

Clinton Administration History:
Submission Materials & Correspondence Checklist

Name of Agency Dept. of Transportation

Date:	Description of Submission or Correspondence:	Contact Information:
9/8/00	History Outline	Kate Hellehan 366 - 9365



"Hallahan, Kate" <Kate.Hallahan@ost.dot.gov>

09/01/2000 03:16:59 PM

Record Type: Record

To: Edward L. Widmer/WHO/EOP

cc:

Subject: RE: Administrative History Project -- Revised Outline

Ted,

Attached is a revised outline that we put together -- it tracks our strategic goals. Our Associate Deputy Secretary is currently reviewing it and we'll continue to send you any updates. Our working group should be getting together next week to talk about attachments, etc.

Thanks, Kate



- DOToutline.wpd

U.S. Department of Transportation
Outline for President Clinton's Administrative History Project
1993 - 2000

- * Introduction: Overview of the U.S. Department of Transportation and the nation's transportation system; promoting safety by working toward the elimination of transportation-related deaths, injuries, and property damage; advancing mobility by ensuring a transportation system that is accessible, integrated and efficient; contributing to America's economic growth and competitiveness (domestically and internationally) through efficient and flexible transportation; protecting and enhancing communities and the natural environment affected by transportation; advancing the nation's vital security interests.

- * Safety – the “North Star”: Summary of the Department's efforts to ensure and promote a safe transportation system. Key initiatives include:
 - * Aviation: One Level of Safety (December, 1995); White House Commission on Aviation Safety and Security -- Final Report issued in February, 1997; Task Force on Assistance to Families of Aviation Disasters; Advanced Automation System (June, 1994); Terminal Doppler Weather Radar (July, 1994); International Aviation Safety Assessment (September, 1994); Aviation Safety Summit (January, 1995); Aviation Safety Action Plan (Feb., 1995); National Plan for Civil Aviation Human Factors (June, 1995); Standard Terminal Automation Replacement System (September, 1996); “Safe Skies of Africa” (April, 1998); Safe Skies Initiative; Runway Safety National Summit (June, 2000)
 - * Surface: DOT Grade Crossing Safety Action Plan (June, 1994); Rail Safety Summit (September, 1994); FRA Safety Assurance and Compliance Program (March, 1995); Rail Safety Advisory Committee (April, 1996); FRA/STB Safety Integration Plan Guidelines (Nov., 1997); Seat Belt Initiative - 85% goal by 2000 (April, 1997); 50% Reduction Goal in Bus/Truck Fatalities by 2010 (May, 1999); Creation of Federal Motor Carrier Safety Administration as a result of the Motor Carrier Safety Improvement Act (December, 1999); Airbag Regulations (May, 2000); Child Safety Seats; Rail Passenger Car Safety Regulations; Pipeline Safety Legislation (Oct., 1996); Underground Facilities Damage Prevention Symposium (June, 1999) and One Call Notification
 - * Maritime: Coast Guard Authorization (December, 1993 and October, 1996); Implementation of the Oil Pollution Act; Fishing

- Vessel Casualty Task Force (April, 1999);
 - * National Transportation Safety Conference (March, 1999)
- *
 - Mobility: Investing in America's transportation infrastructure. Key Initiatives include:
 - * Implementation of ISTEA; National Highway System; Administration's NEXTEA proposal (March, 1997); Passage of Transportation Equity Act for the 21st Century (TEA-21); Over-the-Road-Bus Regulations (September, 1998)
 - * High Speed Rail Initiative (April, 1993); Enactment of Swift Rail Development Act (1994); Amtrak Labor Agreement; Amtrak Reform and Accountability Act (1997)
 - * National Civil Aviation Review Commission; Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21); Global Positioning System availability for commercial and civilian use (March, 1996); Free Flight Phase One (Oct., 1998); Installation of the Host and Oceanic Computer System Replacement (Sept., 1999); Combating Airline Delays (2000)
- *
 - Economic Growth and Trade: Key Initiatives include:
 - * National Commission to Ensure and Strong Competitive Airline Industry; General Aviation Initiative (March, 1994); U.S. International Air Policy Statement (April, 1995);
 - * Shipbuilding Revitalization Program (October, 1993); Maritime Security Program (Feb., 1995 & October, 1996); Ocean Shipping Reform (October, 1998); Marine Transportation System Conference (November, 1998) and MTS Report (September, 1999); Title XI Loan Guarantee for passenger vessels (April, 1999)
 - * North American Trade Agreement (November, 1993); "Open Skies" Initiative; Western Hemispheric Ministerial in New Orleans (December, 1998); Aviation in the 21st Century-Beyond Open Skies Ministerial (December, 1999)
 - * Innovative Finance Initiative; State Infrastructure Banks; TEA- 21: record levels of infrastructure investment, disadvantaged business enterprise program (DBE), TIFIA - (June, 1998); \$123.6 million Border and Trade Corridor Program announced (August, 1999); \$10.6 billion in TIFIA projects (September, 1999)
 - * DOT/SBA MOU supporting 5% women-owned business contracting goal; DBE Regulations (January, 1999)
 - * Rural Transportation Initiatives; Delta Conference (May, 2000)
 - * Railroad Rehabilitation and Improvement Financing Program -

\$3.5 billion in direct loan and loan guarantees (July, 2000)

* Human and Natural Environment: Key Initiatives Include

- * Environmental Justice (GRTA); Livable Communities; Brownfield Showcase Communities; Lake Tahoe Basin Summit (July, 1997)
- * TEA-21: Transportation and Community and Systems Preservation (TCSP), Job Access and Reverse Commute Program; Environmental Streamlining Initiative; Revised Planning Regulations
- * Marine Mammal Protection Act Amendments (April, 1994); High Seas Driftnet Fishing Moratorium Protection (Nov., 1995); Dry Bulk Cargo Disposal legislation; Marine Transportation System;
- * Garret A. Morgan Technology and Transportation Futures Program (May, 1997)
- * Rocky Mountain Park Initiative (1998); Passenger Bill of Rights (March, 1999); Termination of Stage 2 Noise Levels (Dec., 1999)

* National Security: Key initiatives include

- * Ready Reserve Fleet: OPERATION RESTORE HOPE in Somali (Jan., 1994), Maintain Democracy/Uphold Democracy in Haiti; Maritime Security Program; CG OPERATION GREEN CLOVER in Latin American (Peru, Bolivia and Columbia); RRF activation to Bosnia (June, 1995); CG OPERATION FRONTIER SHIELD in the Antilles (Oct., 1996); CG OPERATION GULF SHIELD in the Gulf of Mexico
- * Alcohol and Drug Testing Regulations (February, 1994)
- * Advancing security at airports – FAA certification of CTX-5000 systems; Computer Assisted Passenger Screening Systems (August, 1995); White House Commission on Aviation Safety and Security; International Code-Sharing Arrangements (December, 1999)

* Organizational Changes at the Department of Transportation

- * Restructuring and Downsizing DOT (December, 1994); UTIP and USATS Legislation (April, 1995)
- * FAA: Personnel and Procurement Reforms (November, 1995)
- * Elimination of the Interstate Commerce Commission/Creation of the Surface Transportation Board (December, 1995)

- * Performance Based Organizations: SLSDC (March 1996); FAA (April, 1998 and February, 1999)
- * New Agencies/Offices: Office of Aviation and International Affairs (Feb., 1994); Transportation Administrative Services Center (Jan., 1996); Chief Information Office (1997); Federal Motor Carrier Safety Administration (2000)
- * Reorganizations: Creating Metro Offices (October, 1996); Federal Highway Administration (1999); Coast Guard Streamlining
- * A blueprint for success: DOT's Strategic Plan and Performance Plan; A Corporate Management Strategy: ONE DOT - "Working Better Together"



"Hallahan, Kate" <Kate.Hallahan@ost.dot.gov>

08/10/2000 06:20:52 PM

Record Type: Record

To: Edward L. Widmer/WHO/EOP

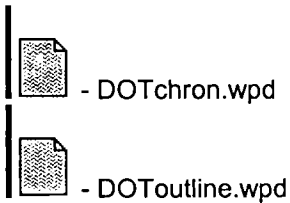
cc: "Hughes, Caitlin" <Caitlin.Hughes@ost.dot.gov>

Subject: Administrative History Project

Ted,

Per my voicemail this afternoon, attached is DOT's draft outline for the Administrative History Project -- this outline has not gotten all the signoffs (and thus will likely change as we pull things together) but I wanted to get a draft over to you since I'll be out of the office next week. I've also attached a chronology that we've pulled together in the last few weeks -- we will probably be adding and subtracting items as we go along -- this first draft includes everything that we've received from our operating administrations to date. I'll be out of the office next week but Caitlin Hughes will be filling in for me if there's anything additional you need from us. We'll be pulling our full working team together for another meeting during the week of August 21 and will provide any feedback to them that you'd like us to pass along. I'll be checking my voicemail if you need to speak with me (202) 366-9365 or Caitlin can be reached at (202) 366-2222. Thanks, Kate Hallahan

<<DOTchron.wpd>> <<DOToutline.wpd>>



Chronology of the U.S. Department of Transportation 1993-2000

1993

January 21, 1993, former Denver mayor Federico F. Peña took the oath of office as the nation's twelfth Secretary of Transportation.

February, 1993: USCGC *Rush* (WHEC-723) raced to the Marshall Islands to interdict the illegal smuggling of 500 Chinese immigrants aboard MV *East Woods*.

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

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

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

April 19, 1993: FAA announced a modification of its plan to consolidate its en route centers and Terminal Approach Control facilities (TRACONS) into 23 large facilities. Instead, the agency planned to operate the 22 en route existing centers, 170-175 stand-alone TRACONS, and 5 consolidated TRACONS.

Spring: OPERATION ABLE MANNER-interdiction of illegal Haitian immigration to the United States. USCG units in the course of interdiction operations also conducted SAR.

April, 1993: after Secretary Pena intervenes, Northwest abandons plan to overlay most of Reno Air's route system and match its fares in response to Reno Air's entry into the Minneapolis-Reno nonstop route, a plan apparently designed to encourage Reno to drop its Minneapolis flights.

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

May 12, 1993: A team from USCGC *Boutwell* (WHEC-719) boarded MV *Chin Luang Hsiang* and discovered 199 undocumented Asian migrants.

June 6, 1993: MV *Golden Venture* with 289 illegal immigrants on board ran aground off Far Rockaway, NY.

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

July 29, 1993, Congress dedicated a new sign for the interstate highway system, designed by the

FHWA in conjunction with the American Association of Highway and Transportation Officials and representatives of Eisenhower's family, that honored former President Dwight Eisenhower as the driving force behind its creation.

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

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

August 19, 1993, Clinton asked Peña and the Chair of the Council of Economic Advisors, Laura D'Andrea Tyson, to head a national economic council working group to develop a civil aviation initiative.

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

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

September 11, 1993, to provide "the highest quality service possible to the American people," Clinton issued Executive Order 12862, Setting Customer Service Standards.

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

September 29, 1993: President Clinton announced the Partnership for a New Generation of Vehicles.

September 30, 1993, saying that "[t]he American people deserve a regulatory system that works for them," Clinton issued Executive Order 12866, Regulatory Planning and Review.

October 1, 1993; President Clinton issues a report to Congress entitled, "Strengthening America's Shipyards." A plan for competing in the international market.

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

November 2, 1993: FAA dedicated the new Leased Interfacility National Airspace Communications

(LINCS) telecommunications system connecting 20 air route traffic control centers.

November 17-20, 1993, the House of Representatives passed legislation to implement the North American Free Trade Agreement, 234-200. The Senate followed suit three days later, 62-38.

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

November 30, 1993: Public Law 103-160 is signed setting forth the National Shipbuilding Initiative (NSI). NSI expanded MarAD's Title XI Ship Financing Program to include projects (1) for foreign shipowners who build their vessels in the United States and (2) for modernization of U.S. shipyard facilities.

December 2, 1993, President Clinton signed Public Law 103-172, legislation to make permanent and expand the federal employee "transit benefit program" (to encourage use of alternative commuting methods to single-occupant automobiles in Washington, DC, and field offices), based on a proposal sent to Congress September 22, 1993, by Secretary Peña.

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

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

December 9, 1993, Peña and FHWA Administrator Rodney Slater unveiled the National Highway System.

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

December 20, 1993, President Clinton signed Public Law 103-206, the "Coast Guard Authorization Act of 1993," legislation authorizing the Coast Guard to require improved fire protection and other equipment on passenger vessels for improved safety.

FY 1993: New 47-foot motor lifeboats were tested under operational conditions at several Coast Guard Stations. These vessels are to replace the aging 44-foot patrol boats.

1994

January 3, 1994: General Fogleman, Commander in Chief, United States Transportation Command, requested MARAD to activate a Ready Reserve Force (RRF) troopship to support Operation Restore Hope in Somalia. Between 30 January and 26 March the EMPIRE STATE transported 1618 US Army troops from Mogadishu, Somalia, to Mombasa, Kenya, in four voyages. This was the first use of an RRF troopship in a contingency since the Vietnam War in Southeast Asia.

January 6, 1994: Secretary Peña and Laura D'Andrea Tyson (Chair of the Council of Economic Advisors)

held a press conference to unveil the Clinton Administration's plan to revitalize the aviation industry. The plan entailed action on most recommendations of the National Commission to Ensure a Strong Competitive Airline Industry (see Apr 7, 1993 [existing entry]). Included were efforts to move ahead with conversion of FAA's air traffic control function to a government corporation. Other elements of the plan aimed at: bankruptcy reform; increased foreign investment in U.S. carriers, contingent on reciprocal opportunities; encouragement of new entrant carriers; heightened scrutiny of airline financial fitness; and promotion of employee ownership of airlines.

January 7, 1994: Tanker *Morris J. Berman* struck a reef off Puerto Rico and spilled over 750,000 gallons of oil. USCG units responded and performed containment and clean-up operations.

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

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

February 2, 1994: FAA announced that 25 low activity towers (Level 1) would be converted to contract towers, beginning in September 1994.

February, 1994: *Streamlining Coast Guard Field Study and Training Infrastructure Study* announced.

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

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

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

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

February 22, 1994, Secretary Peña transmitted legislation to Congress to designate a "National Highway System" in law. [enacted as 104-59 on 11/28/95]

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

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

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

April 5, 1994, DOT rejected Frank Lorenzo's bid to operate ATX as an air carrier, citing past safety

and regulatory compliance problems experienced by airlines he had operated.

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

April 30, 1994, President Clinton signed Public Law 103-238, the "Marine Mammal Protection Act Amendments of 1993," legislation authorizing emergency regulations if incidental mortality and serious injury from commercial fishing operations have an immediate and significant adverse impact on a stock or species, including placing observers on vessels.

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

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

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

June 2, 1994, the Supreme Court issues its decision in American Airlines v. Wolens, holding that state laws attempting to regulate frequent flyer programs of airlines are preempted by federal law.

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

June 3, 1994: FAA announced a major overhaul of the Advanced Automation System (AAS) program, terminating portions of the program and modifying others. Among the results was a Sep 30, 1994, announcement that the Initial Sector Suite System program would be replaced by the Display System Replacement (DSR) as a means of upgrading controller workstations. (See Dec 15, 1998)

June 13, 1994, DOT published its landmark Rail-Highway Crossing Safety Action Plan. This multi-modal plan identified 6 major initiatives and 55 individual proposals designed to improve safety at our Nation's highway-rail crossings, prevent trespassing on rail rights-of-way, and reach a goal of reducing crossing accidents and fatalities by 50% within 10 years.

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

July 5, 1994, President Clinton signed Public Law 103-272, providing for the codification of most

transportation laws into title 49, United States Code (Transportation), as positive law available in a single statutory location.

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

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

August, 1994, Secretary Peña implemented a new safety initiative, reversing former government policy regarding foreign aircraft entering the U.S.. by requiring the FAA to identify those foreign CAAs (civil aviation authorities) not meeting ICAO (International Civil Aviation Organization) standards and requiring those foreign carriers to prove they meet applicable FAA safety standards.

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

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

August, 1994: OPERATION ABLE VIGIL to interdict illegal migration by Cubans was initiated. USCG units in the course of interdiction operations also conducted SAR.

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

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

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

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

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

October 14, 1994 Following a joint evaluation of the Russian air transportation system, a U.S.-Russian team recommended immediate steps to shore up safety oversight. FAA worked with Russian authorities to assist implementation of these recommendations, and continued to participate

in efforts to improve communications and routes for international flights in the area of Russia.

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

October 31, 1994: MARAD approved the first ocean-going shipbuilding export project. The project involved four tankers to be built at Newport News (Virginia) for foreign shipowner.

November 2, 1994, President Clinton signed Public Law 103-440, the "Swift Rail Development Act of 1994," providing for national High Speed Rail Initiatives and based on a proposal sent to Congress April 28, 1993, by Secretary Peña. PL 103-440 established a high-speed rail development program of corridor assistance and technology development, and the Federal Railroad Safety Authorization Act of 1994 which reauthorized FRA's rail safety program, mandated significant rulemakings and addressed improved highway-rail grade crossing safety.

November 11, 1994, as a result of consumer problems associated with air tours to the Rose Bowl game, the Department issued a new rule on Special Event Tours. The major provision in the rule requires that, if a participant on such a tour does not receive an admission ticket, he or she be given a refund of the entire price of the tour, including any components that the participant may have already used.

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

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

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

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

1995

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

January 23, 1995, Secretary Pena announced a new consumer initiative – Travelers First – to help ensure the fair treatment of the millions of person who fly throughout the country every day. As part of the program, the Department's aviation consumer office initiated an innovative program of on-site visits to "new entrant" airlines. The office conducted comprehensive reviews of new carriers'

customer service programs and their compliance with DOT consumer rules. The visits were conducted under an agreement not to pursue enforcement action if all problems discovered were corrected.

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

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

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

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

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

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

March 14, 1995: Admiral Kramek announced the Coast Guard's participation in OPERATION GREEN CLOVER, an inter-agency effort to inhibit the aerial trafficking of coca paste from Peru and Bolivia to Colombia.

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

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

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

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

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

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

April 25, 1999, Peña announced the U.S. International Air Policy Statement, which recognized that efficient international air transportation would greatly enhance the future expansion of international commerce and the development of the global marketplace. This statement, the first in seventeen years, affirmed the U.S. commitment to an open, competitive international market, and provided a strategy for promoting that objective with its aviation partners.

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

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

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

May 25, 1995, Peña announces 1994 was the safest year ever for railroads with the number of train accidents, and employee casualties the lowest ever recorded.

May 28, 1995, effective this date, the Department renamed the Office of Airline Statistics the Office of Airline Information and transferred it from the Research and Special Programs Administration to the Bureau of Transportation Statistics.

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

June 1, 1995: Coast Guard issued an interim rule requiring operators of towboats greater than eight meters in length have completed an approved RADAR operator course of instruction.

June 10, 1995: Secretary Peña opens a centralized Crisis Management Center for coordinating and directing the Department's response to natural and man-made disasters and to expedite the transportation of critical resources to disaster victims during Presidentially declared disasters.

June 12, 1995, the Supreme Court issues its decision in Adarand v. Peña, a constitutional challenge to FHWA's Disadvantaged Business Enterprise program, in which the Court substantially tightened the standards for determining the constitutionality of all Federal race-based affirmative action programs.

June 13, 1995: FAA unveiled the National Plan for Civil Aviation Human Factors, a joint FAA-DOD-NASA initiative providing an agenda to combat aviation accidents caused by human error.

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

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

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

July, 1995: USCGC *Rush* (WHEC-723) intercepted a "stateless" 160-ft fishing vessel using illegal drift nets. Coast Guard arrested the 21-man crew. The vessel was subsequently determined to be Taiwanese.

July, 1995: Port Security Unit (PSU)-311 deployed to South Korea to participate in Department of Defense exercise, FREEDOM BANNER.

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

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

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

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

October 10, 1995: The first of 14 USCG coastal buoy tenders, *Ida Lewis* (WLM-551) was launched.

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

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

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

November 3, 1995, President Clinton signed Public Law 104-43, fisheries legislation that included the "High Seas Driftnet Fishing Moratorium Protection Act," putting in place a large-scale driftnet moratorium to end the environmentally destructive practice of incidental mortality of nontarget fisheries resources, including marine mammals.

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

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

November 17, 1995: DOT announced a plan to implement congressionally-mandated reductions in Essential Air Service subsidies in a manner designed to maintain the highest possible level of service to communities eligible under the program.

November 29, 1995, Clinton signed into law the National Highway System Designation Act of 1995.

November 29, 1995, as part of the NHS Designation Bill, Congress effectively repealed the national 55-mph speed limit.

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

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

December 29, 1995, President Clinton signed Public Law 104-88, the "ICC Termination Act of 1995," (sunsetting a regulatory agency begun in 1887) in response to a proposal sent to Congress October 5, 1995, by Secretary Peña. The new law established the Surface Transportation Board in the Department of Transportation, performing functions previously carried out by the Commission. The Federal Highway Administration's Office of Motor Carriers absorbed 61 former ICC employees for the functions that were transferred to the Department.

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

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

FY 1995: Law Enforcement Detachments (LEDets) attached aboard US Navy vessels in the Adriatic Sea enforce the arms embargo to Bosnia.

1996

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

January 30, 1996: Initial operation of the Coast Guard's Differential Global Positioning System (DGPS) Radio Beacon Network.

February 10, 1996, Clinton signed into law the National Defense Authorization Act of 1996, Division E

of which was the Information Technology Management Reform Act of 1996, also known as the Clinger-Cohen Act, named for Rep. Bill Clinger (R-PA) and Senator William Cohen (R-ME).

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

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

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

March 4, 1996, SLSDC named one of several small candidate federal agencies to become Performance-Based Organizations.

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

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

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

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

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

May 11, 1996: a ValuJet DC-9 (Flight 592) crashed shortly after takeoff from Miami, killing all 110 persons aboard. The crew's loss of control was due to a fire caused by activation of one or more oxygen generators carried in the forward cargo compartment. The government response included: FAA and RSPA actions to further control the transportation of hazardous materials; FAA requirements for fire detection and suppression systems in certain types of cargo compartments; and FAA steps to improve surveillance of airlines that relied heavily on contractors.

May 21, 1996, Peña announced the formation of a government-industry partnership to conduct a \$10 million dollar educational campaign on the proper use of seat belts and the dangers of air bags.

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

May 24, 1996: USCGC *Gallatin* (WMEC-721) departed Governors Island for a four-month cruise of

the Baltic, Mediterranean, and Black Seas. *Gallatin* became the first USCG vessel to participate in the USN-sponsored BALTOPS '96.

June 1996, FHWA celebrates the 40th Anniversary of the Dwight D. Eisenhower System of Interstate and Defense Access Highways

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

June 26, 1996, At a White House celebration Vice President Gore honors the interstate highway system that "Led to an unprecedented period of national growth and prosperity" He also honored four great Americans who made it possible: President Dwight Eisenhower, Congressman Hale Boggs; former FHWA Administrator Frank Turner; and his father Senator Albert Gore Sr.

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

July 1, 1996, Secretary Federico Pena, Administrator Gordon Linton, officials from the Department of Housing and Urban Development and the transportation industry launched a celebration of 35 years of the Federal transit program at the DOT headquarters courtyard.

July 3, 1996, STB approves the merger of the Union Pacific and Southern Pacific Railroads.

July 5, 1996: The first of 16 ocean-going buoy tenders, *Juniper* (WLB-201) was commissioned.

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

July 17, 1996: Trans World Airlines Flight 800 exploded in midair and crashed into the Atlantic off Long Island. USCG vessels respond for SAR and recovery operations. Initial speculation as to the cause focused on terrorism. On July 25, the Clinton Administration announced increased aviation security measures and the formation of the White House Commission on Aviation Safety and Security, formally established Aug 21, 1996. As the investigation progressed, the possibility of an accidental fuel explosion received increased attention, prompting a series of FAA actions to guard against fuel tank ignition.

August 22, 1996, Clinton Signs the Welfare Reform Act.

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

September 16, 1996: FAA announced the award of a contract to build the Standard Terminal Automation Replacement System (STARS), which included new computers, displays and software for terminal radar approach control facilities (TRACONS). Several new ARTS IIIIE systems would provide improvements pending STARS implementation (see Oct 28, 1998). In December 1999, the

first TRACON achieved initial operating capability with the early deployment configuration (EDC) model of STARS.

September 19, 1996: FAA issued a license for the world's first privately-operated space launch facility, California Spaceport, located on Vandenberg AFB, Calif.

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

On September 30, 1996, TCR instituted a toll-free number and e-mail address for the general public and transit providers to ensure that the availability of information on the ADA is not limited. The FTA toll-free ADA assistance line remains the only ADA assistance line within DOT that provides ready assistance to the general public. The e-mail address (*ada.assistance@fta.dot.gov*) is the only e-mail currently available in DOT for the specific purpose of addressing ADA issues.

September 25, 1996: USCGC *Morganthau* transits the Straits of Hormuz in support of the United Nations embargo against Iraq.

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

October 1, 1996: USCGC *Seneca* (WMEC-906) boarded the Honduran MV *Limerick*. This later, with the assistance of the Cuban Border Guard and DEA, led to the seizure of over 13,000 pounds of cocaine.

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

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

emphasizing anti-terrorism through such means as new requirements for background checks of certain airport personnel.

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

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

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

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

October, 1996: Beginning of OPERATION FRONTIER SHIELD to interdict the trafficking of illegal drugs through the Greater and Lesser Antilles.

October , 1996: LEDet stationed aboard USS *Sides* searched MV *Oyster* off the coast of Colombia and discovered 5,000 lbs. of cocaine. The 8-man Colombian crew was arrested.

November 12, 1996, IATA/ATA agreements approved in which carriers agree to waive the liability caps of the Warsaw Convention with regard to aviation passenger accidents.

November 19, 1996, DOT began implementation of the Aviation Disaster Family Assistance Act of 1996, when Secretary Slater and Chairman James E. Hall of the NTSB sent a letter to over 160 U.S. carriers to advise them of the new law and remind them that the Department would follow up to ensure the carriers implement their plans following an accident.

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

December 20, 1996, Clinton nominated Peña to become the Secretary of Energy and tapped Federal Highway Administrator--and fellow Arkansan--Rodney E. Slater to succeed him as Secretary of Transportation.

December 30, 1996: The Department bans oxygen generators as cargo on passenger airplanes (a regulation that was initiated as a result of the ValuJet crash on May 11, 1996).

FY 1996: LEDets deployed on NATO vessels seize thousands of pounds of cocaine and marijuana.

FY 1996: Haitian Border Guard was formed and trained through a cooperative effort between the US and Canadian Coast Guards.

FY 1996: Contract was let for the construction of the new 87-foot patrol boats to replace the aging 82-foot patrol boats.

1997

January 16, 1997: FAA announced that the first Display Channel Complex Rehost (DCCR) computer system was operational. Four other DCCRs were installed at en route centers in FY1997 as part of a series of actions to combat service interruptions.

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

February 3, 1997, the Department published notice of a DOT order on environmental justice implementing Executive Order 12898.

February 12, 1997, the White House Commission on Aviation Safety and Security released its *Final Report to President Clinton*. Responding to the Gore Commission report, FAA and NASA announced an initiative, in partnership with DoD and industry, to reduce aircraft accident rates five-fold within 10 years.

February 14, 1997, former Federal Highway Administrator Rodney E. Slater took the oath of office as the nation's thirteenth Secretary of Transportation--the second African-American (after Coleman) and the second former Federal Highway Administrator (after Volpe) to hold that post.

March, 1997: OPERATION GULF SHIELD for the interdiction of drugs in the Gulf of Mexico began. For the first time since World War II beach patrols are begun to monitor the remote areas along the South Texas shoreline.

March 8, 1997, Clinton signed the "Memorandum on Government Employment for Welfare Recipients."

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

March 12, 1997, Clinton, Gore, and Slater unveiled the Administration's ISTEA reauthorization package, called the National Economic Crossroads Transportation Efficiency Act, or NEXTEA.

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

purpose and auxiliary lanes. The planned completion date is July, 2001.

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

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

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

May 5, 1997, Secretary Slater transmitted the Department's proposed legislation to establish the Saint Lawrence Seaway Development Corporation as a PBO to Congress, the first Administration PBO proposal to be sent to the 105th Congress.

May 30, 1997, at the Garrett A. Morgan elementary school in Cleveland, Ohio, Slater announced the Garrett A. Morgan Technology and Transportation Futures program to encourage careers in transportation. Morgan was an African-American inventor, one of whose more notable inventions was the traffic signal, a device that provided a foundation for managing traffic flows in the 20th century.

June 24, 1997, Senate Governmental Affairs and Appropriations committees announce DOT received highest rating among all Federal agencies for its Strategic Plan under the Government Performance and Results Act.

July 10, 1997: FAA announced a final rule increasing the information to be collected by Digital Flight Data Recorders (DFDRs).

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

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

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

August 5, 1997, Clinton signed into law the Taxpayer Relief Act of 1997 which provided Amtrak with a \$2.3 billion tax refund to be used for qualified rail passenger expenses, including acquisition of new rolling stock and equipment and upgrading facilities.

August 6, 1997: Korean Air Flight 801 crashed on the island of Guam. USCG personnel from USCGC *Basswood* and USCGC *Galveston Island* assist survivors and help with the recovery of bodies.

September 30, 1997, the Department unveiled its *Strategic Plan for Fiscal Years 1997-2002*.

October 29, 1997, the Task Force on Assistance to Families of Aviation Disasters, co-chaired by Slater and NTSB Chairman James Hall, issued sixty-one recommendations to ensure that the families of the victims of aviation disasters receive prompt and compassionate assistance.

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

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

November 12, 1997, Congress passed ISTEA six-month reauthorization.

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

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

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

November 21, 1997, Secretary Slater unveiled the first electronic docket on the worldwide web, breaking new ground in the effort to involve Americans in the governmental decisionmaking process. The site that contains rulemaking and other legal documents, providing broader access by the public for participation in regulatory issues.

December 1997, Department amends its rules on airline computer reservations systems to give smaller airlines a better opportunity to compete by prohibiting certain types of restrictive contracts imposed by the systems on airline participants and by requiring systems to display airline services more fairly.

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

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

December 12, 1997, In Hawaii, the \$1.4 billion, 16.1-mile Route H-3 freeway was opened to public

traffic. This new Interstate and Defense Highway connects the Pearl Harbor Naval Station/Hickam Air Force Base complex with the Kaneohe Marine Corps Base on the Island of Oahu. The opening culminated a 37-year effort towards the building of the third Trans-Koolau highway on the island of Oahu. This freeway now carries one-third of all traffic between Leeward and Windward Oahu. During the early years of development, H-3 was the legal test bed for many of the emerging environmental laws and regulations that were implemented in the early 1970's.

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

December 28, 1998: USCG Leadership Development Center in New London, CT was opened.

1997: Secretary Slater established the Office of the Chief Information Officer to provide strategic direction to the Department's \$2 billion information technology program and to provide the Secretary advice on major capital technology investments.

FY 1997: The International Safety Management (ISM) Code was implemented in US law.

FY 1997: For the first time there are no oil spills in the major category (over 100,000 gallons).

FY 1997: OPERATION FRONTIER SHIELD seized over 200,000 lbs. of illegal drugs.

FY 1997: USCG mobile training teams conducted 75 missions to foreign countries for on-site training.

CY1997: During this year, FAA and EPA issued rules, in accordance with the Clean Air Act, implementing ICAO standards on engine emissions.

1998

January 29, 1998, DOT began implementation of the Foreign Air Carrier Family Support Act, when Secretary Slater and Chairman James E. Hall of the NTSB sent a letter to 317 foreign carriers to advise them of the new law and remind them that the Department would follow up to ensure the carriers implement their plans following an accident. The Department revoked the authority to operate to the U.S. of a significant number of foreign carriers that failed to file plans as required.

February 6, 1998, Clinton signed into law legislation renaming Washington National Airport the Ronald Reagan Washington National Airport.

February 18, 1998, pursuant to a statutory requirement and following several fatal airliner accidents in which there were delays in determining who was on board and in notifying victims families, DOT issued a rule requiring enhanced passenger manifests on all flights to and from the United States.

March 1998, Administrator Gordon Linton issued FTA's first 5 year Strategic Plan.

March 1, 1998, Secretary Slater and SBA's Administrator 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 (15 U.S.C. 644, as amended).

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

March 24, 1998, the IG testified before Congress on plans for the OIG's first annual assessment of Amtrak's efforts toward self-sufficiency. These audits are required by the Amtrak Reform and Accountability Act of 1997 and have shaped the issues in Congressional oversight of Amtrak's efforts to achieve operational self-sufficiency by 2002.

April 1, 1998, in Dakar, Senegal, Slater announced the Clinton 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 7, 1998: Delivery of USCGC *Barracuda*, the first in the new class of 87-foot patrol boats.

April 9, 1998, Slater unveiled the 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 informal complaints by smaller, often new-entrant airlines, the Department issued proposed enforcement guidelines on airline competition that would set a standard for when enforcement action could be taken on the basis of predatory-type behavior in the airline industry aimed at barring service by new entrants at an established hub airport.

April 14, 1998: Vice President Gore, DOT Secretary Slater, and FAA Administrator Garvey unveiled "Safer Skies - A Focused Agenda" based on a review of the causes of aviation accidents. The initiative included focus on a limited number of safety areas, such as controlled flight into terrain (CFIT).

April 14, 1998: Vice President Gore, DOT Secretary Slater, and FAA Administrator Garvey unveiled "Safer Skies - A Focused Agenda" based on a review of the causes of aviation accidents. The initiative included focus on a limited number of safety areas, such as controlled flight into terrain (CFIT).

April 20, 1998, FTA TCR initiated a stringent agency-wide initiative to address the issue of key station compliance, which was successfully concluded on July 1, 1998. Prior to this effort, only 215 stations were documented as accessible. As a result of this effort, 666 stations are either accessible or are under plans for full compliance. Of these stations, 349 are committed to be in full compliance by or before December 31st, 2001. The remaining 4% or 23 of the 689 key stations are under consideration for Time Extensions in accordance with 49 CFR Part 37.47(c) (2).

April 20, 1998: DOT and FAA revealed two legislative proposals for a more business-like 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.

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

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

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

June 8, 1998, the Surface Transportation Board approved the breakup of Conrail by CSX Corp. and Norfolk Southern Corp.

June 9, 1998, President Clinton signed into law the Transportation Equity Act for the 21st Century, the six-year, \$216+ billion surface transportation reauthorization bill passed by the Congress on May 22. The Act 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 18, 1998, a Northern Indiana Commuter train struck a truck loaded with coil steel at a highway-rail crossing in Portage, IN killing three train passengers and injuring two.

June 22, 1998, FRA amends track safety standards addressing high-speed rail standards for trains traveling up to 200 mph.

June 29, 1998, Slater met with representatives of DOT's disability community. Here, he 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 Great River Road Celebrates 60 Years - The Federal Highway Administration developed a new educational exhibit and related youth activities celebrating the transportation history of the Mississippi Valley in honor of the Great River Road's 60th anniversary. The National Scenic and Historic Highway, known as the Great River Road, is one of the oldest, longest, and most unique scenic byways in North America.

July 1, 1998: 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 for any vessel that didn't meet the safer certification requirements.

July 8, 1998, Deputy Secretary Downey transmitted to Congress the Department's Dry Bulk Cargo Disposal legislative proposal, the culmination of a year-long Task Force chaired by the Department and comprised of members from 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 22, 1998, FRA issues a final order for installation of the Advanced Civil Speed Enforcement

System, a train control system, on all trains operating between New Haven, CN and Boston, MA by 2000.

August 7, 1998, 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 27, 1998: USCG 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 new five-year pact, in which, for the first time, a federal labor union had negotiated wages with a government agency.

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 rule, issued on May 25, 2000, requiring replacement of certain types of insulation blankets aboard specified aircraft.

September 4, 1998, FRA issues 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 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 28, 1998, DOT issued Final Rule on Over-the-Road buses requiring accessibility of new Over-the-Road buses and bus service.

October 1, 1998: Building on the success of the aging structures program, DOT and 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.

October 8, 1998, on ONE DOT Day, Slater called on Department employees to reinvent their workplace culture to serve their customers better.

October 14, 1998, President Clinton signed Public Law 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, 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.

October 1998: 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 providing much greater flexibility for high altitude operations. Phase One entailed limited, incremental deployment of five core capabilities: user request evaluation tool (URET) to help air traffic controllers identify potential collisions; surface movement advisor (SMA) to assist in decisions regarding aircraft movement at airports; passive final approach spacing tool (pFAST), an automation feature for approach control facilities; traffic management advisor (TMA), also an approach control feature; and collaborative decisionmaking (CDM), tools that provide airlines and FAA with realtime status information. As the program progressed, FAA in the spring of 2000 established a Free Flight Phase Two office to build upon the successes of Phase One.

November 13, 1998, President Clinton signed Public Law 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 Public Law 105-384, legislation reauthorizing important fisheries conventions protecting American fisheries, governing processing in the exclusive economic zone, and other fisheries laws enforced by the Coast Guard.

November 15, 1998: DOT announced that all U.S. air carrier flight, both domestic and international, were now completely free of tobacco smoking. As of Jun 4, 2000, all smoking on scheduled flights between the United States and foreign destination was also prohibited.

November 17-19, 1998, Secretary Slater's initiative to evaluate the current and future needs of the Marine Transportation System, addressed in a series of listening sessions around the country to allow users of the waterways to offer their perspectives, culminated in a national meeting in Warrenton, Virginia, the National Conference on the Marine Transportation System, that developed an approach for preparing the Marine Transportation System for an expected surge in international trade in the next decade that included a vision statement and five goals for safety, competitiveness, infrastructure, security, and the environment..

November 17, 1998: Secretary Slater convened the National Conference on the Marine Transportation System at the Airlie Center in Warrenton, Virginia, which was attended by over 100 industry representatives and was co-hosted by 12 Federal agencies. The conference developed a vision statement and produced goals in five areas of safety, competitiveness, infrastructure, security and environment.

November 20, 1998, at DOD's request, MARAD activated the Ready Reserve Fleet (RRF) 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.

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

December 15, 1998: The FAA's first Display System Replacement (DSR) for en route controllers achieved operational status. 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 pledge support to Central American nations in their efforts to rebuild

transportation infrastructure damaged by Hurricanes Georges and Mitch.

December 18, 1998, Secretary Slater and U.S. Small Business Administrator Advarez signed a Memorandum of Understanding to support the government-wide 5% women-owned business contracting goal. DOT was the first federal agency to sign such a Memorandum of Understanding.

December 23, 1998, Department issues its decision interpreting statutory restrictions governing increased airline service at Dallas' Love Field.

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

FY 1998: USCGC *Chase* deployed to the Persian Gulf in support of United Nations embargo against Iraq.

1999

January 12, 1999: MV *Cannes* was seized by a USCG LEDet with the subsequent discovery of over 10,500 lbs. of cocaine on board.

January 28, 1999, Slater announces continuation and expansion of a public-private partnership to extend the Chicago Hub High-Speed Rail Corridor to Indianapolis, IN and Cincinnati, OH. The extension will serve an urban population of more than 4 million in addition to the Chicago Hub Corridor population of 20 million.

January 29, 1999. DOT issues revised Disadvantaged Business Enterprise regulations to ensure minority, women, and other disadvantaged businesses can compete for federally assisted highway, transit and airport contracts.

February 2, 1999, the Department issued a final rule revising the regulations for its disadvantaged business enterprise (DBE) program. The new regulation reflects President Clinton's policy to mend, not end, affirmative action programs. It modifies the Department's DBE program in light of developments in case law requiring "narrow tailoring" of such programs and last year's Congressional debate concerning the continuation of the DBE program.

February 4, 1999: The tanker *New Carissa* ran aground one mile north of Coos Bay, OR. USCG 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 8, 1999: The Clinton Administration unveiled proposed five-year reauthorization legislation for FAA. Among the features of the proposal were: a Performance Based Organization (POB) within 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 (HDR) at LaGuardia, Kennedy, and O'Hare.

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

March 10, 1999, the 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 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 (dGPS) 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, IL killing eleven and injuring 130.

March 15, 1999, the Department 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 30, 1999: By this date, 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, FAA began implementing the system for Atlantic airspace.

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

April 6, 1999: U.S. Coast Guard release 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. The task force was made up of members from the Coast Guard, fishing industry and safety professionals.

April 7, 1999, FTA issued a Notice of Proposed Rulemaking on major capital investment projects. The rule, required by TEA-21, outlined procedures FTA will use to evaluate and rate proposed new starts 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, MS. 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: FAA dedicated the National Airport Pavement Test Facility, developed in partnership with Boeing.

May 12, 1999, 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 17, 1999, Slater announced new rural transportation initiatives.

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

May 25, 1999, STB approves the merger of the Canadian National and Illinois Central railroads.

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

June, 1999, report issued by a joint Office of General Counsel/FAA/OIG 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, concluding 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 the first real competition in rail freight operations in the Northeast in more than twenty-three years.

June 1, 1999: Secretary Slater opens alternate headquarters facility capable of sustaining essential departmental resources in the event the headquarters building is damaged or destroyed.

June 18, 1999: USCGC *Midgett* (WHEC-726) departs Seattle to serve as a member of the USS *Constellation* Battle Group

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

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

July 17, 1999: Plane carrying John F. Kennedy, Jr., his wife Carolyn, and his sister-in-law, Carolyn Bessette crashed off Martha's Vineyard. USCG units responded and conducted SAR and recovery operations.

July 26, 1999, on the ninth anniversary of the Americans with Disabilities Act, 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, The U.S. Department of Transportation (DOT) announced the award of \$123.6 million in Federal Highway Administration (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 (NCPD) and the Coordinated Border Infrastructure Program (CBI). As of August 1999, projects in 35 states are being supported with the grants, and funds for more grants will be available in each of the next four years. Competition for awards will be fierce, considering that 151 proposals requesting \$2.2 billion have been sent forward this year.

August 2, 1999, the Department eliminated the liability limit entirely for assistive devices transported by airlines for disabled air travelers

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

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

September 15, 1999, DOT, the Georgia Department of Transportation, the Atlanta Regional Commission, and a coalition of EJ and community groups began undertaking an assessment of Environmental Justice issues relating to transportation in the Atlanta Region. As a result of a challenge to the Atlanta transportation decision-making process, a work plan has been developed to review procedural aspects of the planning process, such as public participation. It also includes an assessment of the distribution of burdens and benefits of transportation facilities. This will serve as a useful pilot analysis, yielding procedural and analytic lessons that will be valuable elsewhere.

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

September 30, 1999: As of this date, the Host and Oceanic Computer System Replacement (HOCSR) was operational nationwide at all 20 Air Route Traffic Control Centers and all three oceanic centers. Designed to provide and process information on aircraft movements, HOCSR was based on an IBM 9672 computer, replacing IBM 3083 and 4381 mainframe computers.

October, 1999, the Department issued an FAA/OST Task Force report, *Airport Business Practices and Their Impact on Airline Competition*, identifying "best practices" that airport officials are adopting to promote airline competition.

On October 7, 1999, FTA and FHWA issued a memorandum that provides clarification for field offices on how to ensure EJ is considered during current and future planning certification reviews for Transportation Management Areas (TMAs). Consideration of broad patterns of how benefits and burdens of transportation improvements are distributed across provider's service areas, as well as their balance across modes at the metropolitan and state regional levels.

October 31, 1999: Egypt Air Flight 990 crashed 60 miles off Nantucket. USCG units responded and conducted SAR and recovery operations.

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

November 18, 1999, the OIG issued a report documenting inadequate implementation of existing airport access controls, which resulted in unauthorized access to secure airport areas. OIG staff ran tests at airports during odd hours of the day and night, and assumed passenger roles. OIG concluded that FAA could not rely on existing security systems and programs to safeguard aircraft, passengers, and property in secure areas and terminals.

November 23, 1999, Secretary Slater and SBA's Administrator Alvarez signed a Memorandum of Understanding to identify reciprocal certification principles and streamline procedures for expediting

the certification requirements of SBA regulations (13 C.F.R. part 124) and DOT regulations (49 C.F.R. parts §23 and 26). This streamlined certification process is intended to reduce the procedural burdens on applicants, to fulfill the requirements of the Paperwork Reduction Act, and to facilitate the White House's initiative on reinventing how the Government does business.

December 5-7, 1999, Secretary Slater hosted the Aviation in the 21st Century—Beyond Open Skies Ministerial in the same hotel where, fifty-five years earlier, the 1944 Chicago Convention on International Civil Aviation produced recommendations for practices and procedures that guided world aviation since then. This new Ministerial, attended by more than 900 persons from ninety-three nations, explored the challenges and opportunities in the aviation system of the 21st century. The “National Plan for Aviation Safety, Security, Efficiency and Environmental Compatibility,” was announced by Secretary Slater, NASA Administrator Dan Goldin, DOD Under Secretary Eash and FAA Administrator Jane Garvey.

December 6, 1999: DOT announced a plan for assuring that code-share service by foreign partners of U.S. airlines meet international standards of safety and security. Under the plan, U.S. airlines would periodically evaluate their partners' safety and give FAA access to the resulting audit reports.

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

December 17, 1999, the Department doubled the minimum liability limit for domestic airline passengers' checked baggage, from \$1250 to \$2500 per passenger.

December 26, 1999, Secretary Rodney Slater, Acting 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 (TIFIA) in the amount of \$600 million 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 Nov 29, 1999, applied primarily to nonrevenue operations.

In 1999, FHWA completed a two and one half 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 Agency'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.

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

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

During 1999, the Department began a disparate impact study to ascertain whether the FAA security selection criteria disproportionately affects members of minority groups.

FY 1999: USCG initiated OPERATION NEW FRONTIER with the use of armed helicopters and pursuit boats to interdict illegal drug shipments.

2000

January, 2000: As the new millennium dawned, the Department and the transportation sector experience no major problems due to the year 2000 computer problem. This highly successful outcome is attributable to the leadership of Secretary Slater and Deputy Secretary Downey and efforts of over 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 the Department's newest agency, the Federal Motor Carrier Safety Administration.

January 14, 2000: The Clinton 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. FAA response included ordering inspections of horizontal stabilizer components on about 1,100 airliners, intense oversight of Alaska, and special inspections of 9 other major airlines. USCG units responded

February 1, 2000, the United States Court of Appeals for the Fifth Circuit affirms in all respects the Department's decisions addressing expanded air services at Love Field. The Fifth Circuit specifically upholds the Department's conclusions that federal law did not allow 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 longhaul flights from Love Field with aircraft that had no more than 56 seats.

March 6, 2000, the Supreme Court unanimously reversed a decision by the United States Court of Appeals for the Ninth Circuit in Intern'l Ass'n. of Indep. Tanker Owners (Intertanko) v. Locke, thereby holding 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 appears as the lead-off witness in three days of hearings conducted by the Surface Transportation Board addressing the approach the Board will take when it determines whether to approve future rail mergers.

March 8, 2000, the DOT OIG issues its first clean opinion on the Department's consolidated financial statements. The Department, with the technical assistance of the OIG, 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 29, 2000: 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: Stewart International Airport, N.Y., the first airport selected to participate in FAA's privatization demonstration program, opened as a private airport.

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 FAA. The Act, known as FAIR-21, provided significant increases for the agency's two capital accounts, Facilities and Equipment and the Airport Improvement Program, both covered by stipulations aimed at guaranteeing spending levels. The legislation included certain reform initiatives regarding the management of FAA. It increased the membership of the agency's Management Advisory Committee (MAC) to include an Air Traffic Services Subcommittee given special oversight authority regarding air traffic services. In addition, the legislation created the position of Chief Operating Officer (COO) for air traffic services. The Act also reduced controls on the number of operations at high density airports. Landing "slot" controls were to be abolished at Chicago O'Hare in 2002 and at New York's LaGuardia and Kennedy airports in 2007. At Washington's Reagan National, the Act created 24 new slots. Other provisions of the Act: raised the maximum PFC (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 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: FAA began using the Departure Spacing Program (DSP) 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 (see Mar 10, 2000).

May 2000, the Department began implementing AIR-21 by, among other things, (1) notifying all air carriers and foreign air carriers of additional assurances required to be filed with the Department and the NTSB as part of their plans to assist survivors and families of victims in the event of an aviation disaster in the U.S.; (2) 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 (3) issuing program guidance on airport competition plans.

May 1, 2000: The White House announced an end to the policy of degrading the accuracy of Global Positioning Systems (GPS) signals as a security measure.

May 12, 2000, Slater hosts an historic conference on the Mississippi Delta region that focused national attention on the economic needs of the area.

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

May 25, 2000, FTA and FHWA issued the NPRM for the Revised Environmental review and planning regulations. Environmental Justice language has been developed and included in both the draft Planning and NEPA regulations consistent with DOT and FHWA Orders. This is a joint effort of FHWA and FTA. The public comment period of the planning and NEPA regulations is currently ongoing.

June 15, 2000, Department begins study of Orbitz, the website being created by five major airlines, to determine whether the website's organization and operation may violate the statutory prohibition against unfair and deceptive practices and unfair methods of competition.

June 21, 2000, Slater announces award of \$34 million contract for 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: FAA published a rulemaking proposal to extend safety certification of airports to cover facilities served by air carrier 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 (TMA) went into initial daily use at the Minneapolis air route traffic control center. An element of the Free Flight Phase 1 program, TMA was a software tool that allowed controllers to sequence the flow of air traffic into busy terminal areas more efficiently.

June 26, 2000: 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 airports with a new version of Airport Surface Detection Equipment (ASDE) designated ASDE-X, designed as an economical system for airports less busy than the 34 high-volume airports currently equipped with the ASDE-3 ground radar.

June 30, 2000, Secretary Rodney Slater, Acting Administrator Nuria I. Fernandez, former Administrators Theodore Lutz and Carlos Villareals, APTA President William Millar, and CTAA Executive Director Dale Marsico launched a celebration of the 40th year of the Federal transit program at Union Station, Washington, DC.

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

July 21, 2000, Secretary Rodney Slater, Deputy Secretary Mortimer 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 passage of the Americans with Disabilities Act at the DOT headquarters courtyard. Entertainment was provided by Broadway performer Anita Hollander.

July 24, 2000, Slater announces 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 4, 2000, Acting Administrator Nùria 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.

U.S. Department of Transportation
Outline for President Clinton's Administrative History Project
1993 - 2000

- A. Introduction

- B. Operational Issues
 - a. Strategic Plans
 - b. Performance Plan
 - c. One DOT - "Working Better Together"

- A. Organizational Initiatives and Changes
 - 1. Legislative Proposals
 - A. UTIP
 - B. USATS
 - C. Performance Based Organizations
 - A. St. Lawrence Seaway Development Corporation
 - B. Federal Aviation Administration

 - 2. Departmental Reorganizations
 - A. Streamlining of the U.S. Coast Guard
 - B. Federal Highway Administration
 - C. DOT Metro Offices
 - D. Transportation Administrative Service Center

 - 3. Legislative Changes to the Department
 - A. FAA Personnel and Procurement Reforms
 - B. Surface Transportation Board
 - C. Federal Motor Carrier Safety Administration

- C. Key Legislative and Policy Initiatives
 - 1. Surface
 - A. ISTEA Implementation/NEXTEA/TEA-21

- B. High Speed Rail and Amtrak
- C. Pipeline Safety/One Call

2. Aviation

- A. AIR-21

3. Maritime

- A. Maritime Security Program
- B. Coast Guard Authorization

D. Interagency Initiatives

E. International Issues

1. Open Skies Agreements

F. A Chronology of the Department (1993-2000)