



U.S. Department of Transportation

Research and Special Programs Administration

Highlights

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Dungan Appointed RSPA Administrator

Secretary of Transportation Samuel K. Skinner has appointed Travis P. Dungan as Administrator of DOT's Research and Special Programs Administration (RSPA).

Administrator Dungan has served in high-level government positions as Deputy Under Secretary for Economic Affairs for the U.S. Department of Commerce, and as Deputy Secretary of Commerce for the state of Florida where he was responsible for Florida's programs for economic development, international trade, and tourism.

In that position, he worked closely with DOT and commercial airlines in expanding Florida's flourishing tourist industry.

Secretary Skinner, in making the appointment, said "Travis Dungan has gained a reputation as an effective policymaker and can-do manager. These are important qualities for the head of RSPA with its transmodal safety, research and transportation preparedness mission."

In previous positions, Dungan was Vice President and Treasurer of the Overseas Private Investment Corporation, Deputy Assistant Secretary for Finance at the Department of Commerce, and head of the Economic Development Administration's \$1.1 billion commercial loan portfolio.

He was also Senior Management Consultant for Peat, Marwick, Mitchell & Co. in Miami specializing in strategic planning, financial forecasting, and right-of-way acquisitions for public-sector agencies in the United States and Latin America. For several years, he headed the Carter Construction Company, a family-owned business, with his brother.

Dungan received his MBA from the Stanford Graduate School of Business and was graduated *cum laude* from Harvard University where he was elected news editor of *The Harvard Crimson*.



SAMUEL K. SKINNER

RSPA Develops New Aviation Data Reporting System

The RSPA Office of Aviation Information Management has developed for the Department a new aviation economic database called the Schedule T-100 Reporting System that will modernize the traffic data reporting system for U.S. and foreign carriers, and reduce the traffic and capacity statistics reporting burden by more than 48% for the air transportation industry.

Schedule T-100 will collect data on passenger and cargo service encompassing scheduled, nonscheduled, and charter operations.

The T-100 System will replace three existing reporting systems, and eliminate unnecessary data collection on aviation commerce within the U.S. and between the U.S. and foreign countries.

Sixty-two U.S. and 142 foreign air carriers serving the United States will be able to report massive amounts of aviation data utilizing the T-100 System because of the elimination of hardcopy reports, reduction in data elements, and the use of automated data processing (ADP) submissions.

The main statistics reported in the system are revenue passengers and revenue freight tons enplaned by on-flight market, as well as transported by nonstop segment. For the first time, foreign carriers will report data on their scheduled operations along with their charter data.

Secretary Skinner Visits RSPA/TSC

DOT Secretary Samuel K. Skinner visited the RSPA/TSC on September 14, 1989. He was accompanied by Assistant Secretary for Budget and Programs Kate Moore, RSPA Administrator Travis P. Dungan, and key support staff.

The afternoon visit began with a series of technical briefings and demonstrations of current RSPA/TSC projects. A brief walking tour acquainted him with the buildings and grounds of the Center, as well as its child care facility and fitness center.

At a "standing room only" meeting with employees in the auditorium, the Secretary gave insights concerning his national transportation priorities and commitment to ensuring a quality work environment for DOT employees. He expressed his appreciation for the achievements and importance of the RSPA/TSC, emphasizing the importance of technology to national prosperity and quality of life.

Copies of the video recording of Secretary Skinner's visit and a transcript of his remarks are available.

Excluded from the detailed market and segment data reported on the new Schedule T-100 will be all-cargo services and charter operations flown in the U.S., as well as international military charter operations flown by U.S. air carriers.

T-100 data will be filed on a monthly basis and due at the Department 30 days after the end of each month. Summary statistics will continue to be published and market statistics may be published if there are more than three carriers in the market. Individual carrier data will not be available to the general public for three years.

The T-100 System replaces the Service Segment Data (ER-586 data), Form 217 Charter Reports and Schedule T-9 Market Reports. Further, much of the data currently reported by U.S. carriers on the summary Form 41 traffic schedules will be eliminated since this data can now be extracted from T-100.

RSPA/TSC Prepares Reports on Policy Seminars and Forums

RSPA, through its Transportation Systems Center (TSC), has prepared a report for Secretary Skinner compiling the public comments on the nation's transportation systems and issues expressed by transportation experts and concerned citizens at six Policy Issue Seminars chaired by RSPA Administrator Dungan and held in cities across the United States.

Public comments from these seminars, combined with comments from Secretary Skinner's other "outreach forums," will be published in a booklet entitled, "America Speaks Out on Transportation." These comments will also provide background material for the new National Transportation Policy document being developed by the Secretary. This National Transportation Policy will be presented to President George Bush in January 1990.

RSPA/TSC has also documented for DOT the public comments on transportation enunciated at a series of eight forums in major cities on Innovation and Human Factors in Transportation. These forums, chaired by Mark Dowis, Special Assistant to the RSPA Administrator, addressed major issues concerning the role of innovation and human factors in ensuring the safety, efficiency, and capacity of our transportation systems.

The Policy Issue Seminars, encompassing many significant issues, focused on the relationship of our transportation systems to the nation's economic growth and global competitiveness, future energy requirements, the environment, national security, and special mobility needs. At these seminars and in discussion on diverse transportation systems, participants cited the need to "level the playing field" for all transportation modes so that each may operate with optimum efficiency under nationally uniform regulations.

In the sessions on Innovation and Human Factors, participants emphasized that America's economic competitiveness and mobility are dependent on continued improvements in transportation systems. They urged action in a number of areas to encourage such improvements, including development of new mechanisms for funding and intermodal planning, assessment of advanced vehicle and information technologies, and improvement of transportation training and education.

There was unanimous concern for the need to improve safety through a better understanding of human factors. Participants addressed not only the problems of substance abuse and vehicular safety but also whether the skills of the future transportation work force will match the needs of high-technology vehicles and systems.

Office of Emergency Transportation in Key Role in Earthquake Response

RSPA's Office of Emergency Transportation (OET) played a central role in galvanizing the Department's emergency response to the October 17th San Francisco Bay Area earthquake. Within an hour of the 7.1 Richter scale trembler, the Department of Transportation's representative was dispatched from OET to the Government-wide center established at the Federal Emergency Management Agency (FEMA). DOT/OET's representative at the Transportation Desk at FEMA's National Emergency Information Coordination Center (NEICC) received and coordinated damage assessment data from DOT's Regional Emergency Transportation Coordinator (RETCO), U.S. Coast Guard Vice Admiral Clyde Robbins of Region 9.

Under the leadership of Vice Admiral Robbins all locally involved DOT administrations - FHWA, FRA, UMTA, FAA and USCG, as well as the Interstate Commerce Commission (ICC), were quickly organized around the Emergency Transportation Support Function concept contained in the Federal Earthquake Response Plan. The group rapidly assessed the damage to the regional transportation system, and reported the information through the Transportation Desk at FEMA's NEICC and to the Emergency Operations Center established at OET.

After being briefed on the latest available information by the Director of OET, RSPA Administrator Dungan accompanied Secretary Skinner and other key DOT personnel on a flight to the earthquake site on the night of October 17th. Upon their arrival Vice Admiral Robbins provided updated emergency transportation-related information, and joined the Secretary, the Administrator, and others on a tour of the most devastated areas in the region.

Ed Henry, the Regional Emergency Transportation Representative (RETREP) and Vice Admiral Robbins' Chief Civil Emergency Preparedness Aide, was meanwhile instrumental in continuing to gather, assess, and process pertinent information and transmit it through the FEMA network to the Emergency Operations Center at OET. The Director of OET, as prescribed by the DOT Crisis Action Plan, accordingly assembled the information into situation reports. These situation reports were disseminated through the Department via the Emergency Planning Officers and Emergency Coordinating Officers in an attempt to provide a continuous stream of updated information to their respective Secretarial and Administrative Offices. Throughout the crisis, RSPA maintained its role as the critical information link for timely communication between Departmental Administrators and Assistant

TSC Initiates OMNIBUS Contracts

To conduct critical transportation research that requires complex transportation systems analyses and technology, TSC has initiated an innovative technical support contract plan that draws on the talents of leading U.S. technical and operations analysis companies directed by TSC's own technical staff.

This competitive, multiyear procurement procedure is called the Multiple Contractor Resource Base, otherwise known as OMNIBUS, and is designed to cope with changing national transportation priorities and technical requirements.

OMNIBUS allows TSC to announce a series of solicitations in different technical areas in a single solicitation that stimulates private companies to submit competitive proposals for the prime contract, followed by minicompetitions for technical task orders with a short turnaround time of only a few weeks. This competition encourages large and small companies to participate as primes or subcontractors under the OMNIBUS structure.

The OMNIBUS contracts encompass four areas of research, analysis, and development support: (1) Transportation and Logistics Operations Research and Analysis; (2) Information Systems Engineering; (3) Communication, Navigation and Surveillance Systems; and (4) Vehicle, Guideway, and Terminal Systems.

The DOT Research and Special Programs Administrator (RSPA), Travis P. Dungan, in commenting on TSC's Multiple Contractor Resource Base and OMNIBUS plan, said "this innovative approach for government technical support will bring in the best company and industry talent to help on critical transportation problems. It will help assure safe, reliable, cost-effective transportation even though the nation's transportation problems are constantly changing."

This TSC management initiative is supported by the DOT Secretary and may provide a model for other DOT Administrations in gaining high-quality and prompt technical support from the private sector to meet challenging and changing transportation problems.

Secretaries and the on-site emergency transportation operations center.

Secretary Skinner, upon his return to Washington from the earthquake site, noted to the news media that FEMA had recently sponsored a national earthquake exercise. The Secretary directly attributed the coordinated rapid response activities of FEMA, the RETCO, OET, and other agencies to that simulated earthquake exercise.

Prior to the San Francisco Bay Area earthquake, OET staff had been deeply involved in responding to the devastating effects of Hurricane Hugo.