

17 APR 1979

MEMORANDUM FOR: Chief, NFAC Administrative Staff

FROM : Maurice C. Ernst
Director of Economic Research

SUBJECT : Draft OMB Circular Concerning Charge
for Parking

1. While most if not all of the routine arguments against a charge for parking are identified one way or the other in the draft circular and its attachment, several are worth raising again if only to support a recommendation that minimal charges be applied at Headquarters and buildings with similar problems.

2. First, but not necessarily the most important, is the lack of adequate public transportation available not only from places such as West Virginia where many of our employees live but from a great many areas in northern Virginia and Maryland. While OMB suggests that this be resolved through discussions with transit companies, there is no assurance of a favorable resolution. The lack of adequate public transportation should not result in a financial penalty to federal employees.

3. Secondly, those without access to adequate public transportation and unable to locate or form a carpool should not be made to pay an excessive parking charge in addition to the high cost of operating a vehicle. A frequent comment is that most people prefer to drive their own car. An intensive survey may well show that given access to reasonably scheduled public transportation or carpools, many more employees would discontinue driving alone to and from work.

4. Another group mentioned for special attention are those people who work irregular hours. Many people in OER would fall into this category and rarely if ever would they be able to utilize public transportation or join car pools. Therefore, it would be unfair to penalize them financially for something not under their control. It would almost seem more reasonable to pay them an additional sum for demands made by their job rather than charge an excessive parking fee.

5. Since energy conservation is the primary goal in this exercise and the utilization of car pools and mass transportation systems is being urged to accomplish this goal, perhaps a more positive approach to the problem should be taken rather than the negative one suggested by large parking fees. A survey should be conducted to determine those willing to routinely take a bus to and from work and then establish with the transit company a guaranteed number of passengers between particularly well-populated points (fringe parking areas) and the Headquarters building for instance. This would provide adequate service for those who work a routine eight hour day. Those unable to use this service for legitimate reasons, and essentially this would mean only those in car pools or working unusual hours, would be subject to the minimum parking fee.

STAT

