

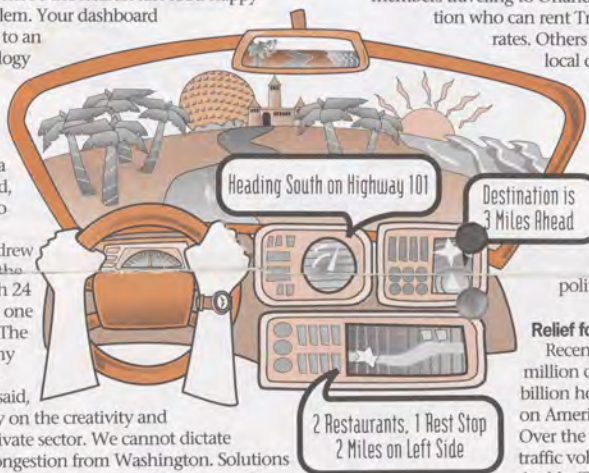
# DOT Today

Moving America Together

## Discover Florida in a "Smart Car"

**T**hirty miles from Orlando, Florida. The kids are cranky. Mickey Mouse or a cheeseburger and fries would be great about now. But you're from Ohio and you're lost. Quick: Where's the nearest fast-food-happy meal-place? No problem. Your dashboard knows. Now, thanks to an exciting new technology called TravTek, your rental car can tell you where the nearest food, lodging, gasoline and area attractions are located, and the fastest way to get there.

DOT Secretary Andrew Card participated in the official kick-off March 24 in Florida. Card drove one of the test vehicles. "The best solutions to many transportation problems," the Secretary said, "depend very heavily on the creativity and innovation of the private sector. We cannot dictate solutions to traffic congestion from Washington. Solutions must be worked out at the local level, and that's exactly what you are demonstrating in this project." He went on to say, "This technology is not a toy, like a Nintendo game. It will have a tremendous impact on productivity."



One hundred Avis rental cars will be used by about 6,000 volunteer drivers in the year-long TravTek project that began last month. Most drivers will be AAA members traveling to Orlando for business or vacation who can rent TravTek cars at reduced rates. Others will be high-mileage local drivers who lease cars for extended periods of time. TravTek encompasses the largest geographic area of any Intelligent Vehicle/Highway Systems program (IVHS) in the country — the 1,200 square mile Orlando metropolitan area.

**Relief for Traffic Tie-Ups**  
Recent studies show that 135 million drivers waste about 2 billion hours stuck in traffic jams on America's highways each year. Over the next 25 to 30 years, traffic volume is expected to double. This adds up to an estimated \$46 billion a year in lost time because of traffic delays, detours and wrong turns.

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## Official Swearing-In for New DOT Secretary

**A**ndrew H. Card Jr. was sworn in as the 11th Secretary of Transportation at a March 11 ceremony held in the atrium of the National Air and Space Museum in Washington, D.C. Surrounded by employees, friends and family, as well as former Secretaries Samuel Skinner, Alan Boyd and William Coleman, Card was introduced by President Bush. In his remarks, the President said Card is "above all, a man who gets things done." Supreme Court Justice Clarence Thomas administered the oath of office, and Tabetha Card Mueller, the Secretary's daughter, sang the Star Spangled Banner.

"Andy takes his new position at a very critical

time," the President said. "This department bears primary responsibility for putting the landmark Surface Transportation Act of 1991 into action. This act is creating jobs today, jobs to upgrade our nation's highway system, to provide for mass transit and meet this country's transportation needs."

President Bush then turned his attention to the DOT employees by saying, "...and to each and every one of you who serve over there, we are grateful to you. You exemplify the very, very best in public service. And I want to salute you along with your new Secretary."

For a complete text of Secretary Card's remarks, turn to "Straight Talk" on page 2. ■



Andrew H. Card Jr. is sworn in by Supreme Court Justice Clarence Thomas March 11 at the Air and Space Museum, with the Secretary's wife, Kathleen, and President Bush at his side.

# StraightTalk

## WITH SECRETARY CARD

These are Secretary Andrew H. Card Jr.'s remarks at his swearing in ceremony held March 11 at the National Air and Space Museum:

**T**hank you very much Mr. President, for your kind remarks. I am grateful for the confidence you have placed in me to guide the best agency in government.

Cabinet colleagues, members of Congress, distinguished guests and friends—thank you for sharing this day with me and my family. Seeing some of my predecessors here—Sam Skinner, Alan Boyd, Bill Coleman—and remembering the fine work that John Volpe did at the Department of Transportation, I realize I have very big shoes to fill.

I also want to thank Deputy Secretary of Transportation Admiral Jim Busey for his outstanding leadership during this time of transition. He ably guided the department as Acting Secretary. Jim, I'm honored to have you on my team.

From Holbrook, Mass. to the White House, I have been blessed and have benefitted from the opportunity to work with so many talented, dedicated people. Each and every one of them contributed to this moment. Yet those who know me best know this: there are none from whom I have derived more support and happiness or who are more important to me than my family. I would be remiss if I didn't add a

special thanks to my grandmother. She instilled in me at an early age the desire to be an activist in politics—to serve, to contribute, to try and make a difference.

As Secretary of Transportation I can assure you that I will do just that. Ethics will be my guide and my decisions each and every day will be based on promoting safety, accessibility and efficiency in our transportation system. I know that I have the firm commitment of the Department of Transportation in support of this mission.

I'm deeply impressed with what happens at DOT. The dedicated men and women of the department make a real difference. The Coast Guard saves a life every 90 minutes. Our FAA air traffic control work force guides more than 170,000 operations a day. Our highway safety programs save nearly 20,000 lives every year—that's 52 lives every single day. Talk about

responsibility and then think about the people who are making a difference on the job!

We have here with us today many DOT employees whose work affects the lives of all Americans. With willing hands and open minds, they make things happen—whether it's behind a desk, out at sea, in the air or on the road—

throughout our nation's transportation system. All of you accomplish so very much, and I'm very proud to be joining your team.

I'd like to say that we know things do not simply happen—things are made to happen. This museum is proof that vision requires hard work and total commitment. From the Wright Brothers to Chuck Yeager, to the crew of the aircraft Voyager, the plane that accomplished the amazing feat of flying nonstop around the globe without refueling—Americans have been at the forefront of making dreams reality.

This same spirit of innovation animates America's transportation professionals. From the days our ancestors drove spikes to span the nation by rail, to more recent construction of true intermodal transportation links, we are a country that thrives on meeting difficult challenges.

On April 1, the Department of Transportation becomes 25 years old. The theme of our 25th year is "The Future Starts Here." How true that is. How we travel to jobs, to market and to our homes tomorrow depends on how well the job is done at DOT today.

So, let me say that all of us in the department are ready to face head-on the demanding challenges before us. To create jobs now. And to ensure safety, accessibility, and efficiency in our transportation system in the coming years. I am honored to be a member of the President's cabinet and proud to have him share in this moment. ■

## Introducing DOT's 25th Anniversary

### Slogan:

## THE FUTURE STARTS HERE

**A**pril 1, 1992 commemorates the official 25th anniversary of the Department of Transportation. Today, DOT is the sixth largest cabinet-level agency, with more than 107,000 employees world-wide.

To commemorate this anniversary, a special employee committee has planned several events in

Congress, former Secretaries of Transportation and others. Safety demonstrations, a recruitment job fair, alternative fuel vehicle display, winners of the essay contest, and much more.

Food and beverages will be available during the event and there will be a special birthday cake.



Washington, D.C. for the month of May. Here's what was confirmed at press time:

May 11: Senior Executive Service Dinner with Secretary Card at Fort Meyer, Va.

May 12: 25th Anniversary Ceremony and displays on The Mall, 11 a.m. to 2 p.m. Official ceremony at 12 noon. ALL EMPLOYEES ARE ENCOURAGED TO ATTEND. Special guests will include members of

Watch for the May issue of DOT Today, with a special 25th Anniversary booklet inside. ■

### Smart Cars... continued from page 1

Technology to the rescue: Enter Intelligent Vehicle/Highway Systems—IVHS for short, also known as "smart cars/smart highways." Currently there are five IVHS projects underway or in the planning stages around the country. TravTek in Orlando is the most comprehensive of all. A joint venture between the American Automobile Association (AAA), General Motors Corp., the Florida Department of Transportation, the city of Orlando and DOT's Federal Highway Administration, it combines in-vehicle navigation and tourist information with up-to-the-minute traffic data to improve driver efficiency.

#### How Does it Work?

Using two-way communication, in-

vehicle computers receive traffic reports from Orlando's Traffic Management Center. The reports are based on information from highway video cameras, traffic sensors, emergency vehicles, construction reports and other TravTek cars. Magnetic compasses, satellite technology and wheel sensors are used to pinpoint a car's location. The information is displayed on a color video monitor in the car's dashboard. When the driver selects a destination, TravTek calculates the best route and provides visual and audio driving instructions, or suggests alternate routes. When the vehicles are stationary, drivers can access information on hotels,

restaurants, area attractions, businesses and special events.

FHWA funded the design and development of the Traffic Management Center, which will monitor traffic conditions, electronically sort the information, determine current travel times for the major roadways, and relay information to TravTek vehicles. FHWA is also responsible for the project's evaluation, managed by Bob Rupert.

By combining a number of the highway sensor technologies currently in use, TravTek will help transportation planners and vehicle engineers develop an affordable IVHS system that could be in use throughout the country within the next decade. ■

## DOT Today

Volume 1, No. 7, April 1992

DOT Today is an official publication of the U.S. Department of Transportation, under the direction of the assistant secretary for public affairs, Office of the Secretary. It is a monthly publication and is distributed to DOT employees nationwide.

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This is your publication, and we value your input. Let us know how we're doing!

If you would like to submit letters, comments or suggestions for articles, please address correspondence to: Editor, DOT Today, OST, Office of Public Affairs, A-20, 400 Seventh Street, S.W., Washington, D.C. 20590. (202)366-5578; FAX (202)366-3703.



Please Recycle

## Getting Down to Basics

By PA1 Tod A. Lyons, USCG

Photos by PA2 David M. Santos

Located at Cape May near the southern tip of New Jersey on approximately 370 acres is the only Coast Guard recruit training center in the country. Here, more than 5,000 recruits annually are run through a rigorous eight-week training program to become working members of the U.S. Coast Guard. Formerly a Navy base, the Coast Guard took over the Cape May facility in 1948, and consolidated all its basic training there in 1982.

Boot camp is both mentally and physically demanding. Throughout training, recruits begin their day at about 5 a.m. and train until 10 p.m., receiving instruction in all aspects of the Coast Guard. They learn history, rates and ranks, the Uniform Code of Military Justice, and how to identify different cutters, small boats and aircraft. Physically, they shape up through push-ups, sit-ups, running and swimming. They also learn how to handle and fire weapons, as well as the basics of seamanship, firefighting and damage control.

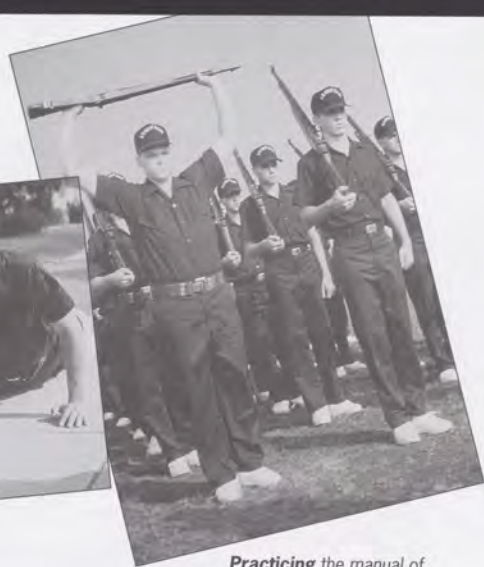
Some recruits are selected for the special ceremonial detail and perform in the recruit band, silent drill team or color guard, while others go directly to work in the field. "We're the only service running men and women together in the same company," says Cape May's Commanding Officer, Capt. Kenneth J. Allington. "We feel it is necessary to start them off together, because eventually they're going to be working side by side in the field and be treated as equals."

Capt. Allington also says that about 15 percent of the 140 new recruits coming in each week never make it to graduation day. "For a good number of them," he says, "I tell them the reason they didn't make it was a matter of commitment. I tell them in anything they do in the Coast Guard or in the civilian world, they need to make that commitment."

For information on Coast Guard recruiting, call 1-800-424-8883. ■



Straining to do push-ups.



Practicing the manual of arms in formation.

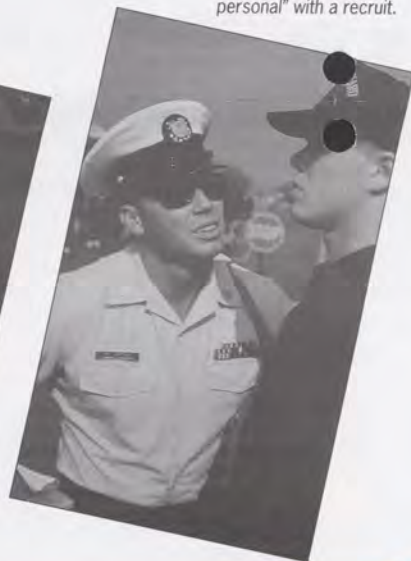


Recruits scramble during an exercise.

Company Commander Shipley "up close and personal" with a recruit.



Above: A recruit company commander awaits the start of the graduation ceremony.



Left: Learning the proper way to don a life preserver.



## Legislative Update

### FAA Reauthorization

As one of Secretary Card's first official actions, he sent a three-year FAA reauthorization bill to Congress. Called the Aviation Safety and Capacity Expansion Act Amendments of 1992, the proposed legislation would boost the capacity of the nation's air transportation system, enhance safety and continue the modernization of the FAA's air traffic control system.

The bill provides for more than \$15 billion for FAA capital investment programs—airport improvements, facilities and equipment, and research engineering and development. This funding is more than 25 percent higher than the level of funding during the three previous years.

### Four House Transportation Leaders Plan to Retire

Four members of the House who have been influential in transportation matters for many years are retiring:

Rep. Glenn Anderson of California, who has served one term as

chairman of the House Public Works and Transportation Committee and Rep. John Hammerschmidt of Arkansas, ranking minority member of the committee; Rep. William Lehman of Florida, chairman of the Transportation Appropriations Subcommittee, and the ranking minority member, Rep. Larry Coughlin of Pennsylvania.

### Appropriations Hearings Set

The Senate Appropriations Subcommittee on is scheduled to hold hearings April 9 on FY 1993 Amtrak and FRA appropriations and April 30 on FTA appropriations.

The House Appropriations Subcommittee on Transportation is scheduled to hold hearings April 6-8 on FY 1993 FAA appropriations and April 9 on OST appropriations.

### ISTEA—"Ice Tea"

If you hear colleagues talking about "Ice Tea" they may be referring to last year's surface transportation legislation, officially known as the Intermodal Surface Transportation Efficiency Act of 1991—try saying that fast ten times!

# Around DOT

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

## Headquarters

### New Chief of Staff

Secretary Card has appointed as his chief of staff Michael P. Jackson, a colleague from their years at the White House, when Jackson was special assistant to the President.

Before that, Jackson served as executive secretary for cabinet liaison and associate director of cabinet affairs.

Last June, Jackson was tapped to head the Office of AMERICA 2000 at the Department of Education. He was at the education department earlier, in the late 1980s, as a special assistant to the secretary and in public affairs.

His experience also includes work for the White House Conference on Small Business and for the American Enterprise Institute.

Jackson has taught political science at the University of Georgia and Georgetown University, and holds a bachelor's degree from the University of Hous-

ton and a Ph.D. in government, with distinction, from Georgetown.

He and his wife, Caron Ross Jackson, are natives of Houston and now live in Alexandria, Va.

### Volunteer Fundraiser Set for May 14

The Headquarters volunteer committee will hold its eighth annual fund raiser on May 14. Once again the Nassif Building plaza at Headquarters will be filled with the sounds of music, the smells of enticing foods, good (and cheap) books—and vendors who will sell a variety of merchandise and donate 15 percent of the profits to the committee. The committee uses these funds for its many outreach activities. This popular event attracts more people (and dollars) every year. We've been promised a beautiful day. Come out and support the volunteers' programs.

## Research and Special Programs Administration

### Dial ADIC For Info on Drug Regs

Immediate access to information on DOT's drug testing policy and regulations is now just a fingertip away, by phone, telefax and computer modem, 24 hours a day. The new Anti-Drug Information Center (ADIC), operated by RSPA's Transportation Safety Institute in Oklahoma City, officially began operations on March 4 as Deputy Secretary Busey, seated at the darkened console that is the heart of the ADIC system, pushed the "enter button" to activate the computer screen.

Callers will hear a taped summary of drug regulations for all types of transportation, can obtain a copy by telefax (for a small fee), or call



Deputy Secretary Busey "flipped the switch" in Oklahoma City to activate the ADIC.

up the text on computer screens and download it to their own computer database. Questions and comments can also be left on the voice mail system. By dialing 1-800-CAL-DRUG,

callers will hear short descriptions of each agency's drug testing programs. Those who want to access the system by modem should call 1-800-225-3804.

## Federal Transit Administration

FTA, looking toward the 21st century, wants to examine new technologies that will help develop economically efficient, environmentally sound transit systems in accord with the Intermodal Surface

Transportation Efficiency Act (ISTEA) of 1991.

The agency is looking for projects that support the development of advanced mass transportation systems. These include research and development of electric trolleys or alternative fuel buses or systems that employ light

weight materials in order to function cleanly and efficiently. One of the objectives is to explore approaches to meet current and imminent air quality and energy goals. The \$2 million available in FY 1992 is to be awarded to at least three consortia. Proposals are due by May 27, 1992.

## Federal Aviation Administration

### New Child Care Facilities at ATC Centers

Last month the FAA dedicated a new child care center at the Oakland Air Route Traffic Control Center in Fremont, Calif., the first such facility in the nation located at an

enroute air traffic control facility.

"Tot's Landing" is a 3,200-square foot center, with space for 50 infants, toddlers and preschoolers. It is now operating from 6 a.m. to 6 p.m. weekdays.

Another child care center at an air traffic control center in Jacksonville, Fla., will be

opened later this year. The 3,700-square-foot facility will have a 5,000-square-foot playground, and like the Oakland facility, will have an enrollment capacity of 50 children, ages six weeks to five years.

### Experimental Craft Sets Speed Record

Haakon E. Weise wanted people to know that some FAA inspectors do a lot more than search for violations. An aviation safety inspector in the Miami Flight Standards District office, "Hoke" Weise did it his way, by setting a city-to-city aviation speed record for the Long EZ experimental aircraft. He flew the small, two-seater, 160-hp engine plane from Kitty Hawk, N.C. to Hollywood, Fla. last December 15 — making the trip in four hours and 54 minutes, establishing a speed record of 151.60 mph along the 742-mile course — and using only 30 gallons of fuel.

The craft was built by Weise's friend Tim Ragonese, who accompanied him on the flight. Weise has been flying for 20 years and has logged more than 2,900 hours of flight time. Weise is shown here (center) with Ragonese (r) and Pete Foster, representative of the National Aeronautic Association.

## Maritime Administration

### Philadelphia Exhibit Honors WWII Merchant Mariners

To coincide with the 50th anniversary of America's entry into World War II, The National Archives Mid-Atlantic Region in Philadelphia has opened an exhibit entitled, "The Forgotten War: A History of the U.S. Merchant Marine During World War II."

About 250,000 Americans served in the Merchant Marine during the war. They were not accorded veterans status and benefits until 1988, although more than 700 U.S.-flag merchant vessels were sunk, more than 6,000 civilian seamen died and thousands more were wounded or disabled. Only the Marine Corps suffered a higher death rate.

The exhibit will be displayed at the William Penn Post Office Annex until December 1992. For further information, call (215) 597-3000.



## Office of Commercial Space Transportation

### Asian Aerospace '92

OCST and FAA were among the federal agencies who participated in Asian Aerospace '92, the sixth annual Asian aerospace show February 25-March 1 in Singapore.

This year's show was about 20 percent larger than previous ones, with a record number of over 1,000 exhibitors from 38 different countries. Attendance exceeded 24,000 trade visitors.

A growing number of the world's leading aerospace companies are locating major components of their manufacturing and supporting industries in the Asian Pacific Region, and U.S. industry is trying to be competitive there. Singapore has emerged as a major hub in business, commerce and transport networks and has become an important place for the U.S. commercial space industry to attract customers and contracts for launch services.



U.S. Ambassador to Singapore Robert D. Orr (left), OCST Director Stephanie E. Myers (center) and General Dynamics Commercial Launch Services President Alan M. Lovelace, at Aerospace '92.

## Federal Highway Administration

### First National Recruitment Conference Held

FHWA is changing recruitment methods and philosophy for its Highway Engineer Training Program. To explain the changes and refocus recruitment methods, FHWA recently held its first National Recruitment Conference, in Arlington, Va., attended by 75 recruiters.

FHWA recruitment activities are conducted through a nationwide network of 50 recruitment offices, one in each state. All recruitment activities are planned and coordinated with the respective regional offices.

In the future, emphasis will be on enlisting a greater proportion of candidates with advanced

degrees in civil engineering specialties and other transportation-related disciplines, such as planning or the environment. Those selected will enter 18-month programs for training at various locations in their area of expertise.

Candidates with bachelor's degrees will enter the 24-month training program and will be afforded opportunities to participate in specialized training in a number of civil engineering disciplines.

The changes in recruiting for mainstream occupations was the direct result of the FHWA 2000 project, in which employees over the past year developed suggestions for goals, philosophy and management methods for the agency.



Those attending the recruitment seminar listened closely to various speakers.

## National Highway Traffic Safety Administration

Participants came from 44 states, Puerto Rico and D.C. to attend NHTSA's third Operation Buckle Down (OBD) training conference March 8-11 in Arlington, Va. They included representatives from law enforcement and state highway safety

organizations, from the National Safety Belt Coalition, American Coalition for Traffic Safety, and Traffic Safety Now. OBD coordinators who are appointed by states that have received grants to encourage safety belt use, also attended.

The agenda was designed to provide up-to-date information on the national program, the new incentive grant program

for belt and helmet laws, local surveys and program monitoring, studies on the cost of traffic crashes, and the Canadian belt use program.

OBD coordinators serve as spokespersons in a one-on-one campaign with law enforcement executives, part of the effort to achieve the President's goal of 70 percent seat belt use by the end of 1992.

## U.S. Coast Guard

### 93 Years of Service to the Fleet

The U.S. Coast Guard Yard in Curtis Bay, Md., celebrates its 93rd birthday April 28. The yard is the Coast Guard's only shipbuilding and repair facility, and is their largest, most modern industrial plant.

The yard is responsible for construction, repairs, and renovation of Coast Guard vessels and various aids to navigation. It has also built its reputation for quality craftsmanship on the manufacturing of miscellaneous Coast Guard equipment. Until 1910, the yard was also the home of the Coast Guard Academy, now located in New London, Conn.

Today, the Curtis Bay Yard employs 738 civilians and 180 military personnel, spans 112 acres and operates on a \$55 million annual budget. It serves as host facility for Coast Guard Supply Center Curtis Bay, Coast Guard Group Baltimore, Coast Guard Station Curtis Bay, and the Coast Guard Cutters RED BIRCH and SLEDGE.

### An Anniversary in Mobile

The Coast Guard's Aviation Training Center in Mobile, Ala. recently marked its 25th anniversary. They've had a busy year. To honor the center for its contributions to the quality of life in the city, Mobile celebrated a "Coast Guard Aviation Training Center Day."

The 500 military and civilian personnel at the 230-acre facility have logged in a whopping 800 hours a week in voluntary community work including educational, charitable, youth and church activities around Mobile.

During the year, nearly 700 pilots received initial qualifications or recurrent training and 46 enlisted personnel were trained as radio/radar avionics or aerial delivery specialists. An all-time record of 238 search and rescue cases (representing 43 lives saved) were handled, 41 drug-related arrests; seizures of 14 vessels, one aircraft, and 8,444 pounds of cocaine and 150 pounds of marijuana (street value of more than \$450 million).



The Coast Guard Cutter VIGILANT awaits departure from Curtis Bay after recommissioning in October, 1990.

## Federal Railroad Administration

### High Speed Rail Study

The state of Washington has received a \$500,000 grant to help study the feasibility of high speed intercity ground transportation around the state. The FRA award will be matched by the state. The study will define potential corridors for development of high-speed rail service

and analyze the consumer market, alternative technologies, costs and benefits, as well as the traffic and environmental impact.

### Proposed Revision of User Fees

A public hearing has been scheduled for April 2 in Washington on a proposal to revise the allocation system of railroad user fees for 1992 through 1995, to cover

FRA's costs of administering the Federal Railroad Safety Act.

Three criteria to determine fees were suggested in the Federal Register notice: road miles to measure system size; train miles to measure volume and employee hours to measure employee activity. A revised sliding scale system is also proposed for light density lines to relieve the user fee burden.

# Employee Profile

## The Life of An FAA Test Pilot

By Sue Challis

Michael White's business card reads, "Major USA (Retired)" and under that, simply, "Test Pilot." His base of operations is the FAA's Aircraft Certification Office, near Kennedy Airport in Valley Stream, N.Y. He is one of just a few Federal Aviation Administration test pilots — less than 50 nationwide, who conduct approval tests of new or modified aircraft. This includes everything from a plane built in someone's back yard to

the new passenger jet for an airline. The testing is a high risk occupation, requiring a high degree of training and pilot skill.

It hasn't been a smooth flight for this test pilot. White was born and raised in the Republic of Panama, where his father was with the Army, stationed in the Canal Zone. After his parents divorced, his two older brothers and a sister went to live with their father in Ohio, while he remained with his

mother in Panama. In January 1964, when he was 15, Michael and his younger sister also moved to the United States. He didn't speak any English, but with a lot of studying and practice, he became fluent in six months.

After graduating from high school, he went on to Ohio State University. It was 1969, and the Vietnam war was raging. "As my luck would have it, in January 1970 I won the only lottery I've ever won — the draft lottery," says White. "I



could have stayed in school, since I had good grades, but the recruiter had a good sales pitch. He said if I came in for two years, the Army would pay for all my college. That sounded pretty good to a poor boy from Panama. Little did I know I would spend 22 years there."

He went into the Army as a Green Beret (Special Forces) and did basic training at Ft. Bragg, N.C. At the time his orders came for Vietnam, he and a friend of his had already decided to take the helicopter pilot aptitude test. "I had always dreamed of being a pilot," says White, "but the only plane I had ever been on was the one that brought me to the United States." He passed the test and went to flight school at Ft. Walters, Texas and then to Ft. Rucker in Alabama — and was sent to Vietnam in 1971. White is a highly decorated veteran. "I was 21 years old when I went to Vietnam, and 23 going on a hundred when I came out," he says. "The only thing I'd like to say about it is that we hear a lot from the troubled Vietnam veteran, the negative part, but we hear very little about those that came back and are doing well. I like to be positive."

After Vietnam, White served in various Army locations, but his goal was to attend the Navy Test Pilot School (TPS) in Patuxent River, Md. The Army sends only eight to 10 pilots a year to Patuxent. White went to night school to meet the requirements for a degree in aeronautical engineering, and finally in 1983 when he graduated, he was accepted to TPS. After completing

his training in 1985, he was assigned as a test pilot with the Army Engineering Flight Activity at Edwards AFB, Calif.

Although he applied for retirement in 1990, the Army had other plans — White and his family were sent to Caracas, Venezuela. One of his duties there was to escort senior Venezuelan officers during official trips to the United States. During one of these trips, he called a friend of his who was with the FAA in New York as a test pilot, and learned they had two openings there. He decided to apply. White's Army retirement papers were accepted, and he joined the FAA as a test pilot in September 1991.

He doesn't think of his job as dangerous — to him it's a set of carefully calculated risks. "Everything we do is well thought out and planned in advance, and in the FAA the customer must prove compliance with the regulation before we try it out, so it's even safer," he explains. "My wife, Kathy understands what I do, and she is very supportive, because she knows I'm happy."

His son, Jeremy Michael, now 12, says he wants to be a pilot like his dad. "I said it was up to him," says White, "but I didn't say I wouldn't help him make his decision. So, I've promised him he can have flying lessons for his 15th birthday."

You get the feeling that Michael White really likes his job. "The Army was the best thing that ever happened to me," he tells everyone. "That was, until the FAA came along!" ■

## U.S. and Mexico: Entering A New Era of Cooperative Enterprise

By David Frederickson, FHWA

Mexico and the United States are entering into a new era of cooperative enterprise that will provide growing economic benefits to both nations in the coming years. That was the clear conclusion reached at the U.S.-Mexico roundtable on Concessionary Transportation Infrastructure held in the Mexican city of Manzanillo, March 9-11.

In a message sent to the conferees, Secretary Card underscored the theme of cooperative enterprise, saying, "...I am very well aware of the growing cooperation between the United States and Mexico on transportation and related economic issues such as the North American Free Trade Agreement.

"...The President speaks

often of a 'new era of relations between Mexico and the United States — a new era of friendship and cooperation.' It is an era in which both our nations have the most to gain from an efficient transportation system," he added.

More than 300 attendees from the two countries gathered to exchange views, explore possible joint venture partnerships and prepare to take full advantage of future economic development opportunities in transportation infrastructure projects.

This bi-national conference was first proposed in a December 1990 meeting between former DOT Secretary Samuel Skinner and Mexican Secretary of Transportation and

Communications Andres Caso Lombardo. At that meeting, Skinner learned of the Mexican government's ambitious program for building a new transportation infrastructure through aggressive use of private concessions. By 1994, President Salinas' administration expects to have under development some 5,200 km (3,300 miles) of new toll roads, requiring almost \$10 billion, most of it from private sources.

With the much greater flexibility for private toll roads in the U.S. under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the two secretaries recognized that Mexico's experience would be extremely valuable to our transpor-

Continued on page 8



Mexican Undersecretary of Transportation, Victor M. Mahub (left) briefs FHWA Administrator Tom Larson on the Armeria-Manzanillo Toll Road.

Dave Frederickson

## Professional Secretaries Week April 19-25

Here at DOT, more than 5,000 men and women secretaries and administrative staff (nearly eight percent of the work force) juggle the constant interruptions from phone calls, visitors, and those "RUSH" projects and still manage to be pleasant and professional. Just think how valuable that is to all of us and to the support of the department's daily operations.

During Professional Secretaries Week, April 19-25, the department honors these vital employees with the theme, "A Past With a Future." The Professional Secretaries Association (International), in cooperation with the U.S. Department of Commerce, originated the idea of a special recognition week back in 1952. Since then, it has been observed during the

last full week in April; Wednesday of that week is highlighted as Professional Secretaries Day.

During Professional Secretaries Week, all supervisors and co-workers are encouraged to acknowledge the hard work and dedication of secretaries and administrative staff. Watch for special activities throughout that week focusing on the vital services they provide to the department and the general public.

### An Historical Note

In the olden days, before personal computers were seen on every desk top in the land, there was The Typewriter, and it was the key(s) to almost any career.

Invented in Italy in 1808 to help a blind woman write letters, the typewriter was first manufactured by the Danes as the *Skrivekugle*

(writing ball). It weighed in at 165 lbs.

Commercial production took off when a Milwaukee company decided on the 'universal' keyboard similar to the one now in use (originally keys were in alphabetical order). By 1873, Remington was producing typewriters, now made of metal rather than wood, for \$125, pretty steep for those days. Mark Twain was one of the first purchasers, after he saw a demonstration proving one could type 57 words per minute, a fact he had initially challenged.

Female office workers were recruited as typists in 1875 with a newspaper ad that read: "Mere girls are now earning from \$10-\$20 a week with the Type-Writer..." That was a high salary, compared to a shop girl's of about \$6 a week. The first "lady typewriters," hired in London, were segregated from the male workers in a special room and were visible only on payday.

In 1877, one of the first typing courses for women in the United States was

advertised, at the YWCA in New York City. The eight pioneer "girl" students were



chosen for their strong physiques rather than aptitude, since it was claimed that the arduous six months' course was "beyond the capacity of female minds and constitutions." Surprise!—all the women survived the course and were immediately employed. Today, typing is pretty

much essential for everyone from newspaper reporters to top executives. We've all come a long way from the days of the "Skivekugle."

Based on information from *The Book of Firsts*, by Patrick Robertson. ■

## DOT Fellows Program

Nominations are now being accepted for the 1992-93 DOT Fellows program. Employees at the GS/GM-14 grade level, as well as the U.S.

Coast Guard O-5 military, may be nominated by an SES member who is knowledgeable about the employee's ability. All nominations must be processed through your

personnel office and arrive in the Office of the Secretary, Human Resources Development Division, M-13, by close of business April 30. For further details, contact your personnel office and read this month's "Employee Forum" on page 8. ■

## Essay Contest Deadline

Just a reminder that the deadline for entries in DOT's 25th anniversary nationwide essay contest for secondary school students (grades 9-12) is April 17, 1992. Students are encouraged to focus on futuristic transportation technologies being developed today, as well as on environmental and safety concerns and transportation challenges we face in

the 21st century.

Essays should not exceed 1,000 words; charts, graphs and other materials are optional and students should incorporate regional examples as much as possible. Two winners will be chosen and notified on May 1. The winners and one guardian each will receive a trip to Washington, D.C. to take part in the anniversary ceremony

and meet with the Secretary of Transportation.

Call Shawn Sandor, (202) 366-5563 for an information packet or for details on how to get your local schools involved in promoting the contest. The address for entries:

U.S. Department of Transportation, Office of Public Affairs, Room 10414, 400 Seventh Street, S.W., Washington, D.C. 20590. ■

## TransNet To Make Its Debut May 1

DOT's Transportation Radio Network, or TransNet, is scheduled to start operations May 1. Based at our Washington, D.C. headquarters, this fully digital radio studio will offer audio newsfeeds to local radio stations and regional networks

around the country. The system will be radio "actualities," or short audio news stories featuring the Secretary or administrators commenting on issues of current concern. Radio newsrooms will receive the newsfeeds via an 800-telephone number

and can use them in their local newscasts.

Also scheduled for May 1 is the video employee information network at Headquarters which will carry DOT news, via television monitors, to employees in the headquarters, FAA and Coast Guard buildings.

Both projects are headed by Robert Barber, OST Media Relations call (202) 366-5565 for information. ■

## Savings Bonds: Making American Dreams Come True

We've all heard the expression since childhood: "Save your pennies for a rainy day." Although we may not have fully understood the value of saving then, most of us do now. Along with our goals and dreams for ourselves and our children, we realize we must have resources to make those dreams a reality.

Purchasing U.S. Savings Bonds through the payroll savings plan brings goals within reach and can make dreams come true. Nothing is easier. You decide the amount of your deduction, complete the authorization card, and turn it in to your Savings Bond Canvasser. Automatically, a biweekly payroll deduction is applied to your purchase of the bonds.

Some other thing to consider:

Bonds are backed by the U.S. government and replaced if lost or stolen;

Federal taxes are deferred and you pay no state and local taxes on interest earned;

Bonds earn excellent interest due to adjustments every six months for market conditions;

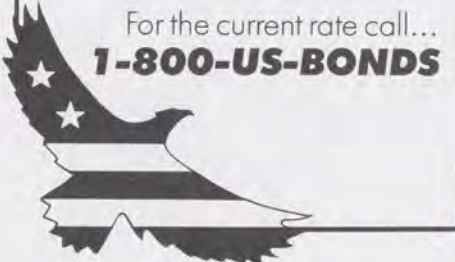
Interest on Series EE savings bonds is excluded from federal tax (within specified limitations) if you use bonds to pay college or trade school tuition and fees during the same year the bonds are cashed.

During DOT's annual savings bond campaign, April 27-May 27, you'll be receiving more information about how to invest.

Buy savings bonds and take advantage of a convenient investment opportunity! ■

### BUY UNITED STATES SAVINGS BONDS

For the current rate call...  
**1-800-US-BONDS**



## Alcohol and Your Health

Many of us know the horror stories—a friend or relative killed in a car accident where drinking was involved, or a co-worker whose alcohol consumption interferes with job performance. The statistics are grim. Some-

one is killed by a drunk driver every 24 minutes; more than 540,000 people are injured in alcohol-related traffic accidents every year. Significant health problems are also linked to alcohol consumption.

To underscore the growing problem of alcohol abuse and

our mission, and the health and welfare of our employees and their families.

All employees, whether covered by the new law or not, are reminded that if they are concerned about the impact of alcohol use in their lives, help is available through the Employee Assistance Program (EAP). Initial consultation and referral is free and confidential for those who may be experiencing personal problems, not only from alcohol and drug abuse, but also from job stress, family pressures, legal and financial problems, or other concerns that can affect work performance and personal health. Additional information about these services is available through your local personnel office.

the devastating effects on our society, Dr. Antonia C. Novello, the U.S.

our mission, and the health and welfare of our employees and their families.

Please plan to attend these events scheduled during Alcohol Awareness Month:

**April 9** - Kick-off for Alcohol Awareness Month, 10 a.m.; Room 2230, DOT Headquarters Building; panel discussion of various safety and health issues related to misuse of alcohol.

**April 16** - Rally for Alcohol Awareness, 11 a.m.-1 p.m.; Plaza, DOT Headquarters; guest speaker, Channel 4 news anchorman Jim Vance at 12 noon. ■

## DOT Calendar of Events

### April

National Alcohol Awareness Month

National Child Abuse Prevention Month

25th Anniversary of U.S. Department of Transportation

8 Commercial Space Transportation Advisory Committee (COMSTAC), DOT Headquarters, Washington, D.C.

8 Combined Accident Reduction Effort Conference (CARE), Columbus, Ohio, contact Bernie Moran, NHTSA, (202) 366-4913.

8 Air Traffic Annual State of the System Briefing, FAA Headquarters, Washington, contact Frank Hatfield, FAA, (202) 267-9155.

9 National Technology Initiative Seminar (NTI), Research Triangle, N.C.

12-15 Lifesavers 10, Denver, Colo., contact Akua Opokuwa, NHTSA, (202) 366-2702.

19-25 Professional Secretaries Week

21-22 Second World Traffic Safety Symposium, New York, N.Y., contact David Reich, (212) 573-6000.

21-23 Twentieth Texas Public Transportation Conference, Columbus, Ohio, contact Ed Collins, (512) 483-3653.

23 National Technology Initiative Seminar (NTI), Cleveland, Ohio.

28-30 American Institute of Aeronautics and Astronautics (AIAA), Conference, Crystal City, Va., (202) 646-7400.



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## Employee Forum

### Moving Up At DOT

You may have already heard that the year 1994 promises to bring one of the most dramatic work force changes in federal government history. Some have even referred to it as the "great 1994 retirement rush."

Many federal government agencies are anticipating the departure of many of their senior executives over the next few years. In 1991, Senior Executive Service (SES) members received significant pay increases. Because SES annuities are based on length of service and the highest three-year average salary, many members who were contemplating retirement decided to postpone their decision until 1994.

DOT expects many vacancies among its top ranks and is offering various developmental experiences to better prepare employees for leadership opportunities:

The newly-established SES Candidate Development Program is designed for outstanding

employees identified as having the potential to assume key leadership positions. Once selected, a personalized career development track is established. Assignments are ideally outside the candidate's organization and/or DOT to provide greater opportunities for expanding networks and perspectives. Assignments are normally completed within two years while the candidates remain in their current jobs. Successful candidates, approved by the Secretary and certified by the Office of Personnel Management, may be selected for SES positions without further competition.

The DOT Fellows Program is another new mechanism for identifying future leaders. It gives GS/GM-14 level employees and O-5 military personnel a great opportunity to assess their abilities and focus on their career goals. We are proud that DOT is the first federal agency to establish an agreement with the Council for Excellence in

Government to design and conduct a program patterned after their successful government-wide fellowship program. Participants focus on the critical career transition from mid-level manager to the much broader role of the senior executive. Experiences of the fellows are expanded by an array of seminars, site visits and guest speakers. Each fellow is also paired with a senior executive who serves as a mentor throughout the year, providing excellent insights into the decision-making responsibilities of the career executive.

So, if career advancement is one of your goals, make a commitment to yourself to seek out the numerous opportunities available. And managers—support and encourage your employees to get in position to grow and move up. These developmental experiences can increase their chances for personal and career success. ■

### U.S. and Mexico... continued from page 6

tation interests. Mexico is also eager to attract investments by U.S. partners. As a result, the U.S./Mexico Roundtable was organized, and hosted by the two nations' transportation departments.

On behalf of Secretary Card, FHWA Administrator Tom Larson led a U.S. delegation of nearly 100 public and private sector officials, representing a broad spectrum of interests from construction, finance, engineering and government.

In his remarks to the roundtable, Larson emphasized that, "the converging economies of Mexico and the U.S. are both highway-dependent for efficient and reliable transportation. Traffic between our countries is increasing...with our trade expanding even more under the North American Free Trade Agreement, we can

expect this trend to accelerate. Given the job at hand, neither of us can afford to waste resources. We need to find new and innovative public/private partnerships."

After two days of intense meetings, the attendees made it clear that they agreed with that assessment. In his closing remarks, Mexican Transportation Under Secretary Victor M. Mahbub announced the formation of three task groups to pursue further dialogue and action in the arena of transportation infrastructure between the two countries. Those task groups on Concessions/Funding, Technical Aspects and Road Maintenance Management Issues have been charged with getting underway immediately, and producing initial results later this spring. ■