

FAA, IMPROVING OPERATIONS

FAA Takes Action To Improve the Nation's Air Traffic Control System

As part of a modernization effort he called "the backbone of the air traffic system of the future," Secretary Peña recently spoke to members of the media about the Federal Aviation Administration's efforts to improve staffing, training and communications throughout the nation's air traffic system.

The Secretary opened the press conference by saying that "our skies are the safest in the world and I'm committed to doing whatever it takes to keep it that way."

The Secretary stressed that the nation's air traffic control system is now operating better than at any time in the past twelve years with 99.4 percent availability. "But at the same time," he said, "our concern about the system's aging equipment means we must ensure we are doing all we can to improve safety."

Carol Hallett, president of the Air Transport Association, agreed with the Secretary's assertion that the nation's air traffic control system is the safest in the world. "The administration's efforts to speed up and streamline the installation of new equipment to maintain the high level of safety has not gone unnoticed by the industry," said Hallett, "and it is important that the public recognize those efforts as well."

Secretary Peña talked about the FAA's recent system-wide review of all 21 of its major air traffic centers, which utilized seven teams of agency engineering and air traffic experts to review plans and contingencies for handling equipment malfunctions. The review was headed by Associate Administrator for Air Traffic Services Monte Belger.

During the conference, Belger said he "shares the frustration" of controllers and technicians in dealing with aging equipment and cumbersome, bureaucratic red tape. "These equipment problems," he said, "underscore the FAA's need

for real reform that would provide flexibility in personnel, procurement, and funding."

The review team interviewed more than 500 employees at the 21 centers, and is preparing a final report which is due to the Secretary Nov. 1.

The agency has also accelerated the deployment of new computers in the nation's five busiest air traffic control facilities, at a cost of \$65 million.

According to Belger, the first delivery of the new computer will be in Chicago in 1997.

"This new system will be the backbone of our nation's air traffic control in the next decade," said Secretary Peña. "But as existing equipment will only get older, it is vitally important that the FAA take every available measure to maintain a safe and reliable system."

The Secretary also said that legislation recently introduced in the Senate by Senators McCain, Ford, and Hollings, and in the House by Congressman Clement, is a major step toward giving the FAA the power to fundamentally reform its personnel, procurement, and financing functions.

Preliminary findings illustrated a need to focus action on six fundamental areas:

- staff levels, particularly of equipment maintenance personnel in key centers;
- controller and technician training;
- contingency planning;
- emergency communications capabilities;
- fragile, aging equipment; and
- communication between facilities.

Don't hang out in the NO-ZONE

As part of the Federal Highway Administration's (FHWA) efforts to make travel on U.S. highways safer, FHWA has announced a dynamic public/private partnership to support a high-visibility safety campaign to decrease car-truck fatalities — a coast-to-coast tour of a 48-foot tractor-trailer displaying vivid graphics and the memorable advice "Don't Hang Out in the No-Zone."

The *No-Zone* is the term used to describe the "blind-spot" areas around trucks, in which passenger vehicles "disappear" from view of the truck driver and where crashes are most likely to occur. One out of eight traffic fatalities in 1994 resulted from a collision involving a large truck.

FHWA initiated the public/private sector partnership with Roadway Express, Inc., 3M Corporation and other motor carrier and consumer safety leaders. Plans for the multi-city truck tour include visits to high schools nationwide with the focus on high risk teenage drivers. Last year, 6,989 young people ages 12 to 20 died in car crashes, 799 of these deaths were car-truck crashes.

"Safety is Secretary Peña's highest priority, and we at FHWA are very excited about this new partnership," said FHWA Administrator Rodney E. Slater. "Reminding drivers about *No-Zone* danger with colorful messages on a traveling truck sends safety signals to both car and truck drivers at a moment when they are both in a position to take safety precautions. We must reduce the tragic truck-related crashes that resulted in more than 5,100 fatalities in 1994, an increase of 5.4 percent over 1993."

The "No-Zone" truck is owned by Roadway Express, Inc. It is believed to be the first time a major American carrier has dedicated an entire truck to promote a safety message.



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Advice For Avoiding The NO-ZONE

1 Avoid Tailgating. Trucks have deep blind spots directly behind them. Truck drivers can't see cars in this *No-Zone* position. Travel several car lengths behind to avoid rear-ending a truck in case of sudden stops.

2 Avoid Side Blind Spots. Trucks have larger blind spots than cars on either side. If you can't see the truck drivers face in the side mirror, you're driving in the *No-Zone*. Maintain a consistent and safe speed while passing through these *No-Zones*.

3 Pass Cautiously. Avoid cutting in front of trucks too closely. Trucks take twice as long as cars to stop. The rule of thumb is, if you can't see the whole cab of the truck in your rear-view mirror you are in the *No-Zone* and too close to cut in.

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October is National Disability Awareness Month

To help eliminate bias in the workplace and encourage employment of the skills and talents of people with disabilities, the DOT is participating in the recognition of October as National Disability Awareness Month. This year's theme is "Profit From Our Experience."

A National Disability Awareness event will be held at DOT Headquarters on Oct. 25 from 11:00 a.m. to 1:00 p.m. in the Nassif building courtyard and will feature Federal Highway Administrator Rodney E. Slater as the keynote speaker. In addition, a technology and resource fair will be held from 10:00 a.m. to 2:00 p.m., featuring "Fidos for Freedom," an organization that trains dogs as companions for people with disabilities. The organization will demonstrate how these canine-companions can be useful to people with disabilities. The fair will also feature organizations and technology to assist employees with disabilities and employees with family members who are disabled. For more information on the fair, please contact Mary-Elizabeth Peters at 202-366-0002.

The DOT's 1994-1995 Council for Excellence in Government Fellows developed a handbook — *Employment of People With Disabilities: A Handbook for Leaders* — to support the department's vision of enhancing work life for people with disabilities. In it, Secretary Peña fully endorses all efforts to open the federal workplace to all Americans, including people with disabilities. "It is my intent," he said, "to have people with disabilities contribute to transportation policies and decisions as we make our system relevant and more accessible to all users."

The handbook is designed to

provide federal leaders with guidance in hiring, placement, and advancement of people with disabilities. It also provides general information of working with people with disabilities and "attempts to address the concerns and issues that federal leaders may have."

According to the handbook, there are an estimated 48 million people with disabilities in this country. About two in three adult men with disabilities and four in five women with disabilities are not working. It is important to remember that disability status is only one variable in the full-range of human experience. Positive language empowers when writing or speaking about people with disabilities. Catch-all phrases like "the blind," "the deaf" and "the disabled," do not reflect the individuality, equality or dignity of people with disabilities.

The handbook suggests several terms that are acceptable for use when writing or speaking about people with disabilities:

people with disabilities
individuals with disabilities
people who use wheelchairs
people with mental retardation
individuals who are hearing impaired
people with epilepsy
people who are blind
people who are deaf
people who are parapalegics, quadrapalegics

If you have any questions or would like to receive a copy of the handbook, please contact Michael Winter at 202-366-8014.



U.S. Coast Guard Photo

Vice Admiral J. Paul Reason, Deputy Chief of Naval Operations, William J. Perry, Secretary of Defense, Federico Peña, Secretary of Transportation and Admiral Robert E. Kramek, Commandant of the Coast Guard all express delight after they sign the Memorandum of Agreement between the Department of Defense and the Department of Transportation on the use of Coast Guard capabilities and resources in support of National Military Strategy.

DOT Today

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Secretary of Transportation	Federico Peña
Director of Public Affairs	Steven J. Akey
Editor	James Gower
Design	OST Graphics

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Fake Distress Calls Cost Taxpayers Thousands

"Coast Guard, we need your help. I'm at 256 Pierce Avenue, Warwick, R.I., this is a distress call," said the boy's voice on radio channel 16, the emergency radio frequency. Acting immediately, Coast Guard radio operators contacted local Warwick Police to investigate the address. What they found was an 11-year old boy making false distress calls from his backyard.

Fake distress calls not only have the potential of placing the lives of Coast Guard and emergency personnel in great danger, but cost taxpayers hundreds of thousands of dollars every year. From January to April of this year alone, there were 97 hoax cases costing over \$98,300. Sending a fake distress signal is a federal offense. Those found guilty face a criminal fine, a \$5,000 civil penalty, up to six years in prison and can be held accountable for Coast Guard expenses expended during a search.

A hotline has been established for anonymous information on hoax calls or people suspected of transmitting a fake distress call. That number is 1-800-2-NO-HOAX.



FYI

• If you have any questions pertaining to the White House and Congress' continuing resolution please call DOT's special information HOTLINE which has been established to help answer any questions DOT employees may have. If you are located in the Washington Metropolitan area, the number is 202-366-8980 (hearing impaired, 202-366-7630). Outside Washington, it is 1-800-775-2295 (hearing impaired, 1-800-525-2878).

• DOT Today Wants To Hear From You!

Do you have a story you would like to see printed in the DOT Today? If you do, send the story, photographs (if you have any), your name, telephone number and fax number to:

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Coast Guard Rescues Stranded Mountain Climber

Kodiak, Alaska -- When James Stephens climbed 125 feet up a steep cliff on Cape Uyak to spot schools of fish, he didn't expect to spend the night.

The fisherman from Pasadena, Texas, probably didn't expect to become a dramatic rescue case for a Coast Guard helicopter aircrew either.

Stephens left the fishing vessel *Silver Sword* about 8 p.m. to climb to a point overlooking Northeast Harbor on the west side of Kodiak Island Sept. 12. He wore light hiking clothes but carried no other survival equipment. When the rain started, Stephens found himself unable to climb back down the rocky 80 degree slope.

The skipper of the *Silver Sword* contacted the Coast Guard Air Station at Kodiak about 10 p.m. when he realized that Stephens was in trouble. The skipper described the rugged terrain where Stephens was perched. Two rock spires at the top of the cliff would pose a serious threat to the rescue helicopter. A Coast Guard flight surgeon concluded that Stephens was not in danger of hypothermia given the mild conditions forecasted overnight. The decision was made to conduct the rescue attempt at dawn Wednesday morning.

A Coast Guard HH-60J Jayhawk helicopter left Kodiak at 6:40 a.m. with a Coast Guard rescue swimmer aboard. For Petty Officer Second Class James D. Moore, this was his first direct deployment cliff rescue other than practice. "It didn't go in textbook fashion because of the on-scene conditions," Moore said.

In a standard cliff rescue, the rescue swimmer is lowered to a position near the stranded person, then the swimmer uses the tension on the harness and hoist cable to walk along the sheer face toward the survivor. Once the swimmer is in position, the survivor is held against the cliff by the swimmer's body while the swimmer attaches a harness around the survivor. Then both swimmer and survivor are hoisted to the helicopter.

But this was a less than perfect situation. Two rock spires rose from the top of the cliff, restricting the Jayhawk's maneuverability. During the hoist to

the cliff face, Moore encountered difficulties keeping a solid footing on the steep, slippery terrain. When the Jayhawk was in position over Stephens, there was less than 10 feet clearance between the tips of the helicopter's rotor blades and the rock spires. One spire rose 50 feet above the hovering Jayhawk.

When the helicopter arrived on-scene, pilot Lt. Cmdr. Dave Simms and crew evaluated the situation and planned the rescue. The plan was radioed to the crew of the *Silver Sword*, who shouted instructions up to Stephens on the hillside.

"We performed a dry hoist first, moving into the position where the actual hoist would take place.

"It was a good decision not to fly at night," McCullars said. "As it was, we couldn't get close enough to provide positive contact." Positive contact is when the helicopter is in a position that allows the rescue swimmer to walk across the cliff face as if repelling.

Beginning the actual hoist operation, the Jayhawk returned to the rock face and lowered Moore to the cliff via stainless steel cable. The tight clearance around the helicopter meant Moore had to climb across the steep face rather than walk with the support of the hoist cable. The steep terrain and the rainsoaked grass made moving very difficult.

"The terrain caused some problems up there," Moore said. "I was kind of bouncing on and off the slope to get up to him".

Pilots cannot see a deployed rescue swimmer dangling below the helicopter, and the only communication between Moore and Simms was hand signals relayed through the flight mechanic, Petty Officer First Class Gerald Watson, working the hoist winch at the open door of the helicopter.



Coast Guard Photos

Above: Petty Officer Second Class James D. Moore standing beside his HH-60J Jayhawk.
Left: A USCG HH-60J Jayhawk seen here flying above a fishing vessel.



To reach Stephens, Moore had to climb under a rock overhang which prevented the flight mechanic from seeing his hand signals. This meant Moore was to be out of contact with the Jayhawk while harnessing Stephens to be prepared for the hoist.

While Moore was under the overhang, the hoist cable chafed vigorously against the rock edge severing several strands of the stainless steel cable.

For nearly 20 minutes the pilots were busy keeping the Jayhawk stationary 250 feet in the air just feet away from the rock spires. "Fortunately the winds were calm," McCullars said. "It's doubtful we could have done this hoist if there had been a lot of turbulence."

With Stephens strapped to Moore's chest, Watson hoisted the pair back to the door of the helicopter as the pilots backed the Jayhawk away from the cliff. The Jayhawk landed on the beach in Northeast Harbor, and Stephens returned to the *Silver Sword*. He was in good condition.

"I didn't realize how dangerous that mission was until we got back to Kodiak and inspected the steel cable," said Moore.



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DOT Congratulates Seven Life Saving Medal Winners

Secretary Peña recently congratulated seven young students from four states for their leadership, bravery and commitment to both their communities and their peers. The students, all members of the School Safety Patrol Program, are the winners of this year's AAA Lifesaving Medal.

"Your heroic efforts send a strong message to the thousands of young safety patrols and the students they protect," Secretary Peña said. "The President has stressed improving our schools and making them safe places. By choosing to be patrols and by doing your job well, you already have contributed to making it a safer place."

This year's winners include: Rickie C. Cook and Joshua J. Golden of Columbus, Ohio; Adam K. Wagner and Jarrod A. Stahl of Akron, Ohio; Joyce A. Jacobson, Broken Arrow, Okla.; Quintin Griffin, Seattle, Wash.; and Justin Greco of Milwaukee, Wis.

Each of these patrols, at the risk of their own lives, performed heroic deeds that sends a strong message to the thousands of young safety patrols and students they protect. They all demonstrated important as well as outstanding qualities that make them a credit to their schools and their nation.

For 75 years, the American Automobile Association has sponsored the National School Safety Program. Each year, 500,000 students serve as AAA school safety patrols in more than 50,000 schools.

The pedestrian death rate for children ages 5-14 used to be the second highest fatality rate of any age group; today they have the lowest. Experts credit School Safety Patrol Programs with making a strong contribution to this significant improvement.

"It certainly has been a pleasure for me to meet and congratulate each of you today," Secretary Peña said. "It's not often that I find myself in a room full of young heroes and I find it particularly gratifying. Thanks for a job well done. Your parents, schools and communities, I'm sure, are as proud of you as I am."

MARAD Honors U.S.-Flag Shippers

The Maritime Administration recently honored 43 Florida exporters and importers for their use of American-flag merchant ships to carry significant volumes of cargo worldwide.

"Using American ships makes sense from a business standpoint," said Deputy Maritime Administrator Joan B. Yim. "American ocean carriers are cost-competitive, and provide excellent service."

"In addition, through their use of America's merchant ships, these companies support the nation's economic security and vital sealift capability," Yim added.

"America needs commercial cargo ships and civilian seafarers for military support and to avoid being totally dependent upon foreign ships and crews to support the growth of our foreign trade under the Clinton Administration."

Yim presented each of the 43 U.S.-flag shippers with the DOT's U.S. Merchant Marine Certificate of Appreciation. MARAD works in partnership with the maritime industry to support the nation's economic and defense needs.

"Our American-flag ocean carriers are transportation pioneers," Yim said, citing innovations which include containerization, double stack rail cars, electronic equipment identification and satellite tracking.

For more information on the event and the companies who received awards, please contact Sharon Jenkins at 202-366-5807.

Achieving the Department's Streamlining Goals - Tariffs Program Transfer to DST

The Research and Special Programs Administration has achieved another of its streamlining goals. In support of the Clinton Administration's and Secretary Peña's commitment to improving government, RSPA's Office of Automated Tariffs was transferred to the Office of the Assistant Secretary for Aviation and International Affairs. By improving electronic processing of international tariff filings, RSPA downsized the staffing from 13 to one.



Excellence in Transportation Research and Development Award

Nominations are now being accepted for this year's *Secretarial Award For Excellence in Transportation*

Research and Development to recognize individuals and organizations that have made outstanding contributions to the advancement of transportation technologies.

Secretary Peña is scheduled to present the award at the 75th annual meeting of the Transportation Research Board which will take place Jan. 7-11, 1996 in Washington, D.C.

"One of the department's strategic goals is to create a new alliance between the nation's transportation and technology industries to make them both more efficient and internationally competitive," said the Secretary. "The award underscores the importance of technology in our transportation system."

Written nominations must be received by Nov. 30. For additional information, contact Kevin Greene at the Volpe National Transportation Systems Center, at (617) 494-2106. Internet: green@volpe1.dot.gov

WORLD MARITIME UNIVERSITY STUDENTS VISIT COAST GUARD ACADEMY

by PA3 Michael P. Brock

NEW LONDON, Conn. — While visiting the Merchant Marine Academy in late September, nine students and one professor from the World Maritime University (WMU) in Malmo, Sweden, also visited the Coast Guard Academy.

While at the academy, the WMU members met with Rear Adm. Paul E. Versaw, superintendent, as well as the dean and commandant of cadets, to discuss the functions of the Coast Guard Academy. After the meeting, the visitors were treated to a tour of the academy's grounds and facilities.

Among the various sites visited on the tour were a demonstration of the shipboard simulator, a tour of the engineering classrooms and facilities including the tow tank, and a tour of the Barque Eagle.

The World Maritime University was established in Malmo, Sweden, in 1938 through the auspices of the International Maritime Organization. It is an international post-graduate institution with affiliated institutions in fourteen developing nations.

The fundamental objective of WMU is to provide the international maritime community, and in particular developing countries, with a center of high-level maritime training and an effective means for the transfer of maritime technology from developed to developing nations.



U.S. Coast Guard Photo

Redoune Hermouche (far right) of Algeria listens as 1/c Piazza (middle) and Clevenger (left) explain their naval architectural hull design project.

DOT Sponsors Bus Industry Summit

The Federal Transit Administration (FTA) recently gathered representatives of U.S. firms that manufacture mass transit buses recently in Washington, D.C., to discuss steps that should be taken to ensure the long-term economic stability of the bus industry.

"The bus is the most commonly used transit vehicle in America," FTA Administrator Gordon J. Linton said. "That is why we are meeting with bus manufacturers and listening to their concerns and problems."

Each year around 2,500 to 3,000 new buses are delivered to transit agencies in the United States. "Because the federal government pays for more than 70 percent of the cost of all these vehicles, we have to be alert to possible ways that federal procedures and federal regulations may be having unintended impacts on the bus manufacturing industry," said Linton. He also outlined several procurement changes implemented by FTA as a result of industry input.

In opening the Summit, Deputy Secretary Mort Downey emphasized the need for DOT to support the competitive market by investing in technology research and development that will define innovations needed to make transportation more efficient, environmentally sound and customer friendly. The Deputy Secretary also identified ways to remove roadblocks towards a healthy industry.

During the Summit's luncheon speech, Secretary Peña re-emphasized the Deputy Secretary's comments by pointing out that this Administration is committed to working with private industry as partners so that the economy is stimulated and the quality of life for all Americans is vastly improved.

The Summit provided bus and equipment manufacturers, suppliers and transit operators an opportunity to improve ways of doing business and to resolve outstanding issues.

FTA will publish a full report of the Summit proceedings by December 1995. For further information, please contact Janette Sadik-Khan, Associate Administrator for Budget and Policy, Federal Transit Administration, (202) 366-4050.

Secretary Peña and FTA Administrator Gordon J. Linton seen here during the Bus Summit luncheon.



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1995 U.S. DOT Summer Transportation Program

This summer proved to be a tremendous educational and career opportunity for 20 undergraduate college students of diverse backgrounds participating in the Summer Transportation Internship Program for Diverse Groups. Now in its fifth year, the purpose of the intern program is to expose young people to careers in transportation. FHWA, FTA, FRA and RSPA hosted the students for a 10-week program. Together, the four agencies awarded a grant to the Organization of Chinese Americans, Inc., to administer the program. By all accounts this program is a winner with the participating agencies, the students and the colleges that were represented.

Assigned to the Washington area, interns worked on such projects as updating the Manual on Uniform Traffic Control Devices, conducting quantitative analysis of high ground transportation in U.S. Corridors, assisting in the planning and designing of Transit Management Demonstration Projects and working on the Risk Assessment Quality Team in pipeline safety.

Some of the more memorable experiences the interns are not likely to forget will be the field trips, workshops and special projects in which each took part in. The opportunity to visit the multi-million dollar Boston central Artery Tunnel Project was one such field trip. In addition, the interns had the honor of meeting U.S. Rep. Norman Mineta in an open forum about transportation issues. At the time, Rep. Mineta was the ranking minority member of the Transportation and

Infrastructure Committee, but he has since retired from Congress.

At the conclusion of the summer intern program each intern is required to write a research paper and provide an oral presentation of their project assignment to Administrators, mentors, and co-workers.

This program could never be possible without the time and effort of the DOT employees who serve as mentors to the interns. The DOT Internship Advisory Committee dedicates time year-round towards the planning, managing and monitoring of the program in addition to their everyday workload.

The 1995 Summer Interns proved once again to be "transportation enthusiasts" and their assigned offices enjoyed the fresh perspective that they offered. The Intern program is indeed a cooperative effort that brings DOT modes, the transportation industry and potential future employees together. This year's group of interns exemplified the diversity, creativity and energy of DOT's future workforce.

For more information about future DOT Summer Intern Programs, please contact Ms. Anh Nguyen at 202-366-4336 or Sandra Talbert-Jackson at 410-962-5179.



OST Photo

The Telecommute Gets Shorter

Promoting Quality of Worklife and Environmental Benefits, Telecommuting Grows in Popularity

by Naomi Taylor-Johnson

Some days an ordinary commute can turn into a nightmare. There are still other days when commuting to work disrupts family obligations. When either one of these scenarios occur, the tone is set for a difficult day ahead. There is an alternative, however. Imagine a commute where you have little or no "stop and go" traffic, no worries of neglecting family obligations and no built-up frustration upon arriving at your place of work. Impossible you say. Not when the commute is minutes from your own home, or even better, within the walls of your home.

In 1994, the White House published *The Climate Change Action Plan*, which set a goal of achieving two percent of all federal employees to telecommute at least one day a week. On August 15, 1994 Secretary Peña issued a memorandum consistent with the President's Action Plan which set a goal for DOT employees to reach the same two percent telecommuting goal within DOT. By issuing such a goal, the Office of Personnel Management recognized DOT for its outstanding work in striving to achieve such a number of DOT Telecommuters. Reaching for the two percent goal, DOT's telecommuting program to date includes over 350 employees.

DOT plans to participate in Telecommute America, Discover a New Workplace, Oct. 23-27. The event is sponsored by both public and private sectors and will highlight the experience and benefits of telecommuting. The DOT plans to host an Interagency Telecommuting Forum for federal managers on Oct. 25 at DOT Headquarters in Washington, D.C. For more information, please call Clydette Jones at 202-366-2764.

muting program to date includes over 350 employees.

The advent of the information highway has made telecommuting a much more viable and attractive option than ever before. The traditional workstation, as we know it, is being redefined by telecommuting almost daily. Currently, the Federal Highway Administration (FHWA) has the lead in DOT's program enlistment with 153 participating employees. One-hundred and forty-two of these employees are Motor Carrier Safety Specialists reporting to their offices only one day a week while spending the rest of the work week conducting field inspections at motor carrier companies. The Federal Aviation Administration (FAA) is gaining on FHWA however with 109 participating employees. So that FAA employees would be prepared to enter into the telecommuting world, FAA developed an internal telecommuting questions and answers brochure that addresses several common concerns about telecommuting as well as guidelines which designate which employees are eligible for the program.

For management, participation in the program can improve morale and efficiency of employees, provide the opportunity for employees with health problems to continue to work, increase productivity through management by results, and attract persons with limited mobility to DOT. For employees, participation can mean an alternative to daily commuting, maximized peak performance periods, improved quality of worklife and performance, and flexibility to balance work and family needs. In addition, environmental impacts from such a program could alleviate traffic congestion on area highways, air pollution, office rental costs, and improve worklife practices for many people.

Telecommuting has a myriad of paths an employee can take besides the popular home-based busi-



A Team Workstation in the Hagerstown Telework Center.

ness option.

Depending upon the business operation or equipment needs, an employee may need to use a Telework Center. This is an office operations in which space is designed for use on a shared basis by two or more employers. DOT currently utilizes several telework centers. Employees assigned to work at these centers are those who are located nearer to the centers rather than their official work sites. Other options include: satellite offices, hoteling offices, virtual-mobile office, and teleservices.

There are those however that see a negative side to telecommuting. A 1990 report from the Federal Flexible Workplace Pilot project, reports that many managers are hesitant to embrace telecommuting because they seem challenged by the idea of supervising someone they cannot see.

The very nature of telecommuting will undoubtedly call for rethinking how tasks are currently accomplished versus the more efficient means by which telecommuting might achieve them. Secretary Peña stated in his memo on telecommuting, "To be truly successful in reinventing government, the traditional management mindset must shift from process to results — where an employee works must be secondary to what the employee accomplishes."

For more information on how you can become a DOT Telecommuter, contact your DOT Modal Telecommuting Coordinator through your personnel office.



The VIPs who attended the Volpe Center's 25th Anniversary Celebration (l. to r.):

Dr. D.K. Sharma - RSPA Administrator;
Joan Yim - MARAD Deputy Administrator;
Rodney E. Slater - FHWA Administrator;
Kenneth Lyons - President, National Association of Government Employees;
Dr. Elaine Kamarck - Senior Policy Advisor to Vice President Gore;
Dr. Richard John - Volpe Center Director; and
Sheila Russell - Vice Mayor of the City of Cambridge.

Volpe, is part of the department's Research and Special Programs Administration (RSPA). RSPA Administrator Dr. D. K. Sharma presided over the ceremony. "The Volpe Center is a remarkable institution. It conducts state-of-the-art research and pioneers new technologies that improve the safety, security, efficiency and environmental impact of America's transportation systems," said Dr. Sharma. "The Volpe Center's work helps America compete in the world market. Many of the technologies developed here have found their way into the commercial arena."

Dr. Elaine C. Kamarck, Senior Policy Advisor to Vice President Gore, delivered the keynote speech. Dr. Kamarck recognized the Volpe Center for its superb customer service, and noted that as a market-driven enterprise for the past 25 years, the Volpe Center embodies the spirit of "reinventing government."

Over 1,000 people gathered in Cambridge, Mass., recently to recognize the Volpe National Transportation Systems Center's 25 years of achievements in the development and deployment of transportation technology.

The Volpe Center, named for former Massachusetts Governor and U.S. Secretary of Transportation John A.

VOLPE NATIONAL TRANSPORTATION CENTER

25 Years of Excellence

Federal Highway Administrator Rodney E. Slater offered his congratulations and appreciation of the work the Volpe Center has performed for FHWA over the years. Together Dr. Sharma and Mr. Slater presented a message and plaque to the Center Director, Dr. Richard John on behalf of Secretary Peña. In his message, Secretary Peña said, "In more than a quarter of century of service, the Volpe Center has made significant contributions to transportation research and development. The Volpe Center provides vital leadership and expertise in advanced transportation research through its work in such areas as navigation, communication, surveillance and traffic management. The Volpe Center's commitment to enhancing the safety of America's transportation system is an example of government that works."

Ms. Sheila T. Russell, Vice Mayor of Cambridge, read a proclamation from the City of Cambridge praising the Center's accomplishments as a national center of transportation expertise and as a good neighbor for its extensive volunteer educational outreach programs.

The Volpe Center has made invaluable contributions to the development of transportation technology. Its accomplishments include development of a vessel traffic management system for the St. Lawrence Seaway Development Corporation using the Global Positioning System (satellite-based tracking); advanced computer applications for the Geographic Information System to track hazardous materials shipments; a state-of-the-art global tracking system, referred to as "INTRANSIT" that tracks and records the movement of vehicles, containers and personnel worldwide; and an Enhanced Traffic Management System which allows the Federal Aviation Administration to manage the flow of air traffic nationwide.

Administrator Sharma noted that these achievements, as well as the Volpe Center's many other accomplishments, would not have been possible without the dedication and professionalism of the Center's employees. "The devotion of the Center's staff to the advancement of transportation technology is at the heart of the Center's success."

USCG Chaplain Earns Inaugural Military "Chaplain of the Year"

by PA3 Chris Rose

The role of a military chaplain is one with a complex nature. Not only are they responsible for fulfilling the duties of an officer, they also perform the duties of religious leader, counselor and friend.

Lcdr. Howard L. Marshall, Chaplain of the Seventh Coast Guard District, performs these duties with excellence and for his efforts was recently selected as the military "Chaplain of the Year" by the Progressive National Baptist Convention.

The convention was attended by political and religious leaders, ministers and followers from around the country. Over 50,000 attended the event to listen to President Clinton, the main speaker, and the Reverend Jesse Jackson.

While surrounded by friends and colleagues at a prayer breakfast, Marshall was presented with a plaque by the conventions president, Dr. Bennett W. Smith. Dr. Smith created

the award to honor chaplains on a national and conventional level who distinguished themselves in the military. This year was the first time the award was presented.

In his 17 month tenure as the Seventh District's Chaplain, Lcdr. Marshall not only supervises in St. Petersburg, Fla., Charleston, S.C., and Borinquen, Puerto Rico, but also coordinates and manages all religious programs throughout the District.

Lcdr. Marshall has trained over 100 people as lay readers to lead prayers and Bible study aboard ships and at bases and stations where chaplains are not assigned. He also has provided pastoral counseling to over 1,500 military personnel and their families.

Chaplain Marshall can be described as a "Dynamic preacher and a dedicated minister who leads by example...A Chaplain who is known for being highly motivated and extremely professional," said Radm. Roger T. Rufe, Jr., the Seventh District Commander.



U.S. Coast Guard Photo

"It's obvious that he would not have received the award if he had not been performing his duties in a superior manner," said Capt. Skip Blance, Chaplain of the Coast Guard. "The Chaplain Corps is very proud of him, and feels that he greatly deserves the award."

"I was proud and honored just to be nominated," said the Chaplain. "But I didn't think I would win. I just did my job, and never really expected anything in return."

"This award really belongs to the members of the Seventh District and my colleagues in the Chaplain Corps who supported my endeavors and

Lcdr. Marshall examines his planner before preparing one of his monthly reports. Marshall earned the "Chaplain of the Year" Award over 32 other military nominees.

helped me get the job done," Lcdr. Marshall added.

The plaque he received now hangs on his office wall, a small reminder of being recognized as the best in his field.

"I am grateful," Lcdr. Marshall said. "Being honored for my work is something I can reflect upon with very fond memories."

SLSDC Hosts 16th Trade Mission To Brazil and Venezuela

by Kevin O'Malley

Twenty-two U.S. and Canadian maritime, trade and business officials represented the Great Lakes St. Lawrence Seaway System maritime industry on the Saint Lawrence Seaway Development Corporation's (SLSDC) trade mission to Rio de Janeiro, Brazil, and Caracas, Venezuela, last month.

The mission, led by Corporation Acting Administrator David G. Sanders, hosted presentations, meetings and receptions in each city for current or potential customers and maritime leaders.

In addition to the one-week trip, half of the delegates participated in a three-day visit following the Mission to Panama City, Panama. The group met with Panama Canal Commission officials, toured the canal facilities, traffic control center, shiphandling simulator and transited a portion of the canal. The group also held business meetings with Panamanian shipping and trade executives.

Sanders noted that the mission was a success for delegates as many have indicated that the Seaway may soon handle new trade because of one-on-one business meetings during the mission.

"A number of our participants were successful in laying the foundation for new trade between the two nations of Brazil and Venezuela and North America via the Great Lakes Seaway System," Sanders said. "This region of the world represents a growing market for Seaway trade and the success of this mission served as an example of its importance."

The one-week business trip was the first visit by a Corporation trade mission to Venezuela and the second to Brazil. The Corporation has sponsored 16 trade missions since 1985 to 48 cities in 32 countries.

FRA and U.S. Air Force Collaborate On High-Speed Rail

The Federal Railroad Administration and the U.S. Air Force recently announced an agreement to develop magnetic levitation technologies for use in missile defense warhead testing and high-speed ground transportation.

Federal Railroad Administrator Jolene Molitoris said, "We are excited about the prospect of working with the Air Force on the development of multi-purpose applications of this new technology. This partnership is an excellent example of the Clinton Administration's commitment to develop advanced technology projects that will yield maximum benefits, with both military and civilian applications. Magnetic levitation (maglev) trains have the real potential to help relieve congestion along our nations already overcrowded highways and airways. "A maglev passenger train could cut the travel

time from downtown Los Angeles to downtown San Francisco by about 1 hour and 30 minutes — today it takes nearly 10 hours traveling by "traditional" rail service," Molitoris added.

Maj. Gen. Stewart E. Cranston, commander of the U.S.A.F. Development Test Center, said, "Magnetic levitation technology will give the Department of Defense a capability to conduct realistic, hypersonic testing of propulsion systems at an affordable price. We are pleased to work with the Federal Railroad Administration to develop commercial applications for this technology."

The FRA and DOD partnership will yield benefits in developing high-speed maglev vehicle control capabilities as well as derive technology benefits applicable to future high speed passenger train service.

Historical Transportation Financial Statistics Now Available

The DOT's Bureau of Transportation Statistics recently released the report *Federal, State and Local Transportation Financial Statistics, Fiscal Years 1982-1992*, which details transportation-related revenues and expenditures by mode and government jurisdictions.

The report also identifies which transportation expenditures are paid directly by users and the degree to which transportation expenditures are covered by user charges and the transportation-related collections. In addition, it presents financial trends through time series data on government transportation-related program revenues and expenditures.

Dr. T. R. Lakshmanan, Director of the Bureau of Transportation Statistics said, "A considerable amount of funds are transferred among three levels of government — federal, state and local. These intergovernmental transfers represent a substantial revenue source for state and local governments and significant expenditures for federal and state governments."

Future plans for the report call for an expanded data set in order to increase the scope of the report. In addition, the information contained in this report is expected to be released in electronic format by the end of this year. A related publication, *Federal Transportation*

Financial Statistics, Fiscal years, 1984-94, to be published by BTS by the end of the year, will provide more detailed federal level information on receipts and expenditures.

This report is the eleventh in a series. BTS has assumed responsibility for publication of this document which was formerly prepared by the DOT's Office of Economics.

To order a copy of *Federal, State and Local Transportation Financial Statistics, Fiscal Years 1982-1992*, or for further information, contact BTS at (202) 366-DATA or by fax on (202) 366-3640.



White House Honors USCG Pollution Prevention Team

Five members of the USCG's Support Center New York's Pollution Prevention Team were recently honored by the White House for their tireless dedication in achieving environmental awareness and progress. At a ceremony in the Old Executive Office Building on September 12th Captain James D. Garrison, CW04 Frank E. Libby, CW04 William White (retired), SK1 William Thomas, and YN3 W. Troy Sampson each received a 1995 White House "Closing the Circle" Award certificate signed by both President Clinton and Vice President Gore.

Following the White House Ceremony, Secretary Peña acknowledged each winner by presenting them with a letter of recognition for their award winning efforts in promoting the use of "green" environmentally preferable products and reducing generations of hazardous wastes.

This White House environmental award was mandated as part of Executive Order 12873, "Federal Acquisition, Recycling and Waste Prevention" to recognize federal agencies for the best, most innovative federal programs implementing the executive order. There were 233 nominations government-wide in five categories: Affirmative Procurement, Model Facility Demonstration, Recycling, Waste Prevention, and Environmental Innovation.

Support Center New York was nominated in the Model Facility Demonstration category for their pollution prevention program. In 1993 they instituted an aggressive procurement control system with an objective to reduce waste, and operating costs of the Support Center and its 22 tenant units. An integrated team consisting of upper management, procurement staff, pollution prevention coordinators, and shop staff substituted over 100 recycled or earth-friendly products. In the first year of operations, this "green" approach to acquisitions effectively reduced hazardous waste generation by 54 percent and saved over \$83,000.

The White House will announce the second annual "Closing the Circle" Award in November 1995. Judging is planned for April 1996. All Operating Administrations are encouraged to prepare nominations for this award.

Key Measures For NAFTA Transition Announced

In order to prepare for the historic December 17, 1995, opening of the U.S.-Mexican border to Canadian, Mexican and American trucking under the North American Free Trade Agreement (NAFTA), the DOT recently announced that several key measures will be implemented to assure safe and efficient transportation operations.

The three actions include adoption of a truck safety compliance and enforcement strategy, creation of a federal-state team to oversee final

preparations for the December 17 market opening and initiation of a comprehensive education program for the trucking community on motor carrier requirements in Mexico, Canada and the United States.

Secretary Peña made the announcement from Montreal recently while attending a one-day trilateral ministers meeting with Canadian Transport Minister Douglas Young and

and Canadian trucks enter the six states of Northern Mexico, we must ensure smooth, safe and efficient operation." Access will be restricted to cross-border operations and will not allow for any point-to-point domestic operations.

The three transport ministers during the course of the day's meeting reviewed the work that has been done through NAFTA's Land Transportation Standards Subcommittee (LTSS) to ensure greater compatibility among safety standards and regulations in the three countries.

Greater compatibility among the three countries' safety standards will ensure the flow of traffic across the border without diminishing the high levels of operating safety currently enjoyed in the United States. The three countries have already developed compatible commercial driving licensing standards and adopted identical criteria for conducting roadside inspection of trucks and buses. They will soon finalize a North American emergency response guidebook for the movement of hazardous materials.

In addition to the work of the LTSS and other interagency work groups, the DOT has implemented additional measures which will make for a smooth transition in December.

A team consisting of state officials from Arizona, California, New Mexico and Texas, along with federal agencies with responsibilities related to implementation of NAFTA's transportation provisions has been established. In addition, a joint federal-state comprehensive safety compliance and enforcement strategy applicable to the border states has been implemented. This strategy will address problems that may arise as a result of the increase of trucks engaged in cross-border operations. Driver license requirements, data exchange, drug and alcohol testing, insurance verification, hours of service and equipment standards will be just some of the issues addressed in the strategy. Finally, a broad educational effort disseminating information on motor carrier operating requirements in Canada, Mexico and the United States will be implemented.

"These efforts are among the cornerstones of the DOT's overall NAFTA implementation plan," said Secretary Peña. "Combined with the outstanding effort that has taken place to date in trilateral groups such as LTSS, these measures will minimize potential transition problems and provide us with a strong network to quickly address any issues which may arise."

Mexican Secretary of Transportation and Communications Carlos Ruiz Sacristan. The Clinton Administration has brought unparalleled opportunities for U.S. businesses in opening international markets through NAFTA. "These initiatives, together with the Administrations commitment to open markets in the Asia-Pacific region early next century will continue our nations economic growth," said the Secretary.

"It is clear that this December will mark a visible fundamental change in the way trade and commerce is conducted in our hemisphere, opening vast new opportunities for our nation and our neighbors," said Secretary Peña. "As Americans begin to notice the difference at home, the United States is determined that NAFTA is enacted properly and works right for each of our countries. The steps being announced today will help us ensure that this transition continues smoothly, safely and efficiently."

Secretary Peña went on to say, "As thousands of Mexican trucks gain access to California, Arizona, New Mexico and Texas, and American

Temporary Towers

Amarillo Airport Gets The First of Eight Mobile Air Traffic Control Towers

FAAers in the Amarillo Airport Control Tower recently moved to a "Mobile" home while their facility undergoes a \$1.8 million asbestos removal and remodeling project.

The temporary facility, called a Mobile Air Traffic Control Tower, is the first of eight such towers scheduled to be constructed for use during natural disasters like hurricanes and earthquakes which may disable a permanent facility.

Designed to function as a visual flight rules tower, the facility has been modified to work as a terminal radar approach control in tower cab at Amarillo. It sits atop a 40-foot scaffold located 250 feet closer to the airport than the old facility. The complete unit consists of the mobile tower and two single-wide mobile homes - one for equipment, and the Airways Facilities sector office, and the other for administrative offices and a breakroom.

The facility which costs \$650,000 has almost 20-miles of wiring and 11,700 radio channels. It is also equipped with digital bright radar indicator tower equipment for working the approach control position and a multi-data position for coordinating and assisting radar and local control as needed. There are six frequencies available for use in the facility. The mobile tower is also equipped with a digital recording system, a voice activated recorder that can store up to 250 hours of communication data on a cassette-sized tape.

Amarillo personnel will be in the temporary facility for about eight months.



A crane lifts the mobile tower to its new home atop a 40-foot scaffold.

Vehicle Digitization and Modeling Laboratory Established

The George Washington University's Virginia Campus, the home of the Federal Highway Administration/National Highway Traffic Safety Administration National Crash Analysis Center (NCAC), recently added a vehicle laboratory to its existing collection of advanced graduate research laboratories. The vehicle digitization laboratory is used by NCAC researchers to digitize vehicle surfaces and components for subsequent computer crash analysis.

The goal of the laboratory is to develop techniques for efficient and cost-effective modeling of vehicles for crash analysis. The methodologies involve all procedures from the early stages of reverse engineering through model generation, model verification, model size reduction optimization, and validation for intended crash applications. The developed method is also empirically evaluated, tested, and verified by real life application to various vehicles in the laboratory.

The vehicle laboratory can accommodate vehicles as large as a pick-up truck and is located near a loading dock where vehicles can be easily towed in. A vehicle side rolling rack allows convenient rotation of the vehicle to its side for easy access underneath the vehicle. The NCAC staff are currently applying their developed methods to model a 2000 P class pick-up truck for use in both roadside safety feature evaluations and side impact crash simulations. A preliminary model has been completed and is being debugged and further enhanced for validation. For more information please call Leonard Meczkowski FHWA, (703)285-2420, and Nabih Bedewi FHWA/NHTSA NCAC, (703) 729-8361.



More than 800 million people in the world today suffer from chronic hunger.

World Food Day

Every year, World Food Day is observed internationally on October 16, in recognition of the United Nations Food and Agriculture Organization. This year will commemorate the 50th anniversary of its founding. The theme for this year is *Fighting Hunger: Looking Back, Looking Ahead*. The purpose of this day and the activities that surround it is to increase the awareness and understanding of hunger and to promote year round, long term action on the complex issues of providing food to everyone on the planet.

World Food Day is now

observed in 150 countries. In the U.S., there are more than 400 sponsoring organizations and WFD groups can be found in almost every community. Efforts combine the talents of private voluntary organizations, government and the international system in the fight against hunger all over the world.

Among many of the highlights that World Food Day will sponsor, a nationwide pilot hunger emergency life-line (1-800-Hungry 2) enabling those in need to get immediate food help will be launched in a dozen cities and states on World Food Day.

The network is expected to be expanded as referral sites develop data bases and response procedures.

Millions of Americans will participate in World Food Day activities throughout the month of Oct., directly aiding those in need through contributions of food, money or worktime. Millions more will be involved through schools, churches and civic groups in issue-oriented study and action programs dealing with local, national and world food problems.

Help fight hunger, observe World Food Day.

Oklahoma Memorial Fund Seeks Your Help

April 19, 1995, is a day this nation will not soon forget. The explosion that rocked the Alfred P. Murrah building that spring morning took the lives of many close family and friends of DOT employees. In our department, the Federal Highway Administration (FHWA) specifically, lost 11 dedicated employees and friends. Leaving lasting scars and repercussions that continue today.

FHWA was teamed with the Federal Employees Education and Assistance (FEEA) Fund to establish the FEEA / OK-DOT / FHWA Memorial Fund to assist families who lost loved ones in the blast. Generous contributions have already exceeded \$31,400.

A joint DOT/FHWA advisory board consisting of representatives from the FHWA, Federal Aviation Administration and the Research and Special Programs Administration offices in

the Oklahoma City area have prioritized requests for assistance and authorized an initial disbursement of \$11,000, leaving \$20,400 in the fund. In addition, through the FEEA, the board has arranged funding for seven college-age dependents of DOT victims for this academic year.

The Combined Federal Campaign is one way concerned DOT employees may ensure long term aid and educational assistance to the children of our DOT victims. To make a donation, simply designate the FEEA Fund (1237) on your pledge card with your contribution. To specifically earmark your donation to the DOT/FHWA Memorial Fund, make a copy of your pledge card receipt, and print the following notation on it: FEEA / OK-DOT / FHWA Memorial Fund. Send that copy of your pledge card to: FEEA / OK-DOT / FHWA Memorial Fund 8441 W. Bowles Avenue, Suite 200 Littleton, CO 80123

It's Up to You! By Effie Stallsmith

Year after year, the DOT makes considerable contributions to the CFC Campaign. The following article was written by Effie Stallsmith, a CFC Eagle contributor since 1989.

After six straight years of being a CFC Eagle giver, I was asked to write a short article on why I choose to contribute the way I do to the Combined Federal Campaign (CFC). My reasons have not changed nor has my commitment to the CFC since the first year I contributed. After being chosen as the Federal Transit Administration's Campaign Coordinator I decided to visit a geriatric day care center in downtown Washington, D.C. The visit reinforced all my beliefs that the CFC makes a difference in the world we live in.

The Downtown Cluster's Geriatric Day Care Center, Inc. is a "Home Away From Home" as the center's patients refer to it.

The program was created in 1976 for people with Alzheimer's disease and others with physical, cognitive, or emotional impairments. Constructed to offer respite for family

and friends caring for impaired

loved ones aged 60 and over, it offers much more. As I moved from Movement Therapy, Art Therapy, Play Therapy, and to the Community Meeting, the dedicated, loving spirit of therapists, workers and volunteers was readily apparent.

Their message to us and to you is: "Without CFC there would be no Downtown Cluster's Day Care."

Remember, IT'S UP TO YOU!!!



Effie Stallsmith being given the CFC Eagle Contributor Pin for the sixth year in a row.

The Research and Special Programs Administration Hosts Transportation Technology Symposium

The Research and Special Programs Administration's (RSPA) Volpe National Transportation System Center will host a transportation technology symposium on "Challenges and Opportunities for Global Transportation in the Twenty-first Century." The symposium, scheduled for October 26-27, 1995, at the Volpe Center in Cambridge, Mass., is attracting the attention of national transportation experts from the public sector, industry and academia. Deputy Secretary of Transportation Mortimer L. Downey, Dr. John

Gibbons, Science Advisor to President Clinton and Lester Thurow, bestselling author and professor of management and economics at the Massachusetts Institute of Technology, have accepted RSPA's invitation to be keynote speakers at the symposium. Other featured speakers will include Michael P. Huerta, Associate Deputy Secretary and RSPA Administrator Dr. D.K. Sharma. This two-day symposium will highlight transportation technology challenges in the next century, and will provide a forum for participants

to explore technological and institutional responses to meet these challenges. Major topics include: transportation safety and security; information technology and intelligent transportation systems; infrastructure investment and financing; urban transportation in the developed and developing world; advanced vehicle technology; and transportation's impact on environmental pollution and petroleum consumption. Inquiries should be directed to Cheryl Whetsel or Patricia Klinger at (202) 366-4831.

Calendar

October

National Domestic Violence Awareness Month

National Disability Awareness Month

16 - World Food Day
19 - Secretary's Annual Award Ceremony and Employee Recognition Day

25 - National Disability Awareness Recognition Day at DOT Headquarters. Call Mary-Elizabeth Peters for more information at 202-366-0002.

November

1-2 - National Transportation Safety Board, NASA Co-Sponsor Major Transportation Fatigue Symposium. Sheraton Premiere Hotel, Washington, D.C. Make reservation directly to the hotel at 703-448-1234.

10-12 - "The Nations Parade", New York City. 100,000 marchers with over 8,000 WWII veterans, Coast Guard included. WWII Coast Guard Veterans Committee sponsoring a weekend reunion. Activities planned. Contact Canterbury Tours ASAP at 1-800-653-0017 or 914-877-3019 to make reservations.

December

National Drunk and Drugged Driving Month (3D). Nationwide education and enforcement campaign to raise awareness of impaired driving during the holiday season.
15 - Lights on For Life. A symbolic daytime headlight observance to focus attention on the need for all vehicles to be manufactured with daytime running lights.

FYI

SATO Goes International

Effective last month, SATO has established an International desk capable of making International reservations.