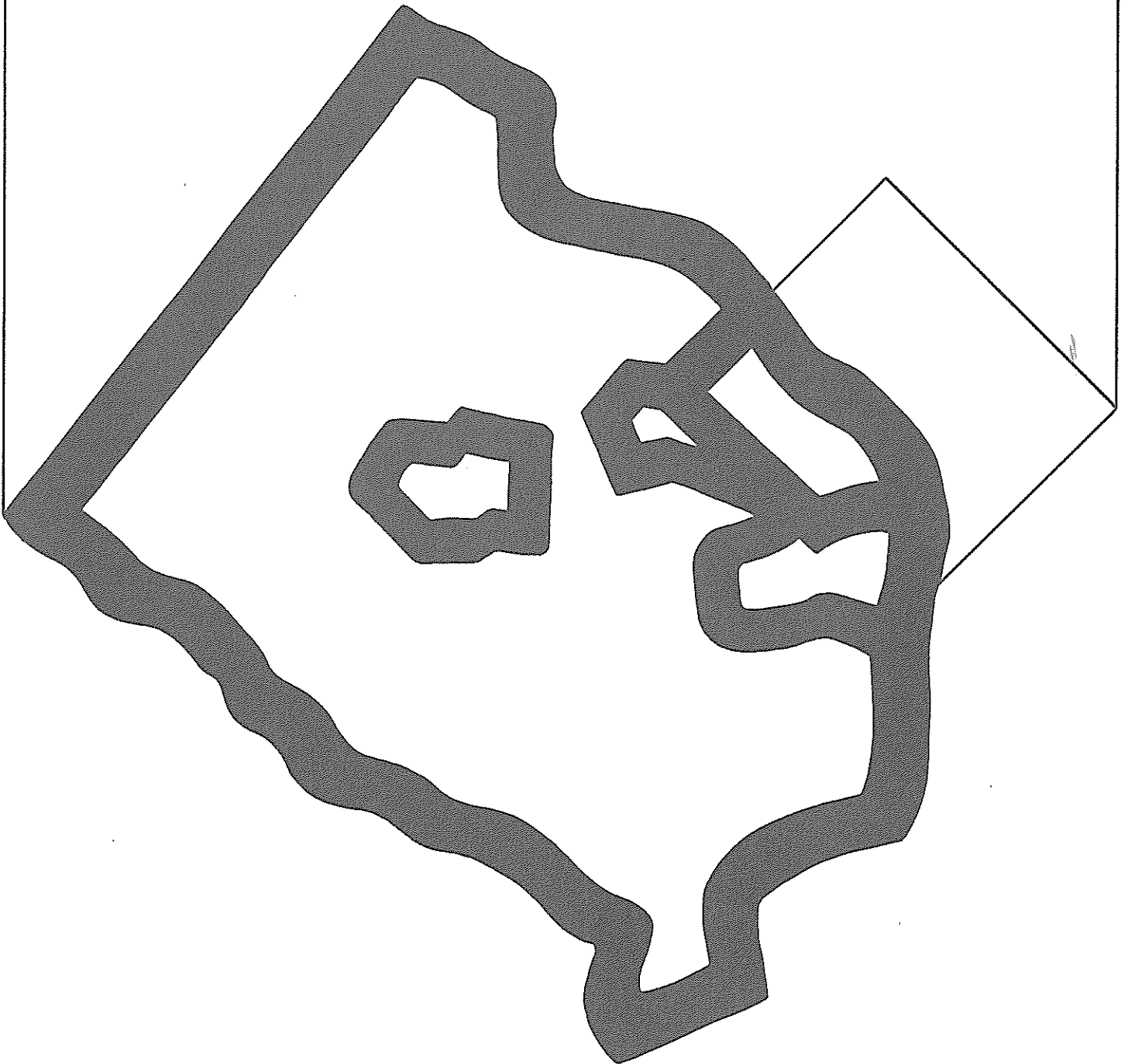


**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
ANNUAL REPORT, 1968**



The Washington metropolitan area is rapidly approaching traffic strangulation. The ever-growing traffic burden on city streets was brought on by the rapidly-expanding population, the growing numbers of autos per family, and by the easy access made available to suburbanites by the highway programs of recent years. But, there does not exist, and cannot be built, enough highways to accommodate the ever-increasing number of vehicles. Northern Virginia is moving forward to prevent "the day when everything stands still."

The Honorable Mills E. Godwin, Jr., Governor of Virginia;
Members of the Virginia General Assembly;
Chairman and Members of the Arlington County Board
and the Fairfax County Board of Supervisors;
Mayors and Councilmen of Alexandria, Fairfax City,
and Falls Church;
and the Citizens of Northern Virginia



*The Honorable Mills E. Godwin, Governor
Commonwealth of Virginia*

Sirs:

The past year has been the culmination of several eventful milestones in the development of Rapid Rail Transit in Northern Virginia. Marks along the way to completion of the system have included support of the Rapid Rail Transit Bond Referenda approved by 77.8 per cent of Northern Virginians, the signing of the Capital Contribution and Transit Service Agreements, and preparation to begin construction immediately once Federal funds are released by Congress.

While the immediate and apparent benefits of this system will accrue to the people, industries, and commercial centers of Northern Virginia, there is the inescapable fact that as more people and more businesses locate near this transit system, the ultimate beneficiaries through increased revenues are the Commonwealth of Virginia, and the people of Virginia.

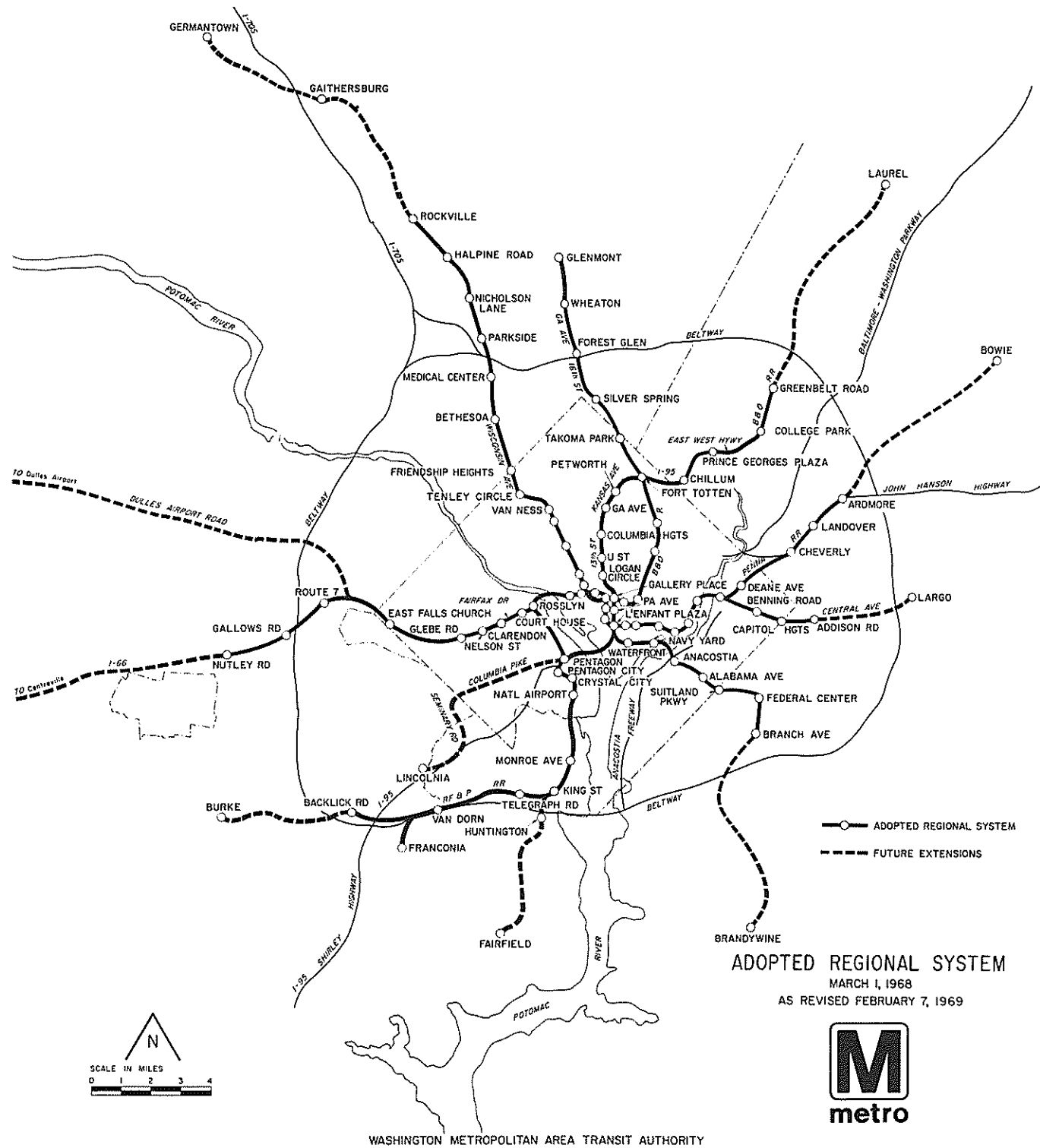
The well-springs of state-wide economic and citizen benefits of rapid transit have been recognized by Maryland, Pennsylvania, New Jersey, New York, Massachusetts, Illinois, California, and other states. As Virginia moves into the future, the past foresight of the Governor and the General Assembly must continue, along with increased aid and support from the State Government. Economical and convenient public transportation must be encouraged and supported at all levels.

We were pleased that so many people found time to visit and inspect the prototype rapid transit car in Northern Virginia last October. We need your continued interest and concern, and will be pleased to meet with you and/or your representatives at any time to discuss what transit means to Virginia, and the necessity of Virginia's support of rapid transit.

This report is submitted in compliance with Chapter 631 of the Acts of the General Assembly of the Commonwealth of Virginia.

Respectfully,

Lee M. Rhoads
Chairman



The Washington Metropolitan Area Transit Authority

The Washington Metropolitan Area Transit Authority (WMATA) was created effective February 20, 1967, through the Interstate Compact by Maryland, Virginia, and the District of Columbia. This legislation provided that the Authority assume the functions and duties of the National Capital Transportation Agency to plan, develop, finance, and provide for the operation of a rapid rail transit system designed to serve Prince Georges and Montgomery Counties in Maryland, Arlington and Fairfax Counties and the Cities of Alexandria, Fairfax, and Falls Church in Virginia; and the District of Columbia.

Northern Virginia Transportation Commission

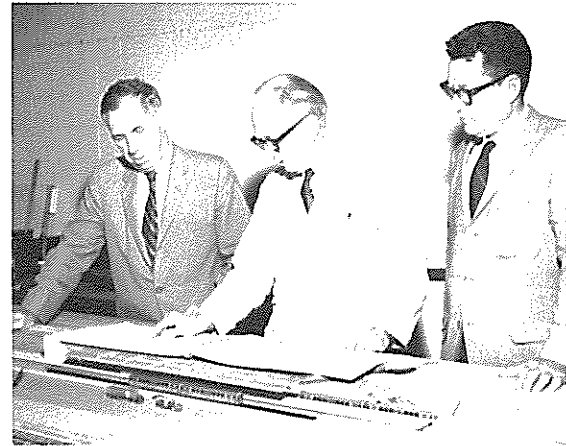
The Northern Virginia Transportation Commission (NVTC) was created by Acts of the General Assembly of the Commonwealth of Virginia as a public instrumentality to plan and develop a transportation system for Northern Virginia, and to represent Virginia in the Washington Metropolitan Area Transit Authority and the National Capital Region Transportation Planning Board. The NVTC provides two of the six directors of the WMATA, with two Board members from Maryland and two from the District of Columbia.

The Commission receives all its financial support from the local governments of the Northern Virginia Transportation District.

The legislation creating NVTC intended that the Commission be continually involved as the liaison, coordination, and communication arm of Northern Virginia in the development of a rapid rail transit system. The NVTC assists the Washington Metropolitan Area Transit Authority by reviewing the Authority's plans and providing counsel and assistance for financing of the Authority's projects in Northern Virginia. An additional function for NVTC Commissioners is the furtherance of studies and recommendations concerning all types of transportation to assist the orderly flow of traffic in Northern Virginia.



Frederick A. Babson, WMATA Board Chairman and NVTC Commissioner, testifies at a Congressional hearing on Rapid Transit. Seated with Chairman Babson are (left to right) Mayor Walter Washington of the District of Columbia, General Jackson Graham, General Manager of the WMATA and Comer S. Coppie of the D.C. Budget Office.



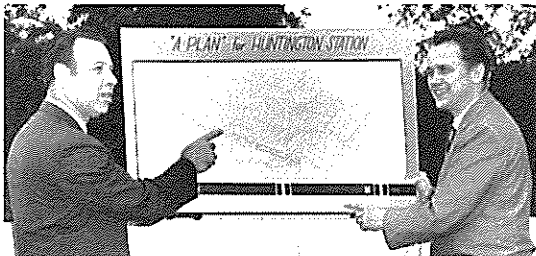
Virginia State Department of Highways Commissioner Douglas B. Fugate (left) discusses plans for a station model of the Regional Metro Rapid Rail Transit System. With Commissioner Fugate are Ed Burton, model designer (center) and John P. Mills, Jr., NVTC Commissioner representing the Virginia State Department of Highways.



Fairfax Civic leader in work for transit bond referenda, Mrs. Carol Karr, discussed Virginia's transit problems with WMATA Secretary-Treasurer Delmer T. Ison at the Commission's open house during the Christmas holidays.



Transportation Planning Board Vice Chairman Harold O. Miller (left) discusses transportation data depicted by an innovative three-dimension model with Albert A. Grant, Director of Transportation Planning for the Council of Governments. Mr. Miller is an NVTC Commissioner and Fairfax County Supervisor.



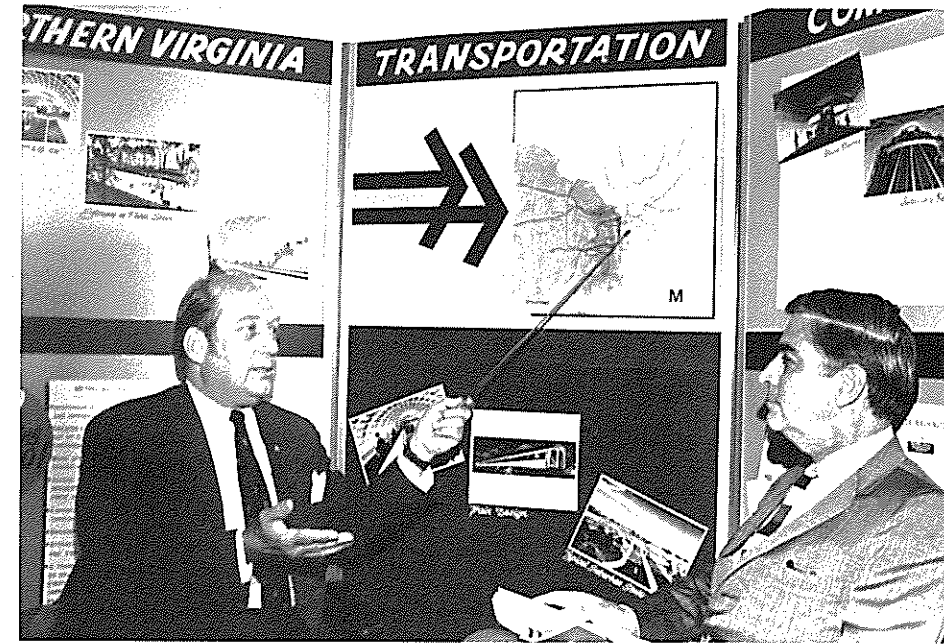
Fairfax County Supervisors Joseph Alexander (left) and Herbert Harris (right) point the way for rapid transit at the site of the Huntington Station. Both men are NVTC Commissioners and Alexander serves as Vice Chairman of the Commission.



Mayor George Hamill (center) prepares to sign agreements committing Fairfax City to its \$2.6 million share in the regional system while WMATA Deputy General Manager Warren Quenstedt (right) and Nathaniel F. Young, Fairfax City Councilman and NVTC Commissioner look on.



NVTC Secretary-Treasurer Harold J. Casto (left) and Commissioner A. Leslie Phillips (right) at the site of the East Falls Church Rapid Transit Station study the station's location as it relates to the Arlington County general Land Use Plan. Phillips is a member of the Arlington County Board.



Chairman Lee M. Rhoads (left) points out transportation financial problems in a discussion with the Honorable Carrington Williams, Chairman of the Tax Subcommittee on Revenue Resources and Economic Study Commission.



Alexandria City Councilman Nicholas A. Colasanto (left) and Mayor Charles E. Beatley, both NVTC Commissioners, check planning for the King Street rapid transit station on the site of the present Union Station in Alexandria.

Northern Virginia Transportation Commission

CITY OF FALLS CHURCH

Lee M. Rhoads
CHAIRMAN

FAIRFAX COUNTY

Joseph Alexander
VICE CHAIRMAN

Frederick A. Babson
Herbert E. Harris
Harold O. Miller

ARLINGTON COUNTY

Kenneth M. Haggerty
A. Leslie Phillips
Ned R. Thomas

CITY OF ALEXANDRIA

Charles E. Beatley, Jr.
Nicholas A. Colasanto

CITY OF FAIRFAX

Nathaniel F. Young

VIRGINIA DEPARTMENT OF HIGHWAYS

John P. Mills, Jr.

Representatives to the Washington Metropolitan Area Transit Authority:

Representatives:

Frederick A. Babson
Ned R. Thomas

Alternates:

Lee M. Rhoads
Nicholas A. Colasanto

Harold J. Casto
SECRETARY-TREASURER

Judson E. Edwards
EXECUTIVE SECRETARY

Jack O. Crawford
PUBLIC INFORMATION OFFICER

Ernestine H. Wormwood
ADMINISTRATIVE SECRETARY

B. Carol Murray
SECRETARY-BOOKKEEPER

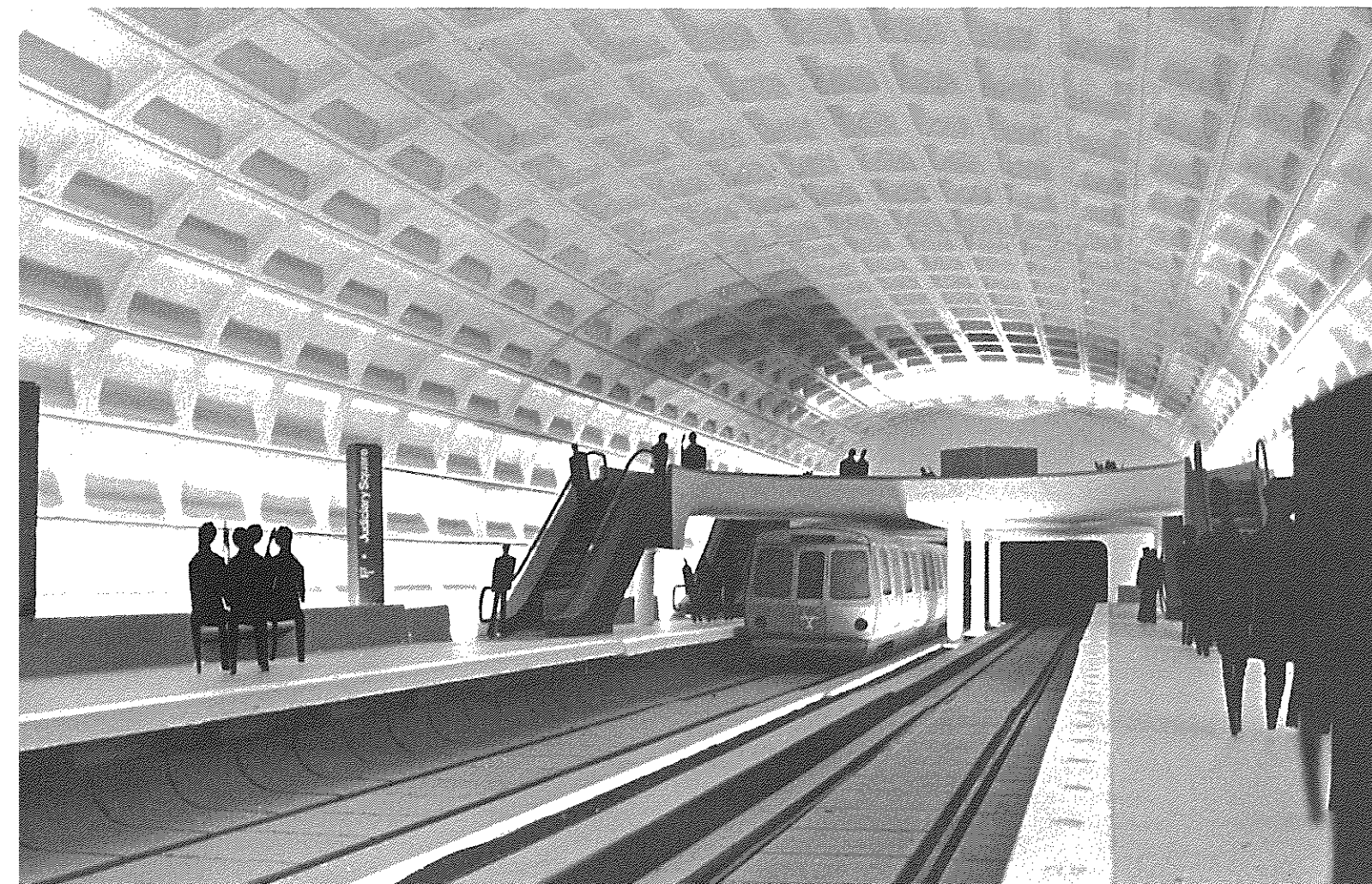
Representatives to the National Capital Region Transportation Planning Board:

Representatives:

Ned R. Thomas
Harold O. Miller
Nicholas A. Colasanto

Alternates:

Lee M. Rhoads
Nathaniel F. Young
Andrew J. Donnelly



The Regional Transit System

The Regional Transit System as adopted March 1, 1968, by the Authority is approximately 98 miles in length of which 38 miles are in the District of Columbia, 30 miles in Maryland, and 30 miles in Virginia. It is capable of future growth by extension of routes beyond the limits of the current proposal.

The chief function of the Transit System will be the service which it will provide to the entire metropolitan community. It is designed to provide rapid transit to 158,000 peak hour passengers foreseen by the year 1990 at which time an annual traffic of 292 million passengers is projected. The system, in addition to providing fast and frequent service, will be comfortable. Stations and trains will be air conditioned; stations will be well-lighted and of easy access, and will be architecturally in keeping with the area in which they are located.

The system has been designed to serve both the bus passenger and the motorist with a coordinated feeder-bus system for bus passengers, and off-street parking facilities at outlying stations for the motorist. A substantial portion of the urbanized Washington area will be within a ten-minute feeder-bus ride to a transit station.

Arlington

Rapid rail transit will come early to Arlington first with service at the Rosslyn Station. Service at that point will also include opening of the rapid rail transit line to Pentagon City. Completion of the system will see Arlington County having stations on two rapid rail transit lines. Service on both lines will be every four minutes during "peak hours."

The Interstate 66 line traveling out Wilson Boulevard and into the median of the proposed Interstate 66 will have stations in Arlington at Courthouse Road, Clarendon, Nelson Street, Glebe Road, and East Falls Church.

The other transit line will have stations at Rosslyn, Pentagon, Pentagon City, Crystal City, and National Airport.

When the system is completed, rapid rail transit cars leaving East Falls Church will travel to Rosslyn in 9 minutes; to Metro Center in 15 minutes; and to L'Enfant Plaza in 19 minutes.

Crystal City commuters will travel to Gallery Place in 9 minutes; to L'Enfant Plaza in 12 minutes; to the Pentagon in 3 minutes; and to Rosslyn in 6 minutes.

Alexandria

Modern rapid rail transit will blend in with historic Alexandria when the transit lines will reach through Alexandria and on into Fairfax County, activating service at Monroe Avenue, King Street, Telegraph Road, and Van Dorn Street. Alexandrians will also have "peak hour" service every four minutes giving them access all the way from the King Street Station to Metro Center in 20 minutes; to L'Enfant Plaza in 17 minutes; to Rosslyn in 14 minutes; and to the Pentagon in 11 minutes.

The City of Alexandria has requested certain changes in the transit stations and line in that city, two of which if approved by the WMATA Board will require public hearings prior to adoption.



One of a series of staff conferences concerning mass transportation conducted by NVTC during the past year was a confab between NVTC, WMATA, and Virginia Metropolitan Area Transportation Study Commission Representative Robert DeMauri. Discussing transit here are: (left to right) WMATA Government Relations Representative Homer B. Pettit; William I. Herman, Director, WMATA Office of Planning; Robert DeMauri; NVTC Executive Secretary Judson E. Edwards, WMATA Deputy General Manager Warren Quenstedt, and Jack O. Crawford, NVTC Public Information Officer.



The interior of the air-conditioned Metro transit car is outfitted with sculptured bucket seats arranged two-by-two to allow each passenger generous space. The seating capacity is 82 plus 79 standees. Hand grips on the seats will eliminate strap hanging and large tinted windows provide a panoramic view without harsh glare.

Falls Church

Falls Church commuters will have easy and quick access to the East Falls Church station and the Route 7 station where each station will have 500 parking spaces. Transit riders boarding the trains in "peak hours" will have a train every four minutes. The commuter will travel to Gallery Place in 18 minutes; to Metro Center in 15 minutes; to L'Enfant Plaza in 19 minutes; to Rosslyn in 9 minutes; to the Pentagon in 15 minutes; and to Capitol South in 22 minutes.

Fairfax City

Fairfax City commuters will have 2,000 parking places for their use at the Nutley Road Station.

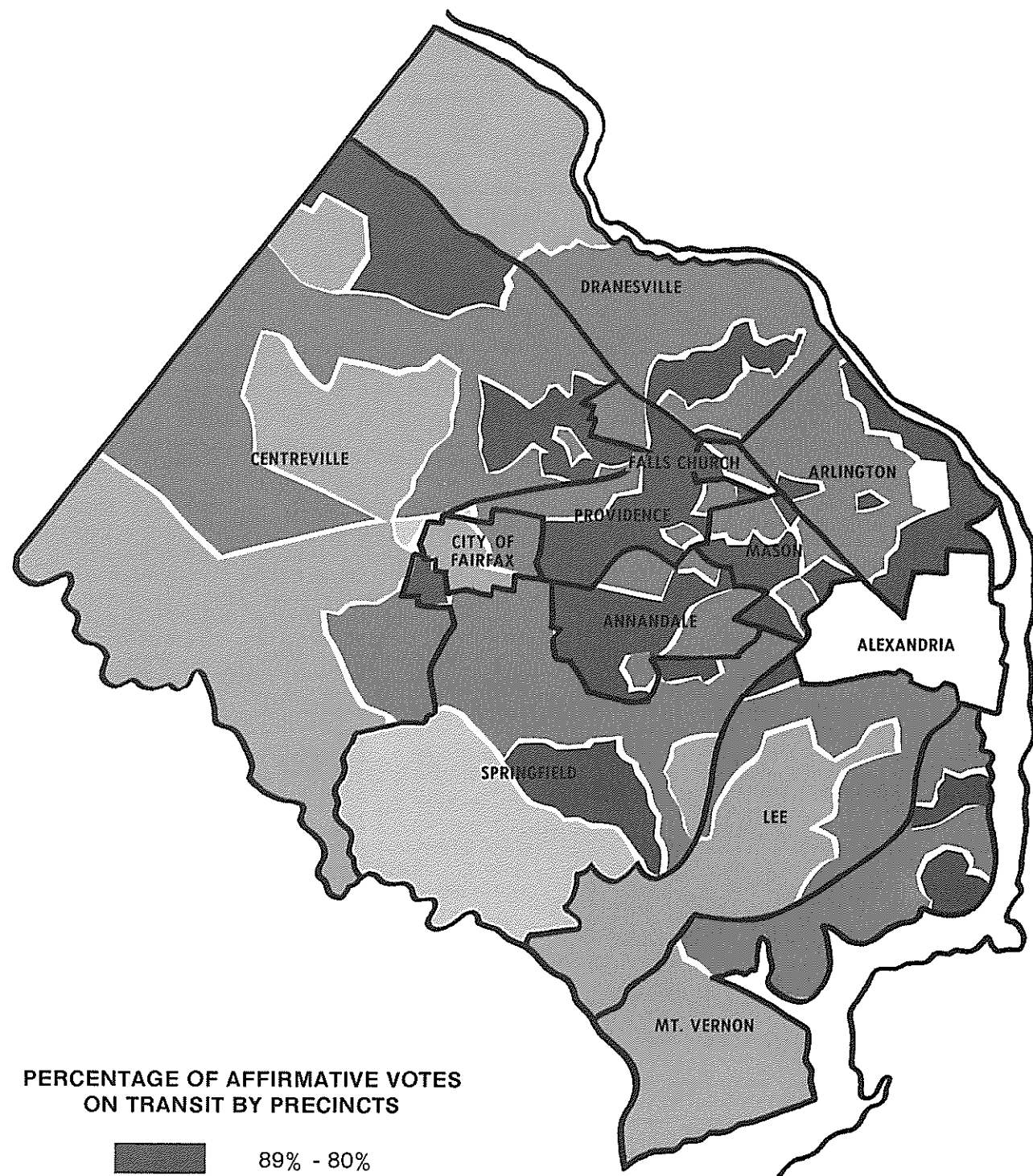
A trip to Metro Center will take 26 minutes; to L'Enfant Plaza 30 minutes; to Gallery Place 29 minutes; to Dupont Circle 26 minutes; to Rosslyn 20 minutes; to the Pentagon 26 minutes; and to Capital South in 33 minutes—with a train available every 4 minutes during the peak hours.

Fairfax County

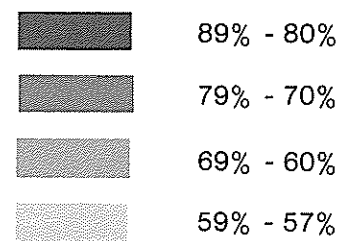
Fairfax County's first transit service will be at the Huntington Station. The County will have stations at Huntington, Van Dorn (located in both Fairfax County and Alexandria), Franconia, Backlick Road, Route 7, Gallows Road, and Nutley Road.

From Franconia and Backlick Road service every 8 minutes will enable transit riders to get from Franconia to the Pentagon in 20 minutes, and to L'Enfant Plaza in 28 minutes. Commuters will travel from Backlick Road to L'Enfant Plaza in 25 minutes; to Rosslyn in 27 minutes; and to Capitol South in 29 minutes.

The seven stations in Fairfax County will have a total of nine thousand parking spaces.



PERCENTAGE OF AFFIRMATIVE VOTES ON TRANSIT BY PRECINCTS



Northern Virginians Approve Rapid Rail

The voters in this area recognize the pressing need for the proposed rapid transit system. Election Day, November 5, 1968, saw Northern Virginians go to the polls in record-breaking support for a regional program. Voters in Fairfax County, Arlington County, and the Cities of Falls Church and Fairfax were 77.8 per cent in favor of local support of this system. Alexandria did not require a referendum.

Virginia Jurisdictions Approve Transit Agreements

The jurisdictions in the Northern Virginia Transportation District that have approved the Metro Capital Contributions Agreement, have put themselves squarely on the line for their portion of Virginia's capital contribution for the rail transit system.

Each jurisdiction's share of the construction of the 97.2 mile regional system is: Alexandria, \$30.6 million; Arlington County, \$54 million; Fairfax City, \$2.6 million; Fairfax County, \$61.7 million; and Falls Church, \$800,000.

The jurisdictions' shares were determined by an allocation formula adopted by WMATA and a sub-allocation formula adopted by NVTC.

What the System Means to Virginians

A four month investigation of benefits and costs of the adopted regional rapid rail transit system conducted by Development Research Associates revealed total cumulative benefits approximately three times greater than the net project cost of the system.

This three-to-one ratio of return on investment was developed by projecting both benefits and costs over the life of the project. When measured against the total costs to local jurisdictions only, the benefits amount to \$8.80 for every local dollar invested in the adopted system.

The following benefits, totaling \$2.8 billion were projected through the year 2020, with all dollars discounted to present value:

- Savings in travel time to constant users—\$1.2 billion. Constant transit users are individuals who would ride either the bus in the all bus system, or a combination of bus-rapid rail in the adopted system.
- Savings to auto drivers and passengers using transit—\$1.05 billion. Savings generated by auto drivers and passengers diverted to transit, accruing from time savings and reduced operating costs.
- Savings to auto drivers and passengers—\$451.5 million. Commuters not choosing to use transit would benefit from decreased congestion and decreased portal-to-portal commuting times.
- Savings to the business community—\$144.8 million. Those sectors of the regional business community who stand to benefit from transit include: the trucking industry, whose drivers are earning wages during the congested peak periods; and suburban employers who must provide parking facilities for their auto-driving employees.

Other "non-quantifiable" benefits include:

- Facilitating suburban growth while preserving the economy of downtown.
- Providing accessibility to employment opportunities in suburban employment centers.
- Providing adequate transportation to the young and aged.
- Broadening education opportunities through better accessibility.
- Improving access to cultural and recreational activities.
- Lessening potential air pollution by relieving highway congestion.

(All amounts in thousands of dollars)	Wash. Metro. Area Transit Authority Planning and Administration (including engineering)			Virginia's Share of WMATA Capital Contribution	No. Va. Trans. Comm. (Virginia)	Total Virginia Contributions
	Maryland	D.C.	Virginia			
FY 1965	—0—	—0—	—0—	—0—	12	12
FY 1966	—0—	—0—	—0—	—0—	81	81
FY 1967	305	257	213	—0—	127	340
FY 1968	1091	921	763	—0—	83	846
FY 1969	1412	1136	967	—0—	95	1062
Proposed:						
FY 1970	1,694	1,299	1,155	16,918	95	18,168
FY 1971				24,658	116	24,774
FY 1972				25,363	120	25,483
FY 1973				23,516	125	23,641
FY 1974				17,696	130	17,826
FY 1975				12,189	134	12,323
FY 1976				9,177	130	9,307
FY 1977				19,158	120	19,278
FY 1978				1,225	100	1,325
			3,098	149,900	1,468	154,466

What the System Means to the State Economy

The Governor of Virginia and the General Assembly have recognized the importance of industrial and commercial growth to the economic health of the State. Programs of education, health, recreation, and other State-wide needs depend on this economic growth. Studies of many cities of this country and abroad show clearly that rapid rail transit is a vital factor in fostering economic, industrial and commercial growth. Wherever such growth occurs, taxes flow to the State's treasury to make these State-wide public services possible.

Substantial benefits will be felt by all the Northern Virginia jurisdictions in addition to direct benefits to riders and highway users. Increased densities of development near some of the stations will benefit the economy of the region. The expanding employment centers along the west bank of the Potomac River will be accessible to mid-town Washington and its labor supply.

Larry Smith & Company, a local economic consulting firm, in a report to the WMATA estimated a \$1-billion boost in property values and additional tax revenues of up to \$20 million annually generated within a decade of the date the rapid rail transit system begins operation. The analysis attributed up to 50 percent of these gains directly to Metro operations and the balance to other economic forces. It was also noted that the transit system would help curb urban and suburban sprawl as developers would tend to concentrate much of their new building along projected routes.

Financial Assistance from the Commonwealth

The transportation of great numbers of people has seldom been completely profitable or self-supporting. Our public highway system has long been supported by the taxpayer at the local, state, and national levels. Our air transportation systems have been subsidized directly and indirectly by the taxpayer's dollar. The State needs to recognize the need for balanced urban transportation. This need is being studied by two study commissions created by the last regular Session of the General Assembly: The Virginia Metropolitan Areas Transportation Study Commission chaired by Senator John Sears and The Revenue Resources and Economic Study Commission chaired by Senator Leroy Bendheim.

State aid to public transportation has been appropriated in Delaware, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, Pennsylvania, Illinois, California, and elsewhere. The State of Maryland is contributing approximately one-half million dollars annually to the Washington Suburban Transit Commission and is supporting the entire financial needs of the newly established Metropolitan Transportation Agency in Baltimore.

Although the Northern Virginia jurisdictions have undertaken this substantial burden to assure that the system is built, we need the help of the Commonwealth.

The recently concluded Special Session of the Virginia General Assembly was quite significant in that language was written into the legislative record bringing out the fact that the Virginia Constitution does not preclude state assistance for rapid rail transit. Also, the Interstate Compact was amended to lift the ceiling on Federal share bonds issued by the WMATA, and the bill has been signed into law by the Governor.

The NVTC has submitted several proposals to the Revenue Resources and Economic Study Commission Sub-Committee which suggest equitable means for the State to make possible the generation of revenues to support public transportation.

Projected Planning Activities 1969 Through 1975
1969

The Huntington Line from Washington through Pentagon City will be put into final design by late 1969. Preliminary definitive drawings for the Pentagon Station are now being reviewed by all parties concerned and work in definitives is being done in coordination with the developer's architect.

Major coordination work involves the Parks Department in the alignment from Rosslyn to the Pentagon; Virginia Highway Department for passage through the Pentagon and the Shirley Highway complex; and Arlington County for the whole line.

An effort is being made to get General Engineering Drawings complete through Crystal City Station to permit that developer to get on with construction on schedule. If this is successful, General Engineering Drawings through Crystal City Station will be done on the same schedule as those through Pentagon City Station.

During 1969, the planning effort for the remainder of the Virginia system will continue, including coordination of the line through Alexandria, and more definitive work on the Rosslyn-Nutley Road route where it is involved with I-66.

1970

(Program subject to Federal legislative approval for the Regional Transit System and approval of proposed Federal-local cost-sharing formula of 1/3 local and 2/3 federal monies.)

Study of the economic feasibility of early construction of a proposed connection to Dulles International Airport.

Completion of final design activities on most of remainder of basic Authorized System.

Continuation of design work on various stage contracts, including vehicles.

Advancing the construction of the basic system by letting of contracts for virtually all of the major structural work of Phase I and starting of construction of Phase II.

Letting of state contracts for such elements as substation equipment, train control and communications, vehicles, fare collection, and operations control.

Commencing of work on other sections of the Regional System, including general engineering and architectural plan preparation, and subsurface investigations.

Awarding of final design contracts during the first half of the fiscal year on segments of the Regional System scheduled for early construction.

Acquiring most of the rights-of-way and land for portions of the Basic System programmed for design and construction during FY 1970.

1971 to 1975

Construction on the Huntington Line through Pentagon City will start in 1971 if no further delays are encountered. Operation of the line should start in late 1974.

**Highlights of NVTC Activities
for This Past Fiscal Year**

- Participation in Transportation Planning Board Technical Committee and review of all TPB projects as they relate to Northern Virginia.
- Detailed study of commuter railroad systems as they relate to Northern Virginia and the metropolitan region, and other transportation modes including express bus.
- Publication and distribution of six Newsletters outlining transportation programs in Northern Virginia. Devised new format for Newsletter and expanded Virginia and regional coverage.
- Preparation of a five-year program document including fiscal projections and implementation of programmed budget.
- Liaison with the jurisdictions and citizen groups in connection with rapid rail bond referenda.
- Continuing liaison with WMATA including attendance at all Board Meetings, all "Dollar Trust" Meetings, and all OPERA (Operations, Planning, Engineering, Real Estate, and Architecture) Meetings. Re-emphasized liaison importance on daily contact basis.
- Continuing liaison with all five jurisdictions in Northern Virginia including attendance at all meetings pertaining to rapid rail transit.
- Continual work with WMATA Government Relations staff concerning all state and national legislative programs.
- Review of state aid to rapid rail transit in cooperation with the staff of the President's Advisory Commission on Inter-governmental Relations.
- Attendance at and preparation of materials for Senate and House Joint Hearings on Rapid Rail Transit.
- Public hearing conducted on changes in the Virginia rapid rail system.
- Detailed bi-weekly reports to members of the Commission and other officials regarding the status of rapid rail transit as it relates to Northern Virginia.
- Preparation and use of Northern Virginia Transportation exhibit.
- Basic study completed on five research reports on the following subjects: a. commuter rail, b. Technical Committee, c. Advance Land Acquisition and Fringe Parking, d. Review of Planning and Construction Problems on the Huntington Line, e. Public Information Program, to be published in Fiscal 1970.
- Established detailed Commission administrative procedures.
- Meetings with staff of the Appalachian Regional Commission and review of the Council of State Governments' policies concerning State aid to regional and local programs.
- Series of meetings concerning fringe parking, advance land acquisition, and express bus service.
- Continual coordination with regional planning bodies.
- Consultation with University of Virginia on the Virginia Corridor Study.
- Developing exhibit concerning transit in cooperation with Virginia Department of Highways.

BROWN, DAKES AND HOKE

CERTIFIED PUBLIC ACCOUNTANTS

2030 16TH STREET, NORTH

ARLINGTON, VIRGINIA 22201

703-528-2530

MARTIN E. BROWN, C. P. A.
STEPHEN G. DAKES, C. P. A.
HUBERT D. HOKE, C. P. A.
RICHARD W. WATKINS, C. P. A.
MEMBERS
AMERICAN INSTITUTE OF C. P. A.'S
VIRGINIA SOCIETY OF C. P. A.'S

ALEXANDRIA, VA. 22314
703-548-8111
HYATTSVILLE, MD. 20783
301-439-2625

August 8, 1969

Northern Virginia Transportation Commission
1430 North Uhle Street
Arlington, Virginia 22201

Gentlemen:

We have examined the Balance Sheet of the Northern Virginia Transportation Commission as of June 30, 1969, and the related Statement of Contributions Received and Funds Applied for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

Exhibit B, the Statement of Contributions Received and Funds Applied, reflects the manner in which member contributions were expended or otherwise applied to future expenditures.

In our opinion, the accompanying Balance Sheet and Statement of Contributions Received and Funds Applied present fairly the financial position of the Northern Virginia Transportation Commission at June 30, 1969, and the results of its operations for the year then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Respectfully submitted,

Brown, Dakes and Hoke

BROWN, DAKES AND HOKE
Certified Public Accountants

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
BALANCE SHEET
JUNE 30, 1969
ASSETS**

CURRENT:	
Cash in Checking Accounts	\$15,407
Cash in Savings Account.....	1,037
Petty Cash.....	3
Total Current Assets.....	<u>\$16,447</u>
PROPERTY:	
Furniture and Equipment—Cost.....	\$ 8,870
Less: Depreciation to Date.....	2,233
Net Value.....	<u>6,637</u>
TOTAL ASSETS	<u>\$23,084</u>

LIABILITIES AND EQUITY

CURRENT LIABILITIES:	
Accounts Payable.....	\$ 1,025
Accrued Salaries Payable	1,554
Accrued Payroll Taxes.....	44
TOTAL LIABILITIES	<u>\$ 2,623</u>
COMMISSION EQUITY	<u>20,461</u>
TOTAL LIABILITIES AND EQUITY	<u>\$23,084</u>

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
STATEMENT OF CONTRIBUTIONS RECEIVED AND FUNDS APPLIED
FOR THE FISCAL YEAR ENDED JUNE 30, 1969**

CONTRIBUTIONS RECEIVED:	
Fairfax County.....	\$51,357
Arlington County.....	24,263
City of Alexandria	14,960
City of Fairfax.....	2,936
City of Falls Church.....	1,482
TOTAL CONTRIBUTIONS RECEIVED	<u>\$94,998</u>

FUNDS APPLIED:	
Expenditures:	
Salaries.....	\$38,739
Equipment Acquisitions	2,363
Rent.....	3,000
Bonds, Audit and Bookkeeping.....	1,325
Commissioners' Expenses	16,350
Supplies and Subscriptions	1,818
Telephone.....	890
Postage.....	1,387
Printing and Newsletter	4,949
Repairs and Maintenance.....	107
Travel and Transportation.....	2,452
Insurance, Payroll Taxes and Retirement Program	5,415
Miscellaneous.....	592
	<u>\$79,387</u>

Obligations Incurred:	
Salaries and Payroll Taxes.....	\$ 1,598
Publications (Annual Report and Newsletter).....	3,728
Public Information Materials	327
Annual Leave Accrual.....	800
	<u>6,453</u>

Reserves:	
Equipment Acquisitions	\$ 2,498
Provision for Cost-of-Living Raise.....	2,627
Provision for Special Studies and Projects.....	4,000
	<u>9,125</u>
TOTAL FUNDS APPLIED	<u>94,965</u>
NET DIFFERENCE	<u>\$ 33</u>



The prototype of the Metro transit car has a sculptured, contemporary design featuring a polished metal exterior and tinted panoramic windows. Passengers will enter the vehicle through three, 50-inch-wide double doors on each side. When the Metro is completed, more than 800 cars will carry millions of commuters per year in air-conditioned comfort at speeds up to 75 miles per hour. Metro will offer two-minute rush-hour service on main routes with maximum 8-car trains.