

OIA-50/79
7 June 1979

MEMORANDUM FOR: Deputy Director for Administration

THROUGH : Deputy Director for Science and Technology
Director, National Foreign Assessment Center

SUBJECT : Request for Agency Transportation

1. We request that scheduled official transportation be established between [] and Headquarters as soon as possible. Such service could be either direct or in connection with existing shuttle services between Headquarters and Rosslyn/NW Washington. A minimum of three round trips per day is required.

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2. In the past, similar requests have been made by Agency components in [] but have been rejected on the grounds that such service would not be as cost effective as reimbursing people for the use of their own vehicles. We believe that there are compelling reasons for reversing the previous decisions and changing the present system.

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3. First and most important, in our view the cost of lost intelligence product that is incurred by the present way of operating is far greater to the Agency than the dollar cost of establishing shuttle service. In many areas of intelligence analysis, close professional contact between imagery analysts, [] and Headquarters analysts is essential to the production of first-rate intelligence, and there is no question that the lack of direct contact reduces both the efficiency and effectiveness of analysis. This need for face-to-face analytical interchange cannot be overemphasized, particularly when imagery--which is a visual source--is a major contributor of information. Telephone and other electronic communications help, but they simply cannot replace personal contact as an effective means of problem solving and ensuring that the maximum amount of intelligence content is being extracted from images. The present system greatly discourages the kind of personal contact that is needed. Clearly, the high cost of acquiring the imagery does not justify anything less than its total utilization.

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4. It is clear to those who have been in [] for some time that in the last several years the number of visits by Headquarters analysts to [] has been declining, as have the number of imagery analysts' visits to Headquarters. Both groups of analysts are convinced there needs to be more--not less--interaction on substantive issues but state that the unavailability of convenient public or Agency transportation has impaired their efforts to enhance this dialogue. The Headquarters analysts also have stated that even when they do have their own transportation available they are reluctant to drive to [] given its bad location and the stringent parking arrangements.

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5. There is no doubt in our minds that our views on this matter are shared by our colleagues in Langley. To demonstrate this, we have asked those Office Directors in the National Foreign Assessment Center who rely most heavily on imagery analysis to endorse our proposal. (See the attachment). And comments like "Regular transportation between [] and Headquarters could make an important difference in coordinating the work of the Offices" are typical of the views we hear almost daily expressed by analysts from Headquarters. The quoted comment was made by an analyst from the Office of Strategic Research as part of a written critique of an orientation course we conducted earlier this year.

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6. Even if a more narrow view of costs is considered, the establishment of regular shuttle service probably is now justified. Surely, the rapidly escalating costs of operating private vehicles must be having a substantial impact on the dollar cost comparisons. Finally, the present system is not consistent with Agency policy on energy conservation. If we are going to exhort our people to form car pools and make greater use of mass transportation, and if we are going to further restrict and charge for parking, we must provide alternatives to personal vehicle travel for transportation that is required to conduct official business. A regular official transportation system that is capable of carrying the large number of personnel who would travel between [] and Headquarters in pursuit of more thorough analysis and higher professional achievement would be much more consistent with energy conservation objectives than the present system.

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7. Your approval of this request would be a great service not only to those Agency components in [redacted], but also to the achievement of the Agency's intelligence production goals.

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R. P. HAZZARD

Director

National Photographic Interpretation Center



Director
Imagery Analysis

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Attachment:
As Stated

Distribution:
Original & 1 - Addressee (w/att)
1 - DDS&T (w/att)
1 - D/NFAC (w/att)

Attachment

Office Director Comments on Office of Imagery Analysis/National
Photographic Interpretation Center Request for Agency Transportation

Comment:

I heartily endorse this request. The most frequently stated reason for analyst failure to make full use of our photographic intelligence resources is, the sheer inconvenience and inefficiency of getting [redacted] STAT

Scientific Intelligence

Comment:

I am in complete agreement. It is clear that analysts working together make for improved analysis. FAC is trying many avenues to improve our product — let's try this! [redacted] STAT

R. E. Hineman
Director
Weapons Intelligence

Comment:

I agree with the proposal. Analysts' visits have declined as the transportation and parking situation has gone from inconvenient to difficult. The loss of personal contacts will become increasingly costly in the coordination of research and tracking. [redacted] STAT

R. M. Huttstutler
Director
Strategic Research

Comment:

I agree completely with this proposal. Better transportation will help us as well as OIA. If [redacted] energy STAT

Maurice C. Ernst
Director
Economic Research

Comment:

Knowing full well the disadvantages of being "off-campus", I [redacted] STAT

[redacted] Director
Geographic and Cartographic Research