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CONFIDENTIAL

DDA Registry
79-1293/14

30 October 1979

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MEMORANDUM FOR: Deputy Director of Central Intelligence

FROM: Clifford D. May, Jr.
Acting Deputy Director for Administration

SUBJECT: Paid-Parking Program

REFERENCE: Memo for DDCI fm DDS&T, dtd 22 Oct 79, Subject: Parking Fees [redacted] 25X1

1. The reference raises the concerns of the Deputy Director for Science and Technology over the President's paid-parking program and the effects the program will have on personnel morale. There is no question that the out-of-pocket expenses associated with the program will cause some adverse reaction. As we have explained to senior DDS&T representatives at several meetings held on the subject, the President's goal is to reduce the number of personnel driving vehicles to and from work in order to conserve energy and to reduce traffic congestion and air pollution.

2. The issue of a fair assessment is obviously a judgment call. Based on fees charged by commercial lots in the areas near 2430 "E" Street, N.W. [redacted] fees assessed by GSA are reasonable. For example, fees for public parking in the Southwest area [redacted] run from $36.00 to $56.00 per month, with most over $50.00. The NPIC charge of $33.00* appears reasonable for close-in parking when viewed against commercial rates or the Pentagon fee of $40.00 for parking some distance from the building. Similarly, the $40.00 fee for 2430 "E" Street, N.W., is not excessive despite the bullpen arrangement, when compared to nearby commercial charges. Parking fees of $80.00 in some downtown garages make the 2430 "E" Street, N.W., bullpen look good. 25X1 25X1

*For the purpose of this memorandum, GSA-assessed parking fees for U.S. Government space are quoted at the full rate. A charge at 50 percent of the full rate is applicable until 1 October 1981.

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3. Comparisons drawn between urban locations and Headquarters in respect to fees, maintenance, and quality of environment as stated in the reference are true, but are not relevant to the paid-parking program. Recent paving work at the Headquarters compound is primarily related to roadways and deteriorated curbing and is scheduled as routine but long-overdue normal maintenance. Maintenance and improvements in the parking areas are GSA responsibilities, and we will continue to press GSA to ensure proper maintenance for [redacted] 2430 "E" Street, N.W., as well. 25X1

4. It has been suggested several times that the paid-parking program include personnel not presently assessed in order to reduce the impact on high-cost areas. Under GSA guidance, the Agency may not subsidize parking fees by averaging costs for all employees. This situation is not unique inasmuch as personnel parking at Rosslyn and other commercial locations have paid fees for many years. While parking fees are certainly no incentive to attracting and retaining good personnel, they have not proven to have a serious impact on assignments to Rosslyn or other commercial locations.

5. Paid parking is obviously an unpopular subject, but it's with us and the direction comes from the White House. The program was developed by the Office of Management and Budget after providing an opportunity for agencies and departments to comment. While these comments were considered, there was no major change on the final outcome. The Administration approved the program and set it into operation. GSA was directed to implement the program and to provide appropriate guidance and regulations. GSA recognized the tasking as onerous and one likely to cause morale problems throughout government. Having said that, GSA has done a reasonable job and is following direction. Any efforts by senior managers to placate employees by encouraging the idea that fees can be reduced or exemptions obtained do a disservice to the Agency and are basically unfair to the employees. Your personal support in implementing this program and the support of senior managers, such as the DDS&T, are needed and appreciated.

[redacted] 25X1

Clifford D. May, Jr.

Attachment:
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