

DOT Today

Moving America Together

Coast Guard Becomes Race Patrol During America's Cup

By CW03 J. L. Hollis

When thousands of spectator boats turned out for the America's Cup Defense sailing races off San Diego last month, Coast Guard Reserve, active duty and auxiliary crews were on hand to help keep things safe.

"We started planning for these races early in '91 and it looks like all the elements came together," explained Capt. Alan Doty, the Coast Guard's America's Cup Patrol Commander. "We knew we'd have whales, helicopters and lots of spectators, so we provided a planning forum for a multitude of government agencies, private organizations and racing syndicates to make this five-month racing challenge work."

One major change from earlier America's Cup races is that the America's Cup and Challenger of Record Committees must now field security boats for crowd control. Organizing committees' participation in crowd control this year saved thousands of taxpayer dollars and at the same time concentrated Coast Guard efforts on law enforcement and major safety concerns at the event.

A concern this year was the interaction between migrating California grey whales and race spectators, participants and whale watchers. During the early rounds (January and February), thousands of whales made their southern migration from Alaska to Mexico and as many as 60 a day swam through the race course. Their return trip, near the end of April, took them back the same way. To keep whale harassment and boat-whale mishaps to a minimum, the Coast Guard and the Commerce Department's National Marine Fisheries (NMFS) worked together. Whale detection flights, using both Falcon jets and HH-65 helicopters, carried NMFS agents to locate whales that might be in the race area.



Coast Guard Cutter Tybee from San Diego, Calif. patrols the perimeter of America's Cup race course.

Sightings were radioed to the patrol commander and the committee boats. From there, all boats in the area were notified to be on the lookout, and told what to do if they should encounter a whale.

The extensive use of helicopters raised the potential for collisions in the air above the race course. Working closely with the Federal Aviation Administration, the Coast Guard and the organizing committees devised a Temporary Flight Restriction Plan that kept all aircraft away from each other while still providing good photographic and television angles.

This year's races attracted more than 6,000 spectator boats during the April and May finals. More than 300 Coast Guard reservists were required to crew and support all the small boats required to keep the course safe and under control while also providing security. ■

DOT's 25th Anniversary: The May 12 Event



Washington, D.C. — Music, bright sunshine, the little ones from DOT's child care center who led the Pledge of Allegiance — all set a lighthearted tone for the program commemorating the department's 25th year.

Five former secretaries, Alan Boyd, U.S. Senator Brock Adams, Elizabeth Dole, Jim Burnley and Sam Skinner, joined

Secretary Andrew H. Card Jr. for the occasion. Special guest was actor Michael Gross, of TV's "Family Ties," who is currently the spokesman for Operation Lifesaver, a nationwide program to increase public awareness of safety at highway-railroad grade crossings. Also on hand for the festivities were crash dummies Vince and

Larry, and the Teenage Mutant Ninja Turtles, who have become "volunteer spoketurtles" for NHTSA's child safety seat program.

"This department has been turning dreams into reality," Secretary Card told the audience. "Transportation is undergoing yet another

change, entering into a new era. Now, with the National Transportation Policy as our road map, DOT must reinvent itself once again. That's the reason for our theme—The Future Starts Here. For as long as America maintains the greatest transportation system in the world, we will be reframing the questions and reinventing transportation to keep up with the times."

The Secretary emphasized that one of the

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Boat Smart This Season

The weather is warm, the water looks inviting and the boat is ready. But before you take to the sea, it's a good idea to brush up on boating safety. National Safe Boating Week is June 7-13, just in time to remind us that safety comes first when boating.

This year the week will focus on the use of personal flotation devices (PFDs), as well as education on the hazards of drinking while boating.

Alcohol is the biggest boating safety problem, according to a recent study which showed that 51 percent of boating deaths involved blood alcohol levels of .04 or more. The most common boating accident is a collision with another vessel. The Coast Guard says that for the most part, collisions occur when people don't follow navigation rules.

Because American waters are increasingly crowded, an understanding of the courtesies and basic principles of boating safety is

needed more than ever; especially when you consider that boat operators do not have to be licensed or have any special training before they get behind the wheel.

The campaign during National Safe Boating Week is sponsored by the Coast Guard and the National Safe Boating Council, Inc. Local safe boating programs will be conducted throughout the country by the Coast Guard Auxiliary, the U.S. Power Squadrons and state boating organizations.

A Bad Combination: Alcohol and Boating

Many people who wouldn't consider getting behind the wheel of a car after drinking may think it's different out on the open seas. But, in some ways, it's even more dangerous to mix alcohol and recreational boating. For example:

Research shows that four hours' exposure to noise, vibration, sun, glare, wind and other motion on the water produces a kind of "boater's hypnosis" or fatigue, which slows



reaction time almost as much as if you were legally drunk.

Alcohol's effect on your balance can be critical on a boat. When you are "tipsy," the motion of the boat can easily cause you to fall overboard. The alcohol also reduces your body's ability to protect you against the cold water.

Another danger is that alcohol intensifies the effect of caloric labyrinthitis, a fancy term for the disorientation caused by water entering the ear. A drunk person whose head is immersed can become so confused that he swims down to death instead of up to safety; which explains why some good swimmers who have been drinking end up as drowning victims.

Wear Your PFD

Many boating fatalities could be avoided if passengers were wearing Coast Guard approved Personal Flotation Devices (PFDs) or life jackets, but many adults resist wearing them. All boats are required to carry enough life jackets for each person on board, and all jackets now sold must carry a Coast Guard label to show they meet current standards.

Because many people don't use PFDs, the ones they do have on the boat may be old and worn out. This can prove dangerous, even fatal. Many life jackets, especially older ones, may contain a fiber called kapok. When it's encased in plastic and sewn into the life jacket, it will float, but if the jacket is old and has rips in it, the kapok can become water-logged and become as heavy as cement.

To test the condition of your PFD, pinch the outer material and listen closely for escaping air. If you can hear it, the jacket is no good. According to Coast Guard safety experts, the best alternative is a foam-filled life jacket, which is more expensive, but lasts longer than those filled with kapok.

For more information, call 800-336-BOAT (in Virginia, 800-245-BOAT).

Satellite Navigation Offers Glimpse Into the Future

Secretary Card, kicking off a May 12 demonstration of satellite technology, predicted that many of today's air, ground and maritime navigational systems may well be replaced by space-based systems.

The demonstration at DOT Headquarters, using the Global Positioning System (GPS) network of satellites, included live and taped presentations conducted by the United States GPS Industry Council and its spokesman, Robert Denaro. The sophisticated systems will be used to track aircraft, ships, transit buses and other ground vehicles.

In aviation, GPS will make it possible for pilots to fly more direct routes and save fuel since they will not have to rely upon land-based navigation aids. In addition, GPS provides pilots with accurate instrument

guidance approach paths to runways at airports equipped with differential (two or more sources) GPS facilities.

The Coast Guard is testing differential GPS for harbor entrance and coastal navigation uses. During the May 12 demonstration, the Coast Guard staged a "rescue" near Washington D.C.'s waterfront, using a GPS receiver on a ship and data from a reference site at a shore location. The Coast Guard has achieved accuracy within a 8 to 20 meter range.

GPS can also be used for land vehicle navigation and tracking. Some major cities plan to use GPS to monitor transit buses during peak hours. Police, fire, ambulance and other emergency services are also exploring GPS uses.

Professional Women Controllers Convention Held in Seattle

By Darla Gerlach, FAA Alaskan Region

"On the Places You'll Go," was the theme of the Professional Women Controllers Annual Convention held in Seattle March 19-22. The convention attracted professional women and men representing various aviation careers from all over the United States. Small groups from the Republic of China and Canada also attended the three-day program, which included speakers, a panel on affirmative action and various seminars.

On Friday night, the Alaskan Region PWC members hosted an Alaska Night feast, introducing participants to such regional delicacies as



The 1992-93 Professional Women Controllers Board of Directors (top left to right): Pat Smith (vice president); Pam Anderson; Barbara Jackson; Jeanne Garrison; Patty Viall; Marsia Blackwell; Mary McBurney (president). Front row: Lisa Kurtz (secretary); Pauline Sodermark; Linda Corbett; Denise Mason; Kate Beebe.

smoked salmon, moose and caribou sausage, moosearoni and wild berry products, all donated by air traffic personnel throughout the Alaska region.

Linda Corbett, ATC area supervisor, Oakland, received the "Professional of the Year" award during the convention.

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Please Recycle

DOT's Merchant Marine Academy Seeks Candidates for Freshman Class

Where can a young man or woman get a virtually free, superb college education, while traveling around the world and learning to chart the course for his or her own future?

The answer is the U.S. Merchant Marine Academy

Who should consider the USMMA? According to Director of Admissions, Capt. Emmanuel Jenkins, "Any young person interested in ships and the sea, or studies that can lead to degrees in engineering or training in transportation logistics or

and crew while traveling around the world.

Graduates of Kings Point earn a bachelor of science degree, a merchant marine officer's license as third mate or third engineer, and a U.S. Naval Reserve commission. In the most recent graduating class, 65 percent of the graduates went to sea, 28 percent found marine-related employment ashore and seven percent entered the Armed Forces as commissioned officers. Starting salaries ranged from \$25,000 to \$55,000 per year.

Alumni of Kings Point have a legal obligation to spend five years after graduation in one of the above fields, plus a concurrent eight-year U.S. Naval Reserve commitment.

Candidates for admission must be U.S. citizens,



The relatively small size of the U.S. Merchant Marine Academy's Regiment of Midshipmen—some 880 students—fosters camaraderie among classmates. Faculty-student ratio is 1:10.



The U.S. Merchant Marine Academy's curriculum is science and engineering oriented. High school students who apply for admission should have good grades in mathematics, chemistry and physics courses.

(USMMA) in Kings Point, N.Y., operated by DOT's Maritime Administration.

The academy, also known as Kings Point, wants to expand the pool of candidates for the freshman class and wants DOT employees who have college-bound sons and daughters, grandchildren, nephews and nieces to be aware of this first-rate educational opportunity.

management. With the present cost of a college degree," he says, "the prospect of a Kings Point education becomes especially appealing."

The four-year program includes shipboard training for students who spend half of both sophomore and junior years assigned to a U.S.-flag merchant ship, working side by side with officers

between the ages of 17 and 25. High school class rank, SAT scores and leadership potential are considered for admission. Candidates also must obtain a congressional nomination and are selected on a state allocation system. The deadline

for applications for the 1993-1994 academic year is March 1, 1993.

For an information kit about the USMMA, write to the Admissions Office, U.S. Merchant Marine Academy, Kings Point, N.Y. 11024, or call (516) 773-5391. ■

Students Learn How to Share the Road with Trucks

High school students in Lanett and Wetumpka, Alabama have new respect for "big rigs" thanks to a program called "Sharing the Road," designed to reduce accidents be-

Alabama Department of Education, the Alabama Trucking Association, the Alabama Department of Public Safety and two local motor carriers.

Tractor-trailers were parked in the high

ways. The participating motor carriers provided the tractor-trailer units and award-winning professional drivers,

who also spoke to the students about their personal driving experiences and the unique handling characteristics of large trucks.

The Alabama Department of Education has asked that the program be expanded next year to include more schools across

the state. Industry support is expanding, with several more carriers pledging support for future programs. The students say they enjoy the presentation and learn valuable safety information they will all remember. ■

DOT Employees in Fort Worth Have the Volunteer Spirit

DOT agencies in Fort Worth, Texas are helping to meet the goals of the President's America 2000 educational program. Since 1985, six DOT agencies located there (FAA, FHWA, FRA, FTA, NHTSA and OIG) have taken an active role in the Fort Worth Independent School District Adopt-A-School Program with their volunteer efforts at Diamond Hill-Jarvis High School.

Fort Worth DOT employees are among 142 "adopters" in the Fort Worth program, which was recently awarded the Golden Achievement Award from the National School Public Relations Association and was the subject of a recent article in

the Journal of Educational Public Relations.

Employees serve as mentors, tutors, pen pals, guest speakers, and attend school events. The students also have the opportunity to tour various DOT facilities, such as air traffic control towers and highway construction sites, and to attend DOT-related seminars.

During career day for the senior class, regional administrators gave an overview of the functions of their various areas, and spoke about employment opportunities. DOT also produced a volunteer recruitment video, recognized as "the first of its kind" in the Fort Worth area. ■



O.C. Sims, a professional driver for West Point Pepperell, Inc., explains to students about the blind spots in the mirrors of his truck and the dangers to cars following too close alongside.

tween cars and trucks. Recently, three hundred students participated in activities sponsored by the Federal Highway Administration's Alabama Division Office of Motor Carriers. The project was developed in conjunction with the

school lots with passenger cars placed next to them — directly in line with what is called the "blind spot," making it difficult for the trucker to see the car from his position. Driver education students took turns climbing into the truck

to see for themselves what a trucker sees while traveling the highways.

Around DOT

Items for Around DOT are compiled from news releases, wire stories, trade journal articles and information provided by the various operating administrations.

(Note: ISTEA refers to the Intermodal Surface Transportation Efficiency Act of 1991)

Headquarters

Pacific Rim Technology Conference

Secretary Card, speaking at the National Technology Initiative Conference (NTI) in Seattle recently, announced that city will be the site of a major international Transportation Technology Conference in summer, 1993. The Pacific Rim TransTech Conference will be jointly sponsored by the Federal Highway Administration and the Washington State DOT. Business, government and academic leaders from Pacific Rim countries (those that border the Pacific Ocean) as well as European and other countries, are expected to participate in the three-day session set for July 25-27, 1993.

Intermodal Planning Grants

Secretary Card has written to each of the nation's 50 governors, inviting them to submit

proposals for developing model state intermodal transportation plans. Under ISTEA, federal funds totaling \$3 million are available (a maximum of \$500,000 for any one state) for plans that are consistent with the government's policy to encourage and promote a national intermodal transportation system. Written proposals are to be submitted by July 17, with announcement of the states selected for the grants to be made in the fall.

Headquarters Volunteers

The Volunteer Committee's "Birthday Bash" on May 14 raised \$5,000, for use in committee activities such as donations to Hine Junior High School, (Headquarters' "adopted school") and for the Greenleaf Senior Citizen Center, and disaster relief programs. On May 22, Hine hosted a "thank-you" program and reception for the

more than 400 DOT volunteers who tutor students and serve as mentors at the school.

Regulatory Review Process Completed

General Counsel and Deputy Secretary-designate Arthur J. Rothkopf is shown here with two stacks of documents used at last month's news conference and industry briefing to illustrate the effort involved in implementing the President's 90-day regulatory review moratorium. The one on the left, a 21-inch tall stack of Code of Federal Regulations volumes represents the 682 regulations reviewed by DOT. The other stack represents the actual comments that were received from 320 citizens with their views on which DOT regulations should be changed, deleted or otherwise amended. The departmental review process resulted in the identification of more than 300 administrative



or legislative changes in DOT regulations that will help the nation's economy without sacrificing safety or other important statutory objectives. Secretary Card said, "The moratorium was an opportu-

nity for us to conduct a thorough review of our regulations. Our review will lead to less paperwork, cancellation of obsolete regulations and fewer regulatory burdens on the transportation industry."

National Highway Traffic Safety Administration

Highway safety programs save dollars as well as lives, according to NHTSA, which reports that annual medical costs for people hospitalized because of highway crash injuries totaled nearly \$6.5 billion in 1990. Nearly \$2 billion came from government sources, with 60 percent

of that from Medicare and Medicaid. Insurance and individual out-of-pocket payments accounted for the rest. Patients hospitalized for motor vehicle crash injuries typically require more days in the hospital at higher costs than other patients. The estimated 360,000 crash victims treated in 1990 accounted for about 2.4 million days of hospital care, an average of 6.7 days per

patient. The average cost first year for each crash victim is over \$18,000. Patients who rely on government funds represent 23 percent of those hospitalized with crash injuries, but use about 29 percent of the dollars spent on care. These patients also may require long-term government support in addition to medical treatment, according to the report.

Federal Railroad Administration

Look, Listen...and Live

On National Operation Lifesaver Day, May 13, Operation Lifesaver (OL) held a reception in Washington, D.C. and presented awards to Sen. Dave Durenberger (R-Minn.) and Rep. Norman Mineta (D-Calif.) for their strong commitment to highway-rail grade crossing safety. OL, now 20 years old, is a nationwide, non-profit public information and education program dedicated to reducing crashes, injuries and fatalities at highway-rail grade crossings. TV personality Michael

Gross, OL's spokesperson, served as master of ceremonies.

FRA Administrator Gil Carmichael spoke, as did FHWA Deputy Administrator Eugene McCormick, NHTSA Deputy Administrator Fred Grubbe, and Susan Coughlin, acting chairperson of the National Transportation Safety Board. The platform where the event took place was lined on both sides with historic railroad cars from Amtrak, Conrail, Atchison, Topeka and Santa Fe, CSX and Norfolk Southern railways.



Office of Commercial Space Transportation

Rockets for Schools

Some lucky high school students will be chosen later this year to participate in a very special space education project, a three-day, hands on, suborbital launch in Florida.

The project will be funded by DOT's Office of Commercial Space Transportation (OCST), using the Spaceport Florida Authority launch system, and with the cooperation of the Aerospace States Association (ASA), an organization with 30 state members.

The students chosen will be involved in the launch of an upper atmospheric sensor and

the retrieval of scientific data from the payload. They will also be given specialized training before the launch.

The experience with this project will be used to form the basis of a continuing "Rockets for Schools" program, which could include several launches each year using the Spaceport Authority's mobile launch system for missions from Florida and other states.

Stephanie Myers, OCST's Director, describes the pilot program as "hopefully the beginning of a larger private sector program to expose a broad cross-section of high school students to the excitement and the career opportunities at all levels in space commerce. These young people are our future space entrepreneurs!"

Research and Special Programs Administration

Administrator Dungan Resigns

Travis P. Dungan, who has served as RSPA administrator since 1989, has resigned, effective May 29. He left to join the American Automobile Association, in Orlando, Fla., as vice president for strategic planning and research.

Training for Transportation of Hazardous Materials

RSPA has issued a final rule designed to provide better training for those involved in the transportation of hazardous materials. The rule is expected to help reduce incidents caused by human error and improve responses in emergency situations.

Federal Aviation Administration

The FAA is pleased to announce the Air Traffic Facilities of the Year:

Automated Flight Service Station
Grand Forks AFSS
Grand Forks, North Dakota
Great Lakes Region

Flight Service Station
Grand Junction FSS
Grand Junction, Colorado
Northwest Mountain Region

Air Traffic Control Tower, Level I-III
Danbury Air Traffic Control Tower
Danbury, Connecticut
New England Region

Air Traffic Control Tower, Level IV-V
Charlotte Air Traffic Control Tower
Charlotte, North Carolina
Southern Region

Air Route Traffic Control Center
Atlanta ARTCC
Hampton, Georgia
Southern Region

Special Accomplishment Award
Kansas City International
Air Traffic Control Tower
Kansas City, Missouri
Central Region

Regional award ceremonies were held recently for FAAers at these facilities, honoring them for their exceptional achievements and contributions.

Saint Lawrence Seaway Development Corporation

The Seaway Corporation has announced plans to sponsor a one-week trade mission to Dublin, Ireland; London, England and Hamburg, Germany in September. It will be the Seaway Corporation's tenth mission overall.

The goal of the mission is to convince

shippers and vessel operators in the European markets to increase the volume of imports and exports shipped to and from North America via the Great Lakes Saint Lawrence Seaway System.

In each city, key executives in the market will be invited to a program and reception hosted by the trade mission participants and individual business meetings will be arranged between participants and potential customers.

Federal Transit Administration

FTA has awarded a \$8.9 million grant to establish the Transit Cooperative Research Program, a public-private effort to meet short-term research needs of the transit industry. Research topics for this effort will address the need for better communication among operators, manufacturers and suppliers. Projects will be selected this summer, and they should be under way by the end of the year.

This is the first award from the \$88 million authorized for the program over the next six years by ISTEA. The research program will be administered under a memorandum of understanding signed by Secretary Card, FTA, the Transit Development Corporation (a private, non-profit research foundation established by the transit industry) and the Transportation Research Board, which is part of the National Academy of Sciences and will conduct the research.

U.S. Coast Guard

The Coast Guard's EAGLE, America's tall ship, and the Coast Guard training vessel, has a special task for July 4. With a new set of sails and a new crew of Coast Guard Academy cadets, the EAGLE left New London, Conn., on May 20 for a trip to San Juan, Puerto Rico. There she will join a fleet of more than 200 tall ships from 30 nations commemorating the discovery of the Americas. The ships will all head to the mainland, with the EAGLE leading them into New York Harbor on the Fourth of July.



Federal Highway Administration

Transportation Enhancements

Under the new surface transportation program established by the Intermodal Surface Transportation Efficiency Act (ISTEA), at least 10 percent of the funds apportioned to each state for the program must be directed toward any of a number of specified "transportation enhancement activities."

Eligible activities include acquisition, preservation and operation of scenic and historic sites, including aban-

doned railway corridors and historic transportation buildings; facilities for pedestrians and bicycles; landscaping; archaeological planning and research; and reduction of water pollution due to highway runoff. The guidelines recommend public involvement in the planning process.

FEBBS

To help expedite highway programs under the ISTEA legislation, FHWA has established the FHWA Electronic Bulletin Board System (FEBBS), to provide information on published

guidelines. Access to this and other information relating to ISTEA can be reached via modem at (202)366-3764. For help accessing FEBBS contact FHWA's computer help desk at (202)366-1120.

Roadcheck 92

Safety inspections on 46,363 vehicles were conducted May 12-14 at 300 sites in every state and Canadian province. A total of 12,252 trucks (26.4 percent) and 1,944 drivers (4.2 percent) were put out of service. Of the drivers checked, 96 percent had a Commercial Drivers License; seat belts were used by 77.8 percent.

Maritime Administration

May 19 Service Honors Merchant Mariners

Secretary Card was the keynote speaker May 19 at a ceremony aboard the

Maritime Administrator Warren G. Leback, himself a World War II merchant marine veteran, participated in the ceremony, as well as Rep. Herbert Bateman of Virginia.

The ceremony featured the symbolic presentation of medals to civilian seafarers who served in World War II, Korea and Vietnam.

In June 1986, the SS JOHN W. BROWN



SS JOHN W. BROWN, one of two remaining Liberty ships from World War II. The Alexandria, Va. event was one of many observances of National Maritime Day scheduled at port cities throughout the country.



was transferred from MARAD to Project Liberty Ship, a nonprofit organization dedicated to restoring her as a living memorial to the men and women who built these ships and to the merchant mariners and Naval Armed Guard personnel who sailed them. The ship is on the National Register of Historic Places and is berthed in Baltimore, Md., the port where she was built.

Reprinted here is one of two winning essays in the DOT 25th Anniversary competition, chosen from more than 700 creative entries submitted by high school students nationwide. The July issue of DOT Today will feature the essay by the second winner in the competition, Elizabeth Brill.

The Silver Bullet

By Janet Lin,
Foot Hill High School,
Santa Ana, Calif.

You close your eyes and breathe in the clear scent of clean air. The silence is unmarred by rude curses and honks, and all you hear are quiet swishing sounds. You believe that this must be some meadow or forest untainted by society.

Your eyes open. Although it seems as if you must be dreaming, you are not. Rubbing your eyes in disbelief, you view the "rush hour" freeway of the future.

Before you is a population of small, shiny, bullet-nosed cars. You can see people drinking coffee and engaging in conversation within the windows, and you suddenly realize that you are standing in the middle of the freeway. You freeze, paralyzed by the fear that you might collide with the car heading toward you. But with his head turned, the driver somehow manages to swerve around you with a coffee cup in his hand, all the while chatting with his friend. As you whip around to watch the car leave, you glimpse a small computer on the dashboard. Its digital disk is what is driving the car.

You run down a freeway exit and you stop at a service station ("gas" stations no longer exist). Under the canopy, a car sits with both its hoods open and you can see a small dent on the rear end. You hear the repair man speaking of a possible leak in the pipeline to the metal hydride storage tank. He is wildly typing into the computer looking for a possible glitch that may have caused a serious accident. He is concerned that the full-impact crash may have knocked a hydrogen pipe loose. Shocked at the tiny amount of damage done, you ask the owner of the car what it is made of. She answers laughing, "Why, light-weight, reinforced titanium and plastic, of course." You shake your head in disbelief as she goes to the exhaust pipe and dumps out the "polluted exhaust" from the hydrogen fuel—a bucket of water. You remember back to your life and the pollution, traffic, accidents, and fuel shortages. You sigh as reality comes back.

Perhaps this view of the future will not happen quickly or easily, but it CAN happen, and with the refinement of materials, fuels, and computer systems available now, it WILL happen. Presently, none of the necessary technologies has a defect that cannot be remedied with time, money, and continued research. For example, there is the use of titanium, already the "magic metal" of the aerospace industry. It is as strong as steel but corrosion-proof and half the weight. The down side of this miracle is that although titanium is plentiful, energy consumption during mining and refining is astronomical and so far, the metal has been difficult to work with. Perhaps, though, auto industries and the government will gain interest in this strong metal and use their money to prod heavy research into simpler production techniques. Perhaps energy sources such as nuclear power could be explored.

The idea of hydrogen-fueled cars is also well within our grasp. Like titanium, hydrogen fuel seems to be a miracle: it burns at an extreme temperature, it is an infinite resource, its exhaust is water, and it contains a huge amount of energy—much more than gasoline. So why has it not caught on? The problems are the weight and instability of hydrogen gas and liquid hydrogen with their containers. But even now, metal hydride is being researched. It has been discovered that metallic alloys can absorb and give off hydrogen. Again, the only obstruction is lack of research and money. Hopefully, the benefits of less pollution, less cost, and more resources, will open up the eyes of large companies and the government.

Finally, the most important element of this future car is the controller computer. Cables would be buried in the road to be read by passing computers for information. The computer would be hooked up to a pull-out keyboard with which the driver could control all the functions of the car (i.e. temperature, speed, destination, etc.). If the driver wanted to take a manual drive, he or she could use a small steering knob. The combination of the manual knob and the computer would create a safer environment for the person on the driver's side in the case of a crash, a rare occurrence with the "computer chauffeur." The present downfall of this element of the car is again money and technology. For computer-run cars to become a reality, much more money would have to be pumped into road monitors and research into the dichotomy between the digital and the physical.

The final car product would be at a minimal cost, minimal danger, and maximum efficiency for the consumer. The cost of gas would be gone, and all that would need to be supplied would be energy and water to be converted into oxygen and hydrogen. The shape of the car would be extremely aerodynamic. It would also be smaller, due to the jettison of the steering wheel and the middle "island" of the gear shift, and lighter, due to the absence of heavy metals and excess size. The combination of the sturdy titanium and the lack of a steering wheel would prevent injuries. The environment would be cleaner as water would become both the fuel as well as the exhaust of the car. Americans would have no more fuel shortages or international disputes over energy. And finally, the term "traffic jam" would cease to exist with the "computer chauffeur" regulating speed and safety.

Unfortunately, this future glimpse is not reality yet. It will have to be researched, worked out, and fed money. The potential is alive, though, if all the world's countries work together towards a common cause. All we must do is let go of the past and not think that we are limited by the present. We need to stop groaning, complaining, and hoping that all of today's transportation problems will simply go away. But more importantly, we must jump into the future and never look back.



Legislative Update

Nominations

The Senate Commerce Committee held a confirmation hearing May 14 on pending nominations: Arthur J. Rothkopf to be deputy secretary of transportation, Michael Toohey to be assistant secretary of transportation for governmental affairs and General Thomas Richards to be administrator of the Federal Aviation Administration.

Shipbuilding, Boat User Fees

The House passed HR 2056, legislation that would bar foreign ships built with subsidies from unloading cargo or passengers at U.S. ports (applies to ships built after the measure's enactment). It would also phase out a year early (by 1994) the annual Coast Guard user fees of \$25 to \$100 per year, assessed on more than 4 million recreational boat owners, enacted in the Omnibus Budget Reconciliation Act of 1990. The administration has threatened a veto of the bill in its current form.

Railroad Safety Act Reauthorization

Final Senate and House action is expected prior to the July 4th congressional recess on the rail safety programs reauthorization legislation. The legislation would continue the authority for rail safety programs and spell out funding targets.

Renewal of FAA Programs

The House has passed HR 4691, a bill supported by the administration, that would renew the FAA airport grants program and fund other vital aviation programs. Early enactment of FAA reauthorization legislation has been named a priority by Secretary Card, particularly for its safety and infrastructure benefits.

And the Future? Conference Ponders the Next 25 Years in Transportation

The 25th anniversary activities last month were not just looking back at the past; they were looking toward the next 25 years. On May 13, strategic planning offices across the department sponsored a special conference with the theme, "The Future Starts Here." Secretary Card, administrators and top business, industry and department officials and staff convened at the National Academy of Sciences in Washington to examine the road to the future.

Speakers from business, research and academic backgrounds concentrated not on predictions or specific policy questions, but on broad forces affecting the world that transportation will serve in coming years — population and community development patterns, international competition, education, technology, and changing roles for government and business.

The keynote speaker was Fred Smith, chairman and CEO of Federal Express, who said he had his eye on the future even as a child. As a college undergraduate, he wrote a paper outlining the many uses he believed businesses and

households had for reliable, expedited delivery of packages. He proposed using coordinated air service with trucks and vans to get packages from door to door. His professor said it would never work. Today, 19 years after he founded the company, Federal Express moves more than 1.6 million packages in the U.S. every day and maintains a delivery network around the world. Smith's talk outlined a company that combines awareness of what services people want with quality management, coordination of multiple modes of transportation, and applications of new technology.

Professor Marc Roberts of Harvard led a roundtable discussion with demographers expert Martha Riche; Joel Garreau, author of *Edge City*; and Jim Womack, author of *The Machine That Changed the World*. Christine MacNulty, a consultant on technology assessment and developing scenarios for the future, offered a perspective on accommodating change. Dr. Walter Massey, director of the National Science Foundation, spoke about the need for education for all Ameri-

cans as part of the infrastructure supporting our society. Winding up the day, Marc Roberts joined with the co-author of the new best seller, *Reinventing Government*, Ted Gaebler, and Bill Reinhardt, editor of *Public Works Financing*, to discuss opportunities for innovations and entrepreneurs in government.

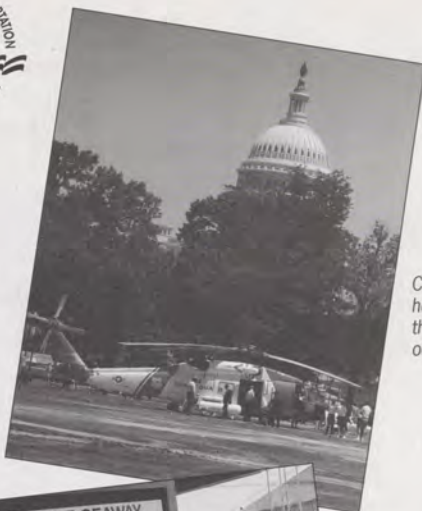
So where do we go from here? The conference didn't answer the question; it implied that the answers were in the hands of everyone in the room, everyone at DOT and the wider transportation community. As Secretary Card said in his opening remarks, "The effect we have on this nation will be most constructive if we are sensitive to changes, aware of other people's needs, and receptive to new approaches. Decisions made by people in transportation every day will affect the kind of lives people lead in years to come, and we are all part of shaping the future." ■

Videotapes of all the presentations are available from the departmental strategic planning unit, (202) 366-9662, or from strategic planning offices in each operating administration.

DOT Anniversary...continued from page 1

department's goals is to reach out to America's youth, to stimulate more interest in transportation careers. For this reason, the 25th anniversary committee conducted a special essay contest, challenging high school students to examine transportation issues. More than 700 entries were received.

The two winners joined Secretary Card for the special program on May 12: Elizabeth Brill of Cold Spring Harbor High School, Cold Spring Harbor, N.Y., and Janet Lin of Foot Hill High School, Santa Ana, Calif. They each received a trip to Washington, D.C. and a \$200 savings bond from the DOT Federal Credit Union. Secretary Card announced that their essays will be submitted to the Congressional Record to become part of our nation's history. ■



Coast Guard helicopters landed on the Mall for the occasion.

The Coast Guard Color Guard opened the program.



Each operating administration was represented with colorful exhibits.



Essay contest winners Janet Lin (l.) and Elizabeth Brill (r) helped Secretary Card cut the special anniversary cake.



There was even a pool to demonstrate proper use of Personal Flotation Devices.



Employees enjoyed the program, the exhibits and the bright Washington sunshine.



Former secretaries (left to right) Skinner, Boyd, Adams, Dole and Burnley joined Secretary Card on the platform.



A special simulator featuring Vince and Larry was set up to illustrate auto crash impact.



The Teenage Mutant Ninja Turtles were on hand to remind everyone to use child safety seats.

1992 "Race for the Cure" is June 20

All DOT Headquarters employees are invited to join Vice President and Mrs. Quayle and Secretary and Mrs. Card in the National Race for the Cure of Breast Cancer on Saturday morning, June 20.

The event begins at 8:00 a.m. at 14th and Constitution Avenue, N.W. Participants may choose a five-kilometer run/walk or a one-mile fun walk. The entry fee is \$10, with proceeds going to breast cancer research, detection and education efforts.

Participants will receive a t-shirt, a chance to win a new car, and an opportunity to meet and be photographed with Secretary and Mrs. Card. Participants may take their race receipt to the Employee Recreation Store (Room 2100 Nassif Building) and get a blue DOT visor for only \$2 to wear at the event.

This year's goal is 2,500 DOT participants. Deadline for advance registration is June 4. To register, ask for the coordinator in your area or call Janet Judd at 366-5607.



Secretary Card registers for the June 20 race, with Rick Bradley (Fitness Center) and Janet Judd next in line.

DOT Calendar of Events

June

3-5 FTA, Central Region Conference, Chicago

7-13 National Safe Boating Week

7-13 National Safety Week

8-12 Third Annual Wellness Week
DOT Headquarters,
Washington, D.C.

11-12 Showcase of Innovative Construction Methods and Technologies for Roads and Bridges, Kansas City, Mo. Contact Dean Testa (913) 296-3576

11 National Technology Initiative Conference, Golden, Colorado

15-17 Regional Airline Association Meeting, Washington, D.C.

20 Race for the Cure, Washington, D.C.

23-26 Technical Women's Organization's 1992 National Convention, Ramada Renaissance Hotel, Atlanta, Ga. For reservations, call (404) 762-7676. Questions, call Candy Close at (317) 247-2283

24 Red Cross Bloodmobile visit, Nassif Bldg., Room 4234 Washington, D.C.

25 National Technology Initiative Conference, Kansas City, Missouri

THINK BEFORE YOU PUSH THE BUTTON

New campaign encourages two-sided copying

We all do it. We don't give it a second thought. Put the document in the copier, make three or four sets, and staple them all neatly. But, during the next few months, we'll be reminded of the savings the department can realize by using the two-sided copying features found on most of the high speed copiers.

Here are some things to consider:

Saving space. As you can see by the photograph, (below) the same document copied on both sides of the paper is about half the size and weight of the other document. This can be important when it comes to filing multiple copies of that document in an already-packed cabinet or carrying a stack of them to a conference.



Saving money. A ream of white copying paper currently costs \$2.04. By using only half the number of sheets, the department saves \$1.00 every time ten copies are made of a 50-page document.

Saving the environment. While DOT and other government agencies have had active paper recycling programs for a number of years, we can still do more. Using less paper means cutting fewer trees and using less energy for paper manufacturing.

Something else you may not realize: Although a flyer done in hot pink or purple might catch the reader's eye more than one on plain paper, that hot pink paper costs approximately 25 percent more. Another negative: although colored paper can be recycled, it must be handled differently than white paper and cannot be disposed of in the GSA recycling containers.

Look for special posters that will be placed in each copying center to remind us of the campaign. **Think two-sided** before you push that button. Let's all try and do our part to change old habits when we step up to the copy machine.

For more information, call your local administrative office.

Third Annual Wellness Week June 8-12

The Office of the Secretary is pleased to sponsor the Third Annual Wellness Week at DOT Headquarters. Employees will receive a wide range of health and wellness information during the week through lectures, literature and free screenings.

Lecture series

- June 8 "Weight Reduction: The Low Fat Way"
- June 9 "Handling Anger in a Healthy Way"
- June 10 "Money and Credit Management for a Healthier You"
- June 11 "Domestic Violence"

All sessions held in Room 9230, Nassif Building, 10 a.m. to noon. A Wellness Fair will be held Friday, June 12, Room 2230 Nassif Building, 10 a.m. to 2 p.m.; during those hours, free eye exams will be given in room 9230 and hearing exams in room 7230. Several vendors will be offering free blood pressure and cholesterol screenings, health risk appraisals, nutritional snacks, and lots of literature.

Plan to attend!