

Our 25th Year

DOT Today

August 1992
Volume 1, No. 11
U.S. Department of Transportation



Moving America Together

Coast Guard Eagle Leads Tall Ships in "Operation Sail 92"

By Rick Booth, First District Coast Guard

When more than 200 of the world's principal tall ships visited New York and Boston last month, most Americans looked on it as a once-in-a-lifetime spectacle. For the Coast Guard, it was a major test — one they passed with flying colors. Units executed one of the largest, most complex Coast Guard operations since the Exxon Valdez oil spill cleanup in Alaska.

Known internationally as the Grand Regatta Columbus 92 Quincentenary, the assembly commemorated the quincentennial, or 500th, anniversary of explorer Christopher Columbus' voyage, and included most of the world's major square riggers. With the EAGLE, the Coast Guard Academy training barque, playing regatta host, leading each parade into American waters.

The spectacle offered the opportunity for an international party of epic proportions — one of the things which concerned Coast Guard planners most. The Coast Guard was charged with not only the physical safety of the millions expected on or near the water to view the historic assembly, but the environmental safety of American waters themselves and the inspection of participating foreign-flag vessels.

The Coast Guard accomplished it all — without a single personal injury, without a single significant

continued on page 2



INSIDE

3

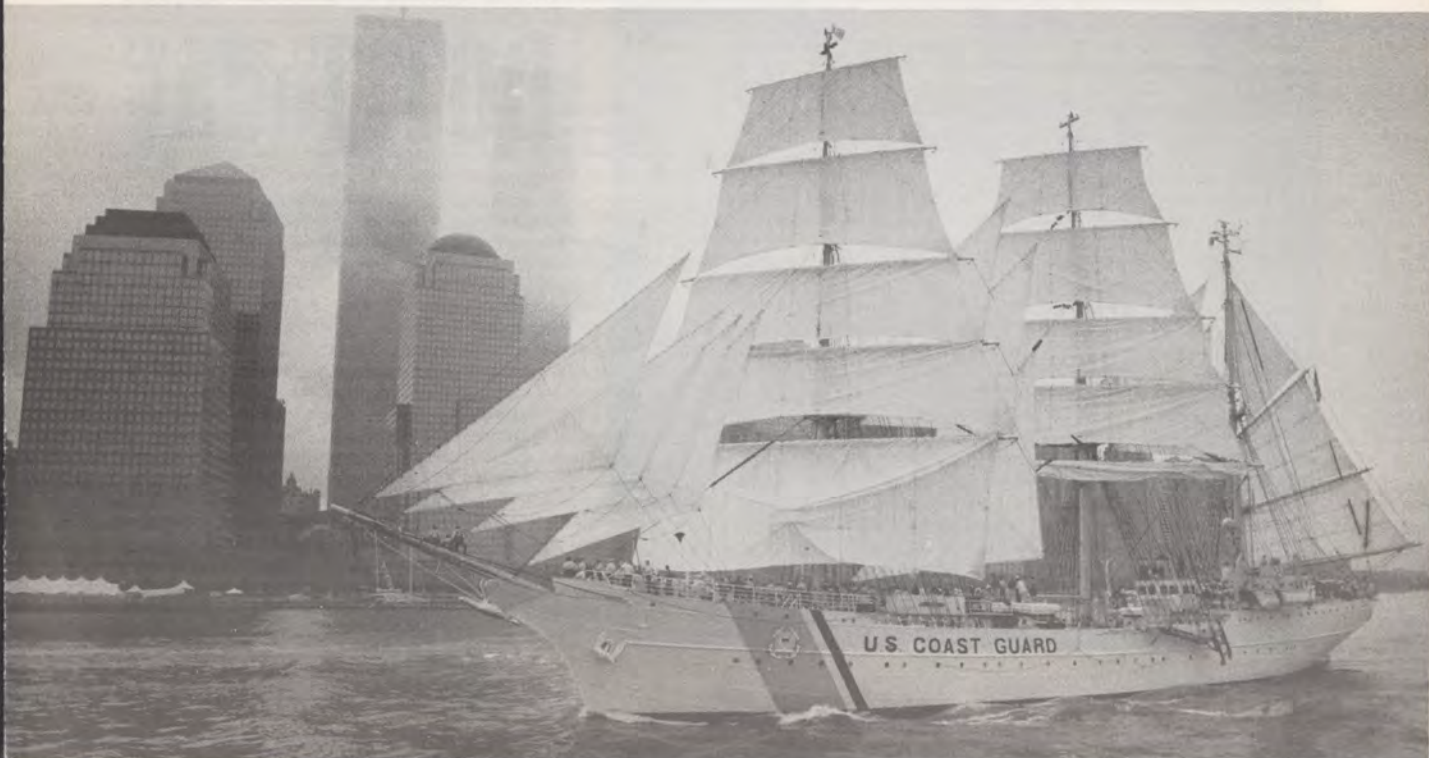
*Sizing Up
the Metric System*

6

*Employee Photos from
Days Gone By*

7

*Update On FHWA's
Drug Interdiction
Assistance Program*



boating accident during either tall ship event. The accomplishment was no (pardon the expression) accident. During the two years preceding the event, Coast Guard First District officers and senior enlisted personnel assigned to the planning phase made sure enough Coast Guard personnel would be available. That meant involving not only active duty commands right from the start, but bringing in senior reserve and auxiliary leaders early. Elements of the Naval Reserve also took part in the planning and executing, through the joint Coast Guard-Navy Maritime Defense Zone structure.

Captain Eric J. Williams III, chief of the First District Marine Safety Division, acted as First Coast Guard District Commander RADM Joel D. Sipes' principal project officer. Responsible for the actual operations during the event in New York was Captain Richard M. Larrabee and in Boston, Captains William H. Boland Jr. and John R. Hruska.

As pre-event months dwindled into weeks, and then days, a picture gradually emerged of what would occur in two of the largest seaports in the Northeast, and the portent was immense. To meet it, two new Coast Guard entities were activated: CCGF, "Commander, Coast Guard Forces," one each in New York and Boston. The umbrella commands unified all the branches of the Coast Guard family that would play a role in the coming parades.

In New York, Governors Island braced for the influx of more than 450 auxiliaries, together with the balance of the 2,200 Coast Guard men and



women who would comprise CCGF New York. Sixteen cutters and more than 150 small boats were stationed strategically across New York's vast harbor. Already the biggest Coast Guard base anywhere, Governors Island was transformed into a humming "metropolis in blue" for the long July 4 weekend.

Boston presented a different challenge. It is smaller than New York, and there was no advantage of an island base. Plus, several of the tallest tall ships were scheduled to berth at Support Center Boston. Since the public would be invited to tour the ships, the Support Center was not deemed a good choice for a patrol base.

Inter-agency cooperation handed the Coast Guard a break, when officials at Massport offered the use of an immense warehouse, located just off Boston Harbor in the Mystic River. CCGF Boston planners gratefully adopted the use of the site, which included as much floor space as they could ask to accommodate the more than 600 extra personnel, as well as docks for the more than 120 patrol craft that would be put into play during the week of July 10.

Reservists played a major role in transforming the lifeless, vastness of "Little Mystic," as it was dubbed, into a living, teeming workplace. Cots, showers and food all had to be considered, and fuel for people and boats alike. With a lot of help from the Massachusetts National Guard, everything fell into place.

But as large as the CCGF entities were in both ports, each relied on one, inescapable hinge: the folks on the line, the men and women who spent as many as 18 hours a day in small, often open boats. All hands put their "regular" lives on hold for at least a week. Instead, they became part of something extraordinary, an event they will tell their children and grandchildren about. And in both New York and Boston, the people will be saying for a long time how wonderful the tall ships were—and how the Coast Guard helped make it happen. ■



DOT Today

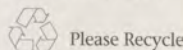
Volume I, No. 11, August 1992

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.

Secretary of Transportation	Andrew H. Card Jr.
Assistant Secretary for Public Affairs	Marion Blakey
Director, Media Relations and Special Projects	Lon Walls
Editor	Sue Challis
Associate Editor	Ros Kaiser

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.



Sizing Up The Metric System

Ready or not, it's time to go metric. The need to compete globally is forcing the manufacturers and the government of the United States to change the way they do business. In 1992, the United States remains one of only three countries (Burma and Liberia are the others) yet to adopt the metric system.

But why metric? It's based on multiples of 10 — just like our dollars

and cents. There's an easy correlation between measure of weight, volume and size: 1 gram of water = 1 milliliter = 1 cubic centimeter. It's simple, logical, known throughout the rest of the world and used by manufacturers and shipping companies in our major markets and trading partners. So going metric will help us achieve uniformity, get in synch with the rest of the world and become

more competitive internationally.

Under the 1988 Omnibus Trade and Competitiveness Act, and a presidential order in July 1991, all federal agencies were directed to develop a metric implementation plan by November 1991 for their grant, procurement and other business-related activities.

Each of DOT's operating administrations has met that deadline and has detailed plans in operation. The public will be kept informed through the Federal Register and have an opportunity to comment as implementation programs go forward.

Among DOT-related activities, the most visible effect will probably be the posting of both kilometer and mileage measurements on roads and highways (which we should start seeing around 1995). Eventually the metric system will be built into specifications of safety standards and regulations for automobiles, trucks, buses, railroad and transit vehicles; for packaging hazardous materials; and for construction specifications covering roads, airports and Coast Guard vessels.

Some transportation systems are already on board with the metric system. U.S.-made cars went metric during the



General Services Administration



General Services Administration

past two decades, with internal nuts and bolts conforming to international metric standards. Our own Saint Lawrence Seaway Development Corporation operates on metric, because of its Canadian connection.

Planning efforts at DOT are being coordinated by Byron Nupp, OST Office of Policy, who has been working with contacts in each operating administra-

tion, as DOT follows the letter of the law and the "spirit of metrification."

No need to pry as metric approaches. We're likely to continue using the inch/pound alongside metric measurements for many years. And before long, we'll all become as familiar with meters, grams, liters and hectares as we are with feet, ounces, quarts and acres. ■

OLDER DRIVERS

When there's a tragic automobile accident with an older person at the wheel, the event can receive national press attention. The public cry goes out for states and Congress to increase licensing control over older drivers — "Get these dangerous older drivers off the road!"

The National Highway Traffic Safety Administration (NHTSA) says there is a lot of misinformation about this group — and more research is needed before the agency can issue guidelines for special licensing of older drivers.

According to NHTSA, numerous studies show age itself is no indicator of driving ability. The problem is to make sure that competent drivers are not deprived of the mobility that the automobile affords, and yet find a way to limit the driving of those who pose a threat to public safety, regardless of age.

Statistics show that older drivers do not injure other drivers or pedestrians more than other age groups. Actually, they drive less and tend to be more careful. But when there is an accident, older drivers, who are more fragile, are more likely to be injured or die.

NHTSA says that many older drivers regulate themselves. Some take refresher courses, aware that their capacities have declined and almost all stop driving after dark when their night vision and ability to recover from glare deteriorates.

"The need is to identify those drivers who are not aware of their limitations," says Mike Brownlee, head of NHTSA's Traffic Safety Programs. "We must be able to detect the key conditions that pre-

cipitate the hazardous driving performance of some older people. We want to help older drivers self regulate and to develop guidelines that will help state licensing authorities."

Since demographic studies show that the older population is increasing, public concern with older driver issues is likely to grow. The Federal Highway Administration has high priority research in progress titled, "Improved Highway Travel for an Aging Population." The program is comprehensive in scope and addresses major aspects of highway design and operations pertaining to both drivers and pedestrians. Issues being considered include older driver perception-reaction time; improved pavement markings and delineation; better symbol signing, and enhanced sign legibility for older drivers.

When people can no longer drive, they search for other means of transportation. The Federal Transit Administration addresses this issue by making funds available through the states to help meet the special transportation needs of the elderly and those with disabilities.

Congress, with a strong interest in older driver issues, asked the Transportation Research Board to conduct a study on "Transportation in an Aging Society" (published in 1988). This led to the establishment of a Task Force on the Safety and Mobility of Older Drivers. Chaired by NHTSA's John Eberhard, the task force coordinates research on older drivers in the public and private sectors.

Meanwhile, older drivers and their families may find some help in a number of pamphlets published by AAA (available at most of their offices). One of NHTSA's consumer brochures, called "Traffic Safety Tips for Older Drivers," is available through headquarters, Nassif Building, room 5232 or by calling the Auto Safety Hotline at 1-800-424-9393. ■

AroundDOT

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

Headquarters

Marion C. Blakey Appointed Acting NHTSA Administrator

Secretary Card has appointed Marion C. Blakey as acting administrator of the National Highway Safety Administration (NHTSA).

For the past two years, Blakey has been assistant secretary for public affairs, responsible for media relations, industry affairs and public information activities throughout DOT. From 1989 until her first appointment to the department, she was director of public affairs at the Department of Commerce, supervising the consumer affairs office, among other responsibilities. Blakey held positions in the White House from 1987 to 1989, including

deputy assistant to the President for public affairs and communications planning. From 1985 to 1987, she was director of public affairs at the Department of Education, and from 1970 to 1984, held several positions at the National Endowment for the Humanities.

Blakey received a bachelor's degree with honors in international studies from Mary Washington College of the University of Virginia and also attended the Johns Hopkins University School of Advanced International Studies.

Martinez Appointed Director, Office of Intermodalism

Dr. Robert E. Martinez has been appointed by Secretary Card as the director of DOT's new

office of intermodalism. At the same time, President Bush announced he will nominate Martinez to be associate deputy secretary of transportation, the third highest ranking position within the department.

Martinez has served as deputy administrator of the Maritime Administration since April 1990. As the first director of intermodalism at DOT, he will be responsible for coordinating the federal intermodal transportation policy and initiating efforts to promote efficient intermodal transportation in the United States and around the world. This new office was established as a result of language contained in the 1991 Intermodal Surface Transportation Efficiency Act. One of its specific missions is to guide new research and development programs to assist in intermodal planning and marketing strategies in the future.

A graduate of Columbia University, Martinez holds a degree in international relations and a doctorate in political science from Yale University.

Federal Aviation Administration

Great Lakes Region Employee Wins Crown

Eileen Taylor, administrative officer at the Airways Facilities Sector in Indiana (Great Lakes Region), was recently crowned Mrs. Indiana 1992.

Taylor has been a federal employee for the past 14 years, and transferred two years ago to the FAA.

The Mrs. Indiana Pageant honors American married women while promoting health, physical fitness, intelligence and beauty, as well as a cause of the winner's choice throughout her reign. For Taylor, that choice is working with underprivileged children, something she has been doing as a volunteer for quite a while. She hopes that her title will help her reach even more children through personal appearances. "There are so many obstacles today that prevent children from learning," she says.

Taylor will represent Indiana in the Mrs. America Pageant to be held this fall.



Eileen Taylor

regulation that would require each airline to have an FAA-approved ground de-icing plan in place by next winter. "The proposed rule," said FAA Administrator Thomas C. Richards, "would require airlines to provide training for pilots and other personnel on the detection of wing ice and provides for establishment of limits on how long an airplane can be exposed to snow or freezing rain before it has to be inspected or de-iced again."

FAA will also encourage use of longer-lasting Type II de-icing fluid, widely used in Europe, which is thicker and stays effective longer than the fluid currently being used.

Airport Improvement Program funds will also be made available by FAA to help airports finance the construction of de-icing pads on taxiways to further reduce the time between de-icing and takeoff.

The FAA will urge the International Civil Aviation Organization to work with civil aviation authorities around the world to adopt similar measures for foreign airlines.

De-icing Recommendations Issued

The FAA announced July 21 that it will put into effect a wide range of suggestions made by five panels of experts at the International Conference on Airplane Ground De-icing held May 28-29.

First is the proposed adoption of a new

Marine Administration

Midshipmen Honored for Persian Gulf Service

Secretary Card recently traveled to the U.S. Merchant Marine Academy—where he was once a student—to present medals to midshipmen who participated in Operations Desert Shield and Desert Storm. He personally presented Merchant Marine Expeditionary Medals to 52 Academy sophomores and juniors who served in the Persian Gulf



Midshipman Jefferson Streeter of South Windsor, Conn., is one of 52 U.S. Merchant Marine Academy midshipmen who recently received the Merchant Marine Expeditionary Medal for their shipboard service in the Persian Gulf.

aboard U.S. cargo vessels as part of their sea training duty, and expressed

his gratitude and pride on behalf of all DOT employees.

National Highway Traffic Safety Administration

Anti-Drunk Driving Incentive Grants

Incentive grants totaling \$25 million to battle drunk driving are available to qualifying states under a program launched by NHTSA. States may qualify for a basic grant by adopting at least four of the following five programs or laws:

an expedited procedure for suspending the license of drunk drivers; a law setting a .10 blood alcohol concentration (BAC) as evidence of driving while intoxicated (after three years, it must drop to .08); a statewide sobriety check-

point program; a self-sustaining drunk driving prevention program; and a program to prevent drivers under age 21 from obtaining alcoholic beverages.

A basic grant equals 65 percent of the dollar amount set aside for each state under an existing highway safety grant formula based on population and road mileage. States can earn supplemental grants, in 5 percent increases, for additional measures they adopt, such as banning open alcoholic beverage containers or suspending vehicle registration privileges for repeat drunk drivers.

Congress authorized the incentive program in ISTEA to encourage state expansion of anti-drunk driving efforts.

Federal Highway Administration

Public Forums Set

FHWA is going "on the road" to ask the public what they think safety regulations covering commercial truck and bus operations should be. FHWA Administrator Thomas D. Larson recently announced a series of public forums in 10 cities during September and October. "Many of the current regulations have remained almost the same since the mid 1930s," said Larson, "despite changes in our vehicles, the highways and our knowledge of driving requirements."

The schedule: Sept. 14, St. Paul, Minn.; Sept. 17, Portland, Ore.; Sept. 21, San Antonio, Texas; Sept. 24, Los Angeles, Calif.;

Oct. 1, Casper, Wyo.; Oct. 15, Atlanta, Ga.; Oct. 19, Kansas City, Mo.; Oct. 2, Albuquerque, N.M.; Oct. 26, Albany, N.Y. and Oct. 29, Washington, D.C.

Those desiring to speak at a forum should contact Stan Hamilton at 202-366-0665 in advance.

Mexican Truck, Bus Drivers May Operate in U.S.

FHWA announced July 15 that Mexico's testing and licensing standards for commercial vehicle drivers have been found to be equivalent to U.S. standards, relieving states from the need to issue special commercial driver licenses to Mexican residents.

The new ruling will allow the U.S. and Mexico to exchange information on convictions and disqualifica-

tions, suspensions, revocations and cancellations of licenses to keep problem drivers off the roads, and to ensure that drivers of trucks and buses from both countries have comparable safety and operating skills. The rule does not, however, change the extent of vehicle travel between the two countries, which is now regulated by the Interstate Commerce Commission, an issue currently being negotiated as part of the North American Free Trade Agreement. Aside from a few Mexican carriers that had obtained limited authority to operate in this country before the ICC adopted restrictions, most may not operate beyond ICC designated commercial zones at the border.

United States Coast Guard

Enforcing TED Regulations to Save Endangered Species

The first day of shrimping season usually marks the Coast Guard's first catch of an illegal shrimper, one whose vessel is not equipped



with a TED, or turtle excluder device. This year was no exception. Coast Guard Station Sabine, Texas, caught the shrimping vessel *Success* trawling without TEDs installed in two of its nets and improperly installed TEDs in two others.

The TED is an aluminum grate or nylon mesh sewn at an angle in the shrimp net. If a sea turtle becomes tangled in the net, the grate or mesh serves as a "shunt" to a trap door where the turtle can escape. Sea turtles are air-breathing animals and must surface periodically or they will drown.

Now, five months into the shrimping season, the Coast Guard and National Marine Fisheries Service (NMFS) say the shrimpers' compliance

rate has improved to 96 percent along the Upper Texas Gulf Coast.

The Coast Guard has been enforcing TED regulations since 1989, and violations carry tough penalties. A violator may be charged under the criminal section of the Federal Endangered Species Act, with a maximum penalty of six months in jail and/or a \$2,000 fine. If the violation is prosecuted as a civil case, a fine up to \$12,000 may be levied.

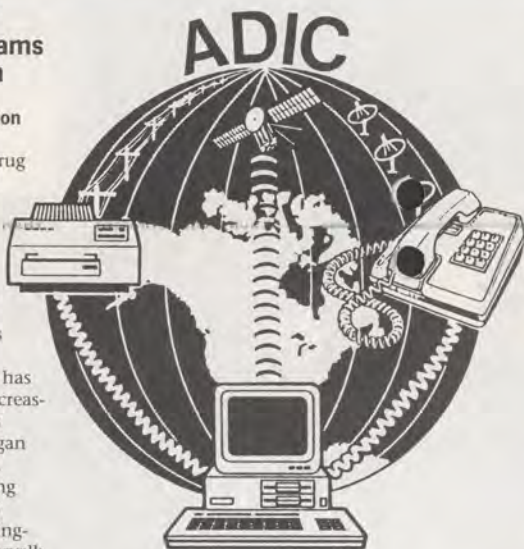
Research and Special Programs Administration

Anti-Drug Information Center Is A Hit

ADIC, the Anti-Drug Information Center operated by RSPA's Transportation Safety Institute in Oklahoma City, is a hit. The 24-hour, federal drug and alcohol testing rules on-line regulatory information service has seen a broad and increasing number of users since the system began operation in March.

"Calls are increasing monthly by 10 to 15 percent," says Washington-based Bea Vandervalk who heads the ADIC project. Some 2,000 inquiries were logged with the on-line information in May, along with 60 voice-mail callers' questions and comments.

ADIC can be accessed by phone, telefax or computer modem.



Callers will hear a taped summary of drug regulations for all types of transportation. A copy of the text can be obtained by telefax (for a small fee), or called up on computer screens and downloaded to a com-

puter database. Questions and comments can also be left on the voice mail system. The telephone number is 1-800-CAL-DRUG. Those who want to access the system by modem should call 1-800-225-3804.

St. Lawrence Seaway Development Corporation

New Weather Stations Along St. Lawrence River

The St. Lawrence Seaway Development Corporation is using 21st century technology in its gathering of weather information along the St. Lawrence River. A new weather display system is currently being

installed by the National Data Buoy Center and will be fully operational by the end of the month. For the first phase of this project, three new weather stations are being installed along the American Narrows section of the St. Lawrence River.

The weather system was designed to increase

commercial shipping safety and improve the efficiency of the Seaway Corporation's vessel traffic control operation. The weather stations will send back up-to-the-minute weather conditions; data received from the electronic gathering stations will be sent to vessel traffic control and displayed on personal computers.

Federal Transit Administration

\$416.5 Million Awarded in Federal Transit Grants

The FTA intends to fund a total of 218 projects, including the first grants made under the flexible spending provisions of ISTEA, Secretary Card announced July 14.

"These grants will bolster the economy by supporting new and existing jobs across the nation," said Card. "Four of the projects represent the first opportunity for communities to use federal funds for either transit or highways, basing the decision on local needs rather than federal fiat."

Under another ISTEA provision, metropolitan and state FTA grants are now made as single grants to each state, reducing approximately 350 individual grants to a total of 52.

DOT To Fund Vehicle Emissions Programs

At a joint press conference with the Environ-

mental Protection Agency last month, Deputy Transportation Secretary Arthur J. Rothkopf announced that states will be eligible to use federal funding for programs to reduce auto emissions. The funding can be used to support enhanced state motor vehicle inspection and maintenance programs — programs which EPA says can cut vehicle emissions in the most polluted cities by 28 percent. The funds will come from the Congestion Mitigation and Air Quality Improvement Program created as part of ISTEA. "DOT supports EPA's efforts to reduce air pollution through stronger vehicle inspection and maintenance programs," Rothkopf said. "We are pleased to be able to help states put these programs into effect."

The program is jointly administered by FHWA and FTA in conjunction with EPA.

A while back, DOT Today asked for historic photos from employees that could be used during this 25th anniversary year. Here are a few that brave souls around the country sent in to us:



This handsome group, dressed in polyester and pantsuits, represents UMTA's (now Federal Transit Administration's) first regional office staff. Until 1975, the entire program was run by headquarters. That year, a pilot regional office was set up in Philadelphia. It was a success, and nine more were set up the following year. (Thanks to Sheldon Kinbar, regional administrator, Philadelphia, for the photo — he's the one standing, third from the left).



FAA began to automate the old Flight Service Stations system during the mid 1980s. Shown here at the dedication of the San Diego facility in 1987 are (left to right), William Westin, Jacqueline Smith, Arlene Feldman and Erwin Stanicek. (thanks to Claude Genest for the photo)



Before the staff of the Federal Railroad Administration moved over to DOT from the Department of Commerce in 1967, they posed for a group photo. Today, FRA has more than 700 employees across the country.



This photo was sent in by CDR James Dwyer, USCG, who was the commanding officer of the ACACIA, a Coast Guard buoy tender built in 1944. Here, the crew appears to pull the vessel across the Great Lakes during ice breaking duty (CDR Dwyer wanted us to be sure to add that the photo is a joke).



Judy Kaplan Wener (in the bell bottoms to the far left) was DOT tour coordinator for a visiting delegation of Soviet Union urban transportation officials in the early days of "detente." In 1977, she escorted the group to seven U.S. cities in two weeks. Local U.S. transportation host in San Francisco was Harre Demoro (second from right), transportation reporter for the San Francisco Chronicle. Judy is now an employee of NHTSA.

Transportation Trivia:

A single 747 airliner carried more passengers in 1967 than the entire airline industry was capable of carrying in 1935.

The St. Lawrence Seaway passes through how many states?

Eight: Minnesota, Wisconsin, Illinois, Michigan, Ohio, Pennsylvania, Indiana and New York. (and two Canadian provinces: Quebec and Ontario).

More supplies were lifted by MARAD's Ready Reserve Fleet in three weeks of Operation Desert Shield than in the first three months of the Korean conflict.

The basic design of the DOT seal was adapted from a Greek symbol

known as the "triskelion," representing land, sea and air, curving out from a center. It was chosen by the Commission of Fine Arts from some 1,275 entries submitted in a department-wide competition in 1967. The winning design was submitted by James H. Ashworth, who worked at FAA's Aeronautical Center in Oklahoma City. Originally the logo was red. It was later streamlined as part of a departmental graphics improvement program and the color was changed to DOT Blue.

What was America's first super-highway?

The Pennsylvania Turnpike. Opened in 1940, it was engineered for high-speed four-lane traffic at a time when only a few of the country's roads were wider than two lanes. It was an instant success and on the first Sunday it was opened, some travelers waited four hours to pay the toll.

FHWA Announces National Civil Rights Conference

The Federal Highway Administration (FHWA) will host a National Conference on Civil Rights in Norfolk, Va., September 12-18. The focus will be on gaining a broader understanding of the impact of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) on FHWA civil rights programs.

"To emphasize President Bush's strong commitment to civil rights, we will bring together a diverse group of participants including highway users, members

of the highway construction industry, and federal, state and local government representatives as well as minorities, women and people with disabilities involved in highway-assisted programs to help 'Move America,'" said FHWA Administrator Thomas Larson.

FHWA will also announce the availability of the "Women In Highway Construction" Project Resource Manual that FHWA and the Department of Labor co-sponsored.

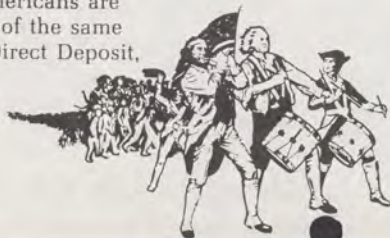
Conference partici-

pants will have the opportunity to identify common issues, ask questions and develop viable solutions.

Key issues to be addressed are the implications of the Americans with Disabilities Act and concepts to achieve cultural diversity in the workplace.

The conference will be held at the Omni International Hotel in downtown Norfolk. For conference registration information, contact the FHWA Office of Civil Rights at (202) 366-0471 - FAX (202) 366-1599. ■

Nearly 24 million Americans are marching to the beat of the same drummer. By using Direct Deposit, they're enjoying its benefits and helping the Government save tax dollars, too.



DIAP Training Update

by Elaine Riccio

When John Eason, Jr., took part in Roadcheck '92, little did he know how quickly his drug interdiction training would pay off. Just two weeks before, Eason had attended the course in the Federal Highway Administration's Drug Interdiction Assistance Program (DIAP) in Oklahoma. DIAP is an ongoing program that trains federal, state and local enforcement officials in the interrogation and observation techniques they use to interdict transportation of illegal drugs on the highways.

Eason was assisting inspectors from the Texas Department of Public Safety (DPS) in routine truck safety inspections at Big Springs, Texas, during the annual 72-hour roadside safety inspection of commercial vehicles and drivers. Inspectors grew suspicious of one truck and moved the vehicle to a secured hangar at a former airport. After Eason helped identify a high percentage of suspected drug activity indicators, they searched the vehicle and discovered beneath a layer of cantaloupes 400 pounds of marijuana (\$5 blocks in duffle bags), with an estimated street value of \$337,000.

"John Eason did an outstanding job and this is an excellent example of the effectiveness of our drug training program," said Office of Motor Carriers' Associate Administrator Richard P. Landis.

A two-year FHWA safety investigator in the Region 6 Houston Field Office, Eason recalled his excitement at making the seizure, a textbook case of highway drug smuggling. To date, DIAP-trained officials have made 90 major seizures of illicit drugs-- netting 76,371 pounds of marijuana, 20,881 pounds of cocaine and \$2.8 million in U.S. currency. The estimated street value of the drugs seized is more than \$420 million. ■

Charles Nesmith, Region 6, State Programs Manager, contributed to this article.



Left to right: Safety Investigator John Eason, Trooper Kenny Ray, Trooper David Rayner.

Give the Gift of Life

The department encourages you to respond generously to requests from the Red Cross, local blood banks, and medical centers for blood donations. For employees located in the headquarters building, DOT sponsors monthly blood drives the last Wednesday and Thursday of every month from 9:00 a.m. to 2:00 p.m. in room 4234. Employees located in FB-IOA may donate blood every 8 weeks from 9:00 a.m. to 2:30 p.m. in conference rooms 5A, 5B, and 5C. The next drive is scheduled for August 18. Transpoint Building blood drives are held in room 2415 at varying times and dates. To find out about dates, times, and locations for regional blood drives, please contact your modal coordinator:

Organization	Name	Telephone Number
OST	Gabe Valdivieso	69402 or 69630
OIG	Karen Muller	61968
FHWA	Susan Wheeler	61188
FRA	Neatha Sanders	60582
FTA	Steve Lesiak	62483
MARAD	Brenda Bell	65801
NHTSA	Charles Williams	62129
RSPA	Rhonda Malloy	65608
USCG	Eddie Lloyd-Bey	72276
SLSDC	Kathy Gavin	60118
FAA	Nancy O'Kane, RN	73406

A simple procedure that takes less than an hour of your time may mean years of continued life for someone else. ■

Protect Your Computers



The OST Office of Security advises employees that the protection of personal computer (PC) hardware and software is everyone's responsibility. The Security Office reports that incidents of hardware and software theft have occurred in DOT offices nationwide. Employees can protect their equipment and information by taking the following steps:

Do not leave disks and software out overnight. Lock them in a file cabinet, desk or other safe place. Employees should also lock desk top disk files because

they are vulnerable to theft.

If your PC is not secured with a cable lock or locked in a room with a proprietary security lock, ask your property custodian or security office for assistance in having it secured.

Never leave your office door open or unlocked at the end of the day or when the office is unattended. Never allow any repair personnel to remove any hardware without first verifying his/her identification and coordinating with the property custodian. ■

Employee Forum

Management Interns Arrive

This July, the department welcomed 33 management interns to the fifth year of DOT's Management Training Program, chosen from hundreds of applicants from DOT as well as outside the government. This dynamic, one-year developmental program is designed for recent college graduates and other high potential applicants with limited professional work experience.

Interns receive intensive classroom and on-the-job training to prepare them for placement in acquisition, human resources, budget/finance, or general administrative positions throughout headquarters. Instruction focuses on technical training in these specialty areas along with



The 1992 class of management interns reflects a diverse group from across the nation. Welcome Aboard!

basic skills training in time management, effective writing, decision making, and management styles. Seminars with key DOT executives and site visits to DOT

field installations fill out the calendar of this busy year.

This fast-track program is building, year by year, as one element of the department's effort to

develop exceptional journey-level professionals today and help prepare them to serve as the department's future supervisors and managers. ■

DOT Calendar of Events

August 5-9 MADD Annual Leadership Development Conference, Orlando, Fla. Contact: (407) 827-4000

August 9-12 Institute of Transportation Engineers Annual Conference, Washington, D.C. Contact: ITE (202) 554-8050

August 11-13 National Hispanic Coalition of Federal Aviation Employees (NHCFAE) Annual Conference, "500 Years of Cultural Contributions," Chicago. Contact Myrna Rivera (312) 694-7893 or Aida Ramos (312) 694-7874

August 11-16 MOSAEROSHOW '92, International Trade Show for Aircraft and Aerospace Industry, Moscow. Contact: Joan Bauerlein, (202) 267-3213

August 26 National Women's Equality Day

Mentoring Skills

Most employees have probably had a "mentor" at some point in their careers — someone who has helped explain who is who and what is what and "taught them the ropes." It could have been a senior secretary

who took time to go over important office protocol, a skilled technician who shared expertise, or a seasoned manager who provided invaluable career advice. Whatever the experience, most of us didn't get to our present jobs

without some nurturing along the way.

Perhaps you're willing to share your knowledge and experience with others to facilitate their career development, but would like to learn more about the tools and techniques. Well, here's good news ... the department has developed a new, one-day training course

for prospective mentors to learn listening skills, career counseling strategies, and coaching techniques. Because mentoring may occur at various levels within an organization, course offerings are targeted separately to three groups of employees: supervisors and managers, mid/senior-level professionals, and secretarial assistants

or paraprofessionals.

Regardless of grade or job title, everyone can learn how to sponsor, counsel, or teach others skills they need to reach their desired career goals. For more information about mentoring training, please contact OST's Human Resources Development Division on (202) 366-4122 or your training officer. ■

This is the declaration of policy which Congress included in the 1991 Intermodal Surface Transportation Efficiency Act. It is reprinted here pursuant to the requirement that each employee of the Department of Transportation receive a copy of the policy.

Sec. 2. Declaration of Policy: Intermodal Surface Transportation Efficiency Act.

It is the policy of the United States to develop a National Intermodal Transportation System that is economically efficient and environmentally sound, provides the foundation for the Nation to compete in the global economy, and will move people and goods in an energy efficient manner.

The National Intermodal Transportation System shall consist of all forms of transportation in a unified, interconnected manner, including the transportation systems of the future, to reduce energy consumption and air pollution while promoting economic development and supporting the Nation's preeminent position in international commerce.

The National Intermodal Transportation System shall include a National Highway System which consists of the National System of Interstate and Defense Highways and those principal arterial roads which are essential for interstate and regional commerce and travel, national defense, intermodal transfer facilities, and international commerce and border crossings.

The National Intermodal Transportation System shall include significant improvements in public transportation necessary to achieve national goals for improved air quality, energy conservation, international competitiveness, and mobility for elderly persons, persons with disabilities, and economically disadvantaged persons in urban and rural areas of the country.

The National Intermodal Transportation System shall provide improved access to ports and airports, the Nation's link to world commerce.

The National Intermodal Transportation System shall give special emphasis to the contributions of the transportation sectors to increased productivity growth. Social benefits must be considered with particular attention to the external benefits of reduced air pollution, reduced traffic congestion and other aspects of the quality of life in the United States.

The National Intermodal Transportation System must be operated and maintained with insistent attention to the concepts of innovation, competition, energy efficiency, productivity, growth, and accountability. Practices that resulted in the lengthy and overly costly construction of the Interstate and Defense Highway System must be confronted and ceased.

The National Intermodal Transportation System shall be adapted to "intelligent vehicles," "magnetic levitation systems," and other new technologies wherever feasible and economical, with benefit cost estimates given special emphasis concerning safety considerations and techniques for cost allocation.

The National Intermodal Transportation System, where appropriate, will be financed, as regards Federal apportionments and reimbursements, by the Highway Trust Fund. Financial assistance will be provided to State and local governments and their instrumentalities to help implement national goals relating to mobility for elderly persons, persons with disabilities, and economically disadvantaged persons.

The National Intermodal Transportation System must be the centerpiece of a national investment commitment to create the new wealth of the Nation for the 21st century.