

ANNUAL REPORT

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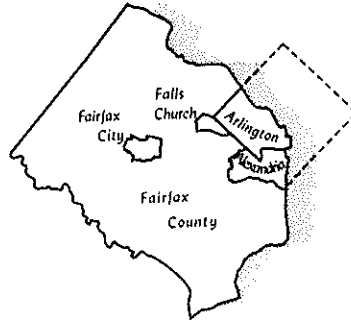
THE GOVERNOR OF VIRGINIA

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Citizens Resources Building
1430 North Uhle Street, Room 211
Arlington, Virginia 22201

30 April 1967

NORTHERN VIRGINIA TRANSPORTATION COMMISSION



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REPORT TO THE GOVERNOR OF VIRGINIA
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BACKGROUND

1. By Chapters 630 and 631 of the Acts of Assembly, 1964, the Virginia General Assembly created the Northern Virginia Transportation District, and established the Northern Virginia Transportation Commission to manage the affairs of the District, and to participate for Virginia in the Washington Metropolitan Area Transit Authority.
2. In 1955 Congress appropriated funds for a Mass Transportation Survey which at its conclusion in 1959 proposed:-
 - a. An interstate agency to regulate the existing bus companies without regard to political boundaries;-
 - b. A temporary federal agency to develop and prepare a transit program for the National Capital Region; and-
 - c. An interstate transit authority made up of representatives of Virginia, Maryland, and the District of Columbia, with the consent of Congress, to continue the design and development of a regional rail rapid transit system, and provide for its financing and its operation.
3. These three things have substantially been accomplished. The regulatory agency, the Washington Metropolitan Area Transit Commission, has been functioning for several years. The federal agency, the National Capital Transportation Agency, has moved forward with its assigned task, and is scheduled to be replaced by the interstate authority, the Washington Metropolitan Area Transit Authority at the end of September, 1967.
4. The Northern Virginia Transportation Commission serves as liaison between the political jurisdictions in the Northern Virginia Transportation District and the interstate agency, the Washington Metropolitan Area Transit Authority, which came into being on February 20, 1967, pursuant to Chapter 869, 1966 Acts of Assembly of Virginia; Chapter 869, Acts of General Assembly of Maryland, 1965, and Public Law 774 (80 Stat. 1324).
5. The Northern Virginia Transportation Commission is made up of eleven representatives from the five political jurisdictions in the Transportation District, all of whom are elected members of the governing bodies of these jurisdictions, plus one representative from the State Highway Commission.

ACCOMPLISHMENTS

1. The Northern Virginia Transportation Commission has pursued a program designed to achieve harmonious agreement in Northern Virginia, and

further, acts as a full working partner with Maryland and the District of Columbia in the development of a regional rail rapid transit system.

2. The program in its early stages has endeavored to accomplish seven functions. These are to:-

- a. Solicit the needs of the Northern Virginia jurisdictions for a regional rail rapid transit system;-
- b. Formulate tentative policy and decisions with respect to the planning, design, location, construction, operation, and financing of transit facilities;-
- c. Supply members of our Commission to represent Northern Virginia on the Washington Metropolitan Area Transit Authority and on the National Capital Region Transportation Planning Board;-
- d. Collaborate and cooperate with the Washington Metropolitan Area Transit Authority in the preparation of a regional transportation plan and in its revision and amendment;-
- e. Coordinate the efforts of the Northern Virginia jurisdictions for financial support of a regional rail rapid transit system;-
- f. Supplement the efforts of the Washington Metropolitan Area Transit Authority to keep the people of Northern Virginia informed of development of regional rail rapid transit services for Northern Virginia; and-
- g. Provide for economical use of public funds, including efforts to preserve potential rights-of-way that might be used for rapid transit.

3. The Commission has conducted regular, well-publicized meetings at convenient locations, and has held three widely-advertised public hearings in Arlington, Fairfax, and Alexandria.

4. The Commission has formulated tentative plans, made route studies, explored transit corridors, considered station areas, discussed the Dulles International Airport and Washington National Airport transit needs with the Federal Aviation Agency, and jointly studied with the Richmond, Fredericksburg & Potomac Railroad Company the feasibility of early commuter service on existing rails.

5. The Commission, after hearings and studies, proposed a tentative network of potential rail transit corridors which could form a basis for planning by the Washington Metropolitan Area Transit Authority of a metropolitan-wide rail rapid transit system.

6. The Commission supplied two of the six Directors of the Washington Metropolitan Area Transit Authority (with two from Maryland and two from the District of Columbia), and supplied members to the National Capital Region Transportation Planning Board. The Commission supported the National Capital Transportation Agency's proposed 25-mile, \$431-million downtown subway system for Washington, which was authorized by Congress in 1965 for construction. This system includes a route into Virginia with stations at Rosslyn, the Pentagon Building, and "Pentagon City". Congress'

authorization included \$100-million in Federal funds and \$50-million in D. C. funds; the balance to be raised through revenue bonds. The Commission also aided in obtaining Congressional consent to the interstate compact in October 1966; the compact had previously been approved by Virginia's Governor and General Assembly.

7. The Commission is working on a day-to-day basis with the Washington Metropolitan Area Transit Authority. The Commission participated with Maryland and the District of Columbia and various federal agencies in a metropolitan rapid transit conference at Airlie House in Warrenton, Virginia. Commission members have joined with Maryland and Washington members in inspection tours of transit facilities in Pittsburgh, San Francisco, Toronto, and Montreal. The Chairman of the Commission has accompanied the General Manager of the Washington Metropolitan Area Transit Authority and two Maryland representatives on an inspection of certain rail rapid transit facilities in foreign countries.

8. The constituent jurisdictions of the Commission are providing financial support to the Washington Metropolitan Area Transit Authority for its administration and its planning of a regional rail rapid transit system.

9. The Commission has informed the people of Northern Virginia through radio, newspapers, television, and the publication of a monthly newsletter with a circulation of 4,500; this newsletter is now to be combined with those of Maryland and Washington into a single metropolitan transit newsletter. In addition, the Commission members have made countless appearances before various citizens' associations, business men's groups, public bodies, and other organizations.

10. The Commission has sought to preserve potential rights-of-way, which can save millions of dollars once the regional system is agreed upon. Members have held discussions with the Virginia Department of Highways and the Virginia Electric Power Company regarding potential rights-of-way. It has sought to restrain the abandonment of the Washington and Old Dominion Railroad until definite plans can be made for use of all or some of it for rail rapid transit service. Commission members and staff have met with local and regional planning agencies to advise and comment on rail rapid transit service in the development of land-use plans.

11. We are working with the Washington Metropolitan Area Transit Authority, the National Capital Transportation Agency, and their consultants in evaluating various routes as to cost, patronage, and revenue. Our representatives on the Washington Metropolitan Area Transit Authority have helped in the selection of outstanding financial advisors, and in hiring a very capable General Manager. The new General Manager is Mr. Jackson Graham, a civil engineer and a retired major-general. He was formerly Director of Civil Works for the Army Corps of Engineers. Mr. Graham resides in Arlington, Virginia.

FUTURE PLANS AND RECOMMENDATIONS

1. The Washington Metropolitan Area Transit Authority, with Northern Virginia Transportation Commission's Representatives participating, is studying three tentative metropolitan rail rapid transit networks. After these three networks are analyzed as to cost, patronage, revenue, and other factors, the Washington Metropolitan Area Transit Authority will endeavor to achieve consensus among the jurisdictions for a single metropolitan system, within a cost framework that can be supported reasonably.

2. A system within such a cost framework will no doubt include (i) extensions of the basic system authorized by Congress, (ii) possible supplementary commuter rail service, (iii) coordination with feeder bus lines, and (iv) parking facilities for private automobiles at suburban stations.

3. The latest maps of these proposed metropolitan rail transit networks are attached to this report; these are for testing purposes only and the ultimate system will probably be more limited.

4. Washington Metropolitan Area Transit Authority's financial consultants are studying the most feasible arrangements to finance such regional system as may be agreed upon.

5. Two particular projects being studied in these metropolitan systems are possible commuter service on the Richmond, Fredericksburg and Potomac Railroad Company tracks and possible use of all or some of the Washington and Old Dominion Railroad from the vicinity of Dulles International Airport, to National Airport, with connections to the burgeoning growth in Northern Virginia and the Southwest Mall federal employment area of Washington. If these are included in the approved metropolitan plan, we may contemplate some relief to our traffic problems at an early date.

6. This Commission's willingness to work with you and the State in achieving progress has been amply demonstrated by the local community contributions to the Northern Virginia Community College, and to the George Mason College. These represent projects where the Governor, the State, and the local communities can work together for the good of all.

7. Likewise, the Commission believes the Governor, the State, and the local communities can work together in initiating and supporting a rail rapid transit system for the benefit of all. Regional rail rapid transit will benefit Northern Virginia and the State as a whole. The Northern Virginia Transportation Commission has in the past made no requests to the State for financial assistance and is aware that State funds are sorely needed for many important Statewide projects. However, we should like to note that rail rapid transit is as much a necessity to commerce and transportation of people as are highways, which receive the entire receipts of the recently adopted "licensing tax" and other State revenues.

8. Other states (and Provinces of Canada) have recognized the importance of mass transportation. Some have created departments of transportation, placing transit on a par with highways; many are providing financial assistance to transit improvements. Significant among these are:-

a. New York which has an Office of Transportation. The state will seek voter support to issue bonds to provide \$1.25-billion for highways, \$250-million for aviation, and \$1-billion for mass transportation to initiate a new 5-year, \$6-billion transportation program. The State created a Metropolitan Transportation Authority (New York City) and a Niagara Frontier Transportation Authority (Buffalo) to which the mass transportation aid will be furnished.

b. California which created Rapid Transit Districts for San Francisco, Los Angeles, and San Diego. To the San Francisco rail transit network that is already under construction, the State is contributing \$180-million.

c. Massachusetts which has a Mass Transportation Commission. The Commonwealth created the Massachusetts Bay Transportation Authority (Boston) and authorized it to issue \$250-million in bonds to modernize existing transit facilities, to build new rail rapid transit lines, and to subsidize vital commuter railroad services. The Commonwealth's aid covers 90% of the cost of debt service on the bonds for construction of new lines, 50% of the cost of debt service on the bonds for improvement of local transit service, 50% of the cost of agreements with railroads to provide commuter service (up to a limit of \$5-million), and \$3-million annually toward debt service of debt on the former transit authority which the Massachusetts Bay Transportation Authority replaced.

d. Pennsylvania which established a mass transportation department that is providing financial assistance to metropolitan transit operations throughout the state as well as developing programs for high-speed railroad services to connect the metropolitan areas of the Commonwealth together. Creation of a High-Speed Ground Transportation Authority is now under consideration. The Governor has proposed a \$30-million appropriation this coming year as part of the \$300-million, 10-year program for mass transportation assistance.

e. Ontario, Canada, whose highway department has invested \$15-million into a modern commuter railroad service that will begin operating over 60 miles of Canadian National Railways tracks in metropolitan Toronto. The Province highway department logically reasoned that this investment was wiser than a mile of urban freeway which is all the \$15-million could buy in highway facilities. Nine other railroad routes are under consideration for similar Province-financed commuter service. Ontario also has contributed financially to the construction of Toronto's excellent subway system.

f. New Jersey just created a Department of Transportation subdivided on equal basis into a Division of Highways, a Division of Railroad Transportation, a Division of Motor Bus Transportation, and a Commuter Operating Agency. Heretofore, state programs for rail transit improvements were developed by the former Department of Highways which contracted with several railroads for the provision of commuter train services. The New Jersey Department of Transportation just opened its

"Aldene Plan" which provides improved railroad and rapid transit service in the New York City-Newark area. The state provided \$6.1-million of the \$9.7-million cost of the project. The state recently let a \$9,915,477 contract for manufacture of new commuter railroad cars, and its proposed budget for the coming year contains \$13.4-million for rail transit.

g. Connecticut has a Connecticut Transportation Authority which is assisting and improving the commuter railroad services of the New York, New Haven & Hartford Railroad.

h. The Governor of Maryland proposed in his budget for the coming year \$225,000 for the Washington Suburban Transit Commission and \$225,000 for Baltimore's Metropolitan Transit Authority. WSTC is Northern Virginia Transportation Commission's counterpart in the Maryland suburbs of Washington, D. C.

9. The Northern Virginia jurisdictions have willingly undertaken to finance many local and regional projects which distribute benefits to not only the local area, but to the remainder of the State as well. The Northern Virginia Transportation Commission is confident that the regional rail rapid transit service is necessary, that large benefits will accrue to those areas within and outside of Northern Virginia, and that the Commission -- through the Washington Metropolitan Area Transit Authority -- can succeed in developing it. It is this Commission's hope that you will have faith in its endeavors, and will assist the Commission in every way that you are able. Members of the Commission will be pleased to submit any additional information you may desire.

10. The Northern Virginia Transportation Commission respectfully submits the following recommendations:

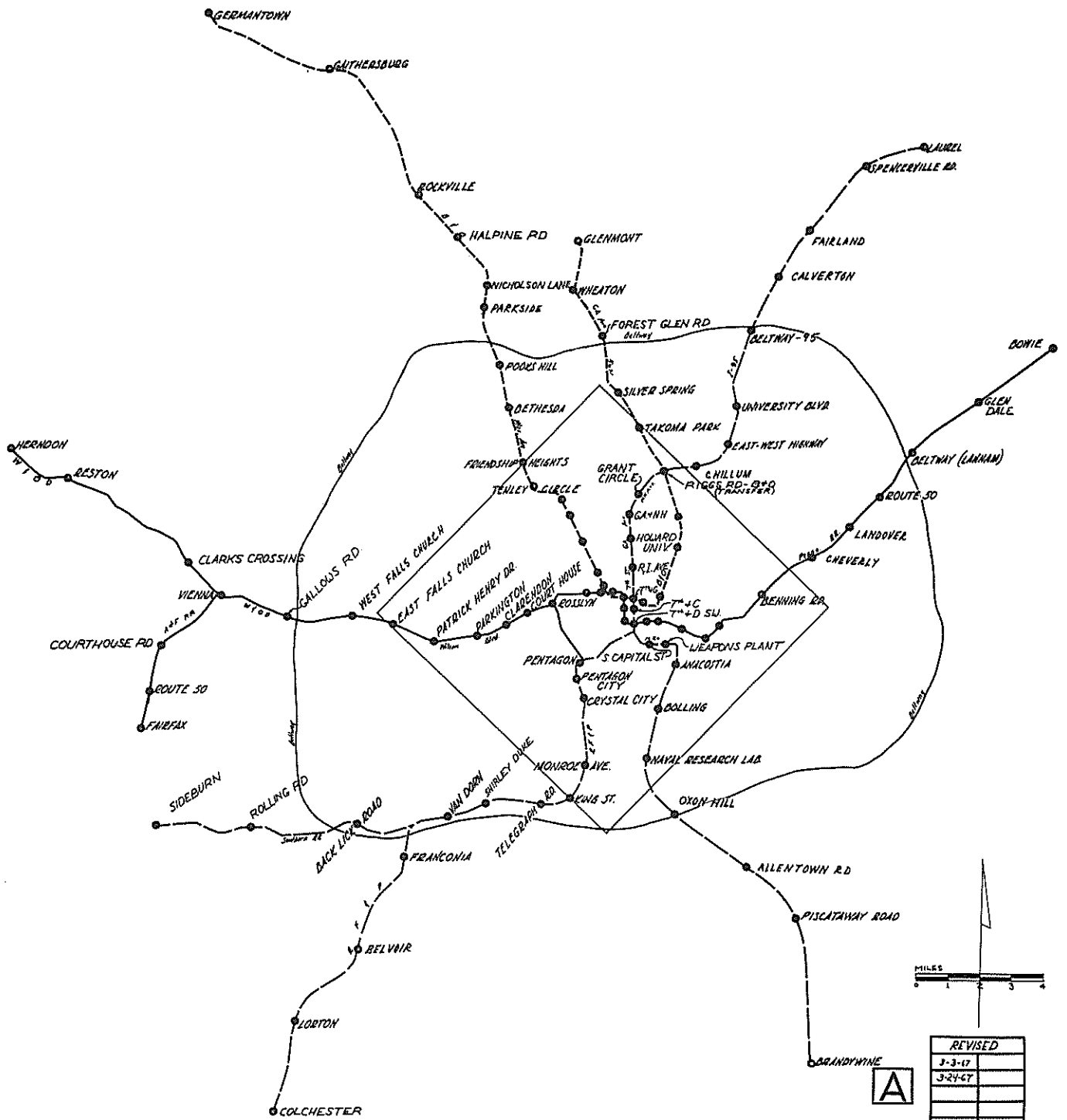
a. That the Commonwealth of Virginia appropriate annually to the Northern Virginia Transportation Commission funds amounting to half the expenses of the Commission and of the local jurisdiction's share of the expenses of the Washington Metropolitan Area Transit Authority; i. e., the Commonwealth match every dollar contributed by the participating cities and counties.

b. Redesignate the State Highway Commission as the State Transportation Commission and establish a new Department of Rail Transportation to be on a level with the Department of Highways. The new department would coordinate state assistance to rapid transit agencies throughout the state and have concern for development of high-speed railroad service between Virginia's several metropolitan areas.

Respectfully,

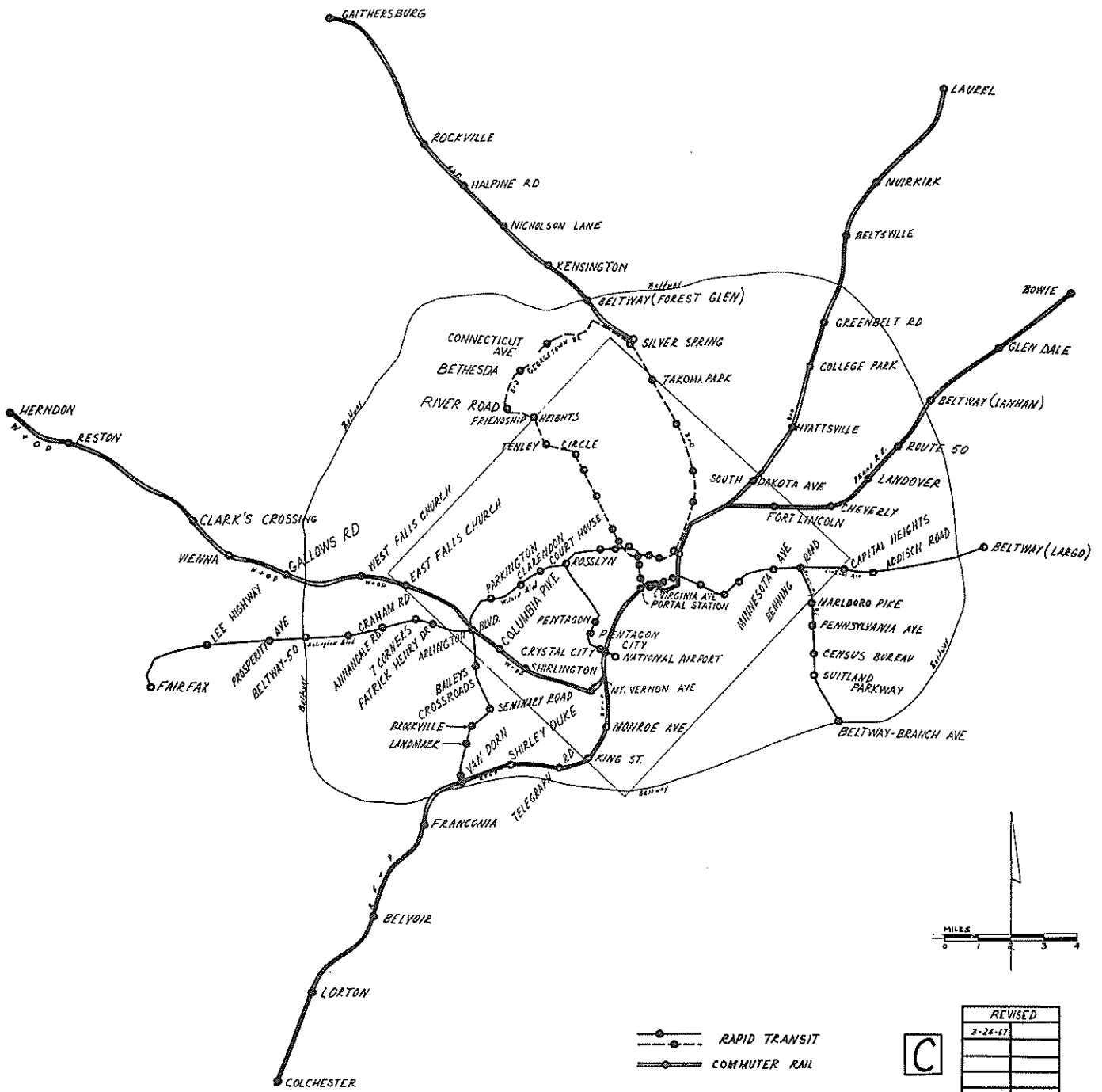


Lee M. Rhoads, Chairman
Northern Virginia Transportation
Commission





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