension of the MARC commuter rail line.

November 2, 1994: President Clinton signed into law the Swift Rail Development Act of 1994, providing for national high-speed rail initiatives. The Act was based on a proposal Secretary Peña sent to Congress on April 28, 1993. The Act established a high-speed rail development program of corridor assistance and technology development. The Federal Railroad Safety Authorization Act of 1994, which reauthorized the FRA's rail safety program, mandated significant rulemakings and addressed improved highway-rail grade crossing safety.

November 5, 1994: The FTA signed a full funding grant agreement with the Massachusetts Bay Transportation Authority for the South Boston Piers Transitway project.

November 11, 1994: As a result of consumer problems associated with air tours to the Rose Bowl college football game, DOT issued a new rule on Special Event Tours. The rule required that participants in such tours who do not receive an admission ticket advertised as part of a tour package must be given a refund of the entire price of the tour, including any components that the participant may already have used.

November 30, 1994: Federal Aviation Administrator Hinson announced a reorganization aimed at structuring the FAA along its key lines of business, making better use of resources, consolidating functions and increasing management accountability.

December 1994: The FTA signed a full funding grant agreement with the Tri-County Metropolitan Transportation District of Oregon for the Hillsboro extension to its light rail line.

December 2, 1994: In order to close an investigation of a safety defect in 1973-1987 Chevrolet/GMC full-sized pickup trucks (C/K series) involving fires in vehicles with fuel tanks mounted outside the frame, General Motors was to provide \$51.355 million to support safety programs that will prevent thousands of deaths and injuries.

December 6, 1994: The FTA signed a full funding grant agreement with the New Jersey Transit Corporation for the Urban Core/Secaucus transfer project.

December 9, 1994: For the first time, the FAA certified an explosives detection system, the Invision CTX-5000. The agency subsequently ordered CTX systems as part of its program to provide advanced security equipment for airports.

December 14, 1994: On the day following the crash of an American Eagle commuter flight, DOT announced a three-point aviation safety initiative, including: acceleration of FAA efforts to increase commuter safety standards to the level for large airlines; a government-industry meeting on airline safety; and a national airline safety audit, subsequently completed in December 1995.

December 16, 1994: The SLSDC achieved an unqualified "clean" audit opinion on its fiscal year 1994 financial statements.

December 16, 1994: AT&T agreed to pay the government \$13.9 million to settle a potential civil fraud case against it for overcharging the FAA for use of electronic switching equipment vital to the air traffic control system.

December 19, 1994: Secretary Peña outlined a plan to restructure DOT that would net \$6.7 billion in savings to taxpayers and cut the employment level at DOT in half by the end of the decade.

December 20, 1994: The FTA signed a full funding grant agreement with Metropolitan Atlanta Rapid Transit Authority for the North Springs MARTA extension.

December 29, 1994: The Interagency Working Group on the Dredging Process, convened by Secretary Peña in October 1993, submitted its final report, *The Dredging Process in the United States: An Action Plan for Improvement*, to Secretary Peña. The Action Plan made 18 recommendations for improvement of the dredging process in the United States.

December 29, 1994: End of the Saint Lawrence Seaway navigation season. The Availability/reliability performance measure was 96 percent for 269 days of navigation.

December 30, 1994: The FTA signed a full funding grant agreement with the Metropolitan Transit Authority of Harris County for the regional bus plan.

1995

1995: The Coast Guard completed transfer of all foreign LORAN stations.

1995: The Coast Guard initiated a Cruise Ship Safety Task Force.

1995: The 1994 Seaway toll freeze was extended for the 1995 shipping season.

1995: Law Enforcement Detachments aboard U.S. Navy vessels in the Adriatic Sea enforce the arms embargo to Bosnia.

1995: In order to emphasize the safety responsibilities of NHTSA, the titles of several Associate Administrators' offices were changed. Rulemaking became Safety Performance Standards, Traffic Safety Programs retained its name, and Enforcement became Safety Assurance. To emphasize its services to states and communities, Regional Operations was renamed State and Community Services. These changes became effective later that year, although administratively they are shown in a NHTSA Order of March 13, 1996.

1995: Annual SLSDC Pacesetter awards were made to: Burns Harbor, Indiana; Chicago, Illinois; Cleveland, Ohio; Detroit, Michigan; Duluth, Minnesota; Erie, Pennsylvania; Green Bay, Wisconsin; Milwaukee, Wisconsin; Ogdensburg, New York; Oswego, New York; and Toledo, Ohio.

January 5, 1995: SLSDC and AFGE Local 1968 signed their first partnership agreement.

January 9, 1995: DOT and the FAA opened a two-day aviation safety summit on ways to improve safety measures and increase public confidence in airline transportation. More than 950 government and industry representatives attended the event, at which Secretary Peña and Federal Aviation Administrator David R. Hinson initiated a “zero accidents” campaign.

January 23, 1995: Secretary Peña announced a new consumer initiative – Travelers First – to help ensure the fair treatment of the millions of people who fly throughout the country every day. As part of the program, DOT’s aviation consumer office initiated an innovative program of on-site visits to “new entrant” airlines. The office began a new program in which it conducts comprehensive reviews of new carriers’ customer service programs and their compliance with DOT consumer rules. The visits are conducted under an agreement not to pursue enforcement action if all problems discovered were corrected.

January 25, 1995: Twenty-one states were awarded grants totaling nearly \$1.9 million by the FHWA’s Office of Motor Carrier Safety for 35 projects designed to improve trucks and bus safety on the highways.

February 3, 1995: DOT issued procedures enabling air carriers and airports to seek the Secretary's resolution of fee disputes under an expedited process, in accordance with the 1994 FAA Reauthorization Act.

February 9, 1995: The FAA published an Aviation Safety Action Plan that identified 173 safety initiatives. At the same time, the FAA announced it had reached agreement with industry groups on a Flight Operations Quality Assurance program to use information from Flight Data Recorders to analyze safety trends.

February 15, 1995: Commissioning of the final Automated Flight Service Station capped the FAA's flight service modernization plan.

February 28, 1995: At Denver International Airport's opening day, air traffic controllers at the state-of-the-art facility cleared three aircraft to make the world's first simultaneous triple landing.

March 1, 1995: The FRA implemented its Safety Assurance and Compliance Program to complement the traditional enforcement program with a comprehensive systemwide approach in which rail labor and management work with the FRA to identify and correct problems.

March 4, 1995: President Clinton launched his Regulatory Reform Initiative. This initiative undertook to eliminate obsolete regulations, to reward results rather than red tape, to create grassroots partnerships and to negotiate rather than dictate.

March 7-June 13, 1995: The SLSDC sponsored public meetings throughout U.S. and Canadian port cities on Seaway tolls policy, restructuring of the SLSA and trade initiatives.

March 10, 1995: DOT unveiled the Clinton-Gore Administration's proposed maritime revitalization program. This initiative resulted in the passage of H.R. 1350, the Maritime Security Act of 1996 and authorization of the Maritime Security Program.

March 10, 1995, Secretary Peña had called for a national summit to study truck and bus safety issues. More than 200 safety experts participated in the first National Truck and Bus Safety Summit held in Kansas City, Missouri.

March 14, 1995: Coast Guard Commandant Robert Kramek announced the Coast Guard's participation in Operation Green Clover, an interagency effort to inhibit the aerial trafficking of coca paste from Peru and Bolivia to Colombia.

March 21, 1995: The SLSDC sponsored the second International Canals meeting in Istanbul, Turkey, including participants from Egypt, Hungary, Turkey, Greece and Panama.

March 24, 1995: Secretary Peña transmitted legislation to Congress to require application of the highest safety standards to airports serving commuter airlines.

March 24, 1995: Opening of the 37th Saint Lawrence Seaway navigation season.

March 24-April 1, 1995: The SLSDC held a trade mission to Italy and Morocco.

March 25, 1995: The SLSDC implemented second binational vessel customer survey.

April 1995: The SLSDC released a second Economic Impact Study (the first was in 1992) that reflects significant economic benefits of the Seaway System to the U.S. Great Lakes/Seaway region.

April 4, 1995: Secretary Peña transmitted legislation to Congress to reorganize DOT's agencies, other than the Federal Aviation Administration and Coast Guard, into a Surface Transportation Administration.

April 5, 1995: Secretary Peña transmitted legislation to Congress to create a U.S. Air Traffic Services Corporation to provide air traffic control services outside the federal government.

April 15, 1995: SLSDC Administrator Stanford E. Parris resigned and was replaced by SLSDC Chief of Staff David G. Sanders, who was named Acting Administrator.

April 18, 1995: The U.S. Supreme Court, in *Freightliner Corp. vs. Myrick*, that the Motor Vehicle Safety Act does not preempt state law liability suits against truck manufacturers for not installing antilock brakes on their trucks.

April 19, 1995: At 9:02 a.m. local time, a truck bomb exploded, ripping through the north face of the Alfred P. Murrah Federal Building in Oklahoma City, Oklahoma, and killing 168, including 11 employees from the FHWA's Oklahoma Division Office.

April 21, 1995: The FAA issued a rule establishing minimum combined experience levels for two airline pilots flying together and also upgrading operational experience requirements.

April 23, 1995: Effective this date, many government-owned aircraft became subject to FAA safety standards and procedures for the first time. The change resulted from legislation, enacted on October 25, 1994, that established a more restricted definition of "public aircraft."

April 25, 1995: Secretary Peña announced the U.S. International Air Policy Statement, which recognized that efficient international air transportation would greatly enhance the future expansion of international commerce and the development of the global marketplace. This statement, the first in 17 years, affirmed the U.S. commitment to an open, competitive international market, and provided a strategy for promoting that objective with its aviation partners.

May 17, 1995: Secretary Peña and the FRA announced the first negotiated rulemaking. The rule was crafted to protect railroad employees working on or near railroad tracks.

May 19, 1995: The FTA issued a Federal Register notice announcing the Innovative Financing Initiative in support of President Clinton's Executive Order on Infrastructure Investment.

May 22, 1995: President Clinton signed into law the Paperwork Reduction Act of 1995.

May 25, 1995: Secretary Peña announced that 1994 was the safest year ever for railroads, with the numbers of train accidents and employee casualties the lowest ever recorded.

May 28, 1995: DOT renamed the Office of Airline Statistics as the Office of Airline Information and transferred it from RSPA to the Bureau of Transportation Statistics (BTS).

May 29, 1995: The Coast Guard cutter *Dallas* departed Governors Island for a three-month deployment with the U.S. Sixth Fleet. The cutter made port calls in Romania, Bulgaria, Turkey, Tunisia, Slovenia, Italy, and Albania. Crew provided instruction in search-and-rescue techniques, law enforcement and damage control techniques.

June 1, 1995: The Coast Guard issued an interim rule requiring that operators of towboats greater than eight meters in length complete an approved radar operator course of instruction.

June 10, 1995: Secretary Peña opened a centralized Crisis Management Center for coordinating and directing DOT's response to natural and manmade disasters and expediting transportation of critical resources to disaster victims.

June 12, 1995: The U.S. Supreme Court issued its decision in *Adarand vs. Peña*, a constitutional challenge to the FHWA's Disadvantaged Business Enterprise program, in which the Supreme Court substantially tightened the standards for determining the constitutionality of all federal race-based affirmative action programs.

June 13, 1995: The FAA unveiled the National Plan for Civil Aviation Human Factors, a joint initiative of the FAA, the Department of Defense and NASA. It provided an agenda to combat aviation accidents caused by human error.

June 18, 1995: A three-day nationwide program showed the public how safety inspections of trucks, buses and their drivers are conducted. The program stressed driver fatigue as an additional focus.

June 23, 1995: MARAD began activating the Ready Reserve Force ships *Cape Race* and *Cape Diamond* to support Operation Quick Lift, which deployed elements of the United Nations Rapid Reaction Force to Bosnia-Herzegovina in support of the United Nations Protection Force. These ships carried 368,500 square feet of equipment and cargo for British and Dutch elements of the United Nations Rapid Reaction Force. The Operation Quick Lift deployment served as a model for the development of bilateral agreements and U.S. lift support to foreign nations during Joint Endeavor United Nations peacekeeping operations in Bosnia-Herzegovina.

June 26, 1995: RSPA opened a joint pipeline and hazardous materials office in Trenton, New Jersey.

June 30, 1995: Secretary Peña dedicated an “intelligent” highway, the first of its kind in the country, designed to reduce runaway truck accidents by using roadway sensors embedded in the pavement, a diagnostic computer and variable messaging that monitors individual truck weight and displays a safe speed for descending.

June 30, 1995: DOT issued a decision resolving a dispute over Los Angeles International Airport landing fees, the first case heard and decided under new legislation requiring expedited procedures on certain important airport fee disputes.

June 30, 1995: At the Seattle Air Route Traffic Control Center, the FAA commissioned the first Voice Switching and Control System. The project was completed for all 21 en route centers on February 18, 1997.

July 1995: The Coast Guard vessel *Rush* intercepted a "stateless" 160-foot fishing vessel using illegal drift nets. The Coast Guard arrested the 21-man crew. The vessel was subsequently determined to be Taiwanese.

July 1995: Port Security Unit (PSU)-311 was deployed to South Korea to participate in Department of Defense exercise "Freedom Banner."

July 13, 1995: Secretary Peña, Education Department Assistant Secretary Judith Heumann and members of the disabled community celebrated the fifth anniversary of the passage of the Americans with Disabilities Act.

July 17, 1995: In Chicago, Illinois, the FHWA's Office of Motor Carrier Safety convened two roundtable meetings to develop an agenda for enhancing cargo tank safety. The meetings included representatives from the cargo tank industry, commercial truck drivers, states and other federal agencies.

July 25, 1995: The U.S. Court of Appeals for the Fifth Circuit, adopting arguments urged by DOT, ruled that the State of Texas can bar participation by the Ku Klux Klan in the Texas Adopt-A-Highway litter control program. The Klan, invoking the First Amendment, had alleged that it had the right to “adopt” a stretch of highway in Vidor, Texas, immediately adjacent to a public housing project that is the subject of a desegregation order.

July 27, 1995: In a first for motor carrier safety enforcement, the FHWA’s Office of Motor Carrier Safety and the Iowa Department of Transportation implemented a new program that required the suspension of a trucking company’s individual vehicle registration upon proof of serious safety violations.

August 2, 1995: The FTA signed a full funding grant agreement with the Utah Transit Authority for the North-South light rail transit line.

August 9, 1995: DOT stated that the Clinton-Gore Administration had directed Cabinet agencies to review their security practices. As a result, the FAA had determined a need for, and began requiring, increased security by all airports and air carriers in the United States. This upgrade served as a baseline for subsequent security improvements that included increased use of bag matching, the introduction of the Computer Assisted Passenger Screening system, and steps aimed at improving the performance of airport security screeners.

August 25, 1995: The SLSDC held its annual emergency preparedness exercise, including a chemical spill exercise at Hogansburg, New York.

August 29, 1995: Secretary Peña launched a campaign to stop red light running.

August 30, 1995: Secretary Peña dedicated the first statewide traffic management and emergency operations center in the country, in Hanover, Maryland.

September 11, 1995: NHTSA issued a final rule that requires the use of automatic brake adjusters on hydraulically braked commercial motor vehicles and air-braked commercial motor vehicles manufactured after October 20, 1993 and October 20, 1994, respectively. This ensures consistency with NHTSA's FMVSS numbers 105 and 121, and will reduce the incidence of brakes that are out of adjustment.

September 13, 1995: The United States and the Netherlands signed the world's first bilateral aviation safety agreement, a new type of agreement aimed at promoting safety by creating a regulatory partnership.

September 19, 1995: As part of the FHWA's Office of Motor Carrier Safety's continuing efforts to make travel on U.S. highways safer, Federal Highway Administrator Slater announced a dynamic high-visibility public/private partnership to support a safety campaign intended to decrease car-truck collision fatalities. A coast-to-coast tour of a 48-foot tractor-trailer that displayed vivid graphics and safety slogan, "Don't Hang Out in the No-Zone."

September 22, 1995: Drug and alcohol rules covering U.S. truck and bus drivers were extended by the FHWA's Office of Motor Carrier Safety to include foreign-based drivers of motor carriers who operate in the United States.

September 22, 1995: The John A. Volpe National Transportation Systems Center, named after the second U.S. Secretary of Transportation, celebrated 25 years of service as a national leader in development and deployment of transportation technology.

September 22-30, 1995: The SLSDC held a trade mission to Brazil and Venezuela.

October 9, 1995: Amtrak's Sunset Limited passenger train derailed west of Phoenix, Arizona, resulting in the death of one crew member and injuries to 93 passengers. Investigation revealed that the track structure had been tampered with prior to the train's arrival.

October 10, 1995: The first of 14 Coast Guard coastal buoy tenders, the *Ida Lewis*, was launched.

October 16, 1995: Several DOT headquarters employees began to report suffering adverse reactions to their working environment and inexplicable illnesses. The employees were suffering from "sick building syndrome." The building was cleaned floor-by-floor in a process that was completed in the summer of 1997.

October 25, 1995: A Northern Illinois Rail Commuter train struck a school bus at a highway-rail grade crossing in Fox Grove, Illinois, killing seven students and injuring 30.

November 1995: The Coast Guard prevented 3,400 illegal migrants from the Dominican Republic from illegally entering Puerto Rico.

November 3, 1995: President Clinton signed Pub. L. 104-43, fisheries legislation that included the High Seas Driftnet Fishing Moratorium Protection Act. The legislation put in place a large-scale driftnet moratorium to end the environmentally destructive practice of incidental killing of "nontarget" fish and marine mammals.

November 13 and December 15, 1995: The federal government furloughed nonessential employees from those agencies dependent on Congress and the President reaching a budget agreement. As instructed by the Office of Management and Budget, federal agencies implemented shutdown plans by 12:30 p.m. on November 14, 1995.

November 15, 1995: President Clinton signed into law the \$37.5 billion Department of Transportation Appropriations Bill for fiscal year 1996. As a result, DOT was for the most part unaffected by the federal government shutdown. This legislation also cleared the way for the transfer of the Office of Commercial Space Transportation from the Office of the Secretary to the FAA, effective November 16, 1995. The appropriations act also contained provisions allowing the FAA to establish new personnel and procurement management systems by April 1, 1996.

November 17, 1995: DOT announced a plan to implement Congressionally mandated reductions in Essential Air Service subsidies while maintaining the highest possible level of service to communities eligible under the program.

November 29, 1995: President Clinton signed into law the National Highway System Designation Act of 1995 (Pub. L. 104-59). Among other things, the legislation repealed the national 55 mile per hour speed limit, leaving speed limits to state discretion.

December 11, 1995: A DOT proposal to transfer certain economic regulatory responsibilities under the Great Lakes Pilotage Act of 1960 from the Coast Guard to the SLSDC became effective.

December 14, 1995: The FAA announced the Commuter Safety Initiative, a group of new rules aimed at providing a single level of safety for travelers on airliners ranging from "ten-seaters" to jumbo jets.

December 15, 1995: The Ted Williams Tunnel under Boston Harbor from South Boston to Logan Airport opened to traffic on schedule. This was the first project milestone for the Central Artery/Ted Williams Tunnel Project, the largest, most complex and most technologically challenging highway project in American history.

December 18, 1995: Secretary Peña announced a delay in the implementation of NAFTA's cross-border trucking liberalization provisions pending further consultations with Mexico on joint safety efforts designed to ensure the safe operation of Mexican trucks in the U.S. The delay prompted Mexico to seek the formation of a NAFTA dispute resolution panel to rule on the legality of the delay.

December 28, 1995: End of the Saint Lawrence Seaway navigation season. The Availability/reliability performance measure was 99 percent for 280 days of navigation. This was the longest shipping season in the history of the Seaway.

December 29, 1995: President Clinton signed Pub. L. 104-88, the Interstate Commerce Commission (ICC) Termination Act of 1995, closing a regulatory agency begun in 1887. The bill responded to a proposal sent to Congress by Secretary Peña on October 5, 1995. The new law established the Surface Transportation Board to perform functions previously carried out by the ICC. The FHWA's Office of Motor Carriers absorbed 61 former ICC employees for functions that were transferred to DOT.

1996

1996: A series of binational agreements enabled the deployment of Law Enforcement Detachments on North Atlantic Treaty Organization vessels to seize thousands of pounds of cocaine and marijuana.

1996: A Haitian Border Guard was formed and trained through a cooperative effort between the U.S. and Canadian Coast Guards.

1996: The Coast Guard let a contract for the construction of the new, 87-foot Coast Guard patrol boats to replace the aging, 82-foot patrol boats.

1996: As part of the National Driver Register, a new Problem Driver Pointing System (PDPS) was implemented. Under this system, states receive an accurate driver history record quickly and cheaply; employers get a nationwide file check before hiring a driver; and the Federal government ensures that all operators – air, rail, water, and motor vehicles – are screened for adverse driver history records. State participation was required by April 1995, but not all states were ready and extensions were granted. By the end of 1996, 49 states had converted to the PDPS.

1996: A binational steering group was established by the two Seaway entities in cooperation with the U.S. and Canadian Coast Guards, and vessel owner/operator representatives to develop a System-wide vessel tracking system utilizing GPS technology.

1996: Annual Pacesetter awards were given by the SLSDC to: Duluth, Minnesota; Green Bay, Wisconsin; Milwaukee, Wisconsin; and Toledo, Ohio.

January 2, 1996: Secretary Peña swore in Gail C. McDonald as the seventh SLSDC Administrator. She became the first woman to hold the office of Seaway Administrator.

January 10, 1996: At the annual meeting of the Transportation Research Board, Secretary Peña announced the Operation Timesaver initiative. Its purpose is to build an integrated Intelligent Transportation System infrastructure across the United States not only to save time but also to improve safety and improve Americans' quality of life.

January 24, 1996: Secretary Peña, Deputy Secretary Downey and Assistant Secretary for Administration Melissa Allen formally launched the Transportation Administrative Services Center (TASC) to provide fee-based administrative services, formerly financed by the Working Capital Fund, within DOT and to other government organizations at competitive rates.

January 30, 1996: The Coast Guard's Differential Global Positioning System Radio Beacon Network began operations.

February 2, 1996: The SLSDC achieved an unqualified "clean" audit opinion on its fiscal year 1995 financial statements.

February 10, 1996: President Clinton signed into law the National Defense Authorization Act of 1996, Division E of which was the Information Technology Management Reform Act of 1996 (also known as the Clinger-Cohen Act, for Representative Bill Clinger and Senator William Cohen).

February 13, 1996: The FAA announced that it and Europe's Joint Aviation Authorities had developed a common set of certification standards for newly designed small airplanes. The achievement was part of an ongoing effort to harmonize international standards.

February 16, 1996: Amtrak's Capitol Limited passenger train was struck by a MARC commuter train in Silver Spring, Maryland, killing three MARC crew members and eight passengers.

February 26, 1996: Secretary Peña announced the first step in Operation Timesaver: the Metropolitan Model Deployment Initiative partnership of FHWA, FTA and state and local governments to create four regional intermodal transportation systems showcasing applications of ITS applications. The four areas selected were Seattle, San Antonio, Phoenix and New York.

February 29, 1996: As part of its continuing "Open Skies" initiative, DOT announced a U.S.-German agreement relaxing limitations on air travel between the two countries. By this date, the United States had concluded Open Skies agreements with 10 other European nations: the Netherlands, Austria, Denmark, Finland, Iceland, Luxembourg, Norway, Sweden, Switzerland and Belgium.

March 4, 1996: Vice President Gore announced that the SLSDC was named one of several candidate federal agencies to become Performance-Based Organizations.

March 13, 1996: The FTA signed a full funding grant agreement with Puerto Rico for the Tren Urbano light rail transit system, one of four new starts projects which demonstrated the benefits of the design-build project delivery concept.

March 16-22, 1996: The SLSDC held a trade mission to Norway, Denmark and the Netherlands.

March 29, 1996: President Clinton signed a Presidential Decision Directive making the military Global Positioning System available for civilian and commercial users, thereby ushering in a new era of travel, time savings and communication.

March 29, 1996: Opening of the 38th Saint Lawrence Seaway navigation season.

April 1, 1996: The Railroad Safety Advisory Committee, established by Secretary Peña to promote consensual rulemaking on key rail safety issues, held its inaugural meeting.

April 1, 1996: Effective this date, reforms gave the FAA new flexibility on personnel and procurement policies, a change made possible by legislative relief from various statutory requirements enacted on November 15, 1995. In accordance with the reform legislation, all FAA employees became part of a new Federal Aviation Service on this date.

April 3, 1996: In negotiations between the Seaway entities, agreement was reached to extend the Seaway toll freeze for 1996. This was the third year of the freeze to improve System competitiveness and to encourage increased traffic levels.

April 12, 1996: The FAA commissioned the nation's first ARSR-4 air route surveillance radar. The joint FAA/Department of Defense program, which included 43 operational ARSR-4s, was completed on March 27, 2000.

May 9, 1996: The FAA announced its Global Analysis and Information Network concept, a proposed system to collect and analyze aviation safety data.

May 9, 1996: The FTA signed a full funding grant agreement with the Regional Transportation District in Denver for the Southwest light rail transit extension.

May 11, 1996: A ValuJet DC-9, Flight 592, crashed shortly after takeoff from Miami, killing all 110 persons aboard. The crew's loss of control was due to a fire caused by activation of one or more oxygen generators carried in the forward cargo compartment. The government response included: the temporary shutdown of ValuJet pending completion of the airline's efforts to remedy safety problems uncovered in a comprehensive FAA safety review; FAA and RSPA actions to further control the transportation of hazardous materials; FAA requirements for fire detection and suppression systems in certain types of cargo compartments; enhanced coordination between the Office of the Secretary of Transportation and the FAA during the fitness review process for new airline applicants; and FAA steps to improve surveillance of airlines that rely heavily on contractors.

May 21, 1996: Secretary Peña announced the formation of a government-industry partnership to conduct a \$10 million educational campaign on the proper use of seat belts and precautionary measures that certain individuals should take in vehicles with air bags.

May 23, 1996: Secretary Peña announced the Information Technology Omnibus Procurement (ITOP) contract award for up to \$1.3 billion in information technology services to DOT and other federal agencies. The ITOP procurement used streamlined procedures as advocated by the National Performance Review.

May 24, 1996: The Coast Guard *Gallatin* departed Governors Island for a four-month cruise of the Baltic, Mediterranean and Black Seas. The *Gallatin* became the first Coast Guard vessel to participate in the U.S. Navy-sponsored Baltic Operations '96.

June 1996: The FHWA celebrated the 40th anniversary of the Dwight D. Eisenhower System of Interstate and Defense Access Highways.

June 1996: The centerpiece of intelligent transportation system (ITS) development was the National ITS Architecture, a systems architecture developed by a combined Lockheed Martin-Rockwell International team (representing the public sector, private sector and academia) for DOT. The architecture was completed in June 1996 after nearly three years of work, which included more than 50 stakeholder meetings, briefings and workshops.

June 5, 1996: Following a meeting between Secretary Peña and the Canadian Minister of Transport, the Secretary directed the formation of a U.S./Canada Binational Working Group. The Group was charged to examine the possibility of greater cooperation between the two countries in administering and managing services throughout the Great Lakes and St. Lawrence Seaway System. The Seaway entities were major participants in working group deliberations.

June 12, 1995: The Seaway entities published the results of a 1995 vessel customer survey that reflected an overall customer rating of 4.5 for SLSDC services, on a scale of 1 to 5.

June 21, 1996: Secretary Peña and FAA Administrator David Hinson announced DOT's policy on airport-air carrier fees. The Court of Appeals vacated parts of the policy in 1997.

June 26, 1996: At a White House celebration, Vice President Gore honored the interstate highway system that "led to an unprecedented period of national growth and prosperity." The Vice President also honored four Americans who made the interstate highway system possible: former President Dwight D. Eisenhower, the late Congressman Hale Boggs; former Federal Highway Administrator Frank Turner; and the Vice President's father, the late Senator Albert Gore Sr.

June 27, 1996: FAA signed a contract for three full-scale development versions of the Airport Movement Area Safety System (AMASS), designed to provide a visual and aural alert for the display of the ASDE-3 (Airport Surface Detection Equipment).

July 1, 1996: Secretary Peña, Federal Transit Administrator Linton, officials from the Department of Housing and Urban Development and the transportation industry marked 35 years of the federal transit program in celebrations held in the DOT headquarters courtyard.

July 2, 1996: The FTA signed a full funding grant agreement with the San Francisco Bay Area Rapid Transit District for the San Jose Tasman West light rail transit project.

July 3, 1996: The Surface Transportation Board approved the merger of the Union Pacific and Southern Pacific Railroads.

July 5, 1996: The first of 16 ocean-going Coast Guard buoy tenders, the *Juniper*, was commissioned.

July 15, 1996: A Strategic Execution Plan was distributed to NHTSA employees. Designed as a companion document to the recently issued Strategic Plan, which identified NHTSA's mission, major goals and supporting objectives, the Strategic Executive Plan listed a number of measures of performance under the Government Performance and Results Act of 1993. The primary outcome measures used by NHTSA concern losses from crashes on the nation's roads. These primary outcome measures were in accordance with the Agency mission to save lives and prevent injuries.

July 16, 1996: President Clinton issued Executive Order 13011, Federal Information Technology, to improve significantly the way the federal government acquires and manages information technology.

July 17, 1996: Trans World Airlines (TWA) Flight 800 exploded in midair and crashed into the Atlantic off Long Island, New York. Coast Guard vessels responded for search-and-rescue efforts and then for recovery operations. Initial speculation as to the cause focused on terrorism. On July 25, the Clinton-Gore Administration announced increased aviation security measures and the formation of the White House Commission on Aviation Safety and Security, formally established August 21, 1996 and better known as the Gore Commission after its chair, Vice President Gore. As the investigation progressed, the possibility of an accidental fuel explosion received increased attention, prompting a series of FAA actions to guard against fuel tank ignition.

August 22, 1996: President Clinton signed the Personal Responsibility and Work Opportunity Reconciliation Act of 1996, better known as welfare reform.

September 6, 1996: FHWA Office of Motor Carrier Safety Associate Administrator George Reagle and Maryland Governor Parris Glendening announced an innovative new national highway safety initiative called Law Enforcement and Truckers for Safety that encouraged law enforcement officers and truck drivers to ride in each other's vehicles to learn and share safety information.

September 9, 1996: President Clinton asked Congress to appropriate more than \$1 billion for a series of antiterrorism measures, based on the initial recommendations of the Gore Commission (the White House Commission on Aviation Safety and Security), which he had formally established by issuing Executive Order 13015 on August 22, 1996, in response to the TWA Flight 800 crash.

September 16, 1996: The FAA announced the award of a contract to build the Standard Terminal Automation Replacement System (STARS), which included new computers, displays and software for terminal radar approach control facilities (TRACONs). Several new ARTS IIIE systems would provide improvements pending STARS implementation. In December 1999, the first TRACON achieved initial operating capability with the early deployment configuration model of STARS.

September 17, 1996: The SLSDC held its annual emergency preparedness exercises, including participation in the "CANUSLAK" four-day exercise in Cornwall, Ontario, Canada.

September 19, 1996: The FAA issued a license for the world's first privately operated space launch facility, California Spaceport, located on Vandenberg Air Force Base, California.

September 19, 1996: Secretary Peña announced the first All-American Roads and National Scenic Byways designations for roads in 15 states that were deemed outstanding for their scenic, natural, historic, cultural, archaeological or recreational qualities.

September 30, 1996: President Clinton signed the DOT appropriations bill for fiscal year 1997 (Pub. L. 104-205), including \$8.3 billion for FAA programs. The legislation gave funds for hiring hundreds of new controllers, maintenance technicians, inspectors and security personnel. On the same day, the President also signed a continuing appropriations bill (Pub. L. 104-208) that funded programs to increase safety and combat terrorism.

September 30, 1996: The FTA instituted a toll-free number and e-mail address for the general public and transit providers to ensure that the availability of information on the ADA is not limited. The FTA toll-free ADA assistance line remains the only ADA assistance line within DOT that provides ready assistance to the general public.

September 25, 1996: The Coast Guard vessel *Morganthau* transited the Strait of Hormuz conducting maritime interception operations in support of the United Nations embargo against Iraq.

October 1996: In response to requests from DOT's partners and customers in major metropolitan areas for additional service in the delivery of the federal transportation program, metropolitan offices comprised of FHWA and FTA personnel were established in Los Angeles, Philadelphia, Chicago and New York. The first office opened in October 1996 in Los Angeles, followed in 1997 by Philadelphia, Chicago and New York City. The concept of the metro offices – improving customer service by placing a team of FHWA and FTA staff close to major urban customers in a combined office setting – was a demonstrated success.

October 1, 1996: The Coast Guard vessel *Seneca* boarded the Honduran MV *Limerick*. With the assistance of the Cuban Border Guard and Drug Enforcement Administration, this later led to the seizure of more than 13,000 pounds of cocaine.

October 4, 1995: The SLSDC and the Coast Guard received a joint "Hammer Award" from Vice President Gore for the vessel inspection program conducted by the SLSDC on behalf of the Coast Guard.

October 8, 1996, President Clinton signed Pub. L. 104-239, the Maritime Security Act of 1996, legislation authorizing a program that helps support an active, privately-owned, U.S.-flagged and U.S.-crewed merchant shipping fleet to provide sealift sustainment during times of national emergency. The Maritime Security Act authorized the Maritime Security Program and funding of up to \$100 million annually for 47 vessels over a 10-year period.

October 9, 1996: President Clinton signed the Federal Aviation Administration Reauthorization Act of 1996 (Pub. L. 104-264). The Act authorized a limited pilot airport privatization program and tightened airport revenue use restrictions. It included the Aviation Disaster Family Assistance Act of 1996, requiring all U.S. certificated airlines to file with DOT and the National Transportation Safety Board a plan to ensure the proper treatment of the families of victims of aviation disasters. The legislation also established a National Civil Aviation Review Commission to report to Congress on the state of aviation safety and on providing long-term funding for the agency. The law contained provisions aimed at expanding the FAA's financial accountability and increasing its autonomy within DOT. It directed the establishment of a Federal Aviation Management Advisory Council to advise the Federal Aviation Administrator and function as an oversight resource for management policy, spending, and regulatory matters. To address public perceptions about the FAA's dual mission, the law specified safety as the agency's highest priority. The law provided for a variety of enhancements to aviation safety, emphasizing anti-terrorism through such means as new requirements for background checks of certain airport personnel.

October 11, 1996: President Clinton signed Pub. L. 104-297, legislation making needed amendments to the Magnuson Fishery Conservation and Management Act and the Merchant Marine Act of 1936 to protect the American fishing industry.

October 12, 1996: President Clinton signed into law the Accountable Pipeline Safety and Partnership Act.

October 15, 1996: The FTA signed a full funding grant agreement with the New Jersey Transit Corporation for the Hudson-Bergen light rail transit segment.

October 16, 1996: The FAA issued final regulations to expedite the handling and disposition of airport related complaints.

October 17, 1996: The FTA signed a full funding grant agreement with Bi-State Development Corporation for the St. Louis-St. Clair County Metro Link light rail transit extension.

October 19, 1996: President Clinton signed Pub. L. 104-324, the Coast Guard Authorization Act of 1996, legislation making long sought improvements in marine safety, waterway services management and deepwater port modernization.

October 26, 1996: President Clinton signed Pub. L. 104-332, the National Invasive Species Act of 1996, authorizing the Coast Guard to issue regulations to prevent the introduction and spread of aquatic nuisance species into the Great Lakes through ballast water.

October 1996: The Coast Guard Command Operation Frontier Shield to interdict the trafficking of illegal drugs through the Greater and Lesser Antilles.

November 5, 1996: An Advance Notice of Proposed Rulemaking sought the public's answers to a series of questions concerning a proposed revision of hours-of-service rules for commercial vehicle drivers. It also solicited information on research, operational tests or pilot regulatory programs relating to commercial driver fatigue and hours of service.

November 12, 1996: International Air Transport Association/Air Transport Association agreements were approved in which carriers agreed to waive the liability caps of the Warsaw Convention with regard to aviation passenger accidents.

November 19, 1996: DOT began implementation of the Aviation Disaster Family Assistance Act of 1996. Secretary Peña and Chairman James E. Hall of the National Transportation Safety Board sent a letter to more than 160 U.S. carriers to advise them of the new law and remind them that DOT would follow up to ensure the carriers implement their plans following an accident.

December 20, 1996: MARAD awarded contracts for 38 vessels to participate in the Maritime Security Program (MSP). In January 1997, the award of nine agreements fully committed MSP funding authority for 47 vessels. The agreements included the statutory requirement that MSP operators shall make commercial transportation resources available to the Department of Defense by enrolling in an Emergency Preparedness Agreement.

December 20, 1996: President Clinton nominated Secretary Peña to become Secretary of Energy and nominated Federal Highway Administrator Slater to succeed him as Secretary of Transportation.

December 27, 1996: End of the Saint Lawrence Seaway navigation season. The Availability/reliability performance measure was 97 percent for 274 days of navigation.

December 30, 1996: DOT banned oxygen generators as cargo on passenger airplanes (a regulation initiated as a result of the ValuJet crash on May 11, 1996).

1997

1997: The FTA instituted a comprehensive drug and alcohol audit program. As of this date, the FTA had conducted audits of 79 major transit agencies' compliance with the drug and alcohol regulations.

1997: Secretary Slater established the Office of the Chief Information Officer to provide strategic direction to the Department's \$2.5 billion information technology program and to advise the Secretary on major capital technology investments.

1997: The International Safety Management Code was implemented in U.S. law.

1997: The Coast Guard entered into an agreement with the Saint Lawrence Seaway Development Corporation to institute a program of joint vessel inspections. Cargo vessels transiting the Saint Lawrence River, between the Great Lakes and the Atlantic Ocean, now enjoy reduced inspection times. The program allows for deficiencies to be corrected before ships enter U.S. waters.

1997: During the year, for the first time, there were no oil spills in the Major category (over 100,000 gallons).

1997: Effective with automobile crash testing of 1997 models late in the year, the New Car Assessment Program, was expanded to include side impact testing. Unlike the frontal tests, which are conducted at 35 miles per hour, side impact tests were to be conducted at 38.5 miles per hour.

1997: Through negotiations, the Seaway entities extended the Seaway toll freeze again for 1997. This was the fourth year of the freeze to improve System competitiveness and to encourage increased traffic levels.

1997: The SLSDC presented annual Pacesetter awards to Duluth, Minnesota and Cleveland, Ohio.

1997: Operation Frontier Shield seized over 200,000 pounds of illegal drugs.

1997: Coast Guard mobile training teams conducted 75 missions to foreign countries for on-site training during 1997.

1997: During the year, the FAA and the Environmental Protection Agency issued rules, in accordance with the Clean Air Act, implementing International Civil Aviation Organization standards on engine emissions.

January 13, 1997: The FHWA's Office of Motor Carrier Safety released the results of a comprehensive national study on commercial vehicle operator fatigue. Federal Highway Administrator Slater announced a series of actions to educate drivers about fatigue hazards and to obtain national information that would help the agency update its hours-of-service regulations.

January 16, 1997: The FAA announced that the first Display Channel Complex Rehost computer system was operational. Four other such systems were installed at en route centers in fiscal year 1997 as part of a series of actions to combat service interruptions.

January 30, 1997: Secretary of Defense William S. Cohen approved the Voluntary Intermodal Sealift Agreement (VISA) as the principal commercial sealift readiness program of the Department of Defense. VISA enrollment satisfies the requirement that Maritime Security Program participants enroll in a Department of Defense-approved sealift program.

January 30, 1997: The SLSDC achieved an unqualified "clean" audit opinion on its fiscal year 1996 financial statements.

February 3, 1997: DOT published notice of an order on environmental justice implementing Executive Order 12898.

February 7, 1997: The FHWA's Office of Motor Carrier Safety planned a series of regional "listening sessions" to hear what commercial vehicle drivers thought about the regulations governing the hours they can drive or be off duty. The listening sessions were part of the agency's effort to deal with the complex issue of driver fatigue and alertness.

February 12, 1997: The White House Commission on Aviation Safety and Security, later known as the Gore Commission, released its final report to President Clinton. Responding to the Gore Commission's report, the FAA and NASA announced an initiative, in partnership with the Department of Defense and the aviation industry, to reduce aircraft accident rates fivefold within 10 years.

February 14, 1997: Federal Highway Administrator Slater took the oath of office as the nation's 13th Secretary of Transportation. He became the second African-American (after Secretary William Coleman) and the second former Federal Highway Administrator (after Secretary John Volpe) to hold the post.

February 26, 1997: The SLSDC concluded negotiations with AFGE Local 1968, with a three-year agreement that included the first major rewrite of the union contract, and a wage level increase on a par with other industry contracts prevailing in the Massena, New York area.

March 1997: Operation Gulf Shield was begun to combat the interdiction of drugs in the Gulf of Mexico. For the first time since World War II, beach patrols were begun to monitor the remote areas along the South Texas shoreline.

March 8, 1997: President Clinton signed the “Memorandum on Government Employment for Welfare Recipients.”

March 11, 1997: The Coast Guard issued a Final Rule requiring operators of towboats greater than eight meters in length to have completed an approved RADAR operator course of instruction. After a comment period, there were no changes to the original interim rule.

March 12, 1997: President Clinton, Vice President Gore and Secretary Slater unveiled the Administration’s ISTEA reauthorization package, called the National Economic Crossroads Transportation Efficiency Act, or NEXTEA, at a White House event.

March 19, 1997: DOT upheld the reasonableness of the fee structure adopted by Miami International Airport to finance the airport’s restoration and expansion. The Court of Appeals affirmed DOT’s decision.

March 27, 1997: The SLSDC and the Coast Guard, in conjunction with the SLSA and Transport Canada, signed a memorandum of understanding to develop a program of coordinated vessel inspections and enforcement activities to expedite safe transit of vessels along with protection of the environment. The program minimizes vessel customer inspection delay time; avoids inspections while the vessel is underway; minimizes duplicative inspections; and ensures that deficiencies are corrected prior to entering U.S. waters. Based on 1997 navigation season experience, further refinement of the inspection regime agreement was to be negotiated during 1998.

April 2, 1997: Opening of the Saint Lawrence Seaway's 39th navigation season.

April 11, 1997: SLSDC Administrator McDonald submitted her resignation, effective in May. On July 14, Secretary Slater named SLSDC Deputy Administrator David G. Sanders as Acting Administrator.

April 14, 1997: FHWA's Office of Motor Carrier Safety issued a proposal which provided for Regulatory Guidance for the Federal Motor Carrier Safety Regulations designed to resolve inconsistencies between the FMCSRs and NHTSA's FMVSS.

April 15, 1997: The Utah Department of Transportation issued a Notice to Proceed for the largest single contract design/build project in the nation's transportation history. The project consists of design and construction of 26 kilometers of I-15 from downtown Salt Lake City to Sandy, Utah. This \$1.59 billion project consisted of the complete reconstruction of the existing facility, including the replacement of 143 bridges, the development of a regional Advanced Traffic Management System (ATMS), extensive geotechnical work, high occupancy vehicle (HOV) lanes and additional general purpose and auxiliary lanes. The planned completion date was July 2001.

April 16, 1997: Joined by former Secretaries Boyd, Card, Coleman, Peña and Skinner, and a broad coalition of leaders from government, safety organizations and business, Secretary Slater launched an initiative to increase U.S. seat belt use to 85 percent by 2000.

April 17, 1997: Secretary Slater sent to Congress the Clinton-Gore Administration's proposed Surface Transportation Safety Act of 1997. It included provisions to reauthorize the hazardous materials transportation safety program and contained numerous recommendations to improve the federal hazardous materials law. It also contained pipeline and food safety provisions.

April 22, 1997: DOT issued its statement of compliance policy regarding ticketless airline travel to ensure that consumers traveling by air using electronic tickets or other ticketless travel receive reasonable notice of the terms of condition of their airline travel.

April 22, 1997: The Coast Guard opened a Port State Control Web site that would allow any concerned party worldwide to access information on vessels and determine owner/operator, flag state, classification society, risk assessment and violation history.

May 5, 1997: Secretary Slater transmitted to Congress DOT's proposed legislation to establish the Saint Lawrence Seaway Development Corporation as a performance-based organization (PBO), the first PBO proposal to be sent to the 105th Congress.

May 30, 1997: At the Morgan School of Science in Cleveland, Ohio, Secretary Slater announced the Garrett A. Morgan Technology and Transportation Futures Program to encourage careers in transportation. Morgan was an African-American inventor whose most notable invention was the traffic signal.

June 2, 1997: Acting Federal Highway Administrator Jane Garvey inaugurated International Highway Safety Week and unveiled a \$1.5 million technology demonstration vehicle. Transportation officials from Canada and Mexico joined Acting Administrator Garvey at the event.

June 10, 1997: The FTA signed a full funding grant agreement with the Sacramento Regional Transit District for the South Corridor light rail transit extension.

June 24, 1997: The U.S. Senate Governmental Affairs and Appropriations committees announce that DOT received the highest rating among all federal agencies for its Strategic Plan required by the Government Performance and Results Act of 1993.

June 30, 1997: The FTA signed a full funding grant agreement with the San Francisco Bay Area Rapid Transit District for the BART extension to the San Francisco airport.

July 1997: The FTA signed a full funding grant agreement with the Los Angeles County Metropolitan Transportation Authority for the North Hollywood subway line.

July 10, 1997: The FAA announced a Final Rule increasing the information to be collected by Digital Flight Data Recorders.

July 16-18, 1997: At the request of NHTSA and the Ronald Reagan Institute of Emergency Medicine, an expert panel was convened to formulate recommendations on specific medical indications for air bag disconnection. The panel, consisting of 17 physicians, later issued a final report on the final recommendations of this panel/conference in October. These recommendations guided many of the decisions to approve or deny requests for disconnection of air bags made of NHTSA.

July 26, 1997: The Coast Guard established an interim rule for implementing the International Convention on Standards, Training, Certification and Watchkeeping. This ruling revamped the process for training, testing, evaluating, documenting and licensing merchant mariners. The International Convention raised the qualification bar for all maritime nations to a new high.

July 26, 1997: President Clinton signed Executive Order 13057, which initiated a process/program to protect the extraordinary ecological and recreational resources in the Lake Tahoe Basin. During the Presidential Summit, the President, Secretary Slater and other leaders expressed commitment to achievement and maintenance of the environmental thresholds, cultural and historical values and economic health of the Lake Tahoe Basin.

July 31, 1997: The Coast Guard issued the interim rule that allowed certain classification societies to perform inspections and issue international certificates to operate U.S. flagged vessels. The program placed the burden on vessel owners and operators to comply with international law and eliminated redundant plan review and inspection by classification societies and the Coast Guard.

August 1997: A successful demonstration of the Automated Highway System prototype and test track was presented in San Diego, California. This was a joint effort among DOT and leading organizations from academia and the motor vehicle, highway, electronics and communications industries.

August 5, 1997: President Clinton signed into law the Taxpayer Relief Act of 1997, which provided Amtrak with a \$2.3 billion tax refund to be used for qualified rail passenger expenses, including the acquisition of new rolling stock and equipment and upgrading facilities. It also modified the Internal Revenue Code to permit "parking cash outs," in which employers can permit their employees to exchange their free parking benefit for taxable cash to be used to pay for alternative modes such as walking, biking or carpooling.

August 6, 1997: Korean Air Flight 801 crashed on the island of Guam. Coast Guard personnel from the *Basswood* and the *Galveston Island* assisted survivors and helped with the recovery of victims.

August 22, 1997: Secretary Slater sent to Congress the Clinton-Gore Administration's proposed "Motor Carrier Safety Act of 1997," to strengthen safety in the trucking and transport industry.

August 28, 1997: The FHWA's Office of Motor Carrier Safety held a public meeting to discuss the development of the "North American Standard for Protection Against Shifting of Falling Cargo." This began the process of public consideration of a new standard based on the joint U.S.- Canada research project on cargo securement.

September 1997: The Committee on Transportation Research and Development of the National Science and Technology Council issued the first-ever Transportation Science and Technology Strategy.

September 10, 1997: DOT issued an advance notice of proposed rulemaking initiating a review of its rules on airline computer reservation systems to determine whether they are effective and still necessary to protect airline competition and prevent consumer deception.

September 17, 1997: The passenger cruise vessel C. Columbus entered the Seaway at Montreal for a 19-day cruise of the Great Lakes. This marked the first transit of a passenger vessel through the System since 1975.

September 19, 1997: The SLSDC conducted an Adopt-a-School kick-off program at the Jefferson Elementary School in Massena, New York. In addition, SLSDC staff in Massena launched a new partnering effort with the "Tech Prep"/School-to Work-Initiative with Massena Central High School and Clarkson University School of Business, to prepare high school juniors and seniors for post-school employment. SLSDC provided "shadowing" opportunities for students at Corporation facilities and SLSDC also donated surplus computer equipment to the program. A new partnership between the Tech Prep Program and the Garrett A. Morgan Transportation and Technology Futures Program focused on preparing students for transportation careers.

September 26, 1997: The SLSDC conducted its annual emergency preparedness exercise, including a chemical spill exercise in Alexandria Bay, New York.

September 29, 1997: The Massachusetts Bay Transportation Authority completed construction and opened 62 miles of commuter rail service on the Old Colony Lines to Middleborough and Plymouth, Massachusetts.

September 30, 1997: Secretary Slater unveiled DOT's Strategic Plan for fiscal years 1997-2002. Congress later ranked the plan as the best in the federal government.

October 6, 1997: Secretary Slater and National Highway Traffic Safety Administrator Ricardo Martinez hosted a nationally televised town hall meeting to support and energize national, state, and local partnerships in the President's Initiative for Increasing Seat Belt Use. By increasing seat belt use nationwide, the American public would prevent thousands of needless traffic deaths, injuries and the related costs. The town hall meeting included a video message from President Clinton, former Surgeon General C. Everett Koop and many other participants. Thousands of participants across America took part in facilitated discussions following the broadcast.

October 14-25, 1997: The SLSDC conducted a trade mission to Germany and South Africa.

October 24, 1997: DOT revises its standards for granting exemptions from the slot restrictions at O'Hare, J.F.K. and LaGuardia airports to make it easier for new-entrant airlines to begin serving those airports. The Second Circuit later upheld DOT's decision to liberalize its standards.

October 29, 1997: The Task Force on Assistance to Families of Aviation Disasters, co-chaired by Secretary Slater and National Transportation Safety Board Chairman James E. Hall, issued 61 recommendations to ensure that the families of aviation disaster victims receive prompt and compassionate assistance.

November 2, 1997: The Coast Guard vessel *Baranof* captured four Cuban exiles planning to make an assassination attempt on Cuban President Fidel Castro. The seizure was made off Puerto Rico.

November 3, 1997: The FRA and the Surface Transportation Board jointly issued the Safety Integration Plan Guidelines to ensure that proper safety planning and safety investments are addressed during mergers. The plan was a comprehensive proposal submitted by a Class I railroad (and others) proposing to consolidate, merge or acquire control of another Class I railroad.

November 10, 1997: A landmark settlement between the United States and Japan concerning the reforming of restrictive Japanese port practices was reached in Washington, D.C.

November 12, 1997: Congress passed a six-month reauthorization of the federal highway, transit and safety programs included under the expiring ISTEA legislation.

November 13, 1997: The Office of the Inspector General testified before Congress on the FAA's runway incursion program, noting that runway incursions were on the rise and that improvements were needed for the FAA to meet its goal of reducing their incidence. This was the first in a series of several Office of the Inspector General reports on runway incursions – which continue to be an important aviation safety focus for DOT.

November 13, 1997: Secretary Slater participated in Massena, New York, education events including: dedication of a new playground for the school that was constructed by SLSDC employees; presentations by the students to the Secretary and the SLSDC; acknowledgment of computer equipment furnished to the school by the SLSDC; a signing ceremony formalizing the new partnership agreement between SLSDC, Clarkson University, Potsdam, New York, and the St. Lawrence County School System. This combined aspects of the DOT's new Garret A. Morgan Technology and Transportation Futures Program with the county's existing Tech Prep Program. The agreement was the first under the new DOT program.

November 18, 1997: Secretary Slater and NHTSA announced that consumers fitting certain risk profiles would be able to purchase on-off switches to temporarily deactivate air bags to preserve their benefits while minimizing their risks.

November 18, 1997: The North American Rail Alertness Partnership was created as a collaborative effort to synergistically apply resources to address fatigue as a cause of accidents, incidents and injuries in the railroad industry.

November 21, 1997: The FHWA's Office of Motor Carrier Safety and the Maryland State Police mounted an enforcement program to target aggressive driving on the Capital Beltway. With a \$400,000 grant from the FHWA, the Maryland State Police started the testing of advance speed detection devices and high-resolution digital cameras to detect and record aggressive driving and other traffic violations.

November 21, 1997: Secretary Slater unveiled the first electronic docket system on the World Wide Web, breaking new ground in the effort to involve Americans in the governmental decisionmaking process. The site contains rulemaking and other legal documents, providing access to broaden public participation in regulatory issues.

November 25, 1997: Secretary Slater and Secretary of the Interior Bruce Babbitt signed a Memorandum of Understanding for cooperative development and integration of transportation planning with the Department of the Interior. The agreement is intended to improve transportation within and around national parks and other federal lands.

December 1997: DOT amended its rules on airline computer reservations systems to give smaller airlines a better opportunity to compete. The new rules prohibited certain types of restrictive contracts imposed by the systems on airline participants and required systems to display airline services more fairly.

December 1, 1997: President Clinton signed into law the Surface Transportation Extension Act.

December 2, 1997: President Clinton signed into law the Amtrak Reform and Accountability Act of 1997, which authorized appropriations for Amtrak for fiscal years 1998-2002, eliminated mandates that hampered Amtrak's ability to operate efficiently and mandated that Amtrak achieve operational self-sufficiency by the start of fiscal year 2003. The act also established a new board of directors nominated by the President with the advice and consent of the Senate.

December 12, 1997: In Hawaii, the \$1.4 billion, 16.1-mile Route H-3 freeway was opened to public traffic. This new Interstate and Defense Highway connected the Pearl Harbor Naval Station/Hickam Air Force Base complex with the Kaneohe Marine Corps Base on the Island of Oahu. The opening culminated a 37-year effort to build the third Trans-Koolau highway on the island of Oahu. This freeway now carries one-third of all traffic between Leeward and Windward Oahu. During the early years of development, H-3 was the legal test bed for many of the emerging environmental laws and regulations that were implemented in the early 1970s.

December 16, 1997: President Clinton signed into law the Foreign Air Carrier Family Support Act, which requires all foreign airlines operating large aircraft to or from the U.S. to file with the Department and the National Transportation Safety Board a plan to ensure proper treatment of the families of victims of aviation disasters occurring within the United States.

December 26, 1997: End of the Saint Lawrence Seaway's navigation season. The

Availability/reliability performance measure was 97 percent for 269 days of navigation.

December 28, 1997: The Coast Guard Leadership Development Center in New London,

Connecticut, was opened.