

Moving America Together

## A New Kind of Highway Patrol: FHWA's Drug Interdiction Assistance Program

By Elaine Riccio

**O**n January 17, a Nebraska state trooper discovered 269 kilograms of cocaine, with a street value of \$40 million, after becoming suspicious of a semi-trailer driver traveling with a load listed as "empty." The trooper was a 1991 graduate of the Federal Highway Administration's Drug Interdiction Assistance Program (DIAP), a successful, ongoing program that's taking aim at truck drivers who use illegal drugs or transport them on our highways.

8,906 pounds of cocaine, 5.5 pounds of methamphetamine, and \$1.8 million in drug-related money.

DIAP also helps to reduce overall drug trafficking on the highways since law enforcement officers can use the same techniques with great success to interdict illegal drugs in other vehicles. They have found that most drivers carrying illegal cargo behave in a similar manner and even tend to use the same false compartment designs to hide the drugs.

Within days of completing their training, law enforcement officers can successfully use their new interrogation and observation techniques — with positive results. A North Carolina enforcement officer who had just finished her training discovered \$415,000 in drug-related money hidden in a truck. A New Jersey state policeman took a closer look into a trailer leaking olive oil, to find a cache of cocaine hidden there. After arresting the driver, the patrolman drove the truck to its original destination and made the "delivery," resulting in further arrests and seizure of cash, vehicles and more drugs. "We teach them to ask the right questions, observe driver behavior and look closely at the shipping papers and the cargo," says McCauley.

Sometimes the training techniques result in the discovery of things other than illegal drugs. A New York state law enforcement officer, trained by DIAP, was conducting roadside inspections and noticed that the inside of a truck was shorter than the outside. He realized there must be a false wall in the front of the

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**Drug traffickers** often try to foil law enforcement agents — man and dog. During a routine conversation with a trucker north of Kansas City, a scale operator became suspicious of his cargo. He called for a drug detection dog who discovered 1,045 pounds of cocaine — cleverly hidden beneath a load of aromatic, rotting onions.

"How could any driver propelling up to 80,000 pounds of rolling truck, or driving a bus full of passengers consider taking the wheel while on drugs?" asks the Federal Highway Administration (FHWA's) Associate Administrator for Motor Carriers, Richard P. Landis. "But unfortunately, it does happen."

"Our mission is to help ensure safe, drug-free highways," says Jim McCauley, DIAP program manager. "We help get drug abusers from behind the wheel, and we're helping to reduce the bulk transportation of drugs."

Established in 1988, DIAP originally focused its efforts on getting commercial operators off the roads for possessing or using illegal drugs. But drugged drivers were not the only problem. Bulk transportation of cocaine and marijuana over the highways was becoming a serious issue, one that no other federal or state agency was addressing.

The program uses a two-pronged attack: training law enforcement agents and providing financial grants to participating states to support their anti-drug efforts. As a result, there have been 50 major drug seizures totaling 25,783 pounds of marijuana,

## Andrew H. Card Jr. Is Secretary-Designate

**O**n January 22, President Bush announced his intent to nominate Andrew H. Card Jr. as the 11th Secretary of Transportation. Card currently serves at the White House as assistant to the President and deputy chief of staff.

Card is a civil engineer with training in transportation and public administration and broad experience in national issues.

He holds a bachelor of science degree in engineering from the University of South Carolina and attended the United States Merchant Marine Academy and the John F. Kennedy School of Government at Harvard University.

Card was a member of the presidential transition team for George Bush in 1988 and served as a senior advisor to the Bush/Quayle campaign. He was campaign manager for the New Hampshire primary at that time, a regional political director and liaison to the Republican governors. From April to August 1988, Card served in the Reagan White House as deputy assistant to the president and director of the intergovernmental affairs office.

The secretary-designate has also held a number of elected and appointed municipal offices in Holbrook, Mass. From 1974 until 1983, he was a



member of the Massachusetts House of Representatives, serving in the Republican leadership for six years. In 1982, he was named Legislator of the Year by the National Republican Legislators' Association.

Card was born May 10, 1947, in Brockton, Mass. He is married to the former Kathleen Bryan, and they have three children.

Confirmation hearings will be held before the Senate Committee on Commerce, Science and Transportation. ■

# StraightTalk

WITH ACTING SECRETARY BUSEY

In my first month in the Secretary's Office, people all over DOT have been gracious and helpful. The team is still as strong as Sam Skinner left it.

As you all know by now, Andrew (Andy) Card has been nominated by the President to be the next Secretary of Transportation. Once he is confirmed by the U.S. Senate, he will bring a wealth of expertise and experience to the department. An engineer by training, he has tackled a variety of issues during his public service. I know you are all ready to give him the same warm welcome you have given me. Learning more about what all of the diverse offices and administrations within the department do has certainly been one of the most

important and enjoyable parts of the job for me. I am confident that as secretary-designate Card wins confirmation and begins his new position, he will also find that to be true.

We are entering a critical year for DOT—our 25th anniversary year, and also the year that we begin to carry out sweeping new legislation. Americans are looking to the transportation industry to help support the economy, encourage public safety, help meet environmental goals and provide mobility for all citizens. That will take a massive cooperative effort among all of us in DOT, the broader federal government and our many partners in state and local government and the private sector.

On December 18, I traveled to Texas with

President Bush and former Secretary Skinner to participate in the signing of the landmark Intermodal Surface Transportation Efficiency Act of 1991. The intermodal emphasis of this bill, and the focus on safety and efficiency in our infrastructure will serve as examples for us as we move toward reauthorization of our federal aviation and Coast Guard programs this year.

I have also been reviewing our departmental and modal budgets and regulatory program agendas for the next fiscal year. My respect and appreciation for the high calibre of people in this department and your level of devotion to your work and to public service has intensified through this process. We are a great team; be proud of it. This period as acting secretary has been one of the most challenging and rewarding of my career, and I look forward to continuing to work with all of you and with the new Secretary. Press On! ■

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truck—and found fourteen undocumented aliens hiding there.

Another kind of law enforcement "agent," one with a keen sense of smell, has become an essential part of the drug interdiction program. With special funding to states, 50 dogs have been trained to locate hidden contraband, even when only a mere residue of drugs remains.



DIAP's two instructors, R. G. "Butch" Milan and Bob Thomasson, both retired Louisiana State Police narcotics officers, provide training and technical assistance to the 12 states currently in the program and to other law enforcement groups that request training. To date they have trained more than 5,700 law enforcement agents from 44 states and federal agencies.

The program provided \$800,000 in direct grants of Motor Carrier Safety Assistance Program (MCSAP) funds during Fiscal Year 1991 to encourage investigation by states into innovative approaches to drug interdiction. In the 1992 DOT Appropriations Act, Congress recognized the program's success by providing an additional \$800,000 in MCSAP funds, with 50 percent earmarked for states along the Mexican border. In an effort to place the remaining \$400,000 where it will produce the best results, DIAP will target states with large metropolitan areas and known drug distribution corridors. Missouri is an example, accounting for around 20 percent of total drug seizures to date.

DIAP is located at the Transportation Safety Institute (TSI) in Oklahoma City. McCauley became director after the untimely death of DIAP's first director, David Howard, in a 1988 crash of a private plane. The training facility at the Institute was dedicated in his memory and is now known as the Howard Academy. McCauley, who has been with DOT since 1979, was formerly FHWA's Motor Carrier Regional Program Coordinator in Atlanta. His previous law enforcement experience was with the Colorado State Patrol. ■

## Pearl Harbor Remembered

Words and photos by PAC A. Mario Toscano, USCGR

The stern of the Coast Guard Cutter Taney, the last floating survivor of Pearl Harbor, was active once again, packed with dignitaries. Part of the country's official 50th anniversary of Pearl Harbor memorial ceremony December 7, the old Coast Guard warrior welcomed more than 300 civilian and military dignitaries to Baltimore's Inner Harbor.

Among those attending were Senators Paul Sarbanes and Barbara Mikulski of Maryland, senior representatives of all military services, senior state, local and federal government representatives and local civic leaders. Coast Guard Commandant and Baltimore native Adm. J. William Kime delivered the keynote address.

At 12:55 p.m., the exact local time of



The USCGC Taney lays silent as she did 50 years ago in Honolulu Harbor.

the 1941 attack, a Baltimore City Police helicopter laid the official Pearl Harbor Survivors Association wreath in the cold waters of the Inner Harbor under the solemn bugle sound of "taps." A formation of four A-10 fighter bombers of the Maryland National Guard's 175th Tactical Fighter Group flew in salute.

The 327-foot Taney is credited with preventing the destruction of the Honolulu Power Plant by successfully fending off a five-plane bombing run against the plant December 7, 1941. ■



The Navy League, Baltimore, deposits its wreath from the deck of the Cutter Taney.

## DOT Today

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

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Please Recycle

## The Coast Guard's Still on Duty in the Persian Gulf

The big homecoming parades for those in Operation Desert Storm have been over for months, but some of our fellow employees are still there. Capt. Ned Kiley, head of the Coast Guard's Public Affairs office, just returned

about two dozen still there to assist with enforcement of the sanctions, with their main task to inspect cargo vessels in the Red Sea bound for Aqaba, Jordan.

The city of Aqaba is the prime trans-shipment

"The embargo has been quite effective," Kiley said. "We are operating with UN rules that allow food and medicines to get in — meat, bulk grain, milk powder, whatever they need. However no military equipment or

and quality of the shipping documents. The Coast Guard boarding teams got plenty of exercise climbing, literally, from top to bottom of as many as 16 ships a day.

Three Coast Guard LEDETS conducted 284 boardings during a one-month period, inspecting all types of merchant ships from all over the world — usually in temperatures exceeding 100 degrees. Kiley said the teams did an outstanding job. "These people aren't just inspecting cargo ships," he said, "they were involved in train-

ing other people, too. Our teams were able to provide training to the various U.S. and Allied naval ships and even to the personnel from coast guards in Bahrain and Kuwait."

According to Kiley, one thing that reminded him the Gulf is truly "the other side of the world" was Monday Night Football. "I would listen to the games over Armed Forces radio," he said, "only they were playing at the beginning of my Tuesday work day. That really made me realize just how far from home I was." ■



home to Washington in January, after several months as officer in charge of Coast Guard forces in the Middle East.

Multi-national naval units remain in the Gulf to enforce UN sanctions and to maintain peace and stability in the region. The U.S. Coast Guard has a staff of

point for goods bound for Iraq. Most of the Law Enforcement Detachments (LEDETS) or boarding teams rotate through in 90-day periods. While "in theater," U.S. Navy frigates are used to place these teams aboard cargo vessels steaming toward ports in Iraq and Jordan.

spare parts are allowed to be delivered." In addition, no Iraqi oil is allowed to be sold on the world market until they comply with the UN requirements.

During an average day, an inspection could take from 20 minutes to eight hours depending on the cargo, size of the ship

## Legislative Update

*The department faces a challenging list of legislation that needs action before October 1, 1992:*

■ DOT's annual appropriation: The President has just forwarded his recommendations to Congress of \$36.3 billion for Fiscal Year 1993 spending in the department.

■ Program reauthorizations: Bills either need to go to Congress or are pending to renew various program authorities for the Federal Aviation Administration, Maritime Administration, Coast Guard, Federal Railroad Administration, and Research and Special Projects Administration. FHWA, FTA and NHTSA have just obtained program renewals.

■ Amtrak: An important element of the President's budget is to pare back on the annual \$700 million in federal grants to Amtrak. The Administration believes about \$350 million in grants is needed, along with improvements to Amtrak operating practices. A bill will go to Congress this year with recommended changes.

■ ICC Sunset: The department will propose the termination of many Interstate Commerce Commission regulatory functions, with transfer of needed residual functions (primarily in the rail area) to DOT and the Justice Department.

*In addition, it is always the case that the department will participate in numerous legislative activities that arise due to congressional action.*

## DOT's Employee Recreation Association Awards

Acting Secretary Busey was on hand at the annual Employee Recreation Association awards program January 14 to thank members for their personal involvement in promoting physical fitness throughout DOT. The acting secretary presented awards to the winners of events in tennis, running, golf and softball, as well as for the best door decorations during the holiday season.

Busey praised the positive impact the association has had on employees since it was formed in 1975. "Recreational activities are especially important as they also build a sense of teamwork and community spirit," he said. "I am a great believer in not only working hard behind the desk, in the cockpit, or in the boiler room," Busey continued, "but also on the playing fields — be it golf, tennis or jogging."

The Employee Recreation Association sponsors athletic events and supports a variety of programs such as the DOT Employee Store, the Race for the Cure fundraiser for breast cancer research, the DOT Day Care Center, the Employee Fitness Center and an association newsletter.

Call Bill Gossard, president of the association at 202-382-6566 about membership or with suggestions on how the Employee Recreation Association can better serve you.

Below: Tom Cooper (l) and Scott York (r) from NHTSA (and their absent partner Steve Francis) were winners of the 1990 door decorating contest. They are shown here with their 1991 entry, which was made with part of the previous year's components. This time, one of their fellow staffers even rigged up a singing flower, and a mini wind machine to help Santa and his reindeer on their way. "It's a fun experience for us and we build on it each year," said Cooper. ■



Bob Laughlin

# Around DOT

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

## Federal Aviation Administration

### An FAA First

The first Aviation Education Resource Center to open on an Indian reservation was dedicated by the FAA on December 13 at Indian Island, Maine.



The center, in the Penobscot Indian Nation's school library, provides a focal point where teachers and students can get information on aviation science and careers. Information covering many aviation occupations is available at the facility in hard copy, on computer software and on videotape.

The FAA has dedicated more than 50 centers throughout the country at schools, colleges, universities, museums, science centers and government facilities.

### New Air Traffic Control Communications System Contract Awarded

On December 31, 1991 the FAA awarded a 15-year, \$1.633 billion contract to the Harris Corp. of Melbourne, Fla. for a sophisticated communications system to serve the air

traffic control program nationwide. The Voice Switching and Control System (VSCS) will provide a computer-controlled voice system for communications among air traffic controllers and flight crews and is expected to significantly improve communications with new flexible, expandable and highly reliable service. The VSCS will be installed at the Aeronautical Center in Oklahoma City, Okla., the 22 Air Route Traffic Control Centers and at the New York

terminal radar approach control facility.

### Wing Icing Rules Released by FAA

In an emergency order issued January 3, the FAA now requires that flight crews or maintenance workers must actually touch the wings of MD-80s and DC9/10s (both manufactured by McDonnell Douglas Corp.) before takeoff to make sure there is no ice present. The current rules, while prohibiting takeoffs with ice or snow on wings, don't require airline workers to actu-

ally touch the wings. To further alert crews to potential icing problems, carriers will also be ordered to install new visual aids on MD-80s. According to Anthony Broderick, the FAA's associate administrator for regulation and certification, it would be like "taking a piece of yarn two inches long and sticking it on the wing. Under good conditions it will wave in the breeze, but if there's an icing problem, it will hang there, frozen."

Both requirements are expected to take effect within a few weeks.

## U.S. Coast Guard

### Coast Guard Responds to Floods in Texas

In late December and early January, the Houston, Galveston, Freeport, Port Arthur and Sabine areas of Texas were relentlessly pounded by rain and heavy flooding. The Coast Guard maintained close liaison with local authorities and provided morning and afternoon overflights of the flood area to get a firsthand view and provide a better plan of action for rescue and flood control operations. During January, additional Coast Guard, Coast Guard Reserve, Auxiliary and emergency equipment remained on immediate standby. Coast Guard and U.S. Navy cargo aircraft also

brought in additional supplies and equipment from St. Louis and New Orleans to help with the rescue efforts.

### 4.5 Ton Cocaine Seizure

The 495-foot vessel Harbour was stopped on Sunday, January 5 about 50 miles south of Guantanamo Bay, Cuba, by the Coast Guard Cutter Campbell. The Coast Guard boarding team found bales of cocaine hidden inside cargo nets that had been covered by plywood sheets and layers of zinc powder. They recovered 4.5 tons of the drug, the third largest maritime seizure of cocaine in history. Twenty-eight South Americans were jailed without bond in the incident.

## Saint Lawrence Seaway Development Corporation

### Seaway Navigation Season Ends

Despite a slight decline in overall cargo tonnage (down 1.7 million metric tons, to 3.8 million), Seaway Corporation Administrator Stanford E. Parris declared the 1991 Seaway season (which ended on December 24), a success because of the following accomplishments:

- Inauguration of a new regular liner service between Great Lakes ports and Northern Europe.
- The first direct overseas shipment of low-sulfur, Western coal exports through the Seaway last summer: 30,000 tons out of Superior, Wis., bound for Spain.
- A three-year incentive tolls program, including rebates and discounts,

which took effect at the beginning of the 1991 season, generating more than 1.3 million metric tons of new cargo.

Parris also commented that despite the tonnage decline in 1991, commercial vessel transit totaled more than 3,000.

### Trade Mission to Europe Set for March

The Seaway Corporation will launch a bi-national trade mission in early March to six cities in Northern, Central and Eastern Europe. Between March 6 and 23, a delegation of U.S. and Canadian Great Lakes business people and maritime leaders will be promoting increased trade through the Seaway system with marketing presentations in Helsinki, Finland; Tallinn, Estonia; St. Petersburg, Russia; Prague, Czechoslovakia; Vienna, Austria and Budapest, Hungary.

## Federal Highway Administration

### The Line Forms Here for CDLs

Approximately 3.9 million operators are expected to get their Commercial Drivers Licenses by the April 1 deadline. Officials around the country report an upswing in the rate of CDLs issued as more truck and bus operators rush to beat that deadline. By the end of 1991, at least 2.8 million drivers had been tested and licensed under the new system, according to federal authorities.

After April 1, carriers that allow drivers on

the road without a valid CDL run the risk of fines and liabilities. One of the purposes of requiring this license is to remove from the road unsafe drivers who have concealed bad

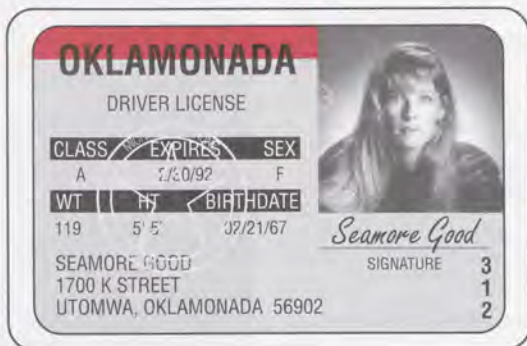
driving records through the use of multiple licenses in various states. The CDL program hopes to end this practice entirely.

"We were processing

10,000 to 12,000 drivers a day during Christmas week and the week before," said Jill L. Hochman, director of the CDL program for the FHWA's Office of Motor Carrier Standards. Hochman emphasized that the CDL program will help standardize things, by making it "a little easier across the country. Your CDL is as good in California as

it is in Pennsylvania or Texas."

Top officials have stressed that there will be no extension of the April 1 deadline, and that enforcement will be strict. "Drivers who flout the law are not going to get away with it," says Richard P. Landis, FHWA's associate administrator for motor carriers. After April 1, he says, drivers will be ordered to "park your rig" and "get off the road."



## Headquarters

### Intermodal Seminar Sponsored by OIG and FAA

Inspector General A. Mary Sterling brings us news of positive results from a two-day intermodal seminar in Atlanta. Designed to promote greater economies and efficiencies and to strengthen the partnership for quality airports. The seminar was attended by 39 representatives, from 11 airports, FAA's Southern Region's Airport Division and the OIG's Atlanta Regional Office (Region IV). The sessions were viewed as a mutual learning experience; everyone was encouraged to be candid and outspoken.

Gary Singletary, Pard Ward, Ron Jones and Don Weekly of the OIG's Atlanta office instructed participants on how the OIG evaluates real estate

projects for federally assisted programs. Special emphasis was placed on requirements and methods to determine a "just" price for land acquisitions. The OIG also highlighted practices that need to be upgraded, such as erroneous and incomplete appraisals that resulted in excessive payments and uneconomical and unnecessary purchasing. Airport officials presented "real life" examples of situations they faced and asked for clarifications of federal regulations.

Sterling said the seminar was a great success, rated excellent by participants. She commended Stephen A. Brill, manager of the FAA Southern Region Airport Division and James Trowbridge, airport realty acquisition specialist, for their work in initiating the meeting.

## Federal Railroad Administration

FRA regional directors will meet in San Antonio February 24-28 to address implementation of the new National Inspection Plan (NIP). The newly designed NIP includes plans based on careful analysis of traffic volumes for each of the five technical areas: track, signal, equipment, operating practices and hazardous materials.

The National Transporta-

tion Policy stated that intercity rail passenger service is essential to an integrated transportation system. FRA is actively promoting intermodal passenger terminal development at Amtrak stations around the country to provide the basis for linking intercity rail, public transit, highways and airports.

The administrator plans to visit several cities in the near future to discuss the possibility of such intermodal hubs.

## Research and Special Programs Administration

### New Regulations for Inspection of Offshore Pipelines

RSPA published final rules on December 5, 1991 requiring operators of natural gas and hazardous liquid pipelines (located in water less than 15 feet deep) to conduct underwater inspections of those pipelines in the Gulf of Mexico and its inlets. The operators are required to report to the Coast Guard those pipelines that may be exposed or otherwise pose a hazard to navigation, and to mark such pipelines within six months. This rulemaking was the result of legislation enacted to protect fishing vessels and prevent accidents such as the one that occurred in the Gulf in 1989, killing 11 crew members

of a commercial fishing vessel when their vessel struck a natural gas pipeline.

### OET Office Is Activated in Emergencies

On December 9, 1991 Hurricane Val hit American Samoa, washing out roads and causing the airport to lose all night flight capacity. The mission of RSPA's Office of Emergency Transportation (OET) is to monitor such natural disasters and prepare reports on the status of transportation-related services. Regional Emergency Transportation Representatives, or RETREPs, in each of the 10 regions work closely with OET in these situations. The RETREP from Region 9 (California) went to American Samoa to assist in restoring services. The team had done the job and left the island after one week, and the transportation system is once again operating at a safe level.

## National Highway Traffic Safety Administration

### Rear Impact Guard Device Proposed

NHTSA has proposed that new truck trailers and semi-trailers be equipped with a more effective device to reduce the fatalities and injuries that could result from a car or light truck crashing into the rear of a large vehicle.

The new device, called a "rear impact guard," would protect the occupants of a colliding vehicle by absorbing crash forces, in addition to preventing excessive

underride. The proposed standard would apply to trailers and semi-trailers only, not to heavy single unit trucks.

Estimated cost would be \$112 per trailer to install the device. Comments on the proposal are due by March 3.

### Possible Rule to Reduce Rollover Casualties

NHTSA has called for public comment on a proposed safety standard to reduce deaths and injuries in rollover crashes. Three potential strategies are being considered. These would: require greater vehicle stability; improve occupant protec-

tion to reduce the effects of rollover and expand consumer information to alert vehicle owners about the potential for rollover. More than 25 percent of occupant deaths in 1989 occurred in rollover crashes. The number of light trucks, vans and sport utility vehicles in use continues to rise. Sport utility vehicles and small pickup trucks pose a particular rollover problem because many are built narrower and higher to accommodate off-road use. The 90-day comment period on the proposed safety standard runs until April 3.

## Federal Transit Administration

### What's in a name?

A lot, if it mirrors an agency's changing mandate and broadened focus. The Urban Mass Transportation Administration has been re-named, and will now be

known as the *Federal Transit Administration*.

The name change

reflects the expansion of the agency's emphasis and programs beyond the urban environment, as well as its increase in funding levels.

The name change was one of the provisions of the Intermodal Surface Transportation Efficiency Act, signed into law by President Bush on December 18, 1991.



## Maritime Administration

### Marketing Mission to Asia

Administrator Warren Leback is preparing for a marketing mission to Asia scheduled for February 16-27. He will visit Manila, Hong Kong, Tokyo, Seoul and Osaka, seeking to convince shippers to give U.S.-flag carriers a fair chance to compete for cargoes.

## To All DOT Employees January 15, 1992

One of our major departmental goals is to ensure a well-trained, high-quality work force and to provide a structured developmental program to prepare our future executives for the challenges ahead. To assure achievement of this objective, opportunities to participate in the Senior Executive Service (SES) Candidate Development Programs (CDP) were announced last spring. The CDP is designed for GS/GM-4 and 15 employees who upon completing specific developmental programs and rotational assignments, will be certified by the Office of Personnel Management (OPM) and can be selected for SES positions without further competition.

Over the last several months, through a department-wide competition, an outstanding group of talented employees has been identified for this program. I am pleased to announce that the following individuals have been selected as our Department of Transportation SES candidates:

Charlotte Adams, FTA	Nancy Kalinowski, FAA
Michael Ball, FAA	Santos LaTores, RSPA
David Bennett, FAA	Florizelle Liser, OST
Barry Birmingham, FAA	Douglas Murphy, FAA
Andrew Billick, FAA	Rubert Nobles, FAA
Richard Birnbach, FAA	James O'Steen, RSPA
John Brown Jr., FAA	Jay Pardee, FAA
Peter Challan, FAA	Charles Reavis, FAA
Heidi Coleman, NHTSA	Le Anne Robbins, FAA
Richard Cox, FAA	Daniel Salvano, FAA
Stephen Crane, FHWA	Douglass Salwin, OST
Mary Karen Cronin, FAA	George Schoener, FHWA
Robert Curry, MARAD	Joyce Sexton, FAA
Antonia Dawsey, OIG	Donald Stadler, FAA
Marion Dittman, FAA	Robert Strong, FAA
Henry Elias, FAA	John Walker, FAA
Joel Ettinger, FTA	Roger Wall, FAA
Arthur Fendrick, FHWA	George Williams, FAA
Michael Gallagher, FAA	Deborah Wilson, FAA
Willie Gilmore, NHTSA	Robert Wiseman, RSPA
Timothy Halpin, FAA	Elizabeth Yoest, FAA
Anne Harlan, FAA	Joseph Young, RSPA
Bill Jeffers, FAA	Samuel Zimmerman, FTA

Because the FAA has about one-half of the career SES positions in the department and has been using the CDP aggressively to meet staffing needs, there are considerably more employees from FAA on this list than from other operating administrations. As we prepare for the potential of large scale SES retirements in the 1994-95 timeframes, and as DOT begins to depend more heavily on the CDP as its primary source for filling SES positions, I believe the list of representatives from each operating administration will expand considerably.

Please join me in congratulating these outstanding employees who represent the Department of Transportation's future.

A handwritten signature in dark ink, appearing to read "James B. Busey".

James B. Busey, Acting Secretary

Below is a layout that appeared in the May 1967 issue of "Horizons," an FAA publication, detailing the gala celebration to officially inaugurate the Department of Transportation. Wonder where the air cushion craft is today?

## The Launching of a Department

The formal opening of the Department of Transportation last month was, for the most part, anything but formal. In order to mark the occasion and make it a memorable one, the Smithsonian Institution put on a day-long gala celebration, "The Pageant of Transportation," a tribute to Alan Boyd, and to all employees of the new Department.

In a ceremony at which the Secretary introduced his top officials to the press and the public, the Secretary pledged that the new Department will work to make transportation more efficient, more economical, more expeditious and more socially responsible. "We want an end to the noise, pollution and general disfigurement transportation has unintentionally brought to our cities," he said.

The Boyd family rode a balloon...



Air cushion craft shared the limelight with a carriage, balloon and a rocket belt. and took a horsedrawn carriage ride.



DOT Archives

## Fiscal Year 1993 DOT Budget Proposes Six Percent Growth

**O**n January 29, President Bush submitted his budget proposals for Fiscal Year (FY) 1993, which begins October 1, 1992. For DOT, the budget requests \$36.3 billion in appropriations, representing a 6.3 percent growth over FY 1992 levels enacted by Congress, and provides 41 percent growth since FY 1989 when the administration came into office. In terms of staffing, the budget supports 109,596 Full-Time Equivalents, essentially the same as the

FY 1992 level approved by Congress.

The FY 1993 budget continues to support the themes of the National Transportation Policy. Nearly 72 percent of the department's proposed budget is for programs directly supporting capital investments in transportation infrastructure. User fee revenue, such as motor fuels tax receipts, would finance 82 percent of the budget, up from 73 percent in FY 1992. This increase is due in large part to our proposals for

increased spending for highways and for increasing the share of the FAA budget financed by user fees. The budget also includes \$498 million for research and development activities (12 percent growth over the FY 1992 level Congress enacted), and \$1.9 billion (8.4 percent growth) for programs that are directly safety-related, such as inspections, search and rescue, safety grants and transportation security.

The next step in the budget process is for

Congress to review the President's budget proposals. The House and Senate Appropriations Committees will hold subcommittee hearings beginning this month for the department as a whole and for each of the operating administration budgets. Following the hearings, which end in April, the subcommittees will "mark up" the proposals with their recommendations and send them on for a vote, with the aim of getting final bills enacted by September 30. ■

### DID YOU KNOW?

Americans spend \$800 billion on transportation in this country each year. One out of every 10 Americans is employed in transportation-related services or manufacturing, and transportation accounts for 20 percent of the Gross National Product.

## BUCKLE UP FOR LOVE!

What better way to hug, kiss and love a child than to take the time to protect him or her in a child safety seat or belt — and to make sure that it's done correctly?

**Buckle up for Love!** is the theme for **Child Passenger Safety Awareness Week**, February 9-15 and promotes the correct, safe use of child restraints.

As in past years, the campaign, directed by the National Highway Traffic Safety Administration is geared to the community. A variety of consumer educational materials has been prepared for distribution to national, state and local groups so they can spread the word in their own constituencies. Materials available include a video news release, posters, stickers, brochures, as well as sample activities and press releases that may be tailored for local use.

At a press conference scheduled for February 11 at the National Press Club in Washington, D.C., NHTSA will join with SAFE KIDS, a national organization that focuses on child safety and will this year emphasize the use of child safety seats. The Ninja Turtles are also scheduled to make an appearance.

All 50 states, the District of Columbia and Puerto Rico now have child passenger protection laws and the use of child safety seats has shown significant increases, jumping from approximately 22 percent in 1982 to 84 percent in 1991.

"This is gratifying, but not nearly good enough," says Mike Brownlee, associate

administrator for Traffic Safety Programs. "We know that one in every four safety seats is used improperly, perhaps as many as 80 to 92 percent of child safety seats may be installed or used improperly to some extent."

All of us at DOT should remember and persuade others that each person who drives is responsible for protecting the lives of children who ride with them. We know that when used correctly, child passenger protection devices are 71 percent effective in preventing fatalities and 67 percent effective in reducing serious injury. NHTSA estimates that child restraints saved the lives of 222 children in 1990.

As children grow older, don't let them lose the good habit. Insist that children wear safety belts and keep them snug and low on the hips. Remind them it's their job to use safety belts whenever they ride in a vehicle, even if you're not with them.

One NHTSA study shows that universal safety seat use would prevent about 53,000 injuries and could save the lives of about 500 children each year. That's a lot of hugs and kisses from happy, healthy and safe children for just the few moments it takes to protect them in a child safety seat or seat belt.

Pass it on. ■



## Parents: Pay Attention to Those Recalls!

The National Highway Traffic Safety Administration is taking steps to increase the rate of response to recalls of child safety seats. The average response to such recalls is about five percent. NHTSA says owners may not be aware of recalls or may not consider them a serious problem.

NHTSA plans to establish a child safety seat registration program that would require postage-paid registration cards to be furnished with all new seats. Completed cards, returned to manufacturers, would enable owners to receive personal notification if there is a recall.

Other measures NHTSA has taken to improve recall rates include: quarterly news releases identifying safety seat recall campaigns with low response rates; letters to major safety seat retailers informing them of recalls and advising them not to sell the recalled seats; letters to manufacturers, directing them to remove recalled seats from distribution; and working with retail outlets to provide in-store displays as a service to consumers.

Anyone who has questions about child safety seats or any other recall campaign should call NHTSA's toll-free Auto Safety Hotline at (800) 424-9393, or in the Washington, D.C., area, (202) 366-0123.

## Child Safety Seats and Passenger Side Air Bags

Passenger-side air bags are becoming standard equipment on many cars. It is expected that more than one million will be produced in this model year alone.

NHTSA has issued a consumer advisory warning owners of rear-facing infant safety seats not to use them in the front seats of cars equipped with an air bag on the passenger side.

The danger is that a child in a rear-facing infant safety seat could be seriously injured if the air bag deploys. If it is absolutely necessary for the child to be in the front seat with the driver of a car equipped with a passenger side airbag, the passenger seat should be moved back as far as possible, to maximize the distance between the dashboard and the child.

NHTSA says that while air bags are very effective and have already saved many lives, they are not compatible with rear-facing infant seats.

According to NHTSA, the safest position for any type of child seat is in the rear seat of the vehicle. An air bag used with a lap and shoulder seat belt provides the best possible protection for older children, as well as adult passengers.

## Black History Month

### Activities at Headquarters Throughout February

Watch for "FACTS OF THE WEEK" on your TONS system screen during Black History Month. Presented by OST.

**4th**—10 a.m., DOT Kickoff Program, Nassif Bldg., room 2230, opening remarks, Acting Secretary Busey. Contact Ella Graham, x69367.

**5th**—10 a.m., FAA Auditorium, lecture by Prof. Zak Kondo, Bowie State University.

**6th**—10 a.m., FAA Auditorium, lecture by Ernest Green (one of the Little Rock Nine); 10 a.m., Nassif, room 2230, "Cardiovascular System and Stroke," lecture by Dr. Patricia Davidson, Washington Hospital Center. Call x60800.

**10th**—10 a.m., lecture by Benjamin O. Davis, NTSB, 490 L'Enfant Plaza, 5th Floor board room. Contact Lillian Isler, 382-6711.

**11th**—10 a.m., Nassif, room 2230, "Parents' Role in Education in the 90s" panel discussion. Contact Ella Graham, x69367.

**12th**—10 a.m., Nassif, room 2230, "The Influence of the Church on the Black Community." Rev. Dr. Grainger Browning, Ebenezer AME Church. Contact Doris Logan, x66730.

**13th**—10 a.m., Nassif, room 2230, "Sickle Cell Anemia," Freddie Vaughns, Howard University. Contact Clarissa Swann, x60800.

**18th**—10 a.m., FAA Auditorium, Dr. Sharon Harley, Afro-American Studies, University of Maryland. Contact Sheila White, x77184.

**19th**—10 a.m., Nassif, room 4234, "The Most Pressing Health Issues Confronting Black America." Contact Ella Graham, x69367.

**20th**—10 a.m., FAA Auditorium, Eastern High School Choir; 10 a.m., Nassif, room 2230, "AIDS in the Workplace;" Call x60800; 11:30 a.m. to 1:00 p.m., FAA Cafeteria, Navy Military Band.

**24th**—2:00 p.m., Nassif, room 2230, Nubian Arts Cultural Center African Dance Group. Contact Doris Logan, x66730.

**25th**—10 a.m., Nassif, room 2230, Music Festival: Coolidge High School and Wilson High School choirs and the DOT chorale.

**27th**—9 a.m. Scholarship Breakfast, Shiloh Baptist Church with Dr. L. Bias. Contact Sheila White, x77184; 10 a.m., Nassif, room 2230, "Substance Abuse and Mental Health;" 2 p.m., Nassif, room 2230, lecture by Col. Frederick Gregory, astronaut.

**28th**—11:30 a.m., Ethnic Food Tasting, FAA Conference Rooms 8ABC.

# EmployeeForum

## Leave Transfer: A Helping Hand

The department's leave transfer program, coordinated by the Office of Personnel, makes it possible for employees to contribute annual leave from their accounts to help other employees who have used up annual and sick leave because of their own extended illness or other family problems. Two of the DOT Headquarters employees who have benefited from the plan offered to share their experiences:

**Mickey Hostetler** has been with DOT for two years as a financial specialist in the Office of the Secretary, working on policy and procedures concerning the Federal Managers' Financial Integrity Act, and is the contact for finance and budget management trainees.

It was only last September that her two aging parents became sick, both around the same time, with difficult-to-diagnose illnesses. Mickey lives in Alexandria, Va., and her parents live miles away in Centreville, Va.

With each parent requiring many visits to doctors and hospitals for diagnosis and treatment, Hostetler's leave was soon used up.

"I didn't realize the program would cover a situa-

tion like mine," she said. "You fill out the forms and hope you'll be lucky. But people really came through for me. The donations of leave time were a lifesaver."

**Jacquelyn Rush** had never heard of the program. A secretary-typist in the Office of International Aviation, Rush became ill in 1988. Before she even had time to prepare herself and her family, she entered the hospital for serious lung surgery, and what became a long recuperation. She was out of the office for nine months, has worked three or four days a week for a long while and returned to full time status only this month.

"A friend of my daughter's who works at the Department of Agriculture knew about the program," she said. "She found people there who donated use-or-lose leave to me. I also applied for the program here at DOT. A lot of kind-hearted people helped me. I want everyone to know how much I appreciate what they've done."

*For more information on how to either receive donated leave or to donate leave yourself, contact the personnel office within your operating administration. ■*

## Acting Secretary Busey Holds Employee Roundtable Discussion

On January 9, Acting Secretary James Busey conducted an Employee Roundtable at DOT Headquarters. In a relaxed manner that put the audience at ease, he said, "I feel it's time for me to hear from you and the concerns that you have." He regretted that he couldn't invite all the department's employees to this kind of "town meeting." However, there were representatives from each operating administration there to ask a variety of questions.

In answer to whether he would continue the strong support for the 70 percent by '92 seat belt campaign, he said, "You can count on my commitment. The program will succeed, because it's the right thing to do."

How did he feel about high speed rail projects? Busey said he felt certain that new technology will play an important role in future transportation plans.

Busey was asked if he would consider changes in the workplace, such as flextime or working at home for some employees. "We'll have to be competitive," he said. "We'll have to look at all the opportunities."

How will the new transportation legislation affect the economy, he was asked, and the economy affect job opportunities at DOT?

Busey said staffers shouldn't worry about their jobs and he was not expecting any major changes in key personnel.

"We all have a lot to do," he said. "Our new legislation and the projects it contains are an essential part of our work. What we do will have a major impact on people's lives for the next 50 years."

"We're going to add new jobs to the country's work force, and we're going to increase opportunities within our department." Reassur-

ingly, he told the audience: "Transportation is indeed a growth industry."

Asked how he was adjusting to his own career changes, Busey laughed, and said he's used to change, having just recently passed his 40th year in public service. The transition from FAA to deputy secretary to acting secretary was smooth, he said, thanks to "all the super people" in the department.

Busey reiterated his support for all the

important programs within DOT. Then someone asked, "And what can we do for you?" He replied, "Continue your energetic efforts to keep the momentum going. We don't want to lose sight of our objectives. We have a good thing here. We have to make sure we don't lose the edge."

The roundtable was seen live via satellite to those facilities with an uplink available and over in-house cable. Video-cassettes were sent to all field offices. ■

## DOT Calendar of Events

### February

**Black History Month** (for Headquarters events, see calendar on page 7)

9-15, Child Passenger Safety Awareness Week.

14 - Valentine's Day

17 - George Washington's Birthday Holiday

28 - 17th Annual FAA Aviation Forecast Conference, "Aviation Opportunities for the Decade of the 90s," Mayflower Hotel, Washington, D.C. Contact Gene Mercer, (202)267-3355.

### March

**National Women's History Month**

12-14 Third Annual Women in Aviation Conference, Las Vegas. The event is sponsored by Parks College of St. Louis University and features talks by NASA astronaut Eileen Marie Collins and test pilot Chuck Yeager. For more information, call (618)337-7500, ext. 203 or write: Women in Aviation Conference, Parks College of St. Louis University, Cahokia, Ill. 62206.

March 31-April 2, International Workshop on Aging Aircraft, sponsored by the FAA, NASA and the Air Force Office of Scientific Research and organized by the Computational Modeling Center at Georgia Tech. Contact S.N. Atluri, (404)894-2758, fax (404)894-2299.



Lance Strozier