

1998

1998: The Coast Guard vessel *Chase* was deployed to the Persian Gulf in support of the United Nations embargo against Iraq.

1998: The Commercial Vehicle Safety Alliance, in partnership with the FHWA's Office of Motor Carrier Safety, established the Level VI Enhanced Radioactive Inspection Criteria. The criteria, which govern inspections of all highway route controlled shipments of radioactive materials at the point of origin, prohibits transportation if the vehicle, its driver, or the hazardous materials shipment, is found to be in noncompliance with applicable regulations.

January 29, 1998: DOT began implementation of the Foreign Air Carrier Family Support Act. Secretary Slater and Chairman James E. Hall of the National Transportation Safety Board sent a letter to 317 foreign 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. A significant number of foreign carriers had their authority to operate in the U.S. revoked because of their failure to file plans as required.

January 1998: DOT reached a landmark aviation agreement with Japan that opened a variety of new service opportunities. The agreement made possible the inauguration of several new U.S.-Japan services while also resolving a long-standing dispute regarding the rights of U.S. carriers to operate beyond Japan to other Asian points.

February 2, 1998: Students from 13 Prince George's County and District of Columbia schools participate in the Department's first-ever Groundhog Job Shadow Day. The event is the first student activity to take place since DOT entered into the Prince George's County School-to-Careers Initiative as part of DOT's Garrett A. Morgan Technology and Transportation Futures Program.

February 6, 1998: President Clinton signed into law legislation renaming Washington National Airport the Ronald Reagan Washington National Airport after the 40th president.

February 9, 1998: SLSDC management participated in several events, that focused on SLSDC AFGE/Union members in Massena, New York: attended partnership council meetings; conducted an employee award ceremony "in recognition of community service during the Ice Storm of 1998" that included presentation of several certificates of commendation for extraordinary volunteerism.

February 11, 1998: For the first time, cargo tanks not meeting DOT requirements were removed from service through a Federal Register Safety Notice alerting the public of the non-compliant tanks. The 60 cargo tanks in question had inadequate rollover and rear-end accident damage protection devices. Since 1998, similar actions have been taken with five other manufacturers affecting more than 1,000 cargo tanks.

February 17, 1998: The FHWA opened the National Work Zone Safety Information Clearinghouse, centralizing information on improving the safety of motorists and construction workers in highway work zones.

February 18, 1998: Pursuant to a statutory requirement and following several fatal airliner accidents in which there were delays in determining who was onboard and in notifying victims' families, DOT issued a rule requiring the collection and retention of passenger manifest information for American citizens on all flights to and from the U.S.

March 1998: Federal Transit Administrator Gordon Linton issued the FTA's first five-year Strategic Plan.

March 1998: The SLSDC and the Coast Guard vessel inspection agreement signed in 1997 was renegotiated for the 1998 navigation season.

March 1, 1998: Secretary Slater and Small Business Administrator Aida Alvarez signed a Memorandum of Understanding to develop and implement a pilot project to streamline the process for awarding contracts under Section 8(a) of the Small Business Act.

March 5, 1998: Secretary Slater reassigned pilotage oversight from the SLSDC back to the U.S. Coast Guard based on a U.S. Court of Appeals decision that overruled a lower court decision favoring the 1995 transfer.

March 11, 1998: A new rule was proposed to require that commercial vehicle drivers convicted of violating laws or regulations concerning railroad-highway grade crossings be disqualified from driving.

March 20, 1998: Secretary Slater announced the initiative on the Marine Transportation System (MTS): Waterways, Ports and their Intermodal Connectors. He also launched seven Regional Listening Sessions on the MTS.

March 24, 1998: DOT's Inspector General testified before Congress on plans for his office's first annual assessment of Amtrak's efforts toward self-sufficiency. The Amtrak Reform and Accountability Act of 1997 required these audits. They have shaped the issues in Congressional oversight of Amtrak's efforts to achieve operational self-sufficiency by 2002.

March 26, 1998: Opening of the Saint Lawrence Seaway's 40th navigation season.

March 26, 1998: A third Saint Lawrence Seaway binational exit survey was prepared for immediate implementation on opening day. The program continued throughout the navigation season ending in late December 1998.

March 30, 1998: The SLSDC was certified as Y2K-compliant for all facility and data systems by the Management Information Systems staff.

April 1998: France agreed to an open transatlantic aviation agreement which includes all the elements of the U.S. "Open Skies" agreement, excepting only unrestricted fifth-freedom (third-country) rights.

April 1998: DOT began informal review of the possible competitive effects of the proposed alliances between major U.S. airlines (United-Delta, American-USAirways and Northwest-Continental). The parties to the United-Delta and American-USAirways alliances later decided to limit their cooperation to reciprocal participation in frequent flyer programs and executive lounges at airports.

April 1, 1998: In Dakar, Senegal, Secretary Slater announced the Clinton-Gore Administration's "Safe Skies for Africa" initiative to promote sustainable improvements in aviation safety and airport security in Africa.

April 4, 1998, Secretary Slater transmitted legislation to Congress to create a Performance-Based Organization within the Federal Aviation Administration to provide air traffic control services.

April 6, 1998: The FHWA's Office of Motor Carrier Safety announced a voluntary program under which a motor carrier with Global Positioning System technology and related safety management computer systems may enter a pilot demonstration project to record and monitor drivers' hours of service. This provides an alternative to the handwritten "logs" (driver's hours-of-service records) required by the Federal Motor Carrier Safety Regulations.

April 7, 1998: The Coast Guard received delivery of the *Barracuda*, the first in the new class of 87-foot patrol boats.

April 9, 1998: Secretary Slater unveiled a new commuter rail station at Miami International Airport. The station is the first component of the Miami Intermodal Center, which will provide a central transfer point for regional passenger railroad trips, intercity bus, taxi, limo service and passenger vehicle operations.

April 10, 1998: Acting on the basis of its investigation of informal complaints by smaller, often new-entrant airlines, DOT issued a proposed enforcement policy on airline competition. The policy would set guidelines for when enforcement action could be taken on the basis of predatory behavior in the airline industry aimed at eliminating service by new entrants at hub airports.

April 14, 1998: Vice President Gore, Secretary Slator, and Federal Aviation Administrator Garvey unveiled "Safer Skies – A Focused Agenda," based on a review of the causes of aviation accidents. The initiative focused on a limited number of areas affecting safety, such as controlled flight into terrain.

April 20, 1998: The FTA initiated a stringent, agency wide initiative to address the issue of key station compliance with the Americans With Disabilities Act. The review was successfully concluded on July 1, 1998. Prior to this effort, only 215 stations were documented as being accessible to disabled riders. As a result of this effort, 666 stations were either accessible or were planned for full compliance. Of these stations, 349 are committed to be in full compliance by or before December 31st, 2001. The remaining 23 stations, 4 percent of the total of 689 key stations, were under consideration for time extensions.

April 20, 1998: DOT revealed two legislative proposals for a more businesslike FAA. One proposal was to establish a Performance-Based Organization (PBO) for air traffic control with an innovative funding method to improve efficiency and ensure that user-fee funding is linked to spending. The concept stemmed from recommendations of the National Civil Aviation Review Commission. The other proposal involved funding for airport grants and projects and an increase in the amount that airport authorities can charge for Passenger Facility Charges.

April 20, 1998: A Notice of Proposed Rulemaking proposes to amend the recordkeeping requirements for the hours-of-service regulations by means of a supporting document auditing system that all motor carriers would use to support the accuracy of the drivers' records of duty status.

April 30, 1998: Secretary Slater held a press conference at the foot of the Washington Monument to announce a traffic safety partnership with Chrysler Corporation and the American Trauma Society that will address the dangers of red light running. The American Trauma Society selected the FHWA's campaign against red light running as its top safety initiative and Chrysler agreed to sponsor and promote the campaign's messages of safety and responsibility over the next several years.

May 4, 1998: NHTSA issued a Final Rule requiring that air-braked truck tractors manufactured after March 1, 1997, and air-braked single-unit trucks, buses, trailers and converter dollies manufactured after March 1, 1998, be equipped with antilock brake systems (ABS) that meet NHTSA's FMVSS #121. The rule also required that hydraulic-braked trucks and buses manufactured after March 1, 1999, be equipped with ABS meeting FMVSS #105. Motor carriers were required to maintain these ABS systems.

May 13, 1998: DOT and the FAA unveiled a new data-driven air carrier inspection program, the Air Transportation Oversight System. The program was designed to help inspectors spot safety trends and catch problems before they lead to accidents.

May 14, 1998: A NHTSA Notice of Proposed Rulemaking proposed to amend the Federal Motor Carrier Safety Regulations to require that trailers and semi-trailers weighing 10,000 pounds or more manufactured after January 26, 1998, be equipped with rear impact guards that meet NHTSA's FMVSS #223. This complies with NHTSA's FMVSS #224 requirements for rear-impact protection.

May 22, 1998: DOT issued its amended public charter regulations that ease regulatory burdens on the industry while maintaining the essential financial protections afforded charter air travelers.

May 25-June 5, 1998: The SLSDC held a trade mission to Cyprus and Greece.

June 1, 1998: Transport Canada's unilateral proposal to increase Seaway tolls 2 percent across-the-board each year for three to five years was implemented. This marked the first toll increase since 1993. This action by Canada was an abrogation of the 1959 Memorandum of Agreement (MOA) on the Seaway Tariff of Tolls between the U.S. and Canada. June 8, the State Department transmitted a demarche to Canada, registering U.S. objection.

June 2, 1998: The FAA announced a new policy to pave the way for implementation of Flight Information Services, which would provide digital data directly into the cockpits of general aviation aircraft. The policy reflected a consensus between the FAA and the general aviation community, and supported the Safer Skies agenda announced in April 1998.

June 8, 1998: The Surface Transportation Board approved the acquisition of Conrail by CSX Corporation and Norfolk Southern Corporation.

June 9, 1998: The FHWA's Office of Motor Carrier Safety published for the first time a list of U.S. highways and roadways designated as preferred routes for hazardous materials or restricted from hazardous materials transportation. The list was published in the Federal Register and is available on the Internet at <http://hazmat.fmesa.dot.gov>.

June 9, 1998: President Clinton signed into law the Transportation Equity Act for the 21st Century (TEA-21), the six-year, \$218 billion surface transportation reauthorization bill passed by the Congress on May 22, 2000. TEA-21 included the reauthorization of the disadvantaged business enterprise (DBE) program, an important element of the Clinton-Gore Administration's effort to ensure a level playing field for small, disadvantaged businesses as they compete for federally funded state and local contracts.

June 16, 1998: A Notice of Proposed Rulemaking proposed to eliminate the marking regulations of the former ICC and require that motor carriers replace the vehicle markings specified by those requirements with markings that conform with the Federal Motor Carrier Safety Regulations (i.e., the MC numbers replaced with DOT numbers).

June 18, 1998: A Northern Indiana Commuter train struck a truck loaded with coil steel at a highway-rail crossing in Portage, Indiana, killing three train passengers and injuring two.

June 18, 1998: The Final Rule on Regulatory Removals and Substantive Amendments removed, amended and redesignated provisions of the Federal Motor Carrier Safety Regulations that were redundant, obsolete, unnecessary, ineffective or burdensome. The rule is consistent with the President's Regulatory Reinvention Review and the FHWA's Zero Base Regulatory Review.

June 19, 1998: A Notice of Proposed Rulemaking proposed to require that truck trailers operating in interstate commerce be equipped on both sides and in the back with retroreflective tape or reflex reflectors. This rule would apply to trailers manufactured before December 1, 1993 (trailers manufactured after that date had to be so equipped in accordance with NHTSA's FMVSS). Motor Carriers would have two years to add this equipment, and a 10-year transition period to conform to the standard of red and white colors.

June 22, 1998: The FRA amended track safety standards addressing high-speed rail standards for trains traveling up to 200 miles per hour.

June 29, 1998: Secretary Slater met with representatives of DOT's disability community. The Secretary committed to form a DOT-wide Disability Services Center, to be run by employees from the Departmental Office of Civil Rights and the Transportation Administrative Services Center.

July 1998: The FHWA developed a new educational exhibit and related youth activities celebrating the transportation history of the Mississippi Valley in honor of the 60th anniversary of the National Scenic and Historic Highway known as the Great River Road. The Great River Road is one of the oldest, longest and most unique scenic byways in North America.

July 1, 1998: The Coast Guard began enforcing a new international safety management code (ISM). This code was designed by the international community to increase the standards for safety management systems on commercial vessels. The final ruling gave the Coast Guard authority to deny entry into U.S. ports of any vessel that did not meet the safer certification requirements.

July 8, 1998: Deputy Secretary Downey transmitted to Congress DOT's Dry Bulk Cargo Disposal legislative proposal, the culmination of a year-long task force, chaired by DOT and comprised of representatives of the Departments of Justice, Interior, Commerce, Defense and the Environmental Protection Agency, to develop a national approach to the disposal of dry bulk cargo from commercial vessels on the inland waterway system.

July 15, 1998: The SLSDC completed the annual Pacesetter awards. Awards were made to: Detroit, Michigan; Erie, Pennsylvania; Green Bay, Wisconsin; and Oswego, New York.

July 16, 1998: The SLSDC was awarded ISO 9002 certification for the vessel inspection services program conducted in cooperation with the Coast Guard and the SLSA/SLSMC. ISO 9002 is an international standard for quality management and refers to a group of standards that require an organization to establish and document processes that ensure quality, educate workers about them, oversee the process to provide confidence that they are being followed and producing results and make continuous improvements.

July 20, 1998: A Notice of Proposed Rulemaking sought comments and supporting data on what issues should be considered in constructing a motor carrier rating system for the future, since the TEA-21 legislation substantially heightened the importance of "unsatisfactory" ratings.

July 22, 1998: The FRA issued a final order for installation of the Advanced Civil Speed Enforcement System, a train control system, on all trains operating between New Haven, Connecticut, and Boston, Massachusetts, by 2000.

July 22, 1998: Congress recognized the success of the five-year Summer Transportation Institute (STI) pilot (1993-1998) by authorizing funding for the STI in TEA-21. This authorization enabled the FHWA to expand the program as the National Summer Transportation Institute and to increase the number of host sites and participating students.

August 5, 1998: Deputy Secretary Downey issued a memo of congratulations to the SLSDC on being the first DOT operating administration to achieve full Y2K compliance for mission critical, and non-critical data systems, lock operations and physical plant facilities. The DOT Office of Inspector General verified compliance.

August 6, 1998: Clyde J. Hart, Jr., was sworn in as the first African-American Maritime Administrator.

August 7, 1998: President Clinton signed into law the Rehabilitation Act Amendments of 1998 which covered access to federally funded programs and services. The law strengthened section 508 of the Rehabilitation Act and required access to electronic and information technology provided by the federal government.

August 7, 1998: Kelley S. Coyner was sworn in as the first Senate-confirmed woman to serve as Administrator of the Research and Special Programs Administration.

August 12, 1998: DOT and the FAA issued an advance notice of proposed policy regarding suggestions as to how to replace the airport fees that had been vacated in 1997 by the Court of Appeals.

August 25, 1998: SLSDC education initiatives in Massena, New York, included a back-to-school safety program.

August 27, 1998: Coast Guard air and sea units intercepted the FV *Chih Yung* and found 170 illegal Chinese migrants who had endured a 78-day journey.

August 28, 1998: The FAA and the National Air Traffic Controllers Association signed a historic five-year pact in which, for the first time, a federal labor union had negotiated wages with a government agency.

September 1998: NHTSA's "Promoting Safe Passage into the 21st Century: Strategic Plan 1998," was published. One of the long term goals was that NHTSA, working with the FHWA, established a goal of reducing highway fatalities and injuries by 20 percent by 2008. Reaching these objectives would result in a \$2.3 billion annual reduction in health care costs as a result of the reduction in fatalities.

September 2, 1998: A Swissair MD-11 crashed off the coast of Nova Scotia after leaving New York. The possibility that the accident was caused by an inflight fire involving insulation was a factor in FAA actions including a rule issued on May 25, 2000, requiring replacement of certain types of insulation blankets aboard specified aircraft.

September 4, 1998: The FRA issued revised radio communications standards requiring, for the first time ever, radio or wireless communication devices for many classifications of railroad operations and for roadway workers.

September 4, 1998: The U.S. Court of Appeals for the District of Columbia Circuit issued a decision upholding the FAA's 1997 rule establishing special flight restrictions for tour operators providing air services over Grand Canyon National Park in order to restore the park's natural quiet.

September 12, 1998: The SLSDC held its annual emergency preparedness exercises. A tanker vessel loaded with hazardous chemicals ran aground and fractured its hull. In addition to the hazardous cargo spill, several crewmembers suffered injuries requiring hospitalization at Massena, New York.

September 14, 1998: NHTSA announced a proposed rule that would require air bags to pass safety tests using crash dummies of all sizes: large adult, small adult, child and infant.

September 24, 1998: DOT and the National Association for Equal Opportunity in Higher Education signed a memorandum of understanding to support transportation education initiatives to improve campus safety.

September 25-October 3, 1998: The SLSDC held a trade mission to Japan focusing on shipbuilders.

September 28, 1998: DOT issued a Final Rule on over-the-road buses requiring accessibility of new over-the-road buses and bus service.

October 1998: The FAA and its industry partners began the Free Flight Phase One program. The objective was to provide early benefits of the Free Flight concept, which aimed at improving efficiency by providing much greater flexibility for high altitude operations. Phase One entailed limited, incremental deployment of five core capabilities: user request evaluation tool to help air traffic controllers identify potential collisions; surface movement advisor to assist in decisions regarding aircraft movement at airports; passive final approach spacing tool, an automation feature for approach control facilities; traffic management advisor, also an approach control feature; and collaborative decisionmaking tools that provide airlines and the FAA with real-time status information. As the program progressed, the FAA established a Free Flight Phase Two office in the spring of 2000 to build upon the successes of Phase One.

October 1998: Congress passed legislation requiring parties to certain types of joint venture agreements between major airlines to submit the agreement to DOT for review before it can take effect. DOT took steps to implement the legislation and later caused Continental and Northwest to revise their frequent flyer program reciprocity agreement to modify certain provisions.

October 1, 1998: Building on the success of the aging structures program, DOT and the FAA unveiled a multi-year Aging Transport Non-Structural Systems Plan. Issuance of the plan responded to a recommendation of the White House Commission on Aviation Safety and Security, better known as the Gore Commission.

October 1, 1998: RSPA's HAZMAT regulations became applicable to all interstate motor carriers, thereby fulfilling the statutory mandate to regulate the foreign, interstate and intrastate transportation of hazardous materials in commerce.

October 1, 1998: The Canadian Government abolished the SLSDC's counterpart agency, the St. Lawrence Seaway Authority (SLSA) based in Ottawa, Ontario, and transferred SLSA functions to a not-for-profit corporate entity, the St. Lawrence Management Corporation (SLSMC) based in Cornwall, Ontario. The change was made in conformance with the 1998 Canada Marine Act.

October 2, 1998: Secretary Slater announced that the FHWA entered into a memorandum of understanding with the National Urban League. The agreement formally established a partnership between DOT and the National Urban League and its affiliates to promote better opportunities for education, employment and training in the transportation field for persons from urban areas. The memorandum of understanding, signed by Secretary Slater and National Urban League President Hugh Price, had a goal that included the exchange of ideas, information and assistance in the areas of transportation safety, education, employment and business development in an effort to increase economic and social equality for disadvantaged youth in urban areas.

October 8, 1998: On ONE DOT Day, Secretary Slater called on Departmental employees to reinvent their workplace culture in order to serve their customers better.

October 10, 1998: The FHWA's Office of Motor Carrier Safety created enforcement teams in the newly formed resource centers to streamline and focus enforcement case processing in these four locations.

October 14, 1998: President Clinton signed Pub. L. 105-258, the Ocean Shipping Reform Act of 1998, a long sought amendment to the Shipping Act of 1984 to encourage competition in international shipping and growth of United States imports and exports.

October 28, 1998: A ceremony at the Denver TRACON marked the facility's transition to the Automated Radar Terminal System ARTS IIIE version 6.05, known as the Common ARTS. The TRACON was the first facility to reach this status.

October 30, 1998: Secretary Slater announced that eight nations – Angola, Cameroon, Cape Verde, Cote d'Ivoire, Kenya, Mali, Tanzania and Zimbabwe – were invited to participate in the "Safe Skies for Africa" initiative to increase the number of nations in sub-Saharan Africa that meet the safety and security standards of the International Civil Aviation Organization.

November 2, 1998: The FTA introduced its third generation of electronic enhancements with the Transportation Electronic Award Management (TEAM) system. The TEAM system evolved from the success and acceptance of the Electronic Grant Making and Management initiative begun in 1993. The system uses Graphic User Technology, providing point and click "smart" selections that aid grant recipients with application submissions and grants management.

November 8, 1998: Secretary Slater announced four federal Intelligent Vehicle Initiative grants totaling \$12.7 million. These grants would fund operational test of advanced safety systems addressing large truck rollover, rear-end collisions, roadway departure collisions, advance braking and hazard warning.

November 13, 1998: President Clinton signed Pub. L. 105-389, the Centennial of Flight Commemoration Act, to prepare a celebration of the achievement of heavier-than-air powered flight in 1903 by the Wright brothers.

November 13, 1998: President Clinton signed Pub. L. 105-384, legislation reauthorizing important fisheries conventions protecting American fisheries. It governs processing in the exclusive economic zone and provides other fisheries laws enforced by the Coast Guard.

November 15, 1998: DOT announced that smoking was now banned on all U.S. air carrier flights, both domestic and international. As of June 4, 2000, smoking on scheduled flights between the United States and foreign destinations also was prohibited.

November 17-19, 1998: Secretary Slater's initiative to evaluate the current and future needs of the Marine Transportation System culminated in a national meeting in Warrenton, Virginia, entitled the National Conference on the Marine Transportation System. The conference developed an approach for preparing the Marine Transportation System for an expected surge in international trade in the next decade.

November 20, 1998: At the request of the Department of Defense, MARAD activated the Ready Reserve Force roll-on/roll-off vessel *Cape Vincent* to transport Department of Defense Overseas Humanitarian Disaster Assistance and Civic Aid cargo to Central America for Hurricane Mitch relief efforts. In all, MARAD activated four RRF ships in support of the humanitarian relief operation.

November 20, 1998: SLSDC education initiatives included job shadowing at the elementary and high school levels, the Wright Brothers DOT Anniversary program and development of the Seaway/School Web site.

November 1998: The Subcommittee on Transportation Research and Development of the National Science and Technology Council issued the first-ever interagency Transportation Technology Plan.

December 1998: Coast Guard cutters and the Coast Guard International Training Detachment visited the Dominican Republic to train the Dominican Navy in drug-interdiction techniques.

December 8, 1998: The FHWA issued an Interim Final Rule establishing the procedures to follow when requesting a waiver and applying for exemptions from the Federal Motor Carrier Safety Regulations. The rule also established how the FHWA would administer pilot programs to evaluate innovative alternatives to the current safety regulations.

December 11, 1998: The SLSDC achieved an unqualified "clean" audit opinion on its fiscal year 1997 financial statements.

December 15, 1998: The FAA's first Display System Replacement (DSR) for en route controllers achieved operational status. The FAA completed its DSR deployment when all 20 of the systems were operational on May 31, 2000.

December 15, 1998: Secretary Slater and fellow transportation ministers from countries in the Western Hemisphere pledged support to Central American nations in their efforts to rebuild transportation infrastructure damaged by hurricanes George and Mitch. DOT and the U.S. Agency for International Development announced their intention to provide a \$1.3 million Global Positioning System-based harbor navigation and guidance system to assist Central American countries whose existing navigation systems were devastated by Hurricane Mitch. The first navigation system was scheduled to be operational in September 2000 at the port of San Lorenzo in Honduras. Soon after, additional systems are to be activated in the ports of Corinto and Sandino in Nicaragua and the port of Cortez in Honduras. The new technology was designed to improve the safety and efficiency of maritime commerce.

December 18, 1998: Secretary Slater and U.S. Small Business Administrator Aida Alvarez signed a memorandum of understanding to support the government-wide 5 percent women-owned business contracting goal. DOT was the first federal agency to sign such a memorandum of understanding.

December 23, 1998: DOT issued its decision interpreting statutory restrictions governing increased airline service at Dallas' Love Field. DOT's decision, later affirmed by the Court of Appeals, allowed airlines to offer new services at Love Field.

December 25, 1998: Coast Guard air and sea units rescued three balloonists off Hawaii when their attempted around-the-world flight ended.

December 27, 1998: End of the Saint Lawrence Seaway's navigation season. The

Availability/reliability performance measure was 98.5 percent for 277 days of navigation.

December 31, 1998: Secretary Slater, fulfilling a commitment he made to Congress when he was

Federal Highway Administrator, announced the release of volume three of a planned four-

volume Comprehensive Truck Size and Weight Study. In the letter to Congress

transmitting this draft volume, the Secretary stressed the need to assess truck size and

weight limits in the context of DOT's highest priority, safety.

1999

1998 and 1999: DOT's Enforcement Office settled a number of precedent-setting enforcement cases involving discrimination against disabled airline passengers, investigated 72 security-related discrimination complaints and took action to change problematic airline procedures.

1999: The FHWA completed a 2½-year major reorganization effort designed to address the challenges of the post-Interstate era. The Washington headquarters was reorganized to focus on its core businesses. In the field, the FHWA's nine regional offices were replaced by four resource centers to assist the state-level division offices and other customers and partners with enhanced technical assistance, training, technology delivery and interagency coordination.

1999: NHTSA issued its first planning document on possible upgrades to Standard No. 213, Child Restraint Systems, in July 1991. This document identified developments and changes in motor vehicles and child restraint systems that could be addressed through rulemaking. In the period following issuance of the planning document, NHTSA adopted the use of the newborn, 9-month-old and 6-year-old dummies as devices for use in compliance testing, amended the standard to permit the manufacture and sale of belt positioning booster seats and issued a requirement for an air bag warning label. In one of the most significant recent actions affecting the manufacture of child safety seats, NHTSA issued a new rule in 1999 that required a single standardized system (LATCH) for installing child safety seats in cars, minivans and light trucks. In September 2002, when the rule is fully implemented, properly installing a child seat will be greatly simplified.

1999: NHTSA reported vehicle recall campaigns during calendar year 1999 involving a vehicle population of more than 19 million vehicles, equipment recall campaigns issued by 32 manufacturers with slightly more than 35 million units, and tire recall campaigns issued by five manufacturers and 7,291 tires. This was a record number of recalls for recent years. These numbers are a reflection of increased safety assurance activities by NHTSA as well as recalls initiated by the manufacturers. As a point of comparison, in 1993, there were vehicle recalls with a vehicle population of approximately 11 million vehicles, there were equipment recalls involving a population of approximately 797 thousand units and tire recall campaigns involving 5,941 tires.

1999: DOT's consumer office received and processed more than 20,000 consumer complaints regarding air travel, the most since 1988.

1999: DOT began a disparate impact study to ascertain whether FAA security selection criteria under the computer-assisted passenger pre-screening programs, as implemented by U.S. airlines, disproportionately affect members of minority groups.

1999: The Coast Guard initiated Operation New Frontier with the use of armed helicopters and pursuit boats to interdict illegal drug shipments.

1999: The Coast Guard set a maritime cocaine seizure record by intercepting 111,689 pounds of cocaine during fiscal year 1999.

1999: One of the most innovative initiatives to make use of GPS was being developed by the SLSDC, which manages two U.S. locks that cargo ships transit when traveling from the Great Lakes to the Atlantic Ocean. The current vessel Traffic Management System, like all others in the nation, bases vessel position on radio communications with ships in transit. A new system called the Automated Information System will track all passing ships using GPS. Using GPS will make traffic management much more accurate and substantially improve the safety level of the Saint Lawrence Seaway. Several U.S. and international organizations responsible for vessel traffic control have contacted the SLSDC to learn about its new program.

1999: The Water Resources and Development Act of 1999 requires the U.S. Army Corps of Engineers to consult with the SLSDC to review and determine the feasibility of making improvements for commercial navigation on the Great Lakes navigation system, including locks, dams, ports, channels, and other related features.

1999: SLSDC AIS/GPS efforts focused on the integration of AIS with the newly installed binational unified Seaway Traffic Management System (TMS), the development of a field test plan for fiscal year 2000, and the cost sharing agreement with the carrier users.

January 1999: An aviation agreement with Mexico greatly improved U.S. carriers access to the Mexican market through new code-sharing rights and the introduction of simplified regulatory procedures for charters. DOT licensing staff quickly implemented these new improvements for the benefit of the industry.

January 1999: DOT resolved important aviation issues with Russia, expanding scheduled route authority and frequencies; confirming previous overflight rights with additional flexibility; and providing new overflight routes to Southeast Asia.

January 4, 1999: Albert S. Jacquez was sworn in as the first Hispanic administrator of the Saint Lawrence Seaway Development Corporation.

January 12, 1999: MV *Cannes* was seized by a Coast Guard LEDet with the subsequent discovery of more than 10,500 pounds of cocaine onboard.

January 12, 1999: The U.S. Supreme Court issued a decision in *El Al Israel Airlines vs. Tseng* adopting DOT's view that passengers who suffer injuries during the course of international air transportation, but who cannot meet the conditions for recovery imposed by the Warsaw Convention, are precluded from seeking recovery in state court proceedings.

January 28, 1999: Secretary Slater announced the continuation and expansion of a public-private partnership to extend the Chicago Hub High-Speed Rail Corridor to Indianapolis, Indiana, and Cincinnati, Ohio. The extension will serve an urban population of more than four million people in addition to the Chicago Hub Corridor population of 20 million.

January 29, 1999: DOT issued revised Disadvantaged Business Enterprise regulations to ensure that members of racial minorities, women and other disadvantaged businesses can compete for federally assisted highway, transit and airport contracts.

February 2, 1999: DOT issued a Final Rule revising the regulations for its disadvantaged business enterprise program. The new regulation reflects President Clinton's policy to mend, not end, affirmative action programs. It modified the Department's DBE program in light of developments in case law requiring "narrow tailoring" of such programs and 1998's Congressional debate concerning the continuation of the DBE program.

February 2, 1999: As part of the Corporation's education initiative, SLSDC Administrator Jacquez participated in student job shadowing in Washington, D.C.

February 4, 1999: The tanker *New Carissa* ran aground one mile north of Coos Bay, Oregon.

Coast Guard units responded to limit the spill of fuels. Coast Guard units also separated the bow section from the rest of the ship and sank it in order to prevent the further spill of fuel.

February 5, 1999: The FHWA awarded South Carolina State University \$1.5 million to administer the National Summer Transportation Institute (NSTI) and serve as a National Resource Center for the NSTI, providing guidance, training, and technical and logistical support for colleges and universities participating in the program.

February 8, 1999: The Clinton-Gore Administration proposed its ambitious, five-year reauthorization legislation for the FAA. Among the features of the proposal were: a Performance-Based Organization within the FAA for air traffic control services; support of the PBO through user fees and taxes; and a five-year phase-out of the High Density Rule at LaGuardia, Kennedy and O'Hare airports.

February 16, 1999: Secretary Slater sent to Congress the Clinton-Gore Administration's hazardous material transportation reauthorization bill. It included numerous recommendations for improving the federal HAZMAT law, including provisions that would enhance the authority of DOT inspectors.

February 16, 1999: The FAA announced its final policy and enforcement procedures on airport revenue use to ensure that fees and rents paid to airports by airlines and airport concessionaires are used generally for the airport, the local airport system or other local facilities owned or operated by the airport and directly and substantially related to air transportation passengers and property.

February 25, 1999: The FTA signed a full funding grant agreement with the Port Authority of Allegheny County for the Pittsburgh airport busway.

March 1999: The SLSDC and the Coast Guard vessel inspection agreement signed in 1997 was renegotiated for the 1999 navigation season.

March 2, 1999: Secretary Slater hosted the first National Transportation Safety Conference, attended by a coalition of leaders and citizens with a shared commitment to transportation safety.

March 9, 1999: Secretary Slater announced the initiation of an internal, Department-wide program evaluation of its hazardous materials programs to be conducted by a ONE DOT team with representatives from the Coast Guard, FAA, FMCSA, FRA, RSPA and the Office of the Inspector General

March 10, 1999: The Clinton-Gore Administration announced a comprehensive legislative proposal to improve the treatment of passengers by the airlines and worked with Congress to include passenger rights provisions in the developing FAA reauthorization legislation (AIR-21).

March 12, 1999: Secretary Slater, Senator Tim Johnson and Admiral James Loy switched on the Satellite Navigation and Positioning System that gives full operational capability of the Differential Global Positioning System to all 50 states and the adjacent waters.

March 15, 1999: An Amtrak passenger train struck a truck loaded with steel at a highway-rail crossing in Kankakee, Illinois, killing 11 and injuring 130.

March 15, 1999: DOT strengthened its 1985 rule on disclosure to consumers of code-shared flights to cover travel agencies and foreign airlines and issued a new regulation requiring disclosure of "change of gauge" flights, which involve a scheduled change of aircraft on certain flights that are listed as direct.

March 24, 1999: Secretary Slater identified 30 colleges and universities selected as host sites for the FHWA's 1999 National Summer Transportation Institute, which ultimately served more than 645 students from across the country. The host sites consisted primarily of Historically Black Colleges and Universities and other Minority Institutes of Higher Education.

March 26, 1999: Secretary Slater announced a new FHWA Office of Motor Carrier Safety requirement that trucking companies install reflective tape or reflectors on trailers so they can be more easily seen.

March 30, 1999: The FAA's Multi-Sector Oceanic Data Link was now operating in all oceanic airspace sectors of the Pacific under the agency's responsibility. During the following year, the FAA began implementing the system for Atlantic airspace.

March 31, 1999: Opening of the Saint Lawrence Seaway's 41st navigation season.

April 1999: Secretary Slater announced the release of the first-ever National Transportation Science and Technology Strategy. Developed by RSPA's Volpe National Transportation Systems Center for the Transportation Subcommittee of the National Science and Technology Council, the document's purpose was to help Congress and the Administration establish national transportation research and development priorities and coordinate research activities.

April 1999: A DOT-led team completed development testing and documentation of the advanced technology transit bus prototypes. This research and development project involved \$37 million in federal funding and \$14 million of local funding to lead the introduction of new technologies to improve customer access, reduce emissions, enhance operations, simplify maintenance, reduce weight and improve maneuverability. The bus industry has adopted several of the new technologies, including light composite materials, a hybrid electric propulsion system and a vehicle computer management system.

April 1999: An aviation agreement with China resulted in more routes, more flights, the right to designate another airline in the market and code-sharing opportunities.

April 2, 1999: The FAA announced agreements with two companies for joint development of the Local Area Augmentation System to augment Global Positioning System signals for use in approaches and landings at airports.

April 5, 1999: Secretary Slater dedicated the SLSDC's upgraded vessel traffic control center featuring a fully automated binational Seaway Traffic Management System.

April 5, 1999: Secretary Slater participated in the SLSDC's adopted school program in Massena, New York.

April 6, 1999: The Coast Guard released the final report of the Fishing Vessel Casualty Task Force. The task force reviewed investigations of recent vessel casualties and developed recommendations to improve the safety of fishing vessels. The recommendations addressed the need for inspections and licensing of operators.

April 7, 1999: The FTA issued a Notice of Proposed Rulemaking on major capital investment projects. The rule, required by TEA-21, outlined procedures that the FTA will use to evaluate and rate proposed new-start transit projects.

April 9, 1999: Secretary Slater announced approval of a Title XI loan guarantee of over \$1 billion to finance the construction of two passenger vessels to be built by Ingalls Shipyard in Pascagoula, Mississippi. The vessels, to be owned by American Classic Voyages, will operate in Hawaii and are the first large cruise vessels to be built in the U.S. in 50 years.

April 12, 1999: The FAA dedicated the National Airport Pavement Test Facility, developed in partnership with Boeing.

May 1999: Secretary Slater announced the formation of a DOT Center for Climate Change and Environmental Forecasting, designed to create comprehensive, multi-modal approaches to reduce transportation-related greenhouse gases.

May 1999: The Subcommittee on Transportation Research and Development of the National Science and Technology Council issued the first-ever interagency Transportation Strategic Research Plan.

May 1999: DOT issued the first-ever U.S. Department of Transportation Research and Development Plan.

May 12, 1999: The FRA published the first-ever comprehensive set of safety regulations for passenger rail equipment. This rule improves the safety of passenger rail vehicles that transport 440 million people nearly 14.6 billion passenger-miles annually.

May 13, 1999: The U.S. Department of Justice files a suit against American Airlines based on the airline's alleged efforts to monopolize Dallas-Fort Worth airline markets by eliminating competition from low-fare airlines. The Department of Justice's allegations were consistent with DOT's own analysis, which caused it to propose airline competition guidelines in April 1998. The two federal departments cooperated on their investigations of potentially unfair competitive responses by major airlines responding to entry by low-fare airlines.

May 17, 1999: Secretary Slater announced new rural transportation initiatives.

May 19, 1999: The SLSDC advanced education initiatives through student job shadowing events in Massena, New York, and Washington, D.C.

May 25, 1999: Secretary Slater announced a long-range goal of reducing fatalities associated with truck and bus crashes 50 percent by 2010. There were 5,374 such fatalities in 1998, the latest year for which data was available at the time.

May 25, 1999: The Surface Transportation Board approved the merger of the Canadian National and Illinois Central railroads.

May 28, 1999: The United States signed the Montreal Convention, which will, when in effect, eliminate airline passenger liability caps in international air transportation.

June 1999: A joint DOT/FAA/Office of the Inspector General team that investigated Northwest Airlines' handling of the January 2-3, 1999, snowstorm that caused extended ground delays for air passengers at Detroit Metropolitan Airport issued its report. The report concluded that Northwest Airlines lacked a coordinated plan for dealing with severe winter storms and lacked guidelines and contingency plans for extended ground delays.

June 1, 1999: Norfolk Southern Corporation and CSX Transportation, Inc., officially divided up Conrail's operations, paving the way for enhanced competition in rail freight operations in the Northeast.

June 1, 1999: Secretary Slater opened an alternate facility capable of sustaining essential DOT operations in the event the headquarters building is damaged or destroyed.

June 6, 1999: The FHWA hired and trained 27 new roadside inspectors to increase the enforcement presence along the southern U.S. border.

June 6-16, 1999: The SLSDC held a trade mission to Norway and Germany.

June 8, 1999: An expert panel studying the problem of trunk entrapment offered its recommendations. At the same time, several automakers announced plans to install emergency release latches in the trunks of their cars.

June 18, 1999: The Coast Guard cutter *Midgett* departed Seattle to serve as a member of the U.S.S. *Constellation* Battle Group.

June 23-24, 1999: The SLSDC held annual emergency preparedness exercises, including participation in the "CANUSLAK" two-day exercise in Brockville, Ontario, and a separate Massena Tabletop exercise to test communication effectiveness among participating agencies.

June 24-25, 1999: Secretary Slater hosted a conference on the "Spirit of Innovation in Transportation" at DOT's Volpe National Transportation Systems Center in Cambridge, Massachusetts. The conference brought together nearly 400 transportation and technology leaders to explore how DOT could foster a climate of innovation. Participants emphasized three key factors for innovation: an educated and motivated workforce; investment in long-term research; and collaboration among government, industry, labor and academia.

June 30, 1999: Secretary Slater announced at a major symposium three initiatives aimed at preventing outside force damage to pipelines, telecommunications, electrical, water and sewer lines.

July 1999: The FAA and the aviation industry conducted the first in a planned series of operational evaluations of free flight enhancements as part of the Safe Flight 21 program's Ohio River Valley activities. Further evaluations, designated Capstone, were scheduled to take place in Alaska in August 2000.

July 1999: Airlines will save an estimated \$3.2 million annually due to the elimination of most international fare-filing requirements for U.S. and foreign carriers. Success in achieving liberalized aviation agreements has effectively deregulated fares in many markets, making the filing of fare changes unnecessary. The Final Rule also eliminated tariff-filing requirements for most non-fare matters, known as "conditions-of-carriage" rules. In addition, DOT issued a new, streamlined version of its tariff regulations, eliminating 45 pages of rules.

July 10, 1999: In cooperation with the Cargo Airline Association, the FAA began the first large-scale test of ADS-B (Automatic Dependent Surveillance – Broadcast) technology. ADS-B was designed to make use of position information derived from an aircraft's Global Positioning System sensor.

July 15, 1999: The SLSDC achieved additional ISO 9002 certification for the Aids to Navigation Program, Vessel Traffic Management and the majority of Office of Administration Programs.

July 17, 1999: A plane carrying John F. Kennedy, Jr., his wife, Carolyn Bessette Kennedy, and his sister-in-law, Lauren Bessette, crashed off Martha's Vineyard, Massachusetts. Coast Guard units responded and conducted search-and-rescue and recovery operations.

July 26, 1999: On the ninth anniversary of the Americans with Disabilities Act, Secretary Slater announced an Accessibility Policy Statement, vowing to "demonstrate through our own programs and actions that a fully accessible transportation system – pedestrian, rail, transit, highway, water and air – is not only essential, but attainable."

August 1999: DOT announced the award of \$123.6 million in FHWA managed grants in support of 55 major national transportation projects. These projects are the first to be supported with federal funds available through the National Corridor Planning and Development Program and the Coordinated Border Infrastructure Program. As of August 1999, projects in 35 states were being supported with the grants, and funds for more grants will be available in each of the next four years. Competition for awards was expected to be fierce, considering that 151 proposals requesting \$2.2 billion had been sent forward for 1999.

August 1999: DOT submitted the second legislative proposal to Congress to establish the SLSDC as a PBO.

August 1999: The Seaway entities published the results of the 1998 vessel customer survey that reflected an overall customer rating of 4.5, for Seaway services, on a scale of 1 to 5. This repeated the 1995 survey results.

August 2, 1999: DOT eliminated the liability limit entirely for loss of damage to assistive devices transported by airlines for disabled air travelers.

August 16, 1999: The DOT Disability Resource Center for the Department's employees officially opened its doors for business.

August 18, 1999: The FHWA's Office of Motor Carrier Safety proposed a new rule that would prohibit all motor carriers found to be unfit from operating commercial motor vehicles in interstate commerce.

August 30, 1999: The FHWA's Office of Motor Carrier Safety proposed requiring businesses involved in interstate commerce and operating small buses or vans for hire that are designed or used to transport between nine and 15 passengers, including the driver, to complete a motor carrier identification report.

August 31, 1999: NHTSA issued a Final Rule establishing a new Federal Motor Vehicle Safety Standard for Uniform Child Restraint Anchorages (FMVSS #225). New vehicles will have these universal attachments to ensure the correct installation of child safety seats.

September 1999: Construction was completed and service began on Tri-Met's Westside Light Rail project in Portland, Oregon.

September 1999: NHTSA Administrator Martinez announced his resignation. Rosalyn G. Millman was appointed Deputy Administrator, and was sworn in as Acting Administrator after Administrator Martinez's departure. Under the provisions of the Federal Vacancies Reform Act of 1988, Acting Administrator Millman was permitted to serve in the "acting" capacity only for a period not to exceed 210 days, so in mid-May 2000, Ms. Millman resumed her role as Deputy Administrator, and the Administrator position was left temporarily vacant.

September 9, 1999: Secretary Slater forwarded the "Assessment of the U.S. Marine Transportation System" to Congress. The report, prepared by the MTS Task Force consisting of 70 government and private sector representatives, described the current state of the MTS, trends and competitive pressures, critical issues, the desired state and major recommendations to achieve the vision and the desired state.

September 10, 1999: The U.S. District Court for the District of Columbia upheld DOT's over-the-road buses regulations, which ensure that intercity buses are accessible to disabled passengers. On appeal, the D.C., Circuit struck down portions of the rule dealing with passenger compensation but left all other guarantees intact.

September 10, 1999: The SLSDC completed its annual Pacesetter awards that were extended to include port terminal facilities. Awards were made to: Cleveland, Ohio; Duluth, Minnesota; Erie, Pennsylvania; Green Bay, Wisconsin; Milwaukee, Wisconsin; Oswego, New York; Toledo, Ohio; Portage, Indiana; and Menominee, Michigan.

September 12, 1999: The SLSDC hired and funded the salary for the American Heritage River (AHR) program's River Navigator for the Detroit River. DOT's AHR program is a partnership between SLSDC, the FHWA, which pays travel expenses and the Coast Guard, which provides office space.

September 15, 1999: DOT, the Georgia Department of Transportation, the Atlanta Regional Commission, and a coalition of environmental justice and community groups began undertaking an assessment of Environmental Justice issues relating to transportation in the Atlanta region.

September 15, 1999: The FTA officially launched the International Mass Transportation Program, designed to allow FTA to expand its international activities into new areas by cooperating on research and development, technology transfer and the exchange of experts.

September 21, 1999: SLSDC management and AFGE Local 1968 negotiated a four-year wage contract.

September 24-October 1, 1999: The SLSDC held a trade mission to Japan that included participation in the christening ceremony of a new vessel, the *Federal Oshima*, built specifically for operating through the Seaway System.

September 27, 1999: Secretary Slater, joined by Senators Daniel Patrick Moynihan and Bob Graham, announced the first five winning transportation projects to benefit from the Transportation Infrastructure Finance and Innovation Act (TIFIA), which provided up to \$10.6 billion over the next five years in innovative financing for transportation projects.

September 30, 1999: The FAA's Host and Oceanic Computer System Replacement was operational nationwide at all 20 Air Route Traffic Control Centers and all three oceanic centers.

September 30, 1999: Three field operational tests were conducted to test advanced on-vehicle safety systems for commercial vehicles. Freightliner, Mack Trucks and Volvo Trucks North America will conduct the tests. The safety technologies that are part of these tests include: roll stability control, electronic brakes, forward collision warning with adaptive cruise control, infrastructure assisted hazard warning and lane tracking.

October 1999: DOT issued a report, *Airport Business Practices and Their Impact on Airline Competition*, identifying "best practices" airport officials were adopting to promote airline competition and reaffirming the airports' obligation to make facilities available to airlines wishing to begin service.

October 1999: Secretary Slater, SLSDC Administrator Jacquez and other DOT officials participated in a trade mission to Brazil, Chile and Peru.

October 6, 1999: The FTA signed a full funding grant agreement with the Dallas Area Rapid Transit for the North Central light rail transit extension.

October 7, 1999: The FTA and the FHWA issued a memorandum that clarified for their field offices how to ensure that environmental justice principles were being considered in planning certification reviews for Transportation Management Areas.

October 8, 1999: The SLSDC held a supplemental emergency preparedness exercise, conducting a Tabletop exercise in Massena designed to test effectiveness of communications between agencies in the event of an accident.

October 20, 1999: Secretary Slater and his Brazilian counterpart signed a new, bilateral maritime agreement. The three-year pact ensured equal access for each country's national-flag carriers to the other country's government-controlled cargo and provided for non-discriminatory treatment of each country's carriers with respect to shipping taxes and maritime services.

October 21, 1999: The Federal Communications Commission approved a petition to allocate radio band for Dedicated Short Range Communications between vehicles and electronic systems on the roadside, allowing broader use of telecommunications technology in support of smart vehicles and infrastructure.

October 31, 1999: Egypt Air Flight 990 crashed 60 miles off Nantucket, Massachusetts. Coast Guard units responded and conducted search-and-rescue and recovery operations.

November 1999: The SLSDC/SLSMC formed the Waterways Strategic Issues Forum. The forum is made up of the SLSDC Administrator, the SLSMC President and officials from a variety of U.S. and Canadian private and public user groups including carriers, ports, and terminal operators. The goal of the forum is to develop a strategic approach for dealing with four major issues facing the Saint Lawrence Seaway: grain movements; binational approaches; waterway management and cost reductions; and short and long-term competitiveness.

November 1, 1999: Secretary Slater announced the nationwide distribution of an educational highway-rail grade crossing safety video for local law enforcement agencies.

November 8, 1999: Secretary Slater announced four federal Intelligent Vehicle Initiative grants totaling \$12.7 million. These grants will fund operational tests of advanced safety systems addressing large truck rollover, rear-end collisions, roadway departure collisions, advance braking and hazard warning.

November 18, 1999: The Office of the Inspector General issued a report documenting inadequate implementation of existing airport access controls, which resulted in unauthorized access to secure airport areas. The report concluded that the FAA could not rely on existing security systems and programs to safeguard aircraft, passengers and property.

November 23, 1999: Secretary Slater and Small Business Administrator Aida Alvarez signed a memorandum of understanding to identify reciprocal certification principles and streamline procedures for expediting the certification requirements of SBA regulations.

December 1999: DOT issued its first report assessing the initial results of immunized airline alliances authorized in the transatlantic market. The report found that multinational alliances were stimulating passenger demand, triggering pro-competitive changes in the industry's structure, and engendering substantially lower fares for consumers.

December 1999: The U.S. Army Corps of Engineers provided SLSDC with its lock survey and evaluation report for the two U.S. Seaway locks. The Corps concluded that the U.S. lock structures and equipment were generally well maintained and in good operating condition. However, recommendations were made for maintenance and capital improvements and for modifications to maintenance and operating procedures. The SLSDC completed plans and a budget to implement Corps recommendations between fiscal years 2001-15) and Administrator Jacquez briefed Congressional staff on the report and SLSDC plans.

December 4, 1999: The Salt Lake City, Utah Light Rail system celebrated its grand opening.

December 5-7, 1999: Secretary Slater hosted more than 900 persons from 93 nations at the Aviation in the 21st Century--Beyond Open Skies Ministerial. The conference was held in the same hotel where, 55 years earlier, the 1944 Chicago Convention on International Civil Aviation produced recommendations for practices and procedures that guided postwar aviation. The 1999 ministerial explored the challenges and opportunities in the aviation system of the 21st century. Secretary Slater, NASA Administrator Dan Goldin and Federal Aviation Administrator Jane Garvey announced the "National Plan for Aviation Safety, Security, Efficiency and Environmental Compatibility." In addition, DOT announced a plan for assuring that code-share service by foreign partners of U.S. airlines meet international standards of safety and security.

December 6, 1999: A federal court jury in Miami returned a verdict convicting SabreTech, Inc. of nine counts of criminal violations of DOT's hazardous materials laws and regulations in connection with SabreTech's work as a contractor for ValuJet that was determined to have been a cause of the 1996 crash of ValuJet Flight 592.

December 9, 1999: President Clinton signed into law the Motor Carrier Safety Improvement Act of 1999, which transferred the Office of Motor Carriers from the FHWA to a new Federal Motor Carrier Safety Administration. The law codified many of the Inspector General's recommendations for improving the enforcement of motor carrier safety regulations.

December 9, 1999: The SLSDC achieved an unqualified "clean" audit opinion on its fiscal year 1999 financial statements.

December 16, 1999: American Airlines plead guilty to a criminal violation of EPA regulations and admitted violations of DOT hazardous materials regulations in connection with its handling of hazardous air cargo at Miami International Airport and elsewhere. American Airlines agreed to pay an \$8 million fine and to implement a court-supervised hazardous materials transportation compliance program.

December 17, 1999: DOT doubled the minimum liability limit for domestic airline passengers' checked baggage, from \$1,250 to \$2,500 per passenger.

December 25, 1999: End of the Saint Lawrence Seaway's navigation season. The Availability/reliability performance measure was 99.2 percent for 270 days of navigation.

December 26, 1999: Secretary Slater, Acting Federal Transit Administrator Nuria I. Fernandez and Washington Metro General Manager Richard White signed the first transit loan guarantee agreement under the Transportation Infrastructure Financing and Innovation Act. The \$600 million will be used for Metro's rapid rail capital improvement program.

December 31, 1999: Under provisions of the Airport Noise and Capacity Act of 1990, operation of civil subsonic turbojets with Stage 2 noise levels was banned in the contiguous United States. Certain very limited exceptions, provided by legislation enacted on November 29, 1999, applied primarily to non-revenue passenger vessels revenue operations.

2000

2000: The 1997 SLSDC/Coast Guard vessel inspection agreement was renegotiated for the 2000 navigation season.

2000: The SLSDC worked with its Canadian counterpart, the SLSMC, on the development of a binational real-time Internet site for Seaway users. The new site will offer current and perspective users with information such as weather conditions, water levels, estimated transit times and transportation costs and real-time location of vessels in the system

2000: The SLSDC, along with the Coast Guard, is a participant in the Great Lakes Regional Waterways Management Forum, created to identify and resolve waterways management issues that involve the Great Lakes region. The forum reviews issues that cross multiple jurisdictional zones and/or involve international issues.

2000: The joint SLSDC/SLSMC customer survey will shift the customer base focus from the vessel masters to the vessel agents, owners and operators of the ocean and laker fleets.

January 1, 2000: As the new millennium dawned, DOT and the transportation sector experienced no major problems due to the Year 2000 (Y2K) computer problem. This highly successful outcome was attributable to the leadership of Secretary Slater and Deputy Secretary Downey and the efforts of the more than 14,000 DOT employees and contractors who worked on the problem over a four-year period.

January 1, 2000: As a result of the passage of the Motor Carrier Safety Improvement Act, Secretary Slater formally inaugurated DOT's newest agency, the Federal Motor Carrier Safety Administration.

January 5, 2000: The Federal Motor Carrier Safety Administration organizational structure was approved by DOT, and by January 18 all employees were assigned to positions under the new structure.

January 10, 2000: Secretary Slater addressed the Transportation Research Board's 79th Annual Meeting, urging the participants to generate a spirit of innovation to achieve transportation excellence in the 21st Century.

January 14, 2000: The Clinton-Gore Administration unveiled the Aviation Safety Action Program (ASAP), a public-private partnership to encourage better reporting of safety issues by aviation companies and employees. The program included certain protections for those reporting safety concerns and the tracking and analysis of data to prevent accidents.

January 31, 2000: An Alaska Airlines MD-83 crashed off the California coast, with the loss of all 88 persons aboard. The FAA's response included ordering inspections of horizontal stabilizer components on about 1,100 airliners, intense oversight of Alaska, and special inspections of nine other major airlines. Coast Guard units responded and conducted search-and-rescue and recovery operations.

January 31- February 2, 2000: The FHWA, in partnership with the U.S. Department of Health and Human Services (HHS), co-sponsored the third HHS/FHWA Welfare-to-Work Conference, bringing together state DOT representatives, HHS recipients and training providers to leverage resources to enhance the delivery of service to welfare recipients transitioning into careers in the transportation industry.

February 1, 2000: The U.S. Court of Appeals for the Fifth Circuit affirmed in all respects DOT's decisions addressing expanded air services at Love Field. The Fifth Circuit specifically upheld DOT's conclusions that federal law did not allow the City of Dallas, the owner of Love Field, to restrict airline services at that airport that were authorized by federal law, and that federal law allowed any airline to operate long-haul flights from Love Field with aircraft that had no more than 56 seats.

February 2, 2000: Through the Garrett A. Morgan Technology and Transportation Futures Program, 10,000 students learned about transportation careers from DOT employees across the country as part of the third annual Groundhog Job Shadow Day.

February 2, 2000: Ongoing education relationships with elementary and high school students in Massena, New York, included job shadowing, tours of SLSDC Locks and facilities and emphasis on engineering career interests of high school and college students.

February 11, 2000: The FTA launched the Commuter Choice Initiative – a program of benefits that employers can use to encourage their employees to commute to work using transportation other than their cars. Through Commuter Choice, employees could receive up to \$65 per month in tax-free benefits for transit or eligible vanpools and up to \$175 per month in tax-free benefits for parking at a park-and-ride or other location from which the employee would take transit to work. Employers also would be able to receive tax benefits for elements of this program.

February 29, 2000: DOT issued guidance for U.S. airline safety audits. Through this program, Americans will know the U.S. airlines are auditing their code-share service on foreign air carriers to check compliance with international safety standards.

March 2000: The Seaway entities reached a cost-sharing agreement with Canadian and Ocean vessel fleet operators for the Seaway's AIS/GPS project. When the project is fully operational during the 2001 navigation season, it will provide vessels and vessel traffic controllers with highly accurate, real-time access to the position of all commercial vessels in their vicinity. This new technology will greatly enhance safety and improve the efficient transit of vessels through the System. When completed, the Seaway will be the first major waterway to implement the AIS/GPS technology.

March 3, 2000: The FHWA released its report entitled, "Findings and Recommendations of FHWA National Task Force on Historically Black Colleges and Universities and Other Minority Institutions of Higher Education," with specific research and technology goals through fiscal year 2001.

March 6, 2000: The U.S. Supreme Court unanimously reversed a decision by the United States Court of Appeals for the Ninth Circuit in the case of *International Association of Independent Tanker Owners (Intertanko) vs. Locke*. The Supreme Court held that U.S. law preempts the state of Washington's "Best Achievable Protection" regulations insofar as the state regulations attempt to address training requirements, crew English language skills, navigational watch procedures and maritime casualty reporting.

March 7, 2000: Secretary Slater appeared as the lead-off witness in three days of hearings conducted by the Surface Transportation Board about the approach the Board would take when it determined whether to approve future rail mergers.

March 8, 2000: The Inspector General issued his first clean opinion on DOT's consolidated financial statements. DOT, with the technical assistance of the Inspector General, made extraordinary and labor-intensive efforts to overcome its accounting and financial system weaknesses and reach this goal.

March 10, 2000: President Clinton unveiled a plan to combat airline delays due to severe weather during the coming spring and summer. An FAA-industry team had developed the plan, which was to begin on March 12 and be fully phased in by April 1.

March 20, 2000: Secretary Slater announced that DOT's newly established Federal Motor Carrier Safety Administration had launched a Web site that allows commercial truck and bus operators to go online to register and to pay fines for violations of the Federal Motor Carrier Safety Regulations.

March 27, 2000: Opening of the 42nd Saint Lawrence Seaway navigation season.

March 28, 2000: Secretary Slater and National Urban League President Hugh Price announced the establishment of three workforce development and three youth models through the National Urban Sustainable Employment in Transportation initiative. The initiative was undertaken in partnership with state DOTs, contractors, unions, training providers and other stakeholders. The program was designed to prepare inner-city youth, welfare recipients, and low-income individuals for education and career opportunities in highway construction and transportation technology.

March 29, 2000: The FAA published a rule extending requirements for terrain awareness and warning systems (TAWS) to all turbine-powered airplanes with six or more passenger seats, with certain exceptions, according to a specified schedule.

April 1, 2000: New York's Stewart International Airport, the first airport selected to participate in the FAA's privatization demonstration program, opened as a private airport.

April 3, 2000: DOT kicked off National Work Zone Awareness Week, a public education campaign to help reduce fatalities and injuries in highway construction work zones.

April 3, 2000: Secretary Slater announced that traffic fatality rates hit an all-time low in 1999, the third successive year of historic improvement in the highway death rate.

April 5, 2000: President Clinton signed the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, including a three-year budget reauthorization for the FAA. The Act, known as AIR-21, provided significant increases for the agency's Facilities and Equipment and Airport Improvement programs. The legislation reduced controls on the number of operations at high-density airports. Landing "slot" controls were to be abolished at Chicago's O'Hare Airport in 2002 and at New York's LaGuardia and Kennedy airports in 2007. At Washington's Reagan National Airport, the Act created 24 new slots. The Act also: raised the maximum passenger facility charge that airports could levy; provided money to improve the training of airport screeners; created an incentive program for purchase of jets to be used at small airports; required emergency locator transmitters on small jets; required collision avoidance systems on cargo aircraft; mandated the establishment of more guidelines on air tours over national parks; and provided "whistleblower" protection for FAA and airline employees.

April 7, 2000: Secretary Slater announced results of a year-long, DOT-wide program evaluation of its hazardous materials programs. The final report recommended ways to improve the effectiveness of DOT's multi-modal hazardous materials program through strategic planning, more focused program delivery and better data.

April 10, 2000: Secretary Slater added five new colleges and universities to the 30 existing host sites for the FHWA's 2000 National Summer Transportation Institute, which ultimately served more than 900 students from across the country. The host sites consisted primarily of Historically Black Colleges and Universities and other Minority Institutes of Higher Education. Transportation awards were presented to nine host sites for making unique and "especially important contributions to help ensure the program's success."

April 11, 2000: Vice President Gore submitted "The Pipeline Safety and Community Protection Act of 2000" to Congress to reauthorize DOT's pipeline safety programs.

April 21, 2000: President Clinton signed Executive Order 13150, Federal Workforce Transportation, requiring all federal agencies to provide transit and vanpool benefits to all employees.

April 23, 2000: A new core compensation plan went into effect for all non-bargaining-unit FAA employees. The plan had been tested as a pilot program within the Office of Research and Acquisitions since July 1998.

April 2000: The FAA began using the Departure Spacing Program at several airport towers and radar control facilities in the Northeast. Deployment of this new tool was an element of the initiative to reduce airline delays.

May 2000: DOT began implementing AIR-21 by, among other things, notifying all air carriers and foreign air carriers of additional assurances required to be filed with DOT and the National Transportation Safety Board as part of their plans to assist survivors and families of victims in the event of an aviation disaster in the U.S.; issuing a notice advising foreign air carriers of the applicability of the Air Carrier Access Act to their operations to and from the U.S., effective April 5, 2000; and issuing program guidance on airport competition plans.

May 2000: The Coast Guard concluded the first International Maritime Interdiction Support agreement for dockside law enforcement and expeditionary logistics support with Costa Rica. Similar agreements were expected to be negotiated with selected coastal nations in the eastern Pacific and western Caribbean in support of drug interdiction operations.

May 2000: Secretary Slater reported that programs would continue to actively promote the use of seat belts and child safety seats. Although progress is being made in efforts to assure that all Americans use seat belts, only about two-thirds of drivers buckle up. Through several initiatives under the "Buckle-Up America" campaign, NHTSA set its sights on achieving President Clinton's goal of 85 percent seat belt use by the end of 2000 and 90 percent use by 2005.

May 2000: Secretary Slater announced that the "Safe Communities" outreach effort has been expended. This program recognized that individual communities need to take ownership of safety initiatives. DOT's goal was to have 1,000 Safe Communities by the end of 2000.

May 2000: Dr. Sue Bailey was selected, in a vacancy appointment, to become NHTSA Administrator. Dr. Bailey actually began her term in September. Among her first significant activities were appearing as a witness in Congressional hearings, beginning on September 21, 2000, on the status of an investigation of Firestone Tires (used on light trucks and sport utility vehicles). Congress was trying to determine not only the appropriateness of NHTSA's conduct of the investigation, but also when Firestone and Ford first became aware of tire tread separation problems.

May 1, 2000: The White House announced an end to the policy of degrading the accuracy of Global Positioning Systems signals as a security measure, increasing the signals' usefulness to commercial aviators, boaters and others.

May 3, 2000: Acting Assistant Administrator/Chief Safety Officer Julie Anna Cirillo of the Federal Motor Carrier Safety Administration announced that a panel of transportation experts would review the Illinois commercial drivers license program. The panel was created in response to Illinois Governor George Ryan's request to Secretary Slater for assistance in conducting a review of the state's commercial drivers license and driver safety programs.

May 5, 2000: NHTSA released new rules aimed at making vehicle air bags safer and more effective with an array of tests designed to evaluate updated versions of the emergency restraints. The NHTSA rules were released with a 25-miles-per-hour crash test for unbelted crash test dummies that was also favored by automakers and insurers.

May 9 and 15, 2000: SLSDC education initiatives included National Transportation Week activities, school Web site development, business case studies, and DOT Safety Council programs, in Massena, New York.

May 12, 2000: Secretary Slater hosted a historic conference on the Mississippi Delta that focused national attention on the region's economic needs. The conference included keynote addresses from President Clinton, Vice President Gore and key members of Congress and the President's Cabinet. More than 800 public officials, business leaders and other citizens participated.

May 12, 2000: NHTSA issued a rule requiring that future air bags be designed to reduce the risk of serious air bag-induced injuries, particularly for small women and young children. The rule also provided for improved frontal crash protection for all occupants, by means that include advanced air bag technology.

May 16, 2000: The FTA signed a full funding grant agreement with the Tri-County Commuter Rail Authority of Fort Lauderdale for commuter rail upgrades.

May 17, 2000: A NAFTA dispute resolution panel heard oral arguments in Mexico's case against the U.S. over the U.S.'s delay in implementing NAFTA's cross-border trucking liberalization provisions in light of DOT's concerns over the safety of Mexican trucks.

May 22, 2000: Secretary Slater announced that MARAD Administrator Clyde J. Hart, Jr. would serve as the Acting Deputy Administrator of the Federal Motor Carrier Safety Administration.

May 22, 2000: In *Geier vs. American Honda Motor Corp.*, the U.S. Supreme Court held that the Motor Vehicle Safety Act preempts state law liability suits against car manufacturers for not installing airbags in cars manufactured during a period in the 1980s when DOT required manufacturers to install a variety of passive restraints in new cars.

May 22, 2000: The SLSDC completed its annual Pacesetter awards: Duluth, Minnesota; Burns Harbor, Indiana; Oswego, New York; and five terminal operators in U.S. port cities.

May 23, 2000: United Airlines and USAirways agreed that United would acquire USAirways and spin off most of USAirways' operations at Reagan National Airport in Washington to DCAir, a new company created by Robert Johnson. DOT began analyzing the transaction's likely impact on competition in order to give its views to the Department of Justice.

May 25, 2000: The FTA and FHWA issued a Notice of Proposed Rulemaking for the Revised Environmental review and planning regulations that reflected Environmental Justice principles.

June 2, 2000: RSPA announced the largest civil penalty ever proposed against a pipeline operator. The \$3.5 million civil penalty was against Olympic Pipeline, for safety violations related to the June 10, 1999 pipeline failure in Bellingham, Washington, that killed three young people.

June 5, 2000: A one-year extension of the three-year U.S./Ukraine maritime agreement originally signed in 1997 was signed in Kiev during President Clinton's Summit meeting.

June 5-14, 2000: The SLSDC held a trade mission to Greece and Turkey.

June 13, 2000: The FMCSA issued revised requirements for marking commercial motor vehicles with FMCSA-issued USDOT identification numbers. The revision will enhance highway and motor carrier safety by providing a more consistent vehicle identification method for enforcement officials and the public.

June 13, 2000: The SLSDC's Lock Operations and Maintenance programs together with two additional Office of Administration programs, (Software Development and Maintenance and the SLSDC Suggestion Program in Massena, New York), were reviewed and assessed by London-based Lloyd's Register of Quality Assurance for compliance with ISO 9002 certification requirements. The latest certification ties together those SLSDC programs and areas already certified with the programs recently reviewed by issuing compliance for "all operations, maintenance and administration of the U.S. locks and contingent U.S. waters of the St. Lawrence Seaway."

June 15, 2000: DOT began the study of Orbitz, a Web site being created by five major airlines, to determine whether its organization and operation constitute unfair and deceptive practices or unfair competition.

June 21, 2000: Secretary Slater announced the award of a \$34 million contract for the development and deployment of a Positive Train Control System on a 120-mile segment of the Chicago-St. Louis high-speed rail passenger corridor.

June 21, 2000: The FAA published a rulemaking proposal to extend safety certification of airports to cover facilities served by aircraft with from 10 to 30 seats, except in Alaska. In addition, the proposal contained changes designed to clarify and update safety requirements for all certificated airports.

June 21, 2000: The first production model of the Traffic Management Advisor went into initial daily use at the Minneapolis air route traffic control center. An element of the Free Flight Phase 1 program, the Traffic Management Advisor is a software tool that allows controllers to sequence the flow of air traffic into busy terminal areas more efficiently.

June 21, 2000: The FHWA released its "Multi-Year Affirmative Employment Program Plan" for the period 1999-2003.

June 22, 2000: The FTA signed a full funding grant agreement with the San Diego Metropolitan Transit Development Board for the Mission Valley East light rail transit extension.

June 26, 2000: The FAA opened a three-day Runway Safety National Summit as a government/industry forum on avoiding surface collisions at airports. On the first day of the conference, FAA announced that it would provide 25 less-busy airports with a new, more economical version of the Airport Surface Detection Equipment used at high-volume facilities.

June 30, 2000: Secretary Slater, Acting Federal Transit Administrator Nuria I. Fernandez, former Administrators Theodore Lutz and Carlos Villareals, American Public Transit Association President William Millar, and CTAA Executive Director Dale Marsico launched a celebration of the 40th year of the federal transit program.

June 30, 2000: The Volpe National Transportation Systems Center, an internationally recognized center of transportation and logistics expertise, celebrated 30 years as part of DOT, serving as a link between the transportation and technology communities.

July 14, 2000: Denver's Regional Transportation District opened an 8.7-mile light rail extension.

July 10, 2000: The FRA and the FTA published joint policy guidelines to facilitate the safe operation of light rail transit vehicles on conventional railroad rights-of-way.

July 19, 2000: Secretary Slater announced the start of the National Mayday Readiness Initiative, a program using technology to inform emergency responders more quickly about crashes.

July 21, 2000: The FCC approved DOT's petition for "511," a traveler information telephone number that could be used anywhere in the country. Using ITS resources, it would allow travelers to take faster, more efficient trips.

July 21, 2000: Secretary Slater, Deputy Secretary Downey, disability community leader Justin Dart, Deputy Chief of Staff to the Vice President Nancy McFadden and former Senator Robert Dole celebrated the 10th anniversary of the Americans with Disabilities Act at DOT headquarters courtyard.

July 24, 2000: Secretary Slater announced the Railroad Rehabilitation and Improvement Financing Program, a \$3.5 billion direct loan and loan guarantee program providing funding for small railroads, highway-rail crossing elimination programs and railroad infrastructure improvements.

August 2, 2000: The FTA signed a full funding grant agreement with the New Jersey Transit Corporation for the Newark-Elizabeth rail link.

August 4, 2000: Acting Federal Transit Administrator Nuria I. Fernandez and Carlos Colon, Director of the Puerto Rico Government Development Bank, signed the second transit loan agreement under TIFIA in the amount of \$300 million for the Tren Urbano rapid rail system.

August 9, 2000: The Federal Motor Carrier Safety Administration issued a Notice of Proposed Rulemaking to establish pass/fail criteria for use with performance-based brake testers for trucks and buses.

August 15, 2000: In response to recommendations in the March 2000 final report of the DOT-wide evaluation of its hazardous materials programs, the delegations of authority were changed from the Secretary to the five operating administrations and the Associate Deputy Secretary and Director, Office of Intermodalism. The revised delegations were made in response to the Secretary's determination that hazardous materials safety would be enhanced by placing the focal point for intermodal and cross-modal DOT hazardous materials program issues with the Associate Deputy Secretary.

August 17, 2000: The FTA signed a full funding grant agreement with the Utah Transit Authority for a light rail transit link.

August 22, 2000: A Final Rule was published to extend to all motor carriers, rather than just passenger and hazardous materials carriers, the prohibition against interstate operations by motor carriers receiving an unsatisfactory rating.

September 6-7 and 13-14, 2000: The SLSDC conducted its 12th emergency annual training and emergency simulation program, focused on deployment of oil spill booms and related procedures.

September 7, 2000: The Senate passed the Pipeline Safety Improvement Act of 2000.

September 20, 2000: The FTA signed a full funding grant agreement with the Tri-County Metropolitan Transportation District of Oregon for the Interstate MAX light rail transit extension.

September 25, 2000: The FHWA and FTA issued a joint letter to state DOTs and other partners in support of the Americans with Disabilities Act. The letter was designed to make partners, specifically state DOTs, more aware of the increased emphasis on pedestrian networks in ISTEA and TEA-21.

September 25, 2000: The Coast Guard set a maritime cocaine seizure record by intercepting 132,000 pounds of cocaine during fiscal year 2000.

September 25, 2000: In *Adarand vs. Slater*, the U.S. Court of Appeals for the 10th Circuit upheld the constitutionality of the Disadvantaged Business Enterprise provisions of TEA-21 and the DOT regulations implementing these provisions. This court was the first to rule on the constitutionality of these provisions since they were revised in the wake of the U.S. Supreme Court's 1995 decision in *Adarand vs. Peña*.

September 30, 2000: FHWA, in support of President Clinton's welfare-to-work initiative, reported that 14 states, the District of Columbia and Puerto Rico administered 18 on-the-job training and supportive services programs designed to prepare low-income individuals for highway construction and transportation technology-related careers.

September 30, 2000: The FHWA continued to work in partnership with the National Urban League to address the needs of inner city low-income residents. To date, the FHWA/National Urban League partnership has realized the establishment of workforce development model programs in Baltimore, St. Paul/Minneapolis and the Kentucky-Indiana region. State DOTs, highway construction contractors, contractors associations, training providers and unions are preparing approximately 100 participants to enter the highway construction industry.

October 2, 2000: Secretary Slater announced that the FHWA had cooperative agreements with 10 Minority Institutions of Higher Education for transportation research and technology activities valued at more than \$1.2 million.

October 2, 2000: The U.S. Supreme Court denied a court room petition seeking the reversal of a December 17, 1999 decision of the U.S. Court of Appeals for the District of Columbia upholding the FHWA's decision to build a new, 12-lane Woodrow Wilson Bridge to replace the aging, six-lane span connecting the Washington, D.C. Beltway between Maryland and Virginia.

October 9-12, 2000: Secretary Slater hosted the *International Transportation Symposium: Moving to the 21st Century – Best Practices of Today and Lessons for Tomorrow*, to help create the global transportation system of the 21st century and to allow attendees to learn from one another by exchanging ideas, strategies and information. The symposium provided a forum for conferees from more than 90 nations to share best practices with respect to such issues as changing consumer expectations, seamless modal integration, workforce capacity and increased demands, e-commerce and its impact on transportation, information and technology advances, safety and security standards and innovative financing of multi-modal transportation systems.

October 20, 2000: Following more than a decade of environmental and planning studies led by the FHWA, construction began on a replacement for Woodrow Wilson Memorial Bridge carrying I-95 and I-495 across the Potomac River between Maryland, Virginia and the District of Columbia.

October 23, 2000: President Clinton signed into law the "Department of Transportation and Related Agencies Appropriations Act, 2001." The Act provided a record of more than \$58 billion in funding for the nation's vital transportation safety and infrastructure investment. The Act also created a nationwide impaired driving standard of .08 blood alcohol content, which will save an estimated 500 lives a year and prevent thousands of injuries.

October 31, 2000: The FTA signed a full funding grant agreement with the New Jersey Transit Corporation for the Hudson-Bergen light rail transit segment.

November 1, 2000: President Clinton signed into law the Transportation Recall Enhancement, Accountability and Documentation Act (TREAD) (Pub. L. 106-414).

December 7, 2000: President Clinton created a distinct performance-based organization within the FAA to handle the management and control of the air traffic system, and gave it the incentives and tools to operate more flexibly and efficiently.

December 20, 2000: DOT and the Department of Health and Human Services issued planning guidelines for coordinated state and local specialized transportation services.

December 31, 2000: The Garrett A. Morgan Technology and Transportation Futures Program reached three million students in its efforts to inspire them to enter into transportation careers.

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January 2, 2001: President-elect George W. Bush nominated Norman Y. Mineta to become the nation's 14th Secretary of Transportation.