

Attachment
Circular A-118

Information on Carpooling and Vanpooling

The following organizations can provide information or technical assistance regarding the establishment of effective ridesharing programs:

Office of Public and Consumer Affairs (I-38)
U. S. Department of Transportation 202-426-2146
Washington, D. C. 20590 (information packets)

Ridesharing Branch (HHP-33) 202-426-0210
Federal Highway Administration FTS 8-426-0210
U.S. Department of Transportation
Washington, D. C. 20590 (information packets,
training aids,
technical assistance)

Office of Conservation and Solar Applications
Transportation Programs Division 202-376-4435
U.S. Department of Energy (CS/TP) FTS 8-376-4435
Washington, D. C. 20585 (information packets,
technical assistance)

Tennessee Valley Authority 615-632-3152
Attn: Jack Hendrie FTS 8-852-3152
400 Commerce Avenue
Knoxville, Tennessee 37902 (report on organization
and performance of
TVA's fleet of over 375
vanpools)

State Energy Offices. Located in most states. Operated by State governments with financial and technical assistance from the Department of Energy.

Metropolitan or regional councils of government. Located in most metropolitan areas. Many have programs for transportation systems management, including metropolitan-wide car-pool matching programs.

Federal Executive Boards. Located in many metropolitan areas. These existing groups comprised of representatives from most agencies can be of assistance in coordinating ridesharing programs among Federal agencies.

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C 2 THE WASHINGTON POST

Wednesday, August 15, 1979

**The
Federal Diary
By Mike Causey**

CPYRGH
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CIA Tries to Elude New Parking Rule

Having survived criticism that it is: too secretive; not s e c r e t i v e enough; backs the wrong kings and/or fails to back freedom-loving good guys, the Central Intelligence Agency has a new crisis in its own back yard: Parking.

So serious is the situation that the CIA has gone to the White House. It has asked that it be exempted from upcoming rules that will require most of the 30,000 federal workers here who park at the office to begin paying for their spaces this October.

CIA sources confirm that the super-secret agency has asked the president's Office of Management and Budget to exempt it from the president's parking order, designed to cut down on the number of people driving to work.

The new order, which goes into effect Oct. 1, will mean most federal workers who park at the office will begin paying an average of about \$25 a month for spaces they now get free, or at low subsidized rates. Exact charges will vary, depending on commercial parking rates near government buildings.

CIA wants out because it is out there in Langley, Va., with only a small outpost of the Bureau of Public Roads as a neighbor. The CIA planned it that way, placing its headquarters operation in a beautiful—and inaccessible—setting surrounded by woods.

CIA's rationale is that workers from Virginia, Maryland and D.C. almost have to drive to work. There is bus service—of sorts—from the Rosslyn area and downtown. But it is not enough to accommodate secretaries, economists and spooks who report for work daily, and nightly

CIA analysts have concluded that since workers must drive anyhow, there would be no energy saving by charging them for parking. Part of the pay-for-parking scheme government-wide is to force federal workers who now drive to take the bus, or cram into car pools.

Federal officials at other government agencies in charge of the parking situation would not comment on the CIA request. "Look, there is a CIA! I admit knowing that! I can't tell you anything else!" a non-CIA type said.

If CIA wins the exemption, workers in other remote areas—Suitland, Gaithersburg—where commercial parking is as rare as good bus service, will seek similar treatment. A parking official said: "We'll take this one case at a time. Nobody wants to pay for parking and we've had 100 good reasons from most agencies so far why their people shouldn't pay."

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2 AUG 1979

Ban on Parking Perquisite Of U.S. Workers Debated

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By Isabelle Shelton
Washington Star Staff Writer

are considering the bill filed by Sen.
Charles Percy, R-Ill.

Every day thousands of federal employees commute into the District, where they park for little or nothing. Now, members of the Congress have joined District and other local officials in calling for an end to that privilege.

Yesterday the debate over subsidized parking received an airing before a Senate committee considering a bill to eliminate the parking "perk."

On one side of the issue was the city government, which sees the end of cheap parking as a way to clean up the air and save gas at the same time. On the other were representatives of federal workers who see it as an attempt to cut employee benefits and say it will do little to reduce commuting.

In the middle are members of the Senate Operations Committee who

The Percy measure would make law an executive order issued by President Carter and due to go into effect on Oct. 1. That order will require executive branch employees to pay parking rates comparable to those charged by commercial operators.

The bill would also extend that requirement to the other two branches of government, the Congress and the judiciary.

The Percy measure would apply to federal workers throughout the nation but its greatest impact would be in the District. That would be especially true on Capitol Hill, where several thousand free spaces are now set aside for members of Congress and their staffs.

See HILL, A-8

Hill Joins Attack on Parking 'Perk'

Continued From A-1

Batting leadoff for those supporting the measure, District Mayor Marion S. Barry Jr. told the committee that ending the subsidized parking would save 3.7 million gallons of gasoline a year in the Washington area alone.

The mayor also predicted that ending the subsidy would eliminate over 3.5 million tons of carbon monoxide and hydrocarbon vehicle emissions from the city's air every day.

"We will all breathe easier," he suggested.

Metro General Manager Richard S. Page said Metro could provide transportation to any federal workers who elected to switch from their cars. The Metropolitan Washington Council of Governments estimates such switches would add 10,000 trips a day to Metro's business, he noted.

Asked about how the additional users would affect the already crowded system, Page said Metro has

already ordered new rail cars and would be retaining 257 buses originally scheduled for disposal.

Donald M. Macintyre — national vice president of the 14th District of the American Federation of Government Employees, which represents 90,000 federal workers — took a much dimmer view of the measure.

Macintyre presented the committee with petitions signed by 11,000 workers who oppose the plan. Earlier, Sen. Charles Mathias, R-Md., brought in another 10,000 petitions against the bill, from federal employees in the Baltimore area.

The bill would "amount to a 5 percent pay cut for federal workers who drive — just as federal workers are seeing other benefits chipped away," Macintyre argued.

And it would not substantially decrease the number of workers who drive to their jobs, Macintyre suggested.

He cited figures he said showed that when the District of Columbia

raised its monthly parking fee from \$5 to \$35 "there was no noticeable reduction in the number of employees using the government's parking facilities."

That conclusion was challenged by Sen. David F. Durenberger, R-Minn., a co-sponsor of Percy's bill, who cited a 21 percent drop in auto commuters when the Canadian government began charging its employees a higher parking fee.

Sen. Pete V. Domenici, D-N.M., who has introduced a bill similar to Percy's, told the committee it was important to include executive employees in the new legislation and not to rely solely on the president's executive order.

"Presidents can change their minds, and new presidents can cancel something done by the previous president," he said.

The hearings concluded with yesterday's testimony. The committee plans to mark up the bill after the August congressional recess.

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MEMORANDUM FOR:

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DDA _____

FYI *am* 17 JUL 1979

Date

FORM 101 USE PREVIOUS EDITIONS 5-75

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JOSEPH L. FISHER
18TH DISTRICT, VIRGINIA

COMMITTEE ON
WAYS AND MEANS
SUBCOMMITTEE ON TRADE

SUBCOMMITTEE ON
SOCIAL SECURITY

JOHN L. NORMAN
EXECUTIVE ASSISTANT

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Congress of the United States
House of Representatives
Washington, D.C. 20515

WASHINGTON OFFICE
223 CANNON HOUSE OFFICE BUILDING
WASHINGTON, D. C. 20515
TELEPHONE: (202) 225-5136

450 WEST BROAD STREET
ROOM 416
FALLS CHURCH, VIRGINIA 22046
TELEPHONE: (703) 534-2880

19 EAST MARKET STREET
LEESBURG, VIRGINIA 22075
TELEPHONE: (703) 777-5859

July 13, 1979

Ms. Vivian Barry
2535 Ogden Street
Falls Church, Virginia 22043

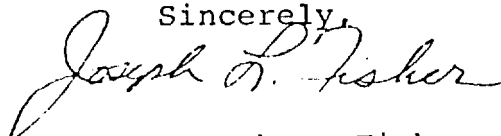
Dear Ms. Barry:

Thank you for calling my office to follow up on the Federal employee parking issue.

I have written to the President to suggest that free parking spaces be provided to government employees who carpool in order to encourage greater energy savings. As I indicated to you, I think that carpools offer more incentive to conserve than parking fees alone. I shared this view with the President. When I have his response I will be back in touch with you.

I appreciated hearing from you again.

Sincerely,



Joseph L. Fisher
Member of Congress

JLF/js

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JOHN L. FISHER
19TH DISTRICT, VIRGINIA

COMMITTEE ON
WAYS AND MEANS
SUBCOMMITTEE ON TRADE
SUBCOMMITTEE ON
SOCIAL SECURITY

JOHN L. NORMAN
EXECUTIVE ASSISTANT

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Congress of the United States

House of Representatives

Washington, D.C. 20515

June 27, 1979

223 CANNON HOUSE OFFICE BUILDING
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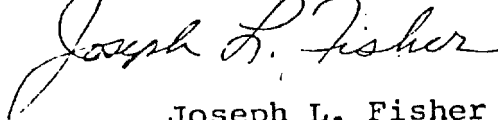
Ms. Vivian Barry
2535 Ogden Street
Falls Church, Virginia 22043

Dear Ms. Barry:

Enclosed is a copy of the response I have received from GSA about the determination of parking rates at the CIA in Langley. I hope this information is helpful to you. I was happy to look into this matter on your behalf.

Again, thank you for contacting me and please continue to keep in touch on matters of concern.

Sincerely,



Joseph L. Fisher
Member of Congress

JLF/jsg
Enclosure



General
Services

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JUN 12 1979

JUN 5 1979

Honorable Joseph L. Fisher
House of Representatives
Washington, DC 20515

Dear Mr. Fisher:

Thank you for your letter of May 23, 1979, regarding Federal employee parking rates at the Central Intelligence Agency (CIA) headquarters in Langley, Virginia.

Your information that the General Services Administration (GSA) has decided to consider parking rates charged at Rosslyn as the basis for determining the rates at Langley is incorrect.

In January, an estimate of parking rates at Langley was made by a contract appraiser. The rates are to be used as the basis for the Standard Level User Charge (SLUC) assessed agencies occupying Government-owned or leased space. The appraiser used comparables in that report from several locations in Virginia within an approximate ten mile distance from Langley. None of the comparables used were located in Rosslyn.

Within the next few weeks the Office of Management and Budget (OMB) will issue a final circular which requires that parking fees be charged at Federal installations. GSA will then publish its guidelines. The parking fees will be determined and the actual charging of employees will begin on October 1, 1979.

We trust that this information is helpful to you.

Sincerely,

Paul E. Goulding
Acting Administrator

SOME WILL BE FREE

DoD to Set Parking Fees

By TOM PHILPOTT

Times Staff Writer

WASHINGTON — White House officials have approved “virtually all” of the Defense Department’s recommendations to ease enforcement of President Carter’s federal parking program on military installations, *Army Times* has learned.

DoD recommendations approved include the following:

- Authority for Secretary of Defense to set parking rates on military installations. The General Services Administration will set rates for other federal facilities.
- Free parking at most military installations located in rural areas.
- Free parking at all commissaries, exchanges and military housing areas.
- Free parking for privately owned vehicles that are used by DoD employees for official business.
- Free parking for employees in alert status or working other than normal daytime hours.

DoD requested the changes last month so that the parking program could be implemented “with sensitivity” to military needs and to the “community nature” of service facilities.

Some service officials still are concerned that DoD will not have authority to exempt lower-ranking enlisted people from the parking fees in urban areas, where authorities say they already suffer more financial hardships than people in rural assignments.

In addition, officials say, the parking program will penalize persons who live off post and must drive to work while those on base can walk to their duty stations.

A DoD official said the rates will be enforced “as sensibly, as reasonably and as equitably as possible.”

The program calls for phasing in the full rates over a two-year period. GSA surveys indicate that when fully implemented, the monthly fee will be about \$19 per space at the Pentagon and as high as \$70 at the New Executive Office Building in Washington, D.C.

Parking Fee Pitfalls Seen

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CPYRGHT

Defense Cites Unique Problems With Posts' Community Nature

By TOM PHILPOTT
Times Staff Writer

WASHINGTON — President Carter's federal parking program may be more difficult and costly to administer than the White House realizes, Defense Department officials warn.

Officials say the new parking rates will be tough to enforce properly on military installations if the "community nature" of those facilities is taken into consideration.

Therefore, DoD says, parking rates and regulations on military installations should be determined by the Secretary of Defense and not, as planned for other federal facilities, by the General Services Administration.

DoD's comments and recommendations are presented in a "close-hold" position paper sent to the office of Management and Budget. The new parking fees are scheduled to go into effect in October.

The DoD paper, signed by Robert B. Pirie Jr., Assistant Defense Secretary for Manpower, Reserve Affairs and Logistics, explains that the parking charges should be implemented with sensitivity to the community nature of military installations, alert requirements, use of privately owned vehicles for official purposes and the irregular nature of military working hours.

"We are particularly concerned about the application of this policy to military installations in rural areas where carpooling is impractical and public transportation is scarce or non-existent," Pirie says. "We do not think that GSA is optimally positioned to take account of these factors."

Attachments to Pirie's letter warn White House officials that they are "wrong" to assume that extra resources will not be needed to set up the parking program.

"Charging employees a fee for the use of DoD-controlled parking spaces would add significant administrative problems to a program that is already difficult to administer," the paper says.

"For example, the Pentagon Central Parking Office workload would be sharply increased and require (new resources) to collect (about \$1.1 million the first year) parking fees, execute and issue receipts, maintain accounting procedures, safeguard funds, take follow-up action in the event of non-payment, attempt to adjudicate inequities and complaints arising from the increased enforcement and surveillance effort, handle additional cases of administrative revocation of parking privileges and so on."

The paper also says it's "unrealistic to assume", as OMB has, that more parking employees won't be needed on military installations.

"Strict enforcement will require additional patrolling, not only of authorized parking areas, but of roadways, open areas, housing areas and community support parking lots which will undoubtedly be used by individuals seeking to avoid the parking fee."

Military commanders, the paper says, "will predictably come under greater pressure" to keep parking lots in good repair and free of potholes and snow. Money collected in parking fees should be used to pay these costs, DoD says.

DoD recommends that parking remain free:

- At installations located in rural areas where there's no public transportation and carpooling is difficult.
- At commissaries, exchanges and military housing areas.
- For privately owned vehicles of DoD employees that are used for official business.

Given authority to set parking rates, the Defense Secretary would conform them "to the extent possible" with rates set by GSA at nearby federal facilities, Pirie says.

OMB officials are expected to consider comments from all federal agencies before publishing proposed parking rules in the federal register later this month.

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5 JUN 1979

MEMORANDUM FOR: Director of Logistics
FROM: [REDACTED]
Chief, Plans and Programs Staff, OL
SUBJECT: Computerized Carpooling Matching Program

1. This memorandum is for information only.
2. Mr. [REDACTED] attended a meeting at the General Services Administration (GSA) on 24 May on the computerized carpooling matching program. Representatives of a number of Government agencies were at the meeting which was chaired by Mr. Jay Cohen from the GSA. Mr. Cohen is on the staff of Walter V. Kallaur, Regional Administrator, GSA, and he is tasked with coordinating Federal participation in the program.
3. The carpool matching service is sponsored by the Counsel of Governments (COG) as a plan to reduce energy consumption and improve the air quality in the metropolitan area. GSA is assisting them by coordinating Federal involvement.
4. Each employee who wishes to participate - the program is voluntary - fills out a questionnaire, which the participating agencies will then forward to GSA. The questionnaires are collected and sent to COG. COG will then provide a computer "print out" to the employee, through GSA, which lists the persons who have compatible home and work locations. Carpools are organized by the individuals themselves. Agencies are expected to encourage the formation of carpools by providing parking spaces and permitting adjustments in work schedules. Agency involvement, therefore, is to facilitate the survey, provide parking spaces, and allow adjustable work schedules.
5. Although the program has some very desirable features to commend it to Federal Agencies, the unique cover and security requirements of this Agency seem to rule against our

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SUBJECT: Computerized Carpooling Matching Program

participation. GSA and COG use their own resources in pulling the information together and making it available to employees of participating groups.

6. The adoption of an Agency computerized matching system might facilitate carpooling among Agency employees. Since only approximately twenty percent of our spaces are assigned to carpools, it would appear that some improvements might be possible in this area. Mr. Cohen indicated that the percentage of carpool assignments to spaces available varies from agency to agency depending on parking density, parking fees, etc. Title 41, Code of Federal Property Management Regulations, provides that ten percent of parking spaces may be reserved with priority given to carpools for the remaining ninety percent.

7. A representative from the Department of Energy (DOE) was at the meeting and spoke on vanpools. [redacted] discussed this meeting with the Chief, Logistics Services Division (LSD), who is investigating use of vanpools by Agency employees. LSD is essentially aware of all of the information learned at the meeting. Vanpools do offer some attractive features. The rider is able to share expenses, estimated at \$30 to \$45 per month. Participants may also be able to do with one less personal car. The owner has free transportation and the use of a van when it is not committed to the pool. The U. S. Government is not allowed to purchase vans and lease them back to its employees. But, lending institutions and insurance companies are beginning to give special consideration to individuals interested in forming these pools. Vans may be leased in lieu of purchase.

8. Considering the relative mobility of Agency personnel, individuals may be unwilling or unable to commit themselves to support a vanpool. Since the vans cost approximately \$10,000, the owner-operator is faced with a sizable financial obligation. The speaker noted, however, that his experience has shown that once pools are formed and operating, they are self-supporting.

9. It would appear that it is in the interest of the Agency to facilitate the formation of carpools and vanpools by providing a degree of flexibility in work schedules, helping to bring employees together through some sort of a locator system, and

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SUBJECT: Computerized Carpooling Matching Program

by providing preferred parking to pools. However, the major thrust to form car and vanpools must be generated by the employees themselves.

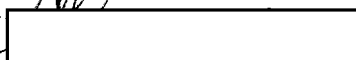


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(4 June 79)

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STAT OLC 79-1420
ATTN: MR. McDONALD 3 May 1979

MEMORANDUM FOR: See Distribution

STAT FROM:
Chief, Legislation Division/OLC
SUBJECT: Parking Legislative Initiatives

1. As a follow-up to our previous memorandum whereby we brought to your attention two recently introduced parking bills, H.R. 3376 and S. 871, and in order to keep you current with regard to all similar legislative initiatives, we are forwarding attached the following two new additions to this legislative arena:

-- H. Con. Res. 105 which calls upon the House Building Commission and the Senate Rules and Administration Committee to issue joint regulations to establish reasonable parking fees for Members of Congress and Congressional employees. Note that such regulations are to be issued within six months of the Resolution being agreed to and are to take into consideration such factors as "changes for parking by Federal employees to whom this Resolution is not applicable..." (Subsection (c));

-- S. 930, introduced by Senators Charles Percy (R., Ill.) and David Durenberger (R., Minn.) would, like the other bills already circulated, require a parking fee to be charged Federal Government employees, including CIA. We are also providing a copy of relevant pages from the 9 April Congressional Record containing Senator Percy's introductory remarks. You will note that there appears to be some disconnect between the Senator's introductory comments (see underlined portions of the third full paragraph on page S. 4199 of the Congressional Record) and the second sentence of subsection 2(b) of the bill dealing with the case where no "similar facilities" exist in areas of Federal offices or installations. At any rate, it is the statutory language, not the introductory remarks that become law and are binding.

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