

Sir;

I feel that I should write to you, as Director of Logistics, to express my feelings, as an employee of the Agency, regarding the action the Agency will probably take concerning charging for parking at the Headquarters Bldg. It has just been mentioned, by upper-management, that the probable charge for parking will be \$5.50, beginning Sept. 1979 and increasing to \$11.00 per month, by 1980.

While recognizing the fact that carpooling is a necessary step in cutting down on traffic problems, and the usage of gasoline, I feel that this charge would place an extra burden on persons such as myself. I'm in a 4 person carpool at the present time. However, due to my work assignments, I must work late one night every other week, and I'm on call one day every week. This means that I would have to pay 1/4 share, per month, for a carpool spot, plus pay to park in West Lot once a week. Again, I repeat, this is my situation, but one I'm sure is repeated many times throughout the Agency. I add to this, the possibility of my office going to a 4 day work week, which would eliminate my involvement entirely, from joining any carpool.

I feel that another consideration in charging for parking at Headquarters is the large volume of personnel who work shifts, either fixed or rotational, plus hours worked. (ie: 1200-2400, 0700-1900, 1900-0700, etc). Also, the lack of public transportation from outlying areas should have a bearing on any parking charges.

I hope that these thoughts of mine, plus probably many others that I haven't considered, will be, and are being looked at in bringing to the Agency employees, a forced expense that I, for one, can't afford.

Thank you very much for allowing me to express my feelings concerning this matter.

[Redacted Signature]

DDA/ODP/PD/PCB
GA2505
Headquarters Bldg.

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Approved For Release 2005/06/22 : CIA-RDP85-00988R000600060055-1

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23 April 1979

MEMORANDUM FOR: [REDACTED]
Plans and Programs Staff/OL

FROM : [REDACTED]
Executive Officer, OGC

SUBJECT : DCI Area Response to OMB Circular on
Employee Parking

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1. Though there was insufficient time to do a detailed study of the proposed notice (and in fact not all of the offices queried responded), the following comments are forwarded for your use. It should be noted that (1) these comments are geared to the Headquarters Building at Langley; and (2) they will probably not break any new ground for the Agency's response to OMB.

a. There is no commercial parking in the Langley/McLean area. To the best of our knowledge, there are no parking meters anywhere in this part of Fairfax County. Because of the site of the Headquarters Building, there is no off-street parking. We feel sure that any commercial parking lot established in the Langley/McLean area would have difficulty in making a profit. The whole area is predicated upon the availability of free parking lots. Given the above, it would seem difficult to arrive at a fair pricing policy for parking in this area.

b. Public transportation to the Headquarters Building is clearly inadequate for even those employees who wish to ride the bus. The bus from Friendship Heights across Cabin John Bridge was cancelled during the summer of 1978. There are

at present two bus routes serving Headquarters Building. There is no Metro stop planned anywhere near the Headquarters Building. Additionally, the siting of the building has guaranteed that it is doubtful that public transportation can ever handle anything more than a fraction of our employees. This paucity of public transportation should be a strong point in our presentation.

c. The Agency is by necessity a 24-hour operation with shifts throughout the day and night. If parking is charged, then it seems clear that individual employees will be reluctant to be assigned to a swing or midnight shift as it will be essential for them to drive their own car as transportation and car pools will not be available. This would also affect the irregular working pattern of most Agency personnel who don't follow a strict 8 to 5 schedule but who prefer to donate extra time to get the job done. Net result here, the Agency would lose out on a lot of voluntary work time.

d. It has been Agency policy for some time to encourage employees to use their own car on a reimbursable basis when on official business. For example, the IG's office is at present performing an inspection at a site some miles distant from the Headquarters area. This site is poorly served by public transportation and it is not too much to say if IG did not rely on personal automobiles they could not perform their inspection.

e. Because of the Headquarters site and lack of public transportation, it is customary for new employees to secure a car to provide transportation. They would be doubly penalized by having to make parking payments as well.

f. There is the possibility that many employees would have their spouses drive them to and from work to avoid paid parking. The net result of this would be an increase in gasoline consumption since two round trips per day between home and the office would result instead of the present one trip.

g. Security could be affected if employees under cover were seen riding the CIA bus on a regular schedule.

h. There is a safety aspect also. Many employees would no doubt be tempted to park along either highway 123 or 193 which aren't really suited for off-street parking and could be dangerous to those who attempt to go this route.

i. Lastly, all personnel who responded were against the paid parking policy since the feeling is that it won't accomplish any real gasoline savings but would result in both personal and financial hardship for Agency employees.

2. Having said the above, we are fully aware of the need for a greater effort to encourage car pools and foster public transportation. One idea would be to make car pooling even more attractive by assigning better parking spaces to car pools. A request should be made to Metro to investigate the possibility of increasing bus service to the Headquarters Building-- more specifically, to reinstitute the bus from Friendship Heights and expand service from other areas.

3. It is understood that the Agency is under some pressure to provide at least enough money to cover the rent now paid to GSA for our parking area. If a parking fee has to be imposed, we suggest it be the minimum to make up the rent now being paid to GSA. We would also hope that some sliding scale keyed to grade might be instituted to obviate the financial drain on junior employees.

4. One last suggestion would be for the Agency itself to run commuter buses from a number of central points throughout the metropolitan area. This may not be feasible due to the lack of parking in the pick up areas, but it would cut down the number of cars being parked at the Headquarters Building every day.



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19 April 1979

MEMORANDUM FOR: Director of Logistics

FROM:

[REDACTED]

Special Support Assistant to the DDA

SUBJECT: No-Smoking Policies; Pay-for-Parking

1. I have been asked to conduct an inquiry and advise you of the comments of employees of the Directorate of Operations with respect to the proposed regulations on smoking and pay-for-parking.

2. The D/O reaction to the subject of curtailing smoking in federal buildings is probably identical to the reactions of all other groups. That is, the comments range from enthusiasm to indifference and resigned acceptance. There were no specific comments concerning the text of the proposed notice, and no significant resistance.

3. The D/O reaction to pay-for-parking requires more detail. In essence, the unanimous reaction was a strong opposition to any attempt to extract money from employees assigned to isolated locations for the privilege of parking the sole means of transportation available to get there. What might be a reasonable approach within the District of Columbia does not necessarily fit the situation in other locations outside the District. Discussion of this issue has been very intense, and it is viewed by many as a reduction in pay. A rigid application of the announced policy would single out our employees for unnecessary burdens because there is simply no alternative, and it would be exceedingly unpopular.

4. Charging for parking at the Headquarters is not reasonable because:

- o There is no convenient or dependable public transportation available to the Headquarters Building.

- o Parking along Routes 123 and 193, the GW Parkway and the Turkey Run Farm road is banned.

- o Those who are able to carpool at present do so in order to take advantage of close-in parking. Charging for parking will not increase the number of carpools.

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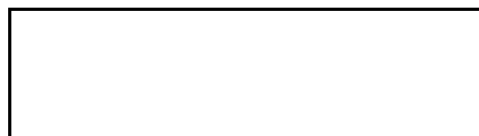
o Cover creates problems for some employees. Those under cover are not permitted to take advantage of what public transportation is available, nor should mixed carpools be encouraged between those under cover and other commuters not aware of their affiliation.

o The hours of work within the DDO vary widely and the DDO has many employees who donate many hours of overtime per week for which no payment is requested or given. Because of the lack of set hours, carpools for many employees are not possible.

o Many DDO employees are expected to use their private autos during the day for official purposes. There are several field offices in the area which can only be reached by private autos.

o There are no nearby shops or commercial offices which can be utilized by employees during the noon hour. Employees at Headquarters must use their private autos for dental, medical and other appointments.

5. The action we take in this issue could affect the individual employee's attitude for many years to come. The many hours of overtime we now receive without compensation will surely be affected as our employees dash for the 5 PM bus or carpool. I urge that you do everything you can to convince GSA that it is not in the overall interest of the government to continue to press for payment for parking at all locations regardless of the local circumstances.



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Paid parking would lower morale even more than it already is.

One would hope that the Agency leadership is motivated to achieve common sense solutions . . .and to articulate them forcefully enough to make them stick.

Things don't close down overseas because it is 5 PM here.

I honestly can't afford it but if it becomes a reality, I guess I will have to sacrifice something else to accommodate my parking fee.

Will the DCI also pay for parking?

Would like to see a signed statement by Jimmy Carter published in the newspapers to ensure that he also will pay for parking. His word will not be good enough.

To ensure that payment for parking applies to all, U.S. Navy ships moored in Norfolk and elsewhere must also pay for parking.

Since government employees have not received full cost of living increases, paying for parking would be a serious hardship for many families.

There would be no better way to further reduce morale in the Agency than 7th floor blind obedience to a policy clearly not applicable to agencies stuck off in the country as we are. The stick-it-to-the-civil servant idea may be popular with Herb Block and the constituencies in Peoria but it doesn't help the government work.

Driving a Pontiac Gran Prix (12 MPG) to work and return costs \$1.20. By motorcycle, the cost is \$.35 per day. Public transportation costs me \$2.10 per day.

(From a man who lives on Capitol Hill) During the recent winter snow I attempted to use public transportation to CIA for a week. I used two routes, one involved changing public buses three times, the other involved changing from bus to Metro to Hqs shuttle at Rosslyn. Both routes took about 2-1/2 hours minimum from home to work. Returning home was more difficult since I often could not leave work in time to catch the last shuttle. I have spent as long as 3-1/2 hours getting home from work via public transportation. Door to door by auto takes 25-35 minutes depending on traffic.

Philosophically, if the government wants to artificially drive up the cost of using private cars in order to conserve gasoline, there are many ways to do it without singling out government employees alone. How about toll booths on all major highways? How about a big increase in the cost of license plates? How about requiring manufacturers to equip every car with a device like a taxi meter and making people pay through the nose if they drive more than 8,000 or 10,000 miles a year?

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COMMENTS AND OBSERVATIONS FROM LSD/OL

1. Government facilities are paid for with money from all taxpayers. Para 8 of the first OMB circular says in effect, that "The intent is to recover space costs and act as an incentive to carpool yet not so low etc..." If this is the case, it is discriminatory to charge only federal employees of the Executive Branch and exempt some federal employees nationwide. How are the space costs of other federal employees recovered? Why are D. C. government and Postal services exempt? How about paid parking for Congress?
2. Some employees will believe paid parking is punitive and react adversely.
3. Public transportation not readily available to many employees. e.g. Manassas, Woodbridge, Sterling Park, West Virginia, Fredericksburg, most places in Maryland. They are being penalized without recourse.
4. Some employees by the nature of position and working hours can not carpool.
5. Headquarters area should be exempt because:
 - a. No commercial rates in area.
 - b. SLUC rate less than \$10 per month.
6. Will the spaces and cost be graduated on the basis of proximity to the entrances?
7. Who will administer program?
8. Would payment be daily, monthly, quarterly, etc.
9. Who will collect the money and how will it be controlled?
10. How can the program be enforced.
11. Substantial increase in workload to administer program.
12. What if you are required to change locations for a short period of time? e.g. One week from Page to Headquarters for a project.

13. How will visitors be handled? How can you distinguish between a visitor and an employee?

14. What if you normally ride in a carpool and for any reason have to drive by yourself?

15. How will you be able to determine if a person is parked in the correct area or space?

16. Some private companies do pay for employee parking.

17. If adopted everyone should be required to pay, even visitors. Afterall, if you visit someone downtown, you must pay for your parking.

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25 April 1979

MEMORANDUM FOR: Deputy Director for Administration

SUBJECT : Federal Employee Parking

REFERENCE : dtd 16 April 1979

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1. Many employees of the Agency are concerned whether or not Agency management has voiced any protest over the idea of paying for parking. We would be dismayed if once again the Agency has simply acquiesced to another policy detrimental to our individual and organizational interests. Whether the intended results will be realized is very questionable. The only sure result is that federal employees have essentially taken a cut in pay.

2. Referring to paragraph "2" of there are a number of points which appear to be either misleading or possibly unrealistic.

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A. If parking fees are not intended as a revenue device, these fees should be redistributed in some other form to those who must pay, such as government car pool vans or reimbursement of public transportation costs, etc.

B. Greater use of public transportation is a fallacy for many of us since it is largely nonexistent where we live, takes two to three times as long to commute if available, or requires walking distances too great on either or both ends to be practical within physical health constraints.

C. Cost savings should read "to some taxpayers". We should not lose sight of the fact that federal employees pay a substantial tax bill. Part of these taxes are used to pay for establishment, maintenance, and administration of our parking facilities. Must we pay twice?

D. It is perhaps no more inconsistent for the U.S. Government to subsidize employee parking, than to subsidize employee recreation, employee restrooms, employee office cleaning, employee trash removal, employee drinking water, etc., etc. Are these next to go?

3. What happens to the many employees who are expected to use their own transportation during the day to drive between the main office and other facilities or contractors? If their personal automobiles are required to be available, it is quite incongruous that they should pay for parking.

4. A recent classified paper written by the Chief of Personnel Management for the DDO vividly outlines the effect upon the Agency of the continuous hacking away of incentives and benefits. We would appear to be remiss in our obligations if we do not at least vigorously protest this latest benefit removal, and perhaps seek an Agency exemption.



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27 April 1979

MEMORANDUM FOR: Chief, SG/ADB

FROM :

SUBJECT : Federal Employee Parking
Facilities

1. The new parking guidelines will cause a number of problems with computer testing procedures. Currently new systems are tested after normal duty hours and involve a number of ODP and IMS personnel. These people are members of carpools but because of the after hours testing they cannot carpool that day. Presently those people who are involved in testing will park in West Lot because their carpool is using its assigned area. Under the new guidelines, the use of West Lot will be unavailable.

2. Generally there is at least one scheduled after duty hours activity each week. Also there are numerous occasions when personnel are requested to come to work early to correct computer problems which are preventing a major online system from operating. I feel that these services will be greatly affected by the unavailability of parking facilities.

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ODP-9-640
19 APR 1979

MEMORANDUM FOR: Chief, Plans and Programs Staff, OL
FROM :
 Chief, Management Staff, ODP
SUBJECT : Draft OMB Circular on Employee Parking

1. The draft circular assumes that employees have a choice between driving alone, joining a carpool, or using public transit for commuting. This assumption is simplistic, lacking regard for the realities of the situation at Langley or, for that matter, most suburban locations.

Employees who are on-call for emergencies or crises, employees under cover who cannot establish a carpool with other than overt employees, employees who work non-prime or non-standard shifts, visitors attending meetings, and vendors responding to maintenance calls do not have the options assumed in the circular. Furthermore, this agency has unique cover and operational requirements that fall under the DCI's responsibility to protect sources and methods. For these reasons, the circular must allow agencies discretion to exempt fees even when the GSA determined rates exceed the \$10.00 per month threshold.

2. The agency should request exemption from the reporting requirements of paragraph 10, which would identify agency installations and numbers of

1580

employees. ODP also recommends that the agency strongly request that the coverage section of the circular be limited to those installations where nearby commercial parking is already established.

3. Although the SLUC is based on the concept that each parking space has equal value, parking spaces nearer the building, Headquarters or elsewhere, certainly are more desirable than parking spaces a 1/2 mile away. If fees are to be charged, there would have to be a complex fee structure or a common fee and elimination of all reserved and lane permits. Exceptions for handicapped employees, etc. would have to be provided for.

4. Since you have solicited suggestions for implementing the program, the following observations are offered without any claim of originality or insight into this challenging problem:

- a. Collecting fees can be approached in a variety of ways from purchasing lot passes which are displayed as permits are now, to purchasing magnetic fare cards which open an entrance gate, from having toll booths at lot entrances or exits to installing parking meters. The latter would not be feasible for general use because of snow removal problems and the high capital investment required, but parking meters could be of use for 1-2 hour areas for non-official visitors.
- b. Establishing a fee system also has several possibilities. I assume that bicycles would park without charge. But the variety of vehicles in agency parking lots ranges from motorcycles to buses. Compact autos take less space than standard models and logically should be charged

less, motorcycles take even less space and, logically, would also have a reduced fee. As mentioned above, proximity to building entrances should have a premium charge unless all employees have equal access to these spaces.

5. Consideration of a parking management company to recommend an approach and to administer the system is probably the easy way out. However, cover and operational problems would have to be addressed. No system of charging for parking will be satisfactory, so the agency might hope, instead, for efficiency. You have my sincere sympathy in your task.



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OCSSD-M79-169
19 April 1979

MEMORANDUM FOR: Office of Logistics

ATTENTION : [redacted]

FROM : Support Services Division, OC

SUBJECT : OMB Circular on Parking [redacted]

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1. It would appear that at this time perhaps insufficient data is available to permit making meaningful comment. [redacted]

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2. The administration of such a program also will impact differently on different offices. Several questions come to mind:

A. How will this effect covert installations which are ostensibly not attributable to the USG?

B. [redacted]

25X1

C. Will shift workers pay the same as day workers? Obviously their access to public transport and/or car-pools is diminished.

D. How will payment be made? If by check, how is the cover aspect to be managed?

E. In buildings such as [redacted] where the nearest public transportation is almost a mile away [redacted] the only reasonable means of traveling to work is by car. The Agency (through GSA) rented these buildings in remote areas. Now the employee has to pay the price for the USG's lack of foresight. Appears unfair on the surface.

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F. Has the impact of how this will affect recruitment and/or retention of low paid clerical employees who may elect to pursue careers with other than Federal offices been examined? We already have a severe problem competing with private industry on recruitment. This will only serve to widen the gap. [redacted]

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[redacted]

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APR 1979

MEMORANDUM FOR: Director of Logistics

FROM:
Acting Deputy Director of Security

SUBJECT: Draft OMB Circular on Employee Parking

REFERENCE: DDA 79-1293 dtd 6 April 1979,
same subject

The Office has only one general reaction to reference and that is that the monthly rate being established by GSA for parking at Headquarters and Agency buildings should be considered strictly a fee to park on the various compounds. That is, the system currently in effect to allocate parking spaces should remain unchanged.



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18 April 1979

MEMORANDUM FOR: Director of Logistics
FROM :
Acting Chief, Information Systems Analysis Staff
SUBJECT : Draft OMB Circular on Employee Parking

The draft OMB Circular on Federal Employee Parking facilities has been reviewed by this Staff and the following comments are submitted.

(1) In many cases the cost of parking will not have any affect on an employee's decision on whether to drive alone, carpool or use public transit for commuting. Certain conditions exist that make it imperative for employees to ride alone, such as hours of work, distance employees have to travel, other activities in the employee's work day such as traveling to school and working overtime.

(2) It would be very difficult, if not impossible, to administer a fee system that would be equitable among employees and consistent with related policies.

(3) There are no existing commercial parking facilities located near the Headquarters compound. Therefore there is no scale to approximate the price of commercial property in the vicinity. If there were a monthly rental value it would be less than \$10.00.

(4) Visits to other Agency buildings and facilities during the work day often require use of privately owned vehicles.

(5) The Agency does not have adequate public transit service available and part of the service that was available was recently discontinued. The Agency was not successful in maintaining that service.

SUBJECT: Draft OMB Circular on Employee Parking

In view of the above we recommend that the Office of Logistics seek an exemption for this Agency from the General Services Administration.



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~~Administrative - Internal Use Only~~

17 April 1979

MEMORANDUM FOR: Director, Office of Logistics

FROM:
Chief, Administrative Staff, ICS

SUBJECT: Parking at Government Facilities

REFERENCE: Draft OMB Circular, dated April 6, 1979;
Subject: Federal Employees Parking Facilities

1. The following is a distillation of the comments and discussion resulting from the meetings with senior management of the Resource Management and Collection Tasking Staffs concerning reference OMB circular.

a. The draft OMB circular on parking fees was strongly opposed, although all present felt the decision has already been made for policy implementation. However, senior management does not agree that parking fees in the Langley area should be charged since there is no legitimate basis for concluding that comparability with commercial parking fees in the same area would exceed \$10 per month. During the discussion, several officers voiced a curiosity as to what action NSA will take in regard to this policy since the suburban locations of the two agencies are analogous.

b. A question on everyone's mind was how the allocation of parking permits (even on a monthly fee basis) would be handled. Would the allocation of permits be done with the same rationale that currently exists, or would it be on a first-come, first-served basis?

c. If parking fees are charged, will there be a differentiation of cost for different locations around the building depending upon proximity to entrance areas? Senior management was about evenly divided on this issue, i.e., about half felt there should be a rental fee differentiation and about half believed there should not be a rental fee differentiation if the objective is to reduce the overall number of cars with single occupants driving to the building.

2. Because the above questions could not be answered at this time, we are unable to recommend any additional suggestions (other than that noted in para 1.a.) that would be helpful in preparing a response to OMB.



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OTR 79-1021

19 APR 1979

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MEMORANDUM FOR:
Acting Executive Officer, DDA

FROM: Donald E. Smith
Director of Training

SUBJECT: Draft OMB Circular on Employee Parking

1. This memorandum responds to your 12 April request for comments or suggestions concerning the draft OMB circular on employee parking.

2. Primary Office of Training concern rests on the authorization or basis upon which we will be able to maintain leased parking facilities, at Government expense, solely for the use of students at the Chamber of Commerce Building. Paragraph 6 of the text may provide an "umbrella" under which we can provide such parking, but it does not deal specifically with the problem. In keeping with the overall program objective we would try to reduce or limit student parking wherever possible. Our efforts will, of course, be affected directly by the frequency and capacity of available shuttle bus service, especially during peak student travel hours. In any event, since students are temporarily away from their regular place of work, special provision for leased parking for students, at government expense, should be continued.

3. Another question: How will parking charges be assessed to employees whose basic job involves varying periods of TDY from the Headquarters area, sometimes for as long as a month or more?

Donald E. Smith

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ORD-474-79

18 April 1979

MEMORANDUM FOR: Deputy Director for Administration

SUBJECT : Additional Suggestion Related to Increased Parking Costs

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1. In the President's recent energy message, the statement was made that free parking for Federal employees was to be eliminated. The objective of this action rather obviously is to encourage the use of mass transit and the formation of car pools to the ultimate end that consumption of gasoline will be reduced. I understand that you are charged with devising the means by which the Agency will implement the President's directive.

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2. Since the ultimate aim of this decision is to reduce the consumption of gasoline, it appears that high prices to park private vehicles provide a formidable negative sanction to people driving to work alone. However, I would like to propose an additional facet to the implementation plan which may provide a positive impetus for people to save gasoline.

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3. I propose that the Agency provide at Headquarters and at all of its outlying facilities in the Washington, D. C. area extensive facilities to park and secure highly efficient vehicles such as bicycles, motorcycles, and mopeds. These facilities should be as close to the building as is practical and there should be no fee charged to park such vehicles.

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4. While it is admitted that encouraging the use of bicycles, motorcycles, and mopeds will not encourage use of mass transit or the formation of car pools, I believe it could clearly be shown that such encouragement would result in a reduction in the consumption of gasoline. Since I perceive this reduction to be the ultimate objective of the President's directive, I believe it is important to provide these positive reinforcements as well as the negative sanctions in the implementation means.

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SUBJECT: Additional Suggestion Related to Increased Parking Costs

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5. I am sure that there are many facets of this suggestion which go beyond the rather straightforward argument that its implementation will reduce consumption of gasoline; but I believe that it is a viable suggestion and that it should be considered in the Agency's total response to this situation. Thank you for your time and attention.

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Advanced Concepts Division
Office of Research & Development

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MEMORANDUM FOR: Chief, Plans and Programs Staff, OL
FROM:
Chief, Real Estate and Construction
Division, OL
SUBJECT: Revision of OMB Circular (Proposed)
re Parking

1. We note that the intent of the proposed parking policy is to encourage carpooling and reduce the cost, to the taxpayer, of government-subsidized parking for its employees. Our analysis of the proposal leads to the conclusion that neither of these goals would be achieved if the Agency is forced to comply with the policy. The following factors have a bearing on this conclusion:

a. Of our major buildings in the Metropolitan Washington Area (MWA), only 5 (the "E" Street complex, the Street, and the complex) are in the District. We now pay for only 19 parking spaces at civilian garages--in the District-- 4 official and 15 carpool spaces for the Resources Management Staff. A major problem is assignment, recruitment, and retention of personnel at these sites because of a prejudice, especially among clerical employees, against working in the District. To now add a parking fee, which will average around \$50 per month to the other undesirable characteristics associated with employment in the District will only exacerbate an existing problem.

b. Our employees in Rosslyn generally pay for their own parking on an individual basis. Fees have been negotiated with lessors, but in any event, are, and will probably continue to be, slightly less than the commercial rate in the District.

c. We have a third group of employees who enjoy both the amenities of suburban employment and free parking at our site in Northern Virginia. This group constitutes the bulk of our Washington-based employees. Under the proposed circular, it is very likely that this group may continue to enjoy free parking since the \$10 minimum established by OMB should be sufficient to exclude having to charge for parking at Headquarters, and Vienna--at least for the near term or until GSA increases its SLUC rates.

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d. We have now created a whole series of inequities among our employees--duty in the District will be avoided as the plague.

2. Demographics are an important consideration. Only a small minority of our employees reside in the District; slightly more live in Maryland, but by far the largest portion (75 percent) reside in Virginia. Of this group, many, especially the newer and lower graded personnel, live in the outlying areas because that is where the most housing for the price is available.

Public transportation does not serve many of these areas. Nor does public transportation serve many of our buildings in Northern Virginia and most of that which is available originates in D.C. where the smallest percentage of our employees reside. Therefore, implementation of the proposed parking policy will have little impact on Metro's ridership.

3. There are some four buildings in the MWA where our employee parking is comingled with civilian parking. Implementing this policy may therefore create another inequity--Federal employees paying where the neighboring space continues to be occupied gratis by his/her civilian counterpart.

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4. We pay for very little employee parking--the aforementioned 19 spaces for RMS plus 50 student parking spaces at the Chamber of Commerce Building. Thus, the monetary savings to the taxpayer would, should this policy be implemented, be insignificant. Such a policy might also create further inequity for the student/employee who pays for his/her employee space yet must also pay for space to park while attending Agency-sponsored training!

5. The Agency has, and continues to make, every effort to control parking and to encourage carpooling. What OMB is saying, in part, is that because the government has not been conscientious in applying FPMR 101-20.117, those Agency which have must be

penalized along with the rest. There is, however, one aspect--^{car}carpooling--in which the Agency could improve its performance.

6. One final comment concerns OMB's concept of the impact such a policy will have on our Administrative workload. It is inconceivable that such a policy can be administered so that the "routine administrative workload should be approximately the same as that experienced under past practice". Even if the bulk of the work is contracted out, we will have to manage the contract, oversee the policing (and adjudicate problems), account for funds (audit), and the list goes on. The one time report requested could pose a security problem, and its preparation alone will consume untold manhours.

7. We recognize that the foregoing is a negative summary of the problems envisioned. Nevertheless, we continue in our belief that such a policy, if applied to CIA, will not achieve the stated aims and can only increase existing inequities, contribute to a further lowering of employee morale, and add to the administrative burdens the Agency must bear.



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79-12/93/5

UNCLASSIFIED

25 April 1979

MEMORANDUM FOR: Deputy Director for Administration
FROM :
NIO/SS/RDT&E
SUBJECT : Parking Facilities at CIA Headquarters

1. Parking problems at CIA Headquarters are extremely complex. The Agency has been located in a secluded area for reasons of security. Employee parking outside of the Agency compound is impractical for many employees. To levy the Standard Level User Charge on each person occupying a parking lot space would be a regressive tax that would unfairly burden those persons employed at lower grade levels.

2. The current method of parking space allocation is greatly in need of revision. The President's plan provides a convenient opportunity to conduct that revision. The following suggestions are proffered for your consideration:

a. Parking fees are not intended as a revenue device, therefore the least burdensome alternative is reached by operating under a system where revenues equal expenditures, provided that the desired goals can be accomplished at this level.

b. Monetary incentives to conserve are not effective among those who can afford to ignore them. Merely charging a fee for parking space would not accomplish the President's goals. A system must be developed whereby it is inconvenient not to conserve.

c. Energy conservation goals could be accomplished by making close-in parking available at little or no cost to energy efficient cars containing more than one person.

d. The program could be monitored daily at a very low cost to insure compliance with desired goals. Under the present Agency parking program numerous permits have been issued to nonexistent carpools.

UNCLASSIFIED

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SUBJECT: Parking Facilities at CIA
Headquarters

25 April 1979

3. If ingress and egress to North and South Lots were limited in the same manner that access to West Lot is currently limited, parking attendant booths could be erected at entry/exit points and manned for a relatively small sum. Carpool permits would not have to be issued because the lots would only be open to those cars with more than one occupant. A carpool member driving in alone on a certain day would have to park in West Lot. Parking rates should encourage the use of energy efficient vehicles as well as carpooling in approximate proportion to the amount of energy conserved. The matrix below is illustrative:

DAILY PARKING RATES

EPA Combined MPG Rating	Number of Vehicle Occupants			
	1	2	3	4 +
Less than 15	1.00	.75	.50	.25
15-25	.80	.60	.40	.20
Greater than 25	.60	.45	.30	.15



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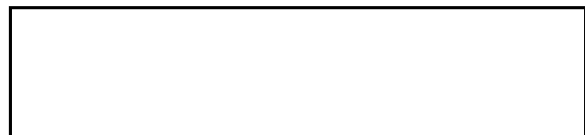
DDS&T-2178-79

25 APR 1979

MEMORANDUM FOR: Director of Logistics

SUBJECT: OMB Circular on Employee Parking

Please find attached the comments of our six offices on the OMB Circular on Employee Parking. We hope these comments and the rate of fair rental value used for calculating the standard level user charges for the Headquarters Building will assist you in seeking an exemption.



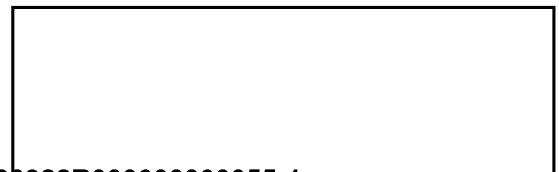
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Executive Officer
Directorate of
Science and Technology

Attachments: as stated

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ORIGINAL DOCUMENT MISSING PAGE(S):

NO ATTACHMENT

ED/SAT# 21 22-79

NPIC/SS-05/79
24 April 1979

MEMORANDUM FOR: Chief, Administrative Support Staff, DDS&T

SUBJECT : President's Program for Charging for Parking
on Government Owned Lots

1. A question has risen concerning Subject. Does the collection of fees imply that the Government will be liable for damage, theft or personal injury?

2. Can you put this question forward for solution as part of the total package on parking fees?

[Redacted Signature Box]

Chief, Support Staff, NPIC

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DD/S&T# 2117-79

NPIC/D-147/79

APR 23 1979

MEMORANDUM FOR: Deputy Director for Science and Technology
SUBJECT : President's Program for Charging for Parking
on Government Lots

A waiver from the requirement to charge for parking is requested for NPIC because personnel at the Center have no viable alternative to driving personal vehicles. The reasons are:

1. Adequate public transportation is not available to employees in this area. Most of our employees are low graded and have been forced to seek housing within their affordable range which is only available outside the perimeter of the Metropolitan area. Few have any form of public transportation available and these require multiple transfers and 2-3 hour travel time.

2. Approximately 50% of [] employees now carpool. This has been necessary for the basic reasons of economy and limited parking. Any further increase of car pooling is not practical and would impact on our efficiency. [] is on flex-time and to increase car pooling would force our employees to take more leave to handle personal matters, thereby reducing efficiency. STAT

3. Further, Agency policy requires our employees to use their POV's for business conducted between buildings. It was decided earlier that Agency shuttle service to [] was not cost effective and the shuttle service was cancelled. However much business is conducted between buildings and personnel must use their own vehicles. STAT

4. You should also be aware that the Center is located in a high crime area and we have great concern for the safety of our employees. Movement in the streets even in day light, but particularly after dark, may result in injury to the employees. Vandalism, theft, muggings and even murder in this area have such a high rate of incidence that it has been necessary to post guards on the parking lots.

NPIC/D-147/79

SUBJECT: President's Program for Charging for Parking
on Government Lots

5. The policy to charge for parking on Government lots will be a direct pay reduction for all employees, most of whom are in the lower pay scales and cannot afford the extra expense. This is of particular concern since the employees have no viable option but to continue driving to work.



Director

National Photographic Interpretation Center

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Approved For Release 2005/06/22 : CIA-RDP85-00988R000600060055-1

24 April 1979

MEMORANDUM FOR: Chief, Administrative Support Staff, DDS&T

SUBJECT : Comments on Proposed Draft from OMB Concerning Parking

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1. Attached is a detailed commentary by our Logs Chief who has suffered through having to manage parking before.

25X1

2. In essence I have been discussing parking problems with our Steering Committee, our people, the Support Staff and elements of OL such as LSD and RECD.

25X1

3. Our concerns focus on who will make the decisions -- us or GSA?? On What basis? What will be the impact on us? Discussions at Steering suggest that we may have to increase our TVA as that Steering members and others can have transport to and from meetings at Headquarters and other outlying units.

25X1

4. We are also exploring with LSD the possible increased use of the shuttle buses although there are problems here of both parking at Headquarters and providing transportation to and from perimeter (Hqs.) parking. Nonetheless, if we in OTS end up paying at the SLUC rate that does or \$68 a month versus the Hqs. SLUC rate of \$5.50 a parking space, we will have all sorts of problems.

25X1

25X1

5. Finally while we are trying to get a fix on how things are developing on parking charges we are told repeatedly that GSA has no answers or proposals and will have none until 1 September at the earliest.

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Chief
OTS Support Staff

Attachment:
As stated

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1. Purpose - Self-explanatory.
2. Coverage - Who will identify Agency activities outside the Washington Metropolitan Area and who will conduct the survey of commercial rates to establish a parking fee for Agency employees outside the Washington area?
3. Background -
 - a. Self-explanatory.
 - b. Self-explanatory.
 - c. Will employees continue to drive by themselves in spite of the parking fee? Are comparable figures available on the number of carpools which occupy paid parking lots as opposed to those parking lots where fees are not levied? Are these questions irrelevant since the decision has been made that U.S. Government employees will be assessed parking fees?
4. Policy - Will different rates be established in the OTS complex commensurate with the space assigned? Should a carpool or an employee be charged the same rate for a "Bullpen Space" at the rear of Central Building as compared to individuals who have clear access in and out of their space at all times, e.g., parking on the quadrangle or along the roadways in the complex? What rates will be charged for the twenty spaces allotted to OTS in the Navy Potomac Annex parking lot on 23rd Street? These questions have been posed by Agency employees.
5. Acquisition of Parking Facilities - How will the parking spaces at the rear of Central Building be assigned? Will spaces be assigned by lane? Individuals who arrive first are now required to park as close to Central Building as possible and those who arrive later are to park to the rear until the lane is completely filled. Those who arrive first, therefore, cannot leave the parking lot until the individuals in front of them leave.
 - a. Availability of Public Transit - Who will conduct a survey on available public transit for the 2430 "E" Street area?
 - b. Availability of Car Pools - Who will conduct a survey for the OTS complex?
 - c. Off Street Parking - The only off-street parking for the OTS complex is on 23rd Street between 0900 and 1600. All available spots have parking meters.
 - d. Impact on Residential Neighborhoods - There are not residential neighborhoods near the OTS complex.

e. Locations of Employees Domiciles - This presents a problem security-wise as several OTS employees are under cover. Who will conduct the analysis? The analysis will cover a wide spectrum as some OTS employees commute daily from distances as far away as West Virginia?

f. Special or unusual Requirements

(1) How many visitor's spaces will be assigned?

(2) Do we charge people who are on extended leave or TDY? Do we charge people who are on annual, sick or military leave?

(3) If we charge people who are on extended leave or TDY and carpool cannot recruit another member, how many complaints will we receive if a carpool is reduced to three members and the carpool cannot use the express lanes on Route I-95 in Virginia?

(4) If we charge people while they are on extended TDY or leave and they refuse to pay, what means are used for collection of delinquent fees?

(5) How do we handle spaces for those employees who work flexi-hours considering we have limited "free access" spaces?

Comment on last paragraph under paragraph 5.

Will time and experience support this rationale? If not, what happens if periodic reductions are not achieved but are increased?

6. Allocation and Assignment of Parking Facilities - Should our present procedure for assignment of parking spaces be reviewed? Should the present practice of allotting spaces in "blocks" to each OTS operating component be continued? Spaces for small cars on the South Patio at the rear of South Building are not numbered or separated by yellow lines. Presently individuals park on a first-come first-serve basis in an area which can accommodate twenty small cars. An assigned parking permit must be displayed on the dashboard or sun visor. Since the buildings in the OTS complex are being considered as historical sites, it will not be possible to alter the present patio with its slate blocks or neither will we be allowed to paint yellow lines for parking spaces without the approval of the Regional Historical Preservation Liaison, Department of Interior. Who will determine the number of spaces we will be authorized? Is there any restriction on the square footage assigned to each parking space?

7. Charges for Employee Parking -

a. Establishment of Charges - Should the Agency have some input on the rates charged since the parking spaces in the OTS complex are not compatible? Will GSA conduct a survey of the area or will a consultant be utilized to determine the rates to be charged?

b. Which Operating Component in the Agency will be responsible?

c. Will policing of the parking lots be required to ensure that parking regulations are enforced? Who will be responsible if policing is required? Will warning stickers be passed out for a first offense on illegal parking or will irrevocable parking tickets be placed on the offenders vehicle? Can Federal Protective Officers be used to enforce parking regulations?

What legal opinions will we receive to enforce the parking regulations? Will we have attendants as is the case in commercial parking lots? What happens when an employee cannot park in his/her space and we have no space to assign them and the employee must use a commercial lot? Does the employee pay the U. S. Government for his/her assigned space for that day if a commercial lot has to be used? The last Thursday of the month presents a problem because the OTS complex overflows with vehicles which arrive from other areas in the metropolitan area and [] to attend the OTS end-of-the-month meeting with Senior Officials in OTS and all Branch and Division Chiefs in OTS. What happens when five lanes have to be blocked off in the rear of Central Building to accommodate fork lifts which are required to deliver heavy equipment or remove excess heavy material from the rear of Central Building? Central Building does not have elevators. Will employees using bicycles have to pay for parking? Will bike racks be provided?

8. Responsibilities

(1) Who will issue regulations and guidelines when fees, procedures, etc. are received from GSA?

(2) Who in the Agency will assess charges consistent with the procedures of the CMB circular?

(3) Who will provide for the collection and deposit of employee parking charges within the Agency?

(4) Who will issue instructions to implement the provisions of the OMB circular?

9. Agency Administrative Workload

It is difficult to perceive that the workload will not increase. Paragraph 10 of the OMB circular requires a periodic report to be submitted on parking. Even after regulations are implemented, employees will park illegally; employees will continue to gripe when they have to pay the fee; employees will complain continually and tie up not only themselves and others in bull sessions about parking when actually they could otherwise be more gainfully employed in their current assignment; employees will require receipts for cash payments; other will insist on receipts for checks.

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10. Reports

We will comply with reporting requirements as required.

11. Inquiries - Unless otherwise advised, our inquiries will be directed to OL/LSD and OL/RECD.

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OD&E 0510-79

24 April 1979

MEMORANDUM FOR: C/AS/DDS&T

SUBJECT : Comments on the Draft OMB Circular on Parking

1. The reaction common to the responses received from our employees regarding the "pay for parking" concept is largely negative, ranging from outrage to resignation. Much of the rationale offered by the draft OMB circular as justification for the parking charge is seriously questioned. Further, it is believed that the projected energy savings will be far outweighed by the loss to the Agency of voluntarily donated overtime and managerial flexibility.

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2. The draft circular indicates that public funds are being used to subsidize parking expenses for some Federal employees, while private sector employees do not receive such benefits. In fact, many private sector employers provide free parking for their employees as an incentive. Prominent among these are companies who contract heavily with the U.S. Government. By projection, one may say that the Federal Government thus subsidizes free parking for those contractor employees who are engaged in performing efforts under government contracts.

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3. The statement that free or low cost parking biases an employee's decision on how to travel to work may be true, but certainly it is not the total criteria, at least in the case of Agency employees. The majority of locations occupied by the Agency have extremely poor public transportation services, if it exists at all. For Agency employees the latter is a far more significant criterion inasmuch as there is no viable alternative to driving when public transportation is not available.

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WARNING NOTICE
INTELLIGENCE SOURCES
AND METHODS INVOLVED



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SUBJECT: Comments on the Draft OMB Circular on Parking

4. Except for Headquarters, Agency buildings all utilize some form of Cover. The required Cover and security procedures constrain the flexibility of many of our employees to carpool. These procedures preclude employees living within a reasonable distance of one another from carpooling if they have different Cover situations. Further, as many of our employees are scattered among the outlying buildings, the need to conduct official business face-to-face is not satisfied by the existing shuttle system. There is a frequent need for expeditious travel between Agency buildings during the day and often the conduct of necessary business is completed by stopping off at one or another building, either on the way into the employees' office or on their way home. In addition, carpooling is a luxury not available to many who work odd hours to meet the requirements of their function. Enforced carpooling can only lead to a structured 8:00 to 5:00 mentality that would be counterproductive.

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5. In determining the necessity for a parking fee the GSA must take into consideration several elements. Within the ranks of Federal employees affected, the fee to be charged would be prejudicial to two groups, the lower salaried employees and those already carpooling. The lower grade employees, those hardest hit by the 12% inflationary rate and the 5% cost of living pay raise, would now suffer an additional financial burden in parking fees or other additional transportation costs. Because local public transportation services to Agency buildings are limited, carpooling and paying will be the only option for many of these employees. Many of our buildings have no commercial parking facilities within a radius of five miles or more. Some, in particular the have no eating facilities and are not within walking distance of any. The Headquarters Building and most of the other buildings occupied by elements of the Agency are in suburban locations where no public parking of any kind is available. These factors should be sufficient to value the Agency's parking spaces at less than the minimum under which the proposed policy will call for collection of a parking fee. Additionally, the aspects of Cover, security, managerial flexibility and employee mobility should enter into the calculation.

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SUBJECT: Comments on the Draft OMB Circular on Parking

6. Charging Agency employees a parking fee, in our opinion, would be highly impractical and counterproductive to the fulfillment of our mission. For much of our professional work force carpooling is simply incompatible with performing their assigned duties. Voluntary effort beyond a 40-hour work week is what keeps this place functioning. We have come to expect and count upon such effort from a large proportion of our work force. A ready willingness to turn-to when the need demands could be stifled by enforced carpooling. The fact that most of us work with sensitive and classified materials which cannot be carried home at night compounds the situation. Positive incentives for those employees who do find it practical to carpool have already been applied by the assignment to them of highly desired reserve parking spaces. Increasing the cost of individual transportation to work strikes inequitably at those who either have no access to the existing public transportation, are assigned to locations not served by public transportation, are under Cover and cannot carpool, do not live conveniently near other employees, or whose duties and responsibilities make carpooling impractical.

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Executive Officer, OD&E

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1-EO/OD&E subj file

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DDS&T:OD&E:EO epf (24 April 1979)

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Page 3

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ORD-558-79

ORD-558-79

20 APR 1979

MEMORANDUM FOR: Chief, Administrative Staff, DDS&T
SUBJECT : ORD Comments on Draft OMB Circular on Employee
Parking

We, in the Ames Building, do not have subsidized parking. The circular, however, assuredly will have an impact in the form of higher commercial parking rates. The higher rates may lead to some increase in carpooling; that in turn will cause more FLSA-exempt employees--many of whom work extra time without extra pay to get the job done--to stop giving that extra effort. The priority will be to meet the carpool, especially for those who do not live near convenient public transportation. Similarly, FLSA non-exempt employees, usually lower grade personnel who cannot afford increased commercial parking rates, will be unable to stay to do necessary overtime work for additional pay because they would miss their carpools.

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[Redacted Signature]

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Philip K. Eckman
Director of Research and Development