NEWS

Northern Virginia Transportation Commission

VOLUME 4, NO. 2 MAR.-APR. 1969

NVTC SUPPORTS CONSTITUTIONAL REVISIONS IN STATE ASSEMBLY FOR RAPID RAIL TRANSIT

Virginia rapid rail transit officials have a particular interest in the state assembly session of the Virginia General Assembly which is now considering revision of the State constitution and other matters.

Three matters of principal concern to members of the Northern Virginia Transportation Commission this special session are:

- The proposed 18% debt limitation on Virginia cities and counties and its effect on the ability of Northern Virginia cities and counties to contribute financially to the planned regional Metro system;
- Clarification of the language of the proposed constitutional revision to remove any doubt that the Commonwealth of Virginia can provide financial or other assistance to publicly owned regional transit projects;
- A bill drafted by State Senator Robert C. Fitzgerald at the request of WMATA Chairman Frederick A. Babson to amend the Washington Metropolitan Area Transit Compact to eliminate the 6% interest limitation on Federal Share Bonds which may be issued if authorized by Congress.

NVTC's position on constitutional revisions is an outgrowth of study sessions, including those held at Airlie House in Warrenton last month, participated in by officials of the Metro system and other jurisdictional officials from Virginia, Maryland, and the District of Columbia.

At the March NVTC meeting, with representatives of Arlington, Alexandria, Falls Church, Fairfax County, and Fairfax City participating, a resolution was adopted which would make possible state financial assistance for regional transit projects. Also adopted was a statement of intent to exclude the funding program for the regional rapid rail transit system from the proposed 18% debt limitation on cities and counties, or at most, include such bonds only as they are actually sold.

(Continued on page 2)



THE COMMISSION IN ACTION—Members considering their vote on a motion are (L to R) Commissioner Mills, Thomas, Haggerty, Phillips, Young, Rhoads, Colasanto, Beatley, Alexander, Babson, Miller and Harris.

(Continued from page 1)

Subsequently, NVTC's position on these matters was presented to members of the General Assembly by NVTC Chairman Lee Rhoads and Special NVTC Counsel Jerome Alper. Both Rhoads and Alper's presentations were filmed and later shown on Washington's TV Channel 26. Personal discussions with Northern Virginia legislators were conducted by WMATA Chairman Fred Babson, NVTC Vice-Chairman Joe Alexander, and WMATA Government Relations Representative Homer B. Pettit.

Rhoads told the committees: "We feel an 18% debt limit can create some problems for the participating communities not necessarily today but in the future." He said his position was based on a statement of NVTC Commissioners which proposed two alternatives to resolve this matter:

- A jurisdiction's debt limit should be charged only with those bonds actually sold at any particular time; or
- There should be excluded from local jurisdiction's debt limit any bond for a publicly owned regional rapid rail transit program.

Specific modifications to Article VII, Section 10 of the Virginia Constitution suggested were as follows:

1. Add a new paragraph (d) which, in the situation where a County or City has entered into an agreement to make capital grants over a period of several years to a regional transit project, would include, for the purpose of computing outstanding debt, only bonds actually issued and would exclude the contract obligation to make future grants; or
2. Add a new paragraph (d) which would exclude from the computation of debt any debt issued to finance the capital contribution of a County or City to a publicly owned or controlled regional transit project. (This would provide a County the same flexibility for financing a regional project that is accorded a Regional Government under proposed Article X, Section 10.)

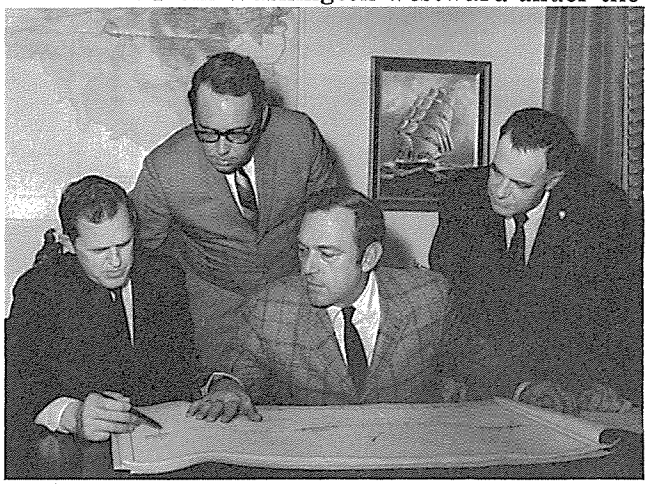
NVTC strongly supports the bill drafted by State Senator Fitzgerald which has been submitted to the Governor for action during the special session. The bill would exclude from the 6% limitation any bonds payable solely from contributions or other payments to be made by the Federal government.

WMATA Chairman Fred Babson said: "Legislation has been introduced in Congress to provide Federal assistance in the form of underwriting 'Federal share bonds' to be issued by WMATA that would equal the two-thirds Federal contribution (approximately $1.1 billion). Interest rates on other comparable Federal obligations are now in excess of 6%. Under these circumstances, the present 6% interest ceiling for such bonds issued by WMATA would be unrealistic and would delay the sale of bonds—if not make them unsalable."

According to the present Interstate Compact, any bonds issued by the WMATA must adhere to the interest rate ceiling unless the states which signed into the agreement in 1964 authorize a change. Senator Fitzgerald, declaring he felt the proposal was uncontroversial enough to be considered during the special session, said: "As I see it, this measure would just be a tie-up for the go-ahead of the overall system, and nothing can be accomplished without it. The other jurisdictions will have to do the same, with Maryland asking its legislature and the District asking Congress for the change."

VIRGINIA METRO CONTRACT AUTHORIZED

A contract for the first final design work for a Metro line in Virginia—a segment of a rapid rail transit line from Washington westward under the Potomac River to Rosslyn—has been authorized by the Board of Directors of the Washington Metropolitan Area Transit Authority.



NVTC Commissioners Ned R. Thomas and A. Leslie Phillips of Arlington view plans for the Rosslyn station with NVTC Executive Secretary Edwards, and WMATA Secretary Treasurer Delmer Ison. The Arlington County Board approved detailed plans for the station on February 26.

The east end of this line will serve Prince Georges County.

Under the 15-month, $550,000 contract, Parsons, Brinckerhoff, Quade & Douglas, consulting engineers, will design two single track tunnels under 25th and Eye Streets, N.W., to a point under North 19th and Lynn Streets in Rosslyn, a distance of 6227 feet. The tunnels will be located in three geologic conditions: solid rock, mixed face, and earth. The portion in Rosslyn and under the Potomac River will be in solid, watertight rock.

From Rosslyn, this line will be extended under a future contract south to the Pentagon. Later it will continue south to serve Alexandria and Fairfax County. Another line branching west at Rosslyn will eventually serve North Arlington and Fairfax County. These extensions are scheduled for completion in the late 1970's.

The Arlington County Board has approved the site plan for the Rosslyn Metro Subway Station which is expected to be in operation by 1974.

In Memoriam

NVTC Honors Late Senator Fenwick

The Northern Virginia Transportation Commission paid tribute to the late Senator Charles R. Fenwick in a resolution adopted at the March meeting of the Commission. Acting unanimously on a motion by Commissioner Nicholas A. Colasanto, a portrait of Senator Fenwick will be given a place of honor in the Commission's offices at 1430 N. Uhle Street, in Arlington.



Charles R. Fenwick
1900 - 1969

WHEREAS,
the passing of a great Virginian and noted statesman, Charles R. Fenwick, has left a void in the hearts of fellow Virginians and an irreplaceable loss in its governmental structure; and

WHEREAS,
his leadership in both the private and public sectors has been outstanding and in keeping with the highest traditions of personal and public service; and, his accomplishments and leadership in the Virginia General Assembly were monumental having sponsored hundreds of legislative proposals which in some manner benefited and touched each of our lives; included were legislative measures on reapportionment; giving northern Virginia larger legislative representation which effectively reduced the political barrier between the lower half of the state and this area; free textbooks for indigent children; making it a felony to sell narcotics to minors; and creating the Virginia Treatment Center for emotionally disturbed children under 16; model child labor laws; increased appropriations for school, welfare, and public health; mental hospitals and clinics; and,

WHEREAS,
in the field of Regional Planning, Mass Transit, Highways and Recreation, he played an important and most significant role; and, he has been justly called the father of the Metropolitan Washington Council of Governments as the sponsor of legislation which brought this important cooperative agency into existence; and he also performed a major role in the creation of the Washington Metropolitan Area Transit Authority and the Northern Virginia Transporation Commission; and,

WHEREAS,
the Northern Virginia Transportation Commission is comprised of elected officials from the jurisdictions of the City of Alexandria, County of Arlington, City of Fairfax, County of Fairfax, and City of Falls Church, each of which has benefited immeasurably from the progressive work and leadership of Senator Fenwick; and the Northern Virginia Transportation Commission which likewise acknowledges its indebtedness to Senator Fenwick for his leadership that will result in greater economic and social benefits for all citizens of northern Virginia and the Metropolitan area through a balanced transportation system; and,

NOW, THEREFORE BE IT RESOLVED,
that the Commissioners of the Northern Virginia Transportation Commission in a meeting on March 6, 1969, hereby note with great sorrow the passing of Senator Charles R. Fenwick and extended their most sincere expression of sympathy to Mrs. Fenwick.

A Look At The Metro System

The Regional Rapid Rail Transit Plan and Program adopted March 1, 1968 was revised February 7, 1969 by WMATA Board action.

The system is 97.7 miles long, including 47.2 miles in subway, with 86 stations. The system serves directly the most densely populated urbanized area of the Washington metropolitan region.

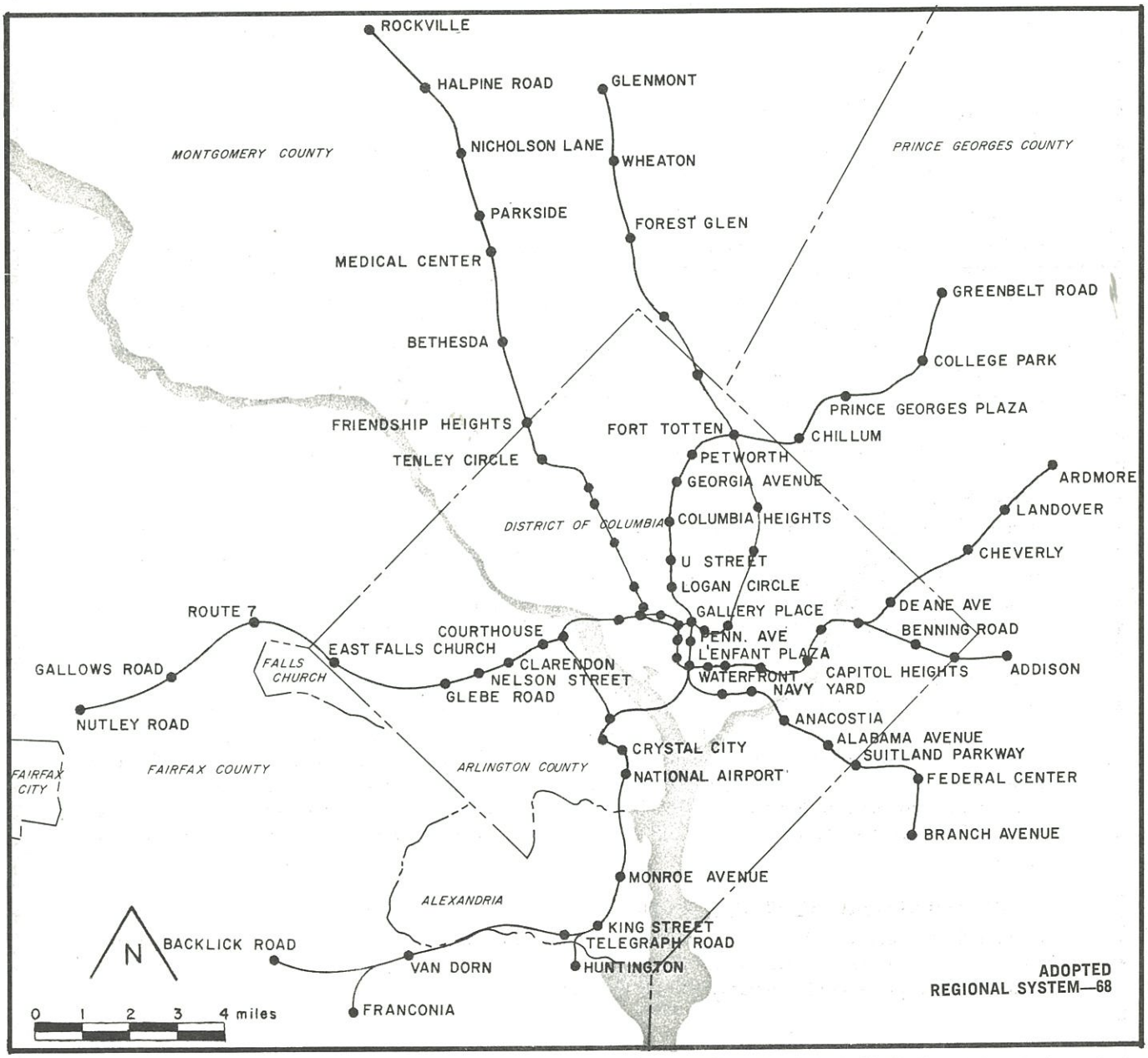
Stations throughout the system will have convenient means for transfer between rail and bus and many stations will have large parking facilities enabling motorists to save both time and money by riding the trains. The system has been planned to serve the greatest number of people in the Washington metropolitan area while at the same time maintaining a financially feasible system by generating as much revenue as possible per dollar of capital outlay and minimizing cost of construction.

The rapid transit system is composed basically of three through routes which transverse the District of Columbia and then enter Maryland and Virginia. Certain of these routes branch as they reach suburban areas.

Four two-level stations—Metro Center Station at 12th and G Streets, Northwest; Gallery Place Station at 7th and G Streets, Northwest; L'Enfant Plaza Station at 7th and D Streets, Southwest; and Fort Totten Station at Riggs Road and B&O Railroad—provide for direct and convenient transfers from one line to another. Transfers may also be made between the two Farragut Square Stations by means of a walkway.

Design of Facilities

Stations, Terminals, and Platforms. Of the 86 stations in the System, it is presently estimated



that 53 will be constructed in subway, and 33 will be at surface or on aerial structure.

Platforms of all stations will be 600 feet long to accommodate eight-car trains. Approximately one-half of the stations will have side platforms while the other half will have center platforms. Each subway station will have a mezzanine level providing for fare collection, station supervision and administration.

Stations will be attractive and well-lighted for passenger comfort. In keeping with the Washington area, midtown stations will follow a design concept that is in keeping with the dignity of the Nation's Capital. The design of outlying stations will be related to the area in which located.

Parking Facilities. Parking facilities to accommodate a total of 30,000 vehicles will be provided at 37 stations. Of this number, approximately 5,000 are planned in the District of Columbia, 11,000 in Virginia, and 14,000 in Maryland.

Provision of Facilities

All rapid transit facilities to be provided for the system will be constructed under the direction of the Washington Metropolitan Area Transit Authority. Public rights-of-way are utilized for the routes to the maximum practicable extent. Whenever private property is required, such property will be acquired by negotiated purchase or lease, as appropriate, or by condemnation, if necessary.

Type of Equipment

Rapid Transit Vehicles. The passenger equipment for the recommended rapid rail transit system is being designed from the point of view of the passenger and his needs for comfort, convenience, and economy of time.

Transit cars will incorporate the latest available high-performance features and the latest engineering advances of equipment recently introduced in Chicago, Cleveland, and Toronto and planned for San Francisco. The cars will be 75 feet in length, have an overall width of 10 feet, will seat 81 passengers, and will be capable of rapid acceleration permitting speeds up to 75 miles per hour. They will be air-conditioned, attractively appointed, quiet and comfortable.

Train Control System. Automatic train controls will permit the area's rapid rail transit trains to operate with high precision and efficiency. Each train will be attended by an operator who can override the electronics when necessary. The capability for automatic operation will permit the operator to answer questions and supervise passenger activity. The operator will be able to communicate by radio with the Train Control Supervisor at Central Control.

The automatic train control and comunications systems will be comprised of three subsystems: (1) automatic train protection which guarantees the safety of passengers and equipment by regulating train speed and spacing, (2) automatic train operation which starts and stops trains and opens doors, and (3) automatic train supervision which monitors train performance throughout the system.

Timetable for Provision of Facilities

It is anticipated that the entire system will be put into operation by 1980 with the initial operation scheduled for the end of 1972. Engineering work on the basic system authorized by Congress is progressing and final design contracts have been let on a number of sections of this system. (See page 6 for the schedule of operations for the various segments of the system.)

Anticipated Capital Costs

The estimated capital costs of constructing and equipping the lines and facilities in the Regional Rapid Rail Transit Plan and Program based upon the preliminary engineering studies is $2.495 billion, including an assumed escalation factor of 5 per cent per annum.

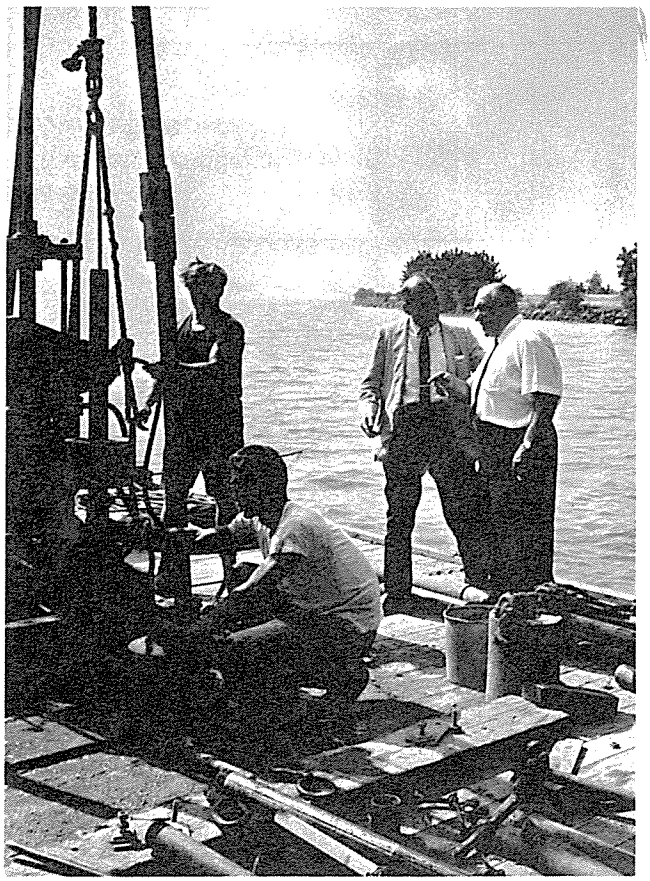
Schedules of Service

Service on the system will be provided over a 20-hour period from 5:00 A.M. to 1:00 A.M. Train schedules during typical weekday peak periods will consist of train frequencies at two to four-minute intervals. During the base day, trains will run every six minutes and during the early morning and late evening hours, every 10 minutes.

Saturday schedules will be six minutes during the base day and ten minutes during early morning and late evening hours. Sunday service will approximate the weekday "early morning-late evening" operations.

Probable Fares

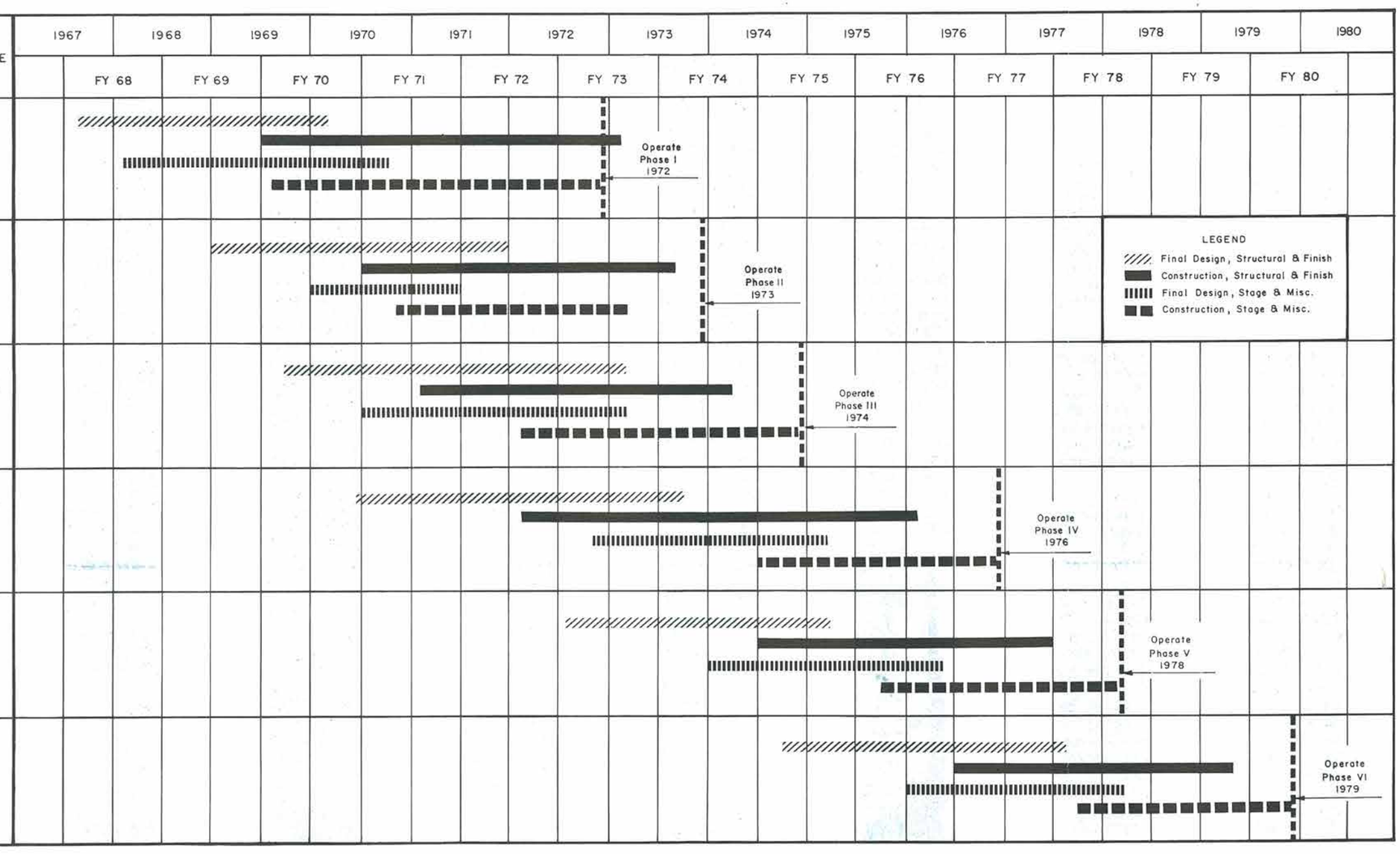
The fare system is expected to be generally comparable with prevailing bus fares. For testing purposes, a zone fare system ranging from 30 cents to 70 cents from downtown to the furthest station has been assumed. It is contemplated that there will be free transfers between bus and rapid transit operations.



DRILLING ON THE POTOMAC—NVTC's Rhoads & Colasanto observe rock core and soil sample removal at the river near 14th Street Bridge.

METRO SYSTEM DESIGN & CONSTRUCTION SCHEDULE

DESCRIPTION	PHASE
Phase I, December 1972. From north of the Dupont Circle Station on the Rockville Route to north of Rhode Island Station on the Glenmont route.	I
Phase II, December 1973. From north of Rhode Island Avenue Station to north of Silver Spring Station on the Glenmont Route and from south of the 12th and Independence Station to the Pentagon City Station on the Huntington Route.	II
Phase III, December 1974. The Huntington Route south of Pentagon City including the Telegraph Rd. Yard; The I-66 Route from Rosslyn to the Court House Station; The Rockville Route between Dupont Circle and Parkside and the entire Ardmore Route.	III
Phase IV, December 1976. From the Court House Station to the Route 7 Station on the I-66 Route and from Chillum Station on the Greenbelt Route to Pentagon Station (2nd River Crossing included) and from L'Enfant Plaza to Waterfront Station.	IV
Phase V, December 1978. From the Waterfront Station to Branch Avenue on the Branch Route, from Parkside Station to Rockville on the Rockville Route and from Route 7 Station to Nutley Station on the I-66 Route.	V
Phase VI, December 1979. From Chillum to Greenbelt Station on the Greenbelt Route, from north of Silver Spring to Glenmont Station on the Glenmont Route, from Kenilworth to Addison Road Station on the Addison Route, from the Telegraph Road Yard to Backlick Road Station on the Backlick Route and the Franconia Route.	VI



THE VIRGINIA LINES

Route C—Huntington Route

This route begins at the Metro Center Station and proceeds northward in subway under 12th Street thence westward under Eye Street. The route continues westward in subway under the Potomac River crossing the District of Columbia-Virginia boundary into Rosslyn, thence southward under Lynn Street in subway to a point south of Arlington Boulevard. From this point the route continues southward on the surface along the east side of the Jefferson Davis Highway, then curves southwestward, in subway, south of the Pentagon and continues in subway under Hayes Street, thence eastward under 18th Street to the National Airport. The route then turns southward and proceeds through National Airport on an aerial structure, crosses over the George Washington Memorial Parkway and proceeds southward on the surface along the east side of the Richmond, Fredericksburg, and Potomac Railroad. The route continues along the east side of the RF&P Railroad through Alexandria to a point south of Duke Street. The route then proceeds southward over private property, crossing over the Capital Beltway and Huntington Avenue to a terminal at the Huntington Station. The following stations are provided: Metro Center, McPherson Square, Farragut West, Foggy Bottom, Rosslyn, Pentagon, Pentagon City, Crystal City, National Airport, Monroe Avenue, King Street, and Huntington. A future extension is planned southward to Fairfield, alignment to be determined.

Route H—Franconia Route

This route begins at a junction with Route J—Backlick Route, west of the Van Dorn Station and proceeds southward along the west side of the RF&P Railroad on the surface, passing under the Capital Beltway and continuing to a terminal at Franconia. The following station is provided: Franconia.

Route J—Backlick Route

This route begins at a junction with Route C—Huntington Route south of Duke Street and proceeds westward crossing under the Southern Railway and continues on the surface along the south side of the Southern Railway. The route then crosses over Cameron Run and continues westward on the surface parallel to and north of the Capital Beltway. The route then crosses over the RF&P Railroad and continues westward on the surface, first along the north side of the RF&P Railroad, and then along the north side of the Capital Beltway, thence under the Shirley Highway to a terminal at the Backlick Station located along the south side of the Southern Railway. The following stations are provided: Telegraph Road, Van Dorn and Backlick Road. Storage and inspection facilities are provided west of Telegraph Road serving the Huntington and Franconia Routes in addition to this route. A future extension is planned to Burke, alignment to be determined.

Route K—I-66 Route

This route begins at a junction with Route C—Huntington Route south of the Rosslyn Station and proceeds westward in subway under 16th Street and Wilson Boulevard to Fairfax Drive. The route continues in one median of the proposed Interstate Route 66. The route continues westward on the surface on the median of Interstate Route 66 to a terminal at Nutley Road. The following stations are provided: Court House, Clarendon, Nelson Street, Glebe Road, East Falls Church, Route 7, Gallows Road and Nutley Road. Storage and inspection facilities are provided in the median of I-66 east of Route 7. A future extension is planned to Centreville, alignment to be determined.

Route L—L'Enfant-Pentagon River Crossing

This route begins at a junction with Route F—Branch Route, south of the L'Enfant Plaza Station and proceeds in subway under the Washington Channel to East Potomac Park. The route portals along the south side of the Penn Central Railroad and crosses over the Potomac River, on a bridge southeast of and adjacent to the Long Bridge, to the District of Columbia-Virginia boundary. The route then passes under the RF&P Railroad and proceeds in subway to a junction with Route C—Huntington Route northeast of the Pentagon Station. No stations are provided on this route. A future extension is planned southwestward, alignment to be determined.

Chairman Rhoads Urges Early Approval

"Intense activity." That's been the by-word for WMATA representatives and NVTC Commissioners during the past thirty days. One and frequently two work sessions have been held in each of the five jurisdictions which comprise NVTC. These meetings culminated in the two-day workshop at Airlie House in Warrenton, Virginia.

A broad spectrum of matters relating to the adopted regional rapid rail transit system was covered with emphasis on discussion and study of the capital contributions and transit service agreements.

Chairman Rhoads, commenting on the results of these meetings said: "I think we are well on our way towards implementing the next phase of the regional rapid rail system. Officials in Arlington, Alexandria, Falls Church, Fairfax City and Fairfax County are now busy reviewing, studying and setting in motion the governmental machinery necessary to render final judgments on these agreements. Each jurisdiction, of course, must follow its own procedures for such matters—but I am most hopeful that the signing of the capital contribution and transit service agreements by all jurisdictions can be accomplished in the near future.

"In fact, approval and signing of the agreements will set the stage for early construction of the Metro system in a threefold manner.

"First," Rhoads said, "the execution of these agreements will place our jurisdictions officially 'on the line' for financial support of the 97-mile regional system in keeping with the overwhelming public support shown in last November's referendum.

"Second, the agreements will be an assurance to Congress that Northern Virginia is solidly behind the program with financial and popular support.

"Third," the chairman continued, "the agreements pave the way for Virginians to have vitally-needed rapid transit service within two years after approval of Federal funds and the beginning of construction."

Although bond sellers have expressed the opinion that the proposed transit service agreement does not constitute a debt to Virginia counties and cities, Rhoads said a plan is under way to institute a "friendly" law suit in Virginia to remove any possible doubt on the matter.

The chairman commended "the efforts of the residents of Virginia, Maryland, and the District of Columbia, and the work of WMATA in bringing about a successful conclusion to the few remaining problems involved in local participation in the system at the recent Airlie Workshop at Warrenton.

"Just as the Interstate Compact is an outstanding landmark in local cooperation, so was this recent workshop at Airlie where we 'ironed out' a final package to enable Virginia to be a full partner in sharing the benefits of the regional transit system," Chairman Rhoads declared.

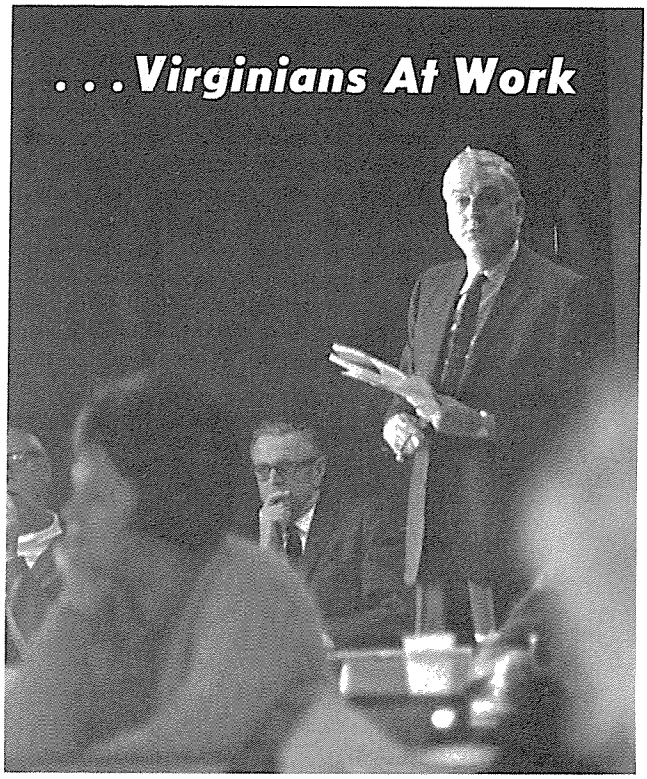


NVTC Chairman Rhoads leads a discussion at the Airlie IV Workshop. City Councilmen, County Commissioners and transit officials from Virginia, Maryland and the District of Columbia gathered at Arlie House, Warrenton, Va., for briefings and discussions with WMATA's planning and legal staffs on the Capital Contributions and Transit Service Agreements.

# of Rail Transit Agreements



Alexandria's Nick Colasanto (left) outlines a problem for fellow NVTC Commissioners Leslie Phillips and Ned Thomas, both from Arlington. The NVTC meets regularly each month —rotating the location of the meetings among the fine jurisdictions making up the commisssion: Arlington County, Alexandria, Fairfax City, Fairfax County and Falls Church.



Arlington County Manager Bert Johnson 'makes a point' at Airlie Workshop participated in by NVTC Commissioners.



NVTC Commissioners Nat Young representing Fairfax City 'analyzes the reports.'



WMATA Chairman Fred Babson (left) and general manager Jackson Graham during a lighter moment at Airlie meeting



Commission Sec.-Treas. Harold Casto 'checks the financial aspects' of Transit Agreements.



NVTC Commissioners Ken Haggerty, Nat Young and Joe Alexander 'digest the facts' of Transit Service Agreements.



WMTA officials Del Ison and Bill Herman hold brief conference during a 'briefing' session for Commissioners.

REVISED METRO PLAN & PROGRAM ADOPTED

The Board of Directors of the Washington Metropolitan Area Transit Authority has adopted a revised plan and program for the Metro system calling for 97.7 miles of service at a total system cost of $2.495 billion.

The new estimate of cost, based on extensive analysis of construction costs and other factors related to the Metro system, represents a reduction of $30 million from the earlier, less precise estimation.

In adopting the new plan and program, the Board decided to allocate final local financial responsibilities on the basis of actual experience midway through the ten-year construction period. The delayed allocation procedure was utilized to insure more equitable distribution of local costs and to permit the program to move forward on the basis of existing authorizations.

Annual Metro ridership of 292 million would produce revenues sufficient to support the issuance of $835 million of revenue bonds.

The resulting net project cost—the amount to be shared by federal and local governments—is $2.721 billion. Assuming two-thirds federal participation in accordance with legislation currently pending, the total Federal contribution would be $1.147 billion or 45 per cent of the total project cost.

The local net project cost is now estimated at $573.5 million, a reduction of $1.5 million from earlier estimates.

The breakdown of local project cost by major jurisdictions through application of an allocation formula to the total net project cost based on construction, service, ridership, and population produced the following obligations:

- District of Columbia—$216.5 million
- Virginia—$160.2 million
- Maryland—$197 million

The Authority's adopted plan calls for commitments by local jurisdictions to the lesser of the two estimates, amounting to 97 per cent of the total required grants. The Virginia jurisdictional commitments under the plan would be as follows:

- Alexandria—$30.6 million
- Arlington—$54 million
- Fairfax City—$2.6 million
- Fairfax County—$61.9 million
- Falls Church—$.8 million

A shift in jurisdictional grant requirements resulted in increased estimates for some jurisdictions and would have necessitated public referenda for the obligations in excess of current authorizations. The mid-construction recomputation procedure avoids the costly delay that such referenda would entail.

The Authority has been assured that the securing of commitments guaranteeing 97 per cent of the local grants will provide a satisfactory basis for the sale of revenue bonds. These additional obligations would not be needed until 1977.

The refined projection of capital cost is the result of a number of in-depth studies undertaken shortly after adoption of the Metro last March. Total commitments would amount to $555.6 million of the $573.5 million of local net project cost.

The plan adopted by the Board involved three station changes, one of which was in Virginia. In Fairfax County, the Huntington Route was shifted westward to the vicinity of North Kings Highway and Farmington Drive.

NVTC MEETING FOR APRIL

The next official monthly meeting of the Northern Virginia Transportation Commission will be held in the Arlington County Board Room, Arlington County Courthouse, at 8:00 P.M. on April 10, 1969.

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Northern Virginia Transportation Commission News is published by the Commission to apprise Northern Virginia of rail rapid transit development activities in metropolitan Washington and other cities.

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NEWS *March 24, 1969, the city of Falls Church, Virginia was the first jurisdiction in the Washington Metropolitan Area to authorize execution of Capital Contribution and Transit Service Agreements.*



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

CITY OF FALLS CHURCH
Lee M. Rhoads
Chairman

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