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MEMORANDUM FOR: [REDACTED]
Chief/NFAC Admin Staff

SUBJECT : OIA Comments on Draft OMB Circular Concerning Parking

1. Following are comments most frequently voiced within OIA in response to subject circular:

A. If any employees should pay for parking, then all employees should pay. Rates should be equalized on the basis of average cost at the various agency-occupied facilities in the Headquarters area. A sufficient number of free parking spaces must be set aside for visitors so that employees would pay only for their regular parking spaces on days when they are required to visit other government facilities.

B. Suitable alternatives to driving to the office should be available before any parking fees are instituted. This pertains to public mass transportation in general, and specifically to an expanded Agency-operated shuttle service to include service between [REDACTED] and Headquarters. The shuttle service between Headquarters and Rosslyn is apparently very successful in keeping down congestion in Rosslyn and in saving fuel. With more than 50% of OIA personnel living nearer to Headquarters than to [REDACTED] a similar arrangement would have similar advantages. For those who must drive their own vehicles to the office under current circumstances, an expanded Agency-operated motor pool fleet of sub-compact vehicles must be provided before they can be expected to form car pools. This point is also discussed in "c" immediately below.

C. Car pools are not always in the best interest of the Agency. A significant number of supervisors drive to the office alone because they are frequently involved in office activities far beyond the regularly scheduled workday. This is particularly true of upper management. One's own car must be readily available in order to carry on the normal flow of business between the various Agency-occupied buildings in the area and within the Intelligence Community at large. These people will continue to drive alone, but at a cost. Or, they will form car pools and no longer be available for meetings on short notice and after-hours. The only equity for these people would be to provide an expanded fleet of official vehicles that would readily respond to their needs for official transportation.

D. The ceiling on federal wages has already cost the government in terms of lost talent to higher bidders. Having to pay for parking will add another cost to working for the federal government and might increase the "brain drain."

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E. Charging a fee for parking will merely serve to appease those who have this as objective in equalizing the benefits afforded to government workers vs. their counterparts in private industry. It will do little to save fuel. Those who drive alone in their own cars will continue to do so since, for the most part, these are the people who can best afford to pay. Charging conventional rates won't deter them.

F. Finally, there is strong sentiment that the exercise of offering comments is a waste of time because the Administration doesn't really care what government workers think of the proposal. This frustration with the system is the most disturbing revelation of our informal survey of opinion.

2. It is important to keep the objectives of the proposed parking fee in perspective. The goal is to save energy through reduced fuel consumption. Reduced highway congestion will be a pleasant side-effect. Equalization of federal employee benefits with the benefits of private industry is not a goal of the Administration. If this were an objective, we would have to consider free parking in the context of a discussion of federal wage ceilings and limited cost of living adjustments.

3. It is hoped that the above comments are helpful in the development of an NFAC position on the OMB proposal.



Chief, Administrative Staff
Office of Imagery Analysis

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