


DOT Today

January 1995
Volume IV, No. 4
U.S. Department of Transportation

 *Moving America Together*

Major changes are happening at the Department of Transportation — in fact, major changes will be happening all over government.

Secretary Peña Unveils Plan for DOT Restructuring

On December 19, with top officials from five government agencies by his side, President Clinton announced proposals to cut \$24 billion over five years by reorganizing

the way government delivers services — a first step in what will be a general restructuring throughout the federal government. "We have to change yesterday's government and make it work for the America of today and tomorrow," the President said.

At the same time, Secretary Peña outlined a reorganization of DOT that will produce \$6.7 billion in savings over the next five years and cut the employment level of the department by half between now and the end of the decade. That same day, the Secretary sent a letter to all DOT employees about the restructuring. "This is a defining moment in our department's history," the letter read. "My vision of change for DOT will position it for leadership in the 21st century. We will give more authority and flexibility for transportation investments to governors and mayors and increase total transportation investment by leveraging federal resources through partnerships with local governments and the private sector."

The next day, the Secretary outlined the general framework for the department's restructuring, based on a consolidation of the current department structure, streamlining the many grant, loan and subsidy programs, and downsizing the workforce. The plan also calls for consolidating DOT's current 10 agencies into three components. The new entities would be organized in one of two ways:

- around the core missions of safety and investment, keeping the Coast Guard a separate agency, or
- around surface, aviation, and maritime functions.

The Secretary is asking for employee suggestions to assist him in making the choice.

This major restructuring, the Secretary said, is "designed to focus our resources even more sharply on our two most fundamental missions: investing in transportation infrastructure and ensuring the safety of the travelling public."

There are three key strategies to accomplishing this:

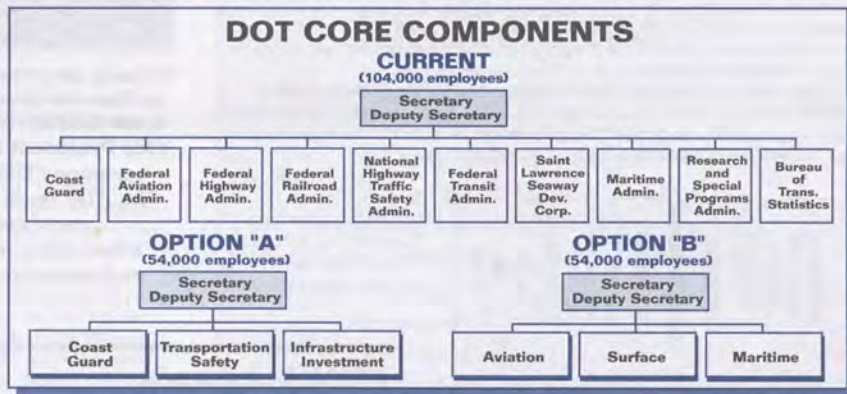
Consolidation. Continue to simplify the DOT by reducing the current 10 operating administrations to three.

Downsizing. Continue to eliminate every redundancy we can find, to reduce our workforce, to save the taxpayers money, and to get the most we can out of every dollar we invest. To function more like the private sector, DOT will redouble its efforts to transfer 40,000 air traffic control employees out of DOT and into a new government corporation. Beyond the 4,000 positions already cut at DOT, another 7,000 civilian and military positions would be eliminated over the next five years.

Streamlining. DOT now operates more than 30 grant, loan, and subsidy programs — each with its own rules and regulations. DOT proposes streamlining these into three targeted programs:

1. A unified grant program to be given directly to the states and localities to decide which investments best meet their needs.
2. State Infrastructure Banks to stretch taxpayer dollars by continuing to "leverage" federal seed money in partnerships with local governments and private businesses.
3. A federal discretionary fund to invest in transportation infrastructure projects of regional or national significance that states may not otherwise be able to complete without national support or coordination.

The Secretary's meeting with headquarters employees was videotaped and copies are being distributed to DOT facilities throughout the country. In the meeting, he stated that right now, he believes the proposed changes can be achieved without reductions in force.



Deputy Secretary Mortimer Downey will coordinate the entire restructuring process. Outreach workshops and discussions will be held with DOT employees throughout the country. The final structure of the department will be proposed after consulting with Congress, the public, and DOT employees. The precise cuts President Clinton wants to make will be announced when he submits his budget in February.

Get Involved

As an employee, you can and should get involved in helping to shape the future of the department. Your suggestions are invited. Let Secretary Peña know what you think should be done and how best to do it.

Call DOT Talk at 800-215-0993 or Send Your Fax to 202-366-9693

Phone lines are staffed from 10 a.m. to 6 p.m. ET. You can call any time and leave a message or send a fax 24 hours a day, seven days a week.

STREAMLINE TRANSPORTATION FUNDING

Reduce the current 30+ grant, loan, and subsidy programs to three

- Streamlined application processes
- Increased spending flexibility for states and localities
- More efficient use of Federal resources



Formula Grants to States and Localities
Federal Discretionary Grants
State Infrastructure Banks

INSIDE

3

Peña Produces Framework for a New Aviation Accord with Canada

6

Air Traffic Controller Helps Save Baby in Florida

8

Government Credit Cards Save on Small Purchases



New Computer Information Available From BTS

Three computer information programs are now available from the DOT. The first is available on diskette and

pertains to rail, truck and pipeline trade between the U.S. and Canada and the U.S. and Mexico from April through June 1994. The second and third are available on CD-ROM and pertain to rail waybill data, (freight shipped by rail) and traffic safety information.

"The Department's Bureau of Transportation Statistics (BTS) has performed a valuable service for those who are in need of this type of information," Secretary Peña said. "This previously

unpublished data could serve as a valuable resource to businesses here and abroad, especially those companies that want to take advantage of the opportunities offered by the North American Free Trade Agreement (NAFTA)."

BTS Director Dr. T.R. Lakshmanan said. "Accessibility to these data is vital to the transportation community. The ability to provide the information on diskette and CD-ROM makes the data more readily and widely available to researchers and analysts and allows for easier access and use of the data."

The diskettes on transborder movement of commodities by mode of transportation will be valuable to shippers and carriers for marketing efforts and to assure that an adequate supply of equipment is available. Government planners will also use the information for evaluation of infrastructure needs at various border crossings, and will be used to

evaluate the growth of post-NAFTA trade. Data collected between April 1993 and March 1994 is available on a set of 12 diskettes

The waybill data on CD-ROM, provided by the ICC and the Federal Railroad Administration, contains national coverage of railroads, but only for those states where five percent or more of a commodity was delivered. This public-use version contains only non-confidential data.

The CD-ROM on traffic safety, collected by NHTSA, includes the 1993 Alcohol Involvement in Fatal Crashes Annual Report, the 1988-1993 General Estimates System (GES) data files, the 1988-1993 Fatal Accident Reporting System (FARS) data files, the 1992 Traffic Safety Facts Annual Report, and the 1992 Traffic Safety Fact Sheets.

To order the diskettes and/or CD-ROMs contact the BTS at (202)366-3282

NHTSA RECOGNIZES WINNERS OF RAP MUSIC CONTEST

The National Highway Traffic Safety Administration (NHTSA) has announced the winners of the "Get Big on Safety" rap music contest.

The winner of the 15 and under category, Brian Michael Williams of Hagerstown, Md. wrote a rap entitled "Just Say No." In the 16-21 age category, the group "Knowledge" won with a song entitled "Alcohol — What's It Good For?" The members of the group are Tim Williams, Shermita Baynham, Vincent Pascoe and Cedric Moore, all from Broward County, Fla. The winners performed their songs in front of 8,000 people at the National Safety Council's Youth Congress in San Diego last month. National exposure will be given to Brian Michael Williams when he is highlighted in the "Personal Best" segment on the Black Entertainment Television show "Teen Summit" in April.

The contest, co-sponsored by NHTSA and the National Safety Council, aims to inform young people about safe driving practices and discourage the use of alcohol and drugs. In 1993, nearly 6,000 young people age 15-20 died in motor vehicle crashes. An estimated 2,400 of these fatalities were alcohol related.



For more information on the contest contact NHTSA's toll-free Auto Safety Hotline, (800) 424-9393, or (202) 366-0123 in the Washington, D.C. area.



Deputy Secretary Mortimer Downey watches as Donald Emerson, FTA's Planning Analysis team leader, receives a Hammer Award from Vice President Al Gore in a government-wide ceremony December 7 in Washington, D.C. The FTA Team is credited with restructuring requirements for new start planning — eliminating more than 30 formal approvals and concurrences that used to be required by the process.

DOT Today

Volume IV, No. 4 January 1995

DOT Today is an official publication of the U.S. Department of Transportation, under the direction of the Office of the Secretary, Office of Public Affairs. It is a monthly publication and is distributed to DOT employees nationwide.

Secretary of Transportation Federico Peña
Director of Public Affairs Richard Mintz
Editor Sue Challis and Jim Gower
Design Tomara Arrington and Catherine Vass, OST Graphics

This is your publication, and we value your input.

Views and opinions expressed in this publication do not necessarily reflect those of the Department of Transportation. Articles written by individuals contain the personal views of the author and do not necessarily reflect those of the Department of Transportation.

Articles may be reprinted. Mention of source is requested.

If you would like to submit letters, comments or articles, please address them to: Editor, DOT Today, OST, Office of Public Affairs, A-10, Room 9419, 400 Seventh Street, S.W., Washington, D.C. 20590, (202)366-5578; FAX (202)366-7270.

The deadline for the February 1995 issue is January 24.

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



Please Recycle

FHWA Awards Transportation Fellowships

The Federal Highway Administration recently awarded more than \$2 million under the Dwight David Eisenhower Transportation Fellowship Program, supporting post-graduate study for students pursuing transportation-related degrees.

The program was developed in 1992 under provisions of the Intermodal Surface Transportation Efficiency Act (ISTEA). This year, awards were distributed to 112 individuals representing 52 colleges and universities throughout the country. Selection criteria includes academic record, letters of recommendation, and demonstrated ability and desire to pursue a career in a transportation field.

"Through this program, we aim to attract the nation's brightest minds and top talents to transportation research and engineering professions," said FHWA Administrator Rodney E. Slater.

Applications for the 1995 school year fellowships are now available. Prospective applicants should contact the National Highway Institute at 703-285-2785 for information.

Calling all DOT Employees

Teams of employees all over the department are working together to change the way they do business to make DOT work better and cost less. We want to hear about YOUR reinvention success stories — how you cut red tape, put customers first, empower employees, or cut back to basics. You can tell us your story by faxing your project successes to 202-366-7211. We want to report your reinvention accomplishments in future issues of DOT Today.

DOT Employees Who Hold U.S. Patents Honored by Secretary Peña

Secretary Peña recently honored the department's scientists and engineers who have earned U. S. Patents over the past 22 years. A plaque with 91 name plates recognizing the achievement of these DOT technologists is now mounted in the southwest lobby of DOT Headquarters. The inscription reads:

In accordance with the aims expressed in Article 1 of the Constitution, "To promote the Progress of Science and useful Arts, the Department of Transportation honors its employees who have earned U.S. Patents for advancing American Technology. Their patents mark rare achievements – independently recognized advances of technology that hold promise for the betterment of humankind."

The Secretary's purpose was not only to recognize achievements, but to encourage future technological achievements. Noah Rifkin, the Secretary's Director of Technology Deployment, said that encouraging patents is an important component of the Secretary's initiative to advance the application of technologies to meet the public's transportation needs.

Rifkin said DOT's Research and Technology Coordinating Committee will be reviewing DOT patent policies to encourage innovation and the creation of new technologies. "Each new patent is a discovery. While not all patents will

have the importance or impact of the Wright Brothers' discovery, each patent is a technological advance," he said.

"Economic estimates suggest 50 percent of U. S. economic growth results from technological advance. And that should be encouraged by recognizing the achievements of DOT's transportation technologists." The names of the inventors are listed below:



Thomas Adams
Donald H. VanLiew
Hector C. Ingrao
Theodore Dowd
John F. Fantasia
Richard A. Murphy
Oscar Orringer
Harry Ceccon
H. David Reed
Patrick L. Boyd
Terry Michael Mitchell
Gordon R. Plank
Edwin H. Hilborn
Willard D. Kaiser

Forrest G. Yetter
Adelbert L. Lavery
John B. Hopkins
Howell K. Brewer
Lennart Ernst Long
Alan T. McDonald
Joseph D. Vrabel
Samuel G. Maness
Paul J. Poirier
Charles N. Abernathy, III
Anthony J. Broderick
Dennis W. Gosselin
George R. Booth
Michael W. Monk

Andre Garfein
James E. Demaree
F. Ross Holmstrom
Harry Boler
Robert W. Wilmarth
Robert L. Wiseman
Eugene Donald Sussman
Roger K. Steele
David S. Ofsevit
Mark P. Haffner
Ralph A. Gustafson
Robert S. Pizer
John A. Hinch
Joseph L. Horner

Manuel J. Lourenco
Samuel K. Clark
Larry W. Sawyer
Thomas G. Guastavino
Milton K. Mills
Anne W. Story
Kenneth J. Bray
Arthur H. Neill, Jr.
Gerald Carp
William E. Reese
Wilhelm Rindner
Rudolph M. Kalafus
Earl C. Klaubert
Robert W. Quinn

Paul John O'Brien
Harold I. Ewen
Philip J. Silvia
Andrew Warner
David F. Coleman
Reeves E. Testerman
Rolf H. Eppinger
Thor I. Eklund
Stephen N. Bobo
Americo A. Iannini
James N. Halllock
Edward A. Spitzer
Robert P. Rudis
William D. Wood

Cracking Down on Special Event Tour Scams

"For too many years, sports and entertainment fans have been ripped off by unscrupulous tour operators exploiting high-demand events," Secretary Peña said in a recent announcement. "These regulations will require operators to tell the truth, or face the consequences." He was referring to the tough, new Truth in Ticketing rules announced by DOT, under which an air tour operator would be banned from offering package deals to events unless it actually had tickets to the events on hand or under contract.

Attention was drawn to this problem late in 1993 when about 800 Wisconsin fans discovered that their Rose Bowl tour packages either did not include promised tickets to the game or, upon arrival in California, they were told they would have to pay hundreds of dollars more for the tickets.

The new rules cover advertisements, payments, refunds and price changes for air tour packages to special events, including any tour organized for the purpose of attending a sporting, social, religious, educational, cultural, political or other event for which admission to the event is advertised as part of the tour. Tour operators must have a substantial number of tickets on hand or under contract before they can advertise a tour. Operators also may not accept payment for a tour unless an actual or contracted ticket is available. If no ticket is available, payment must be refunded within three days. If the price of the tour increases by more than 10 percent, the consumer may cancel and receive a full refund. The price of the tour cannot be raised within ten days of the trip's departure.

Peña Paves Way for New Aviation Accord with Canada

In an effort to end more than 15 years of stagnant airline passenger and cargo travel between the United States and Canada, Secretary Peña has announced a breakthrough that has produced the framework for a new agreement. The two countries will conduct negotiations to produce a market-opening aviation accord centering on producing lower fares, convenient service, more jobs, and supporting economic growth.

"This framework is a milestone in the Clinton Administration's effort to promote free trade, lower costs and provide greater accessibility to markets all around the world," said the Secretary. "We will now move full speed ahead to negotiate an agreement which will scrap our antiquated aviation accord with Canada and adopt a modern agreement reflecting our mutual resolve for fully open transborder service."

The new agreement is expected to generate more than \$1 billion in new economic activity and create tens of thousands of new jobs on both sides of the border.

The current bilateral agreement, negotiated in 1966 and substantially unchanged in 20 years, has suppressed air travel and economic development between the two nations. Nearly two-thirds of the 100 largest American cities are without non-stop service to Canada, and most routes may be served by only one airline from each country. The outdated accord permits both countries to disallow market based fares, driving up the cost for consumers and businesses as well as placing restrictions on air cargo service.

The framework developed and signed by representatives of Secretary Peña and Canada's Transport Minister Doug Young recommends that the new bilateral agreement remove most restrictions on all-cargo services immediately and virtually deregulate the industry within 12 months. The new agreement would also lift restrictions on passenger service immediately, except for new U.S. carrier access to Toronto, Montreal and Vancouver, where restrictions would be struck down in steps over 36 months.

DOT will immediately begin accepting applications from U.S. airlines to service numerous new routes, contingent on a conclusion of an agreement to be negotiated beginning next month.

"Canada is our largest bilateral trading market, our partner in NAFTA and our ally in NATO, but despite these ties, our people have much been denied economic opportunities and have paid far too much to travel between our nations," said Secretary Peña. "This framework represents the potential for a new era of stronger trade, more jobs, and easier, more convenient travel for millions of our citizens."



**AN AVERAGE DAY IN
THE COAST GUARD**

Today the Coast Guard Men and Women will have:

- Saved 15 lives,**
- Assisted 330 people,**
- Saved \$1,500,000 in property,**
- Conducted 144 Search and Rescue cases,**
- Responded to 34 oil or hazardous chemical spills,**
- Boarded 90 large vessels for port safety checks,**
- Inspected 64 commercial vessels,**
- Investigated 17 marine accidents,**
- Seized 318 pounds of marijuana and cocaine
valued at \$7.5 million,**
- Serviced 150 aids to navigation,
and interdicted 112 illegal aliens.**

Patti Grace Smith has joined the staff of the Office of Commercial Space Transportation (OCST) as associate managing director. Smith comes to DOT after serving 14 years with the Federal Communications Commission. Her career there included work in public affairs, public information policy, program design and conference planning.

Smith's responsibilities will include coordinating the director's staff in support of the regulatory and policy divisions, and implementing OCST's role in the National Space Transportation Policy and the office's strategic plan.

A graduate of Tuskegee University in Alabama, Smith received her B.A. in English and philosophy. During 1994, Smith and her teammates at the FCC received a "Hammer Award" from Vice President Gore for their initiatives in reinventing government.

Joan M. Bondareff has been appointed chief counsel for the Maritime Administration. She will also serve as a member of the Maritime Subsidy Board.

Prior to joining MARAD, Bondareff was senior counsel to the House Merchant Marine and Fisheries Committee, where she developed and drafted legislation on a wide range of ocean, coastal and maritime issues, including maritime reform and shipbuilding support legislation.

Bondareff also spent more than 11 years in various professional staff positions at the Department of Commerce's National Oceanic and Atmospheric Administration.

Bondareff graduated with honors from George Washington University and graduated magna cum laude from American University's Washington College of Law. A member of the Maryland and District of Columbia Bar Associations and the Supreme Court Bar, she presently serves as vice chair of the American Bar Association's Marine Resources Committee.

FAAers Complete Mid-Level Manager Development Program

Fourteen managers from across the country

recently graduated from FAA's Mid-Level Manager Development Program in a ceremony held in Charlottesville, Va. The two-year program, which targets GS-14s and GS-15s with managerial and supervisory experience is designed to sharpen skills for upper management positions. Congratulations to this year's graduates:

- Roger Anderson, Central Region
- Lori Aquilino, Western-Pacific Region
- Adolfo Astorga, Headquarters
- Donald Gonder, Northwest Mountain Region
- Joseph Hawkins, Headquarters
- C. David Hobgood, Great Lakes Region
- Lynn Jensen, Great Lakes Region
- Dana Lakeman, Headquarters
- Janet Malouin, New England Region
- Joseph McNeil, Eastern Region
- Sanida McRae, Headquarters
- Michele Owsley, Southwest Region
- Diane Russell, Southwest Region
- Charles Spillner, Southern Region

Coast Guard YARD Captures Two Top Naval Engineering Awards

For the first time in its history, the American Society of Naval Engineering (ASNE) sponsored three new awards designed to recognize outstanding achievement in and contributions to the Coast Guard's naval engineering program. The Coast Guard YARD in Curtis Bay, Md., took home two out of three awards in this first competition.

Nominations were open to all civilian and military personnel of the Coast Guard's naval engineering commands and units around the country.

YARD Supervisory Naval Architect Larry Mercier and the YARD's Industrial Department won the Perry Award and Lucas Plaque respectively.

Mercier is chief of the YARD's Hull Branch, Engineering Division. He has significantly improved both management and technical process by introducing labor and cost saving engineering technology. Under his direction, many engineering projects have been completed

on time and within budget, yielding an annual cost savings in the hundreds of thousands of dollars.

The Industrial Department at the YARD, by improving responsiveness, accountability, quality and service, has provided the entire Coast Guard naval engineering program with world-class ship repair and industrial support. Accolades concerning the 210 MMA (see story in December's issue) continued improvement in labor-management relations, a commitment to improved worker safety, and a thriving Total Quality program set the Industrial Department apart from other nominees for the award.

Lauer Traffic Safety Award Goes to Truman Mast

At a special awards ceremony, the Human Factors and Ergonomics Society recently recognized significant contributions to the field by members and non-members. The 1994 A.R. Lauer Award was presented to Truman M. Mast, human factors team leader at the Federal Highway Administration's Turner-Fairbank Highway Research Center in McLean, Va. The award recognizes his many important contributions to highway safety through the application of human factors towards highway safety. His research on diagrammatic highway signing resulted in significant changes in standards highway signing practices, which have increased safety on the highway. His 1983 pioneering research on driver route-following was a precursor to the system now being considered in the Intelligent Transportation System (ITS). In the late 1980s he initiated, and continues to direct, a program called "Improved Highway Travel for an Aging Population," the results of which will greatly enhance the mobility and safety of older drivers and pedestrians.

Sampath Krishnan, FAA, has been elected as the new chairperson of the National Federal Asian Pacificamerican Council for 1995. Krishnan is the program manager for special projects in FAA's Network Planning and Engineering Division at headquarters, and has been with the agency since 1987.



Canada, Australia Ban Smoking on International Flights

The United States, Canada and Australia have signed an agreement banning smoking on flights operated by their airlines among the three countries — an action Secretary Peña hopes will encourage other countries to ban smoking on international flights.

"This significant agreement will reduce a health hazard to passengers and enhance safety on many international flights," the Secretary said. He said the agreement is an important first step toward the International Civil Aviation Organization's (ICAO) goal to ban smoking on all international flights. Two years ago, the U.S., Canada, Australia, New Zealand, and nine other countries sponsored a resolution in the ICAO assembly calling for a global ban on smoking by 1996.

The U.S./Canada/Australia agreement, which goes into effect March 1, does not apply to flights operated via an intermediate point in a country that has not signed the agreement, or to flights chartered by a person, company or organization for non-paying passengers.

FAA Administrator Visits China and Japan

More than 80 industry representatives, along with members of the trade press, recently gathered at DOT headquarters to hear about FAA Administrator David Hinson's trip to china and Japan.

Hinson said that this is the first time in eight years that an FAA administrator has visited Asia. "The trip was long overdue," he said, "as personal relationships with counterparts are very important for aviation development worldwide."

China represents an important market for the aviation industry, Hinson emphasized. China is Boeing's third largest customer — behind the United States and Japan. "It is predicted that the Chinese will purchase some 800 aircraft over the next 15 years, worth \$40 billion," he continued.

During the headquarters meeting, the administrator announced the signing of four new agreements with China. Hinson explained that the first step will be an FAA/National Transportation Safety Board team that will provide accident investigation training for the Chinese. There were also discussions on airport modernization, implementing GPS, security and financing systems.

In Japan, Hinson and the Japanese Civil Aviation Bureau director general signed an agreement stating that the two countries will hold annual meetings to discuss areas of mutual interest. The FAA considers Japan one of its most important partners in Asia, Hinson said, as it represents an important hub for air traffic. The FAA is also encouraging Japan to implement a new interim air traffic system to handle the increased air traffic projected between Japan and the U.S.

The FAA currently has 384 agreements with 97 countries to help support aviation safety.



Transit Construction Roundtable Held in Atlanta

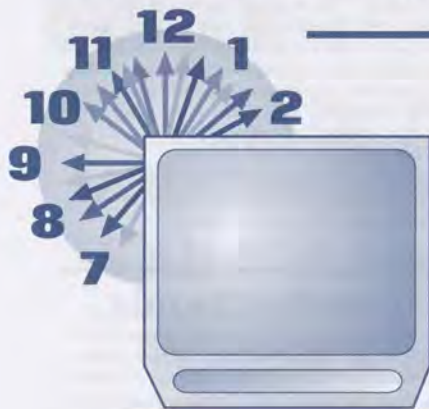
Federal Transit Administration Deputy Administrator Grace Crunican and the Metropolitan Atlanta Rapid Transit Authority hosted the Third Transit Construction Roundtable in Atlanta November 14-15. The meetings are designed to bring together chief engineers and construction officers of transit properties from across the country to discuss initiatives designed to improve how major capital projects are implemented and to help save taxpayer dollars in the process.

The first roundtable was held in December 1993 at FTA headquarters; the second in Oakland, California in May 1994. Issues discussed at the latest roundtable included procurement in construction, project delivery, tunneling and implementing ADA provisions in transit construction. "These exchanges often lay the groundwork for changing and developing guidance in the way the transit industry does business," says Deputy Administrator Crunican. The roundtable also supports Strategy No. 3 of FTA's Strategic Plan, to "Foster Industry Adaptability to Enable the Industry to Respond to Changes in Transportation Patterns, Technologies, and Needs."

The next roundtable will be held in Portland, Oregon in mid April.



FTA Deputy Administrator Grace Crunican, left, looks on as Resident Engineer Dewey Martin explains the construction techniques used on the MARTA line between the new Medical Center and Dunwoody stations.



Maryland, America's master clockwatcher, finds that watching TV is very important — more important than anything Americans do for which they are not paid.

In a 1965 survey, Americans reported an average of 34.5 hours a week of free time and watched television 10.5 hours a week. In 1975, with about four more hours of free time, television watching went up almost five more hours. In the most recent study, free time was up to 40 hours, but television time was about the same — 15.1 hours a week.

How We Pass the Time

As a New Year dawns many of us take stock of our lives, or maybe how we spend time.

According to a recent story in The Baltimore Sun, the country spends more leisure time watching television than any other activity. John P. Robins, director of the Americans' Use of Time Project at the University of

Extensive surveys done by the project ever 10 years since 1965 also show that even though Americans say they have more free time, we feel ever more rushed. It might seem that having a dishwasher would reduce the time spent washing dishes, for example, but Robinson's studies do not show this. The car gets us where we're going faster, but we have a tendency to move farther from work, thereby spending more time commuting. Wash and wear clothing is easier to launder, but we wash clothes more often than we used to, so the total time spent on the chore has not changed so much.

All of which bring to mind one of Mr. Robinson's favorite maxims, Parkinson's Law, which holds that work expands or contracts to fill the time available. "There is more elasticity to time," says Robinson, who is currently the only source of information on how Americans use their time 24-hours a day.

"The value of it," he says, "is the trend, how people are distributing their days. You can find out what's important to people."

A new survey of 100,000 Americans, expected to be released this year, is being conducted at the University of Maryland with a grant from the EPA, which is interested in the amount of time people spend indoors and the implications for indoor air quality.

source: The Baltimore Sun, October 12, 1994 by Arthur Hirsch

Peña Calls National Summit To Improve Truck/Bus Safety

As a result of increased involvement of large commercial vehicles in fatal highway crashes last year and inspections continuing to turn up more and more safety violations for these vehicles, Secretary Peña announced the convening of a National Truck/Bus Safety Summit to be held in Kansas City, Mo., March 12-15.

"The number of deaths in crashes involving heavy vehicles actually increased in 1993," Secretary Peña said, "reversing a 10 year downward trend. In addition there was little improvement in the out-of-service rate for vehicles and drivers

inspected in roadside safety checks."

"In light of the statistics and because more than 85 percent of the contributing factors in all highway crashes are human factors, we must look more closely at our programs and at every way to improve safety, including a closer look at driver qualifications. This will be a major goal of the Kansas City Summit," said the Secretary.

In 1993, crashes involving large trucks resulted in 4,849 deaths compared to 4,462 in 1992. Large trucks accounted for 3 percent of registered vehicles, 7 percent of vehicle-miles

travelled and were involved in 11 percent of all fatal crashes. The summit will emphasize the administration's commitment to reduce highway fatalities by 5 percent each year at a time when all motor vehicle crashes are the seventh-leading cause of deaths in the U.S.

Invited participants to the summit will include representatives of the trucking and bus industries, drivers, shippers, component manufacturers, federal and other agencies, safety organizations, the research community and others involved in highway safety.

SPANISH TRANSLATION OF DOT EMERGENCY RESPONSE GUIDEBOOK

The Research and Special Programs Administration (RSPA), in cooperation with the Secretariat of Communications and Transport (SCT) of Mexico, has translated into Spanish the 1993 Emergency Response Guidebook (ERG) for responders to hazardous materials incidents. The Spanish ERG represents a major step in support of the North American Free Trade Agreement (NAFTA). Initial delivery of 70,000 copies will be to 8 States, Puerto Rico, and Mexico for distribution to emergency responders throughout their jurisdictions.

RSPA is currently working with both Mexico and Canada to produce a joint emergency response guidebook that will be available in English, French and Spanish by 1996.

Attention Travel Charge Card Users

Even though the Diners Club travel card contract with the United States government expired more than a year ago, Diners Club is still getting phone calls from government employees wanting to know why their Diners Club card won't work.

Employees holding the Government Diners Club charge card may NOT use the card and should DESTROY it immediately. The American Express Government Travel Charge Card is now available for government travel.

Maritime Women is Focus of Merchant Marine Academy Symposium

"Women historically have had tenuous connections to maritime work," says Dr. Jane Brickman, head of the Humanities Department at the Merchant Marine Academy.

Armed with this view, she set out to chair the third Women Underway Symposium, hosted by the Academy and sponsored by the Maritime Administration.

Some 130 participants, male and female, attended the three-day conference. A major part of the audience was made up of America's future seafarers — students from the state maritime colleges and the federal Merchant Marine, Coast Guard and Naval academies.

"The symposium positively demonstrated to the participants the enduring presence of women in the maritime field," Dr. Brickman said.

Topics covered included a history of women at sea, employment opportunities for female mariners, and making human relations the cornerstone of the modern workplace.

Speakers and panelists represented high-level interest from around the department and from industry. Among those featured were Katherine Archuleta, DOT's deputy chief of staff; Maritime Administrator Albert Herberger; Joan Yim, deputy administrator; Jerry Aspland, president of ARCO Marine, Inc.; Dr. Mary Lyons, president of California maritime Academy; and Anne Aylward, executive director, National Commission on Intermodalism.

"The symposium successfully explored maritime opportunities for women as

well as obstacles to their full integration into the industry," said Dr.

Brickman. For instance, women who serve on U.S.-flag ships say the work atmosphere has greatly improved on American vessels since the days when the first women began breaking the sex barrier at the nation's maritime academies in the mid 1970s. But women can still find themselves singled out, particularly when in contact with foreign cultures that do not accept sexual equality. "We were in Saudi Arabia after the Gulf War," said Laura Coogan, a 1990 Kings Point graduate who spoke at the symposium. "We had a Saudi guard on our ship who went up to my captain and asked if the captain owned me."

Coogan, now supervisor of cargo and port operations for Crowley American Transport in Florida, says things are changing and will continue to change over time. "It's going to happen slowly," she says. "It's almost like the United States is leading the world in this respect."

"Much good information and many new ideas were put forth at the symposium," Dr. Brickman concluded. "Most importantly, the symposium showed DOT's commitment to ensuring equality in the maritime industry."



Vessel Documentation Program Centralized

The Coast Guard has announced that its centralized Federal Vessel Documentation Program will be located at the Operations Systems Center in Martinsburg, W. Va. Consolidation of the program is expected to be completed during the last quarter of Fiscal 1995.

This move will reduce the number of vessel documentation offices nationwide from more than 100 to only 15, with the ultimate goal to have only one office for members of the maritime community and the public. Regulations for vessel documentation were modified in 1994. Applicants are no longer required to appear at a documentation office to fill out paperwork. Instead, the application and renewal process can be completed by mail. The new centralized office will give the Coast Guard an opportunity to develop an electronic filing process, which will even further reduce the number of forms required to document a vessel.

The Federal Vessel Documentation Program has existed since the days of the First Congress, and was created to ensure unencumbered interstate and international commerce. Today, the program also contains a document recording function, which provides evidence of vessel ownership, mortgages and liens. Each year, 130 vessel document personnel perform 240,000 transactions for about 180,000 vessels.

Air Traffic Controller Sends Jet, Sick Baby to Rescuers

The Boeing 727 had just landed at Fort Lauderdale-Hollywood International Airport when the pilot radioed a chilling message to the tower: Send an ambulance to the gate, a baby has stopped breathing.

Air traffic controller Beatrice "Bea" Knight made a calculated split decision. Instead of sending paramedics to the plane, she sent the plane to the paramedics.

American Trans Air Flight 507 turned right and taxied to within 600 feet of the airports Broward Fire Rescue 10, where rescuers raced out to the jet.

Knight's decision at 10:15 a.m. Monday shaved minutes off the rescue time for 1-year old Duke Tomlinson of Shepherdsville, Ky., who was rushed to Broward General Medical Center and later released Monday night.

"I said to myself, 'If the baby has stopped breathing and if they're going all the way to the gate, that's quite a ways to go,'" said Knight, 34, of Sunrise, Fla. "I knew the fire station was right underneath the tower and the plane was closer to the tower than it was to the gate. Much closer."

Battalion Chief Jim Tyseann, based at Broward Fire rescue's Station 10, said sending the plane to the station saved valuable time. "When you have a child that is unconscious...we're talking minutes and seconds. It's critical," Tyseann said. "It definitely improved the situation for the child."

A controller for nine years, Knight said she has been notified she will be commended for her actions, but she is taking the event in stride. "I was just doing my job," said Knight of her decision. "Anybody would have thought that. It's just common sense."



Rick Cacini displays the tank on his alternative fuel vehicle.

Aeronautical Center's Expert on Alternative Fuel Vehicles

Rick Cacini, program manager for the fuels instructor safety course at DOT's Transportation Safety Institute practices what he preaches. What Cacini preaches — or encourages — all over the U.S. is conversion of fleet and personal vehicles to clean, safe, compressed natural gas.

When Cacini, who is also the Aeronautical Center's alternative fuels monitor, drives around Oklahoma City, he is behind the wheel of a 1985 surplus U.S. Air Force pickup that he bought and converted at his own expense to use natural gas as fuel.

With the exception of the compressed gas cylinder in the cargo bed, Cacini's truck looks like every other one in the parking lot. Non-mechanics are also hard pressed to notice anything unusual under the hood. But people who see the truck and listen to him talk enthusiastically about his natural gas vehicle (NGV) soon realize they may be looking at their own transportation future.

Like most NGV owners, Cacini is enthusiastic about "clean power," but he also talks about the big picture — the mandate that 25 percent of the U.S. government fleet and many states' vehicles will be fueled by natural gas by 1996. He talks about the training on alternative fuels being given by DOT through the Institute to mass transit industry operation and maintenance supervisors nationwide. He'll add that Oklahoma City's buses already use the alternate fuel.

And you'll hear him talk about fast-fill operations for compressed natural gas, which lets him fill up in the same time it takes for the owner of a traditional car or truck.

He's just as likely to spread out a special map showing all public and special access gas stations that accommodate refueling of compressed NGVs from Oklahoma City to the Dallas-Fort Worth metroplex.

A former military motor fleet manager and FAA budget analyst, Cacini now teaches 10 courses a year on the road, and another six specially for emergency response personnel.

At the Aeronautical Center, addition of alternate fuel vehicles through the General Services Administration is just around the corner. What operators will see first is a few dual-fuel, ethanol unleaded gasoline vehicles as part of the fleet. Later on, compressed natural gas vehicles will be added.

Employee Profile

Coast Guard Cadet Earns All-American Status



Coast Guard Cadet 2nd Class Gretchen Wagner has made history at the Coast Guard Academy by becoming the first female Cadet to earn All-American status in cross country. Wagner finished 12th at the NCAA Division III Cross Country Championships held in Bethlehem, Pa. in November.

Wagner ran the 5000 meter course in 18 minutes, 26 seconds to earn the All-American title. She completed her season at the Academy with several victories, and set two course records. "She has worked very hard the past three years and is both mentally and physically tough," said cross country head coach Leroy Falconi.

The 21-year-old mechanical engineering major runs at least 10 to 12 miles each Sunday during the cross country season. She averages about 40 miles per week in preparation for meets. "I love to run, I really do," says Wagner. "It helps me clear my mind and helps me study better. For me, it's a stress relief."

"I like to set a good example for the younger runners," she continues. "As a leader you can't just quit. You have to set an example. Hopefully, running will pay off some day. In a way, it already has."



FRA's Operation Respond Links Houston Railroads With 911 System

Houston, Texas, Summer 1995. It's another busy Sunday night for the emergency dispatchers working the midnight-to-dawn shift at the Harris County Sheriff's 911 Center. Deputy Tim Stratton is reaching for a cup of coffee when an anxious caller reports an accident at an isolated rail grade crossing.

"Please hurry. There's a big truck stopped right on the crossing," the caller says.

While alerting patrol cars to converge on the scene, the Deputy clicks his PC to Operation RESPOND's rail information window, then clicks again, automatically dialing the railroad's operations center, requesting an immediate halt to all train traffic on the line, and a call back for information.

Within minutes, he contacts converging responders by radio to tell them that the railroad has

stopped all trains on the busy main line...

The Deputy in Houston is able to act quickly because of Operation RESPOND, the joint Federal Railroad Administration (FRA)/Houston Port Terminal Railroad demonstration project that allows police and fire emergency dispatchers to instantly retrieve hazardous material information directly from railroads.

The above scenario is an example of what will be possible with Operation RESPOND. Launched in 1992, Operation RESPOND provides direct computer links among the railroads and 911 emergency personnel who respond to rail accidents and hazardous material incidents. In Phase II, being launched this year, the project will be upgraded to provide permanent and more user-friendly links between emergency dispatchers and railroad computer networks. In addition, the Houston team will develop a comprehensive highway-rail grade crossing policy for the area.

The FRA has invited the Research and Special Programs Administration and the Federal Highway Administration to participate in Phase II, merging FRA's user group and project experience with those agencies' established network of hazardous material regulation, education and training. "The Houston emergency communication network will serve as a model for other communities across the nation," said FRA Administrator Jolene Molitoris. "This partnership shows how industry and govern-



ment can work together to improve safety for railroad employees and the public. I believe this project will save lives and protect property."

The working group overseeing Operation RESPOND includes representatives from railroads, Houston-area fire and police agencies, rail labor, the International Association of Firefighters, the petrochemical industry and city and state emergency agencies. Railroads include the Port Terminal, Houston Belt and Terminal, Union Pacific, Southern Pacific, Burlington Northern, Santa Fe, and Amtrak.

Amtrak's participation in Operation RESPOND has resulted in development of the nation's first rail passenger rescue and fire training course at the Texas Fireman's Training School (at Texas A&M University.) This initiative was an outgrowth of the Operation RESPOND Steering Committee's recommendation that fire, police and emergency medical agencies located on Amtrak's routes receive additional information and rescue training in the event of an accident involving an Amtrak train.

Amtrak's Board of Directors concurred, approving surplus passenger equipment for donation to the school. The course, which is scheduled to enroll its first students this fall, is being developed using a labor-management approach involving rail employees and firefighters.

Operation RESPOND will develop a number of procedures designed to be used in other cities around the country. The principal product will be personal computer software designed to allow emergency response dispatchers access to railroad shipment files in order to determine contents of cars or containers in the event of an emergency.

Already one of DOT's most successful customer service initiatives, Secretary Peña considers Operation RESPOND to be a "prime example of DOT's new customer service approach." This new approach to providing emergency information in a timely and efficient manner for railroad operations highlights the Secretary's Strategic Plan in promoting safe and secure transportation as well as investing strategically in our transportation infrastructure. Operation RESPOND is a long awaited emergency response system that will soon be available on a national level.



DOT Renews Partnership With Hine Junior High School

Secretary Peña recently signed a Declaration of Partnership between DOT Headquarters and Lemon G. Hine Junior High School in Washington, D.C. The formal signing is a renewal of the alliance with the D.C. Public Schools in support of Hine Junior High School that DOT has had for the past 10 years. The goal of the alliance is to provide assistance in curriculum, in volunteer tutoring and mentoring, friendship, and encouraging participation in transportation-related educational activities at school and at the Department.

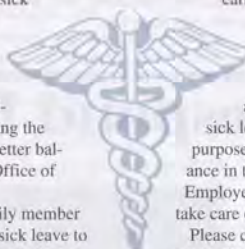
Hine has received the Blue Ribbon School of Excellence Award and the Drug-Free Recognition Award given by the U.S. Department of Education. No other school in the D.C. metropolitan area has ever received both these awards. Hine is also a previous recipient of the Readers Digest Hero in Education Award. The School's Principal, Princess D. Whitfield, was recently named 1995 State Principal of the Year by the National Association of Secondary School Principals.

Sick Leave Can Now Be Used To Care for Family Members

Under the new family leave law signed by President Clinton on December 2, employees may now use their sick leave to care for ill or injured children, spouses, parents, spouse's parents, as well as siblings and their spouses. *

During the public comment period, many agencies as well as employees spoke up on proposed changes. Most agencies felt that expanding the definition of "family" would help employees better balance work and personal life, according to the Office of Personnel Management.

Employees may use sick leave to take a family member to the doctor or dentist. Workers may also use sick leave to attend family funerals, to assist a family member before or after the birth of a child, during the adoption process, or to become a bone-marrow or organ donor. Under the new regula-



tions employees will be permitted to use up to 40 hours of earned sick leave each year for family care or family bereavement purposes. If necessary employees may use additional earned sick leave, up to 64 hours, as long as they maintain a balance of 80 hours in their sick leave account. Therefore, the maximum amount of sick leave available for family care or bereavement purposes, for employees who maintain an 80 hour balance in their sick leave account, is 104 hours or 13 days. Employees must retain enough sick leave on the books to take care of their own personal needs.

Please contact your human resource office if you have any further questions.

*The law also permits unmarried workers in heterosexual or homosexual relationships to take time off to care for their partners.

Calendar

January

16 Dr. Martin Luther King's Birthday
25 Evening with NFL, Meeting on Bicycle Helmet Safety, Miami, Fla.

27 Transportation Research Board meeting, Washington, D.C.

28 Atlas II launch of USN communications satellite scheduled, Florida

February

Black History Month
Denver International Airport opening

March

Women's History Month
National Nutrition Month
15-17 Fifth Annual Meeting Intelligent Transportation Society of America (ITS), Sheraton Washington Hotel, Washington, D.C.

Government Credit Cards Save on Small Purchases

How effectively are you using the Government-wide (IMPAC) small purchase credit card?

"The card permits you to buy the small things you need to do your job without the expensive paperwork and infuriating delays that go with today's procurement system," Vice President Gore told federal workers in a recent speech. Increased use of the government small purchase card can save time and money on approximately 11 million small purchases made each year.

Below is a partial list of the goods or services you can obtain with the small purchase credit card. If you're currently using the card, see how well you're doing.

Goods	Services
Computer Supplies (PCs, printers, toner cartridges, software)	Office Equipment Repair Services (PCs, printers, fax machines, typewriters)
Plumbing Supplies	Plumbing Services
Electrical Supplies	Electrical Services
Office Supplies	Courier Services
Office Furniture	Heating/Air Conditioning Services
Telecommunications Supplies (cellular phones, pagers)	Telecommunications Repair (cellular phones, pagers)
Photographic Supplies	Photographic Services
Audio/Visual Supplies	Training
Conference Facilities	Catering Services
GSA Supplies	Temporary Help Services
Automotive Parts, Supplies and Accessories	Automobile Repair
Hardware (lumber, building materials, paint, glass)	Marine Repair
Magazine and Newspaper Subscriptions	Equipment Rental
Books	Advertising
	Publishing Services

If you checked fewer than 15 areas, you might want to contact your procurement office to learn how to increase your use of the small purchase credit card. And remember, the IMPAC card is for government purchases only, and some restrictions apply.

Those of you still without cards: If you are ordering goods or services like those above through your administrative officers, make sure they are aware that they may be able to obtain them through use of the IMPAC card. The process is virtually hassle-free, it's one of the recommendations under the National Performance Review initiative, and you can usually obtain your goods or services in days instead of weeks or months!

50 YEARS IN TRANSIT, POSTCARD OUTLIVES ITS DESTINATION

Carol Baker, a secretary at the Department of Transportation's Headquarter's building, opened up her mail one morning to find a postcard from Army Pvt. W.B. Hilleary mailed to his mother on July 5, 1944.

"I knew the mail was slow but this was ridiculous," said Baker, who is puzzled about why it took 50 years and four wars for a postcard to make it from a military base in Fort Lewis, Wash., to the site of Hilleary's former home in Southwest Washington. Hilleary, who died last year, had mailed the card to his mother's house, but now that address is occupied by asphalt and federal buildings.

In years past the blue-collar community Hilleary called home was known as the "Island" because the area was separated from the city by a stream, said Margaret Headley, who grew up there but now lives in Northwest Washington.

The stream - Constitution avenue these days - made the spot "a neighborhood all to itself," said Headley, who attends St. Dominic Catholic Church, the only remnant of her old neighborhood.

Baker said she knew something was wrong when she observed the word "FREE" where a stamp should have been. According to a Postal Service spokesperson, Sandra Harding, mail has been found in empty mailbags over the years. "It could have just been there for a long time, or someone could have found it when they were cleaning out an old desk," she said.

The post card is not the first mail from World War II to reappear decades later. In 1986, 235 "V-Mail" letters were found in a Raleigh N.C., attic. A soldier had promised to deliver the mail but forgot about it after he put it into a duffel bag that made its way to the attic. In 1989, postal workers in North Carolina launched a nationwide effort to deliver the mail.

Details about Hilleary's life after the Army are incomplete because in 1973 a fire gutted records at the Veterans Administration (VA) offices in St. Louis. VA spokesman Donald Thornton said the soldiers full name was Willett Burton Hilleary and that he died somewhere in the Washington area July 15, 1993. He was 69.