NEWS

Northern Virginia Transportation Commission

VOLUME 4, NO. 3 MAY-JUNE 1969

Optimism Grows for Transit Construction

'The People Point The Way . . .'

"It has been my observation that often the political leaders must stand on the mountain-top and point out the way for the people to follow. However, in the case of rapid transit for the Washington area, I believe the people are standing on the mountain-top pointing the way they want to go. Last November, we had public referenda in most of the local political jurisdictions. In the small City of which I am proud to be Vice Mayor, 79% of the voters expressed a desire for rapid transit, and a willingness to pay for it, even though not one foot of track will enter our city. In the overall Washington area, the voters averaged about 75% in favor of rapid transit."—*Lee M. Rhoads, NVTC Chairman, Testifying before House and Senate District of Columbia Committee hearings on the transit legislation, June 11, 1969.*

AFTER TWO DECADES of surveys, studies, planning, recommendations and legislation, construction on the Washington rapid rail transit system could begin this year. Events giving rise to guarded optimism by transit officials include:

- President Nixon's endorsement of the regional Metro system and his personal inspection by helicopter of traffic conditions in the area.
- Bipartisan Congressional sponsorship of legislation authorizing and funding the transit program (S. 2185 in the Senate and H.R. 11193 in the House);
- The favorable joint hearings held on the transportation legislation by the Senate and House District of Columbia Committees.
- The U.S. Senate's approval of a supplemental appropriation to provide $18.7 million District funds for the start of construction on the subway system. The bill now goes to conference between House and Senate Appropriations Committees;
- The efforts of Secretary of Transportation John A. Volpe to resolve the District-Congressional impasse which resulted from the District's non-





PONDERING THE TRANSIT QUESTION—John R. Kennedy, WMATA General Counsel (left), assists Frederick A. Babson, Chairman of WMATA board in testifying before a joint hearing of the Senate and House District of Columbia Committees. The Congressional members, left to right, are: Don Fuqua (D-Fla.), William H. Harsha (R-Ohio), Joel T. Broyhill (R-Va.), Andrew Jacobs, Jr. (D-Ind.), and Gilbert Gude, (R-Md).

compliance with a Congressional mandate to complete its highway program.

The administration's interest and support of the rapid rail transit program has been quite evident following President Nixon's endorsement of the regional system in his District of Columbia message to Congress. The administration submitted legislation which was introduced with bipartisan congressional sponsorship. Two Virginia lawmakers—U.S. Senator William B. Spong, Jr., D-Va. and U.S. Representative Joel T. Broyhill, R-Va., both strong supporters of the Metro system—were among the sponsors of the legislation in the Senate (S. 2185) and in the House (H.R. 11193).

In another show of bipartisanship, joint hearings were arranged and held in almost record time on the transit legislation by the full Senate Committee and House Subcommittee on the District of Columbia.

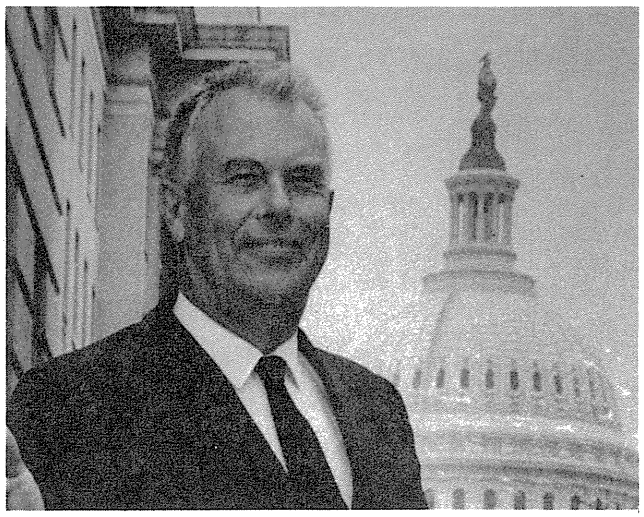
Mid-June Hearings

Testimony at the mid-June hearings favored the Metro system, with committee members making every effort to put into the record the full story which could help insure final passage of the transit legislation by Congress.

The first witness, representing the Executive Office of the President, was Deputy Director of the Bureau of the Budget, Phillip S. Hughes, who cited H.R. 11193 and S. 2185 as carrying out the President's recommendation for financing the federal and District of Columbia share of the cost of the full 97-mile regional system. He indicated enactment of the full regional rapid rail transit system legislation would:

- "Fulfill a mandate of Congress;
- "Sustain local support and responsibility for the system; and
- "Recognize the special federal interest in the National Capital area."

Discussing the federal economic impact, Hughes said: "What was once a Federal city has grown into a federal metropolitan area. The Federal government employs 30% of the work force in the metropolitan area and generates 40% of the area's total wages. Within the metropolitan area, the Federal government owns some 59,000 acres of land, of which more than 75% is outside the District of Columbia. The Federal government also occupies 30 million square feet—or about 30%—of available office space in the metropolitan area. . . . The proposed Federal contributions would provide compensatory recognition of tax resources which in other cities would be generated by local commerce and industry."



THE MAYOR GOES to Washington—Charles E. Beatley, Jr. Mayor, City of Alexandria, at the capitol to testify before Senate and House District of Columbia Committees holding a joint hearing on transit legislation.

Frederick A. Babson, WMATA Chairman, who was the principal witness for the Transportation Compact, discussed the entire spectrum of the Metro system and expertly fielded committee questions afterward on a wide range of matters on Metro legislation, financing and operations.

In a departure from the usual procedure in giving Congressional testimony, Babson submitted a supplemental statement which noted the nation's recent successes in space and added:

George Washington's Trip 200 Years Ago

"If we can send a man to the moon faster than the speed of sound . . . surely we can send a man from Mount Vernon to Washington in less time than it took George Washington 200 years ago."

When the nation's first president lived in the area, Babson noted, he was able to make the 19-mile trip in about one hour and 45 minutes via carriage. That no longer is the case in rush hour traffic, the WMATA official said.

"Perhaps," Babson said, "it has been some time since you and I have encountered the anxiety and frustration of a 7:00 a.m. bumper-to-bumper procession on Shirley Highway or on the Baltimore-Washington Parkway or the 5:00 or 6:00 p.m. debacle in reverse . . . no computer could tabulate the numbers of oaths uttered during these hours of daily frustration."

Babson said: "If we can spend $80 billion a year for defense against foreign aggressors, surely we can spend $250 million a year against the instruments of our own creation which have created this horrible congestion of people in motion—to move to and from work those persons charged with that vital responsibility of shaping the future of the nation."

Time for Washington Metro Now

The chairman continued: "The time has long passed for the United States to construct in its Capital City a rail rapid transit system. Every major capital in Europe did it many years ago. Moscow did it in 1935. Canada has done it in Montreal and Toronto, and they are profiting from it. America surpasses the world in every major field of technological development but one —mass transportation.

"I do not demand, as is the fashion of the moment in all too many places. Nor do I threaten, for that would be meaningless and fruitless. But, in all humility, I do beg you to approve this legislation in the best interests of the Nation's Capital and all that that stands for."

Testifying on behalf of the Regional Metro System in support of the legislation from the Northern Virginia Transportation Commission (NVTC) were Lee M. Rhoads, Chairman; and Commission members Charles E. Beatley, Jr., Mayor of the City of Alexandria, and Dr. Kenneth



U.S. REP. JOEL T. BROYHILL (center), R-10th District, of Arlington expressed his support of the regional rapid rail system in a meeting with House District sub-committee chairman Don Fuqua (left), D-Fla., and Lee M. Rhoads, Northern Virginia Transportation Commission chairman. In a work session Congressman Broyhill stated: "I shall work diligently, in the Committee on the District of Columbia and in the House of Representatives, for passage of this final authorizing legislation. I believe its prospects for enactment are excellent."

M. Haggerty, Chairman of the Arlington County Board, who filed a statement.

O. L. Weir, President of the Metropolitan Washington Board of Trade, called for the early passage of this legislation as did District of Columbia Mayor Walter Washington. Former Congressman Carlton Sickles, and Mrs. Gladys N. Spellman, WMATA Board members also backed the project.

Discussing another aspect of the transit program, Dr. Haggerty said:

"Area property values will rise appreciably with construction of the Metro system, according to a report prepared for the Washington Metropolitan Area Transit Authority by a local economic consulting firm. Larry Smith & Company, which prepared the report, has predicted that a $1 billion boost in property values and additional tax revenues of up to $20 million annually will be generated within a decade of the date the rapid rail system begins operation.

"In addition to the numerous social and economic benefits that have been previously cited at the hearing, the Metro system will also produce some hard-to-assess subsidiary environmental gains such as: reduction of smog, accidents, insurance, road building costs, parking space, and wasted time."

Under Secretary James M. Beggs told the joint panel that the Department of Transportation has a threefold interest in these bills.

Threefold Interest

"First, as the Department responsible for the development of national transportation policies and programs, it is very much interested in seeking solutions to our urban transportation problems," he said.

"Second, it will be the agency responsible under the bills for channeling the federal contribution to the Washington Metropolitan Area Transit Authority. Finally, the Department is a tenant of Southwest Washington and is vitally concerned as a user of transportation services.

"I would like to emphasize," said the Under Secretary, "The need for the adopted regional system from the Department's vantage point as a user of regional transportation services. Six years ago, the southwest area of Washington in which the Department is located, employed 25,000 people; today, 46,000 people are working in the area; within four years, based on construction now under way, there will be 83,000 people employed. It is difficult for anyone entering and exiting the area today to imagine the circumstances under which this many people can be moved given the existing transportation system. Yet, even if we start now, the Independence Avenue line of the adopted regional system will not be completed before the end of 1975. Long before that date, it is clear beyond any doubt that we will face some very serious transportation problems in Southwest Washington."

Beggs added: "I believe it imperative that the Congress act promptly to authorize the funds requested in S. 2185 and H.R. 11193."

Discussing the hearings and the status of the Metro project, Rhoads, NVTC Chairman, said: "Now is the time for action."

"We have now reached a point where construction of the Metro system is a complete and total necessity—our streets and highways are already over-crowded and traffic is nearly impossible in rush hours and weekends. As hectic as it is today, what will it be three or five years from now?"

He continued, "Despite the setbacks and delays of the past, I am most optimistic that now, with the support of President Nixon, Department of Transportation Secretary John A. Volpe, and outstanding Congressional leaders, including our Virginia Congressional delegation, we will soon stop talking and start digging!"

Virginians Move Towards Transit Goal

Two more Northern Virginia jurisdictions took major steps in support of the Regional Rapid Rail Transit System during June.

The City of Fairfax and Arlington County both signed Capital Contributions Agreements with the Washington Metropolitan Area Transit Authority. Fairfax City, in the amount of $2.6 million and Arlington County for $54 million as their part in participating in the building of a 97.7-mile Metro System. Payments will be made over the ten-year construction period of the Transit System.

Action by these jurisdictions made it four-out-of-five members of the Northern Virginia Transportation District that have signed on the line in support of the Metro System by approving the Capital Contributions Agreements.

Previously, Falls Church signed for $800 thousand and Fairfax County for $61.9 million making it a total of $119.3 million which was pledged by the Northern Virginia voters in those jurisdictions which held the referenda last November. Virginia's total share of the cost of building Metro now stands at approximately $150 million.

The remaining member of the Northern Virginia Transportation District to sign a Capital Contribution Agreement is the City of Alexandria for $30.6 million. In accordance with its official procedures for such matters, the city did not hold a referendum. Alexandria city officials, however, strongly support the Transit Program and in a public hearing in June approved adherence to articles of agreement with WMATA on the citys' participation. The agreement was forwarded to planning Commission for approval. The Council voted a resolution of authorization for sale of bonds and will have a second reading of the resolution at a later date.



ARLINGTON COUNTY BOARD CHAIRMAN Dr. Kenneth M. Haggerty signs Capital Contributions Agreement with the Washington Metropolitan Area Transit Authority (WMATA) that pledges the County to pay its $54 million share of the cost of Metro. Observing the proceedings are, left to right, Jay E. Ricks, Board member who seconded the motion for signing of the Agreement; Warren Quenstedt, WMATA Deputy General Manager; Dr. Haggerty, who is also a member of the Northern Virginia Transportation Commission; and Board member Ned R. Thomas, NVTC Commissioner and a WMATA Board member. Thomas was the originator of the motion.



CITY OF FAIRFAX MAYOR George A. Hamill makes it official as he signs a Capital Contributions Agreement pledging $2.6 million as Fairfax City's share of the cost of building Metro. Participating in the event are, left to right, Councilman Leonard A. Mobley; Warren Quenstedt, WMATA Deputy General Manager; Councilman and NVTC Commissioner Nathaniel F. Young, who offered the motion which passed unanimously; Councilmen John W. Russell; Henry A. Minor; and W. Rembert Simpson. Simpson seconded the motion which resulted in the successful vote.

The vote in the jurisdictions which held referenda on the transit question was three-to-one, or an overall 72% majority favoring participation in the Transit Program.

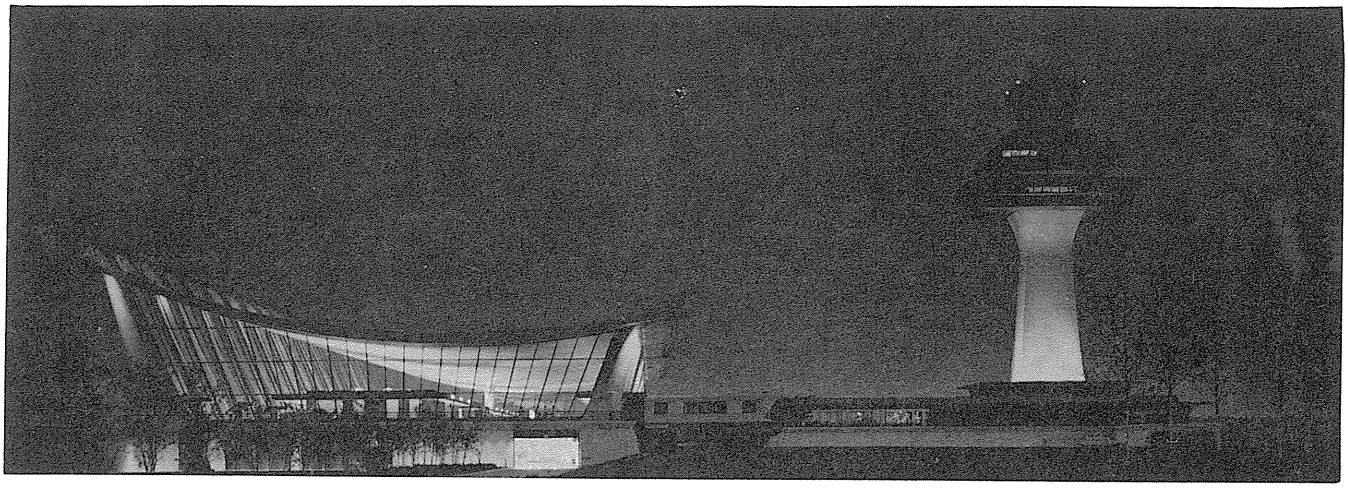
Northern Virginia Transportation Commission Chairman Lee M. Rhoads commenting on the latest signings said: "Virginia has reached over 75% of its goal and I believe this fact made a most favorable impression upon members of the Senate and House District of Columbia Committees during the recent joint hearings on Legislation to fund the Regional Metro System."

Rhoads explained that the revised plan and programs for the Metro System for the 97.7 miles of service will have a total cost of $2.495 billion. Of that cost, assuming the ⅔ Federal participation in keeping with legislation currently pending, the Federal contribution will be $1.147 billion. Added to the Federal contribution would be $835 million of Revenue Bonds supported by predicted annual ridership of the Metro system of 292 million after the System becomes completely operational in 1980.

"This then," said Rhoads, "leaves a local net project cost of $573.5 million to be borne by the major jurisdictions comprising the Washington Metropolitan Area Transit Authority. Allocations for major jurisdictions were determined through application of a formula based on construction, service, ridership, and population estimates. Maryland's requirement will be $197 million and the District of Columbia has $216.5 million as its share.

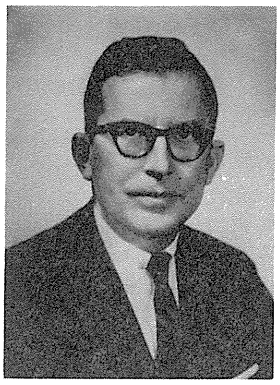
Senator Spong's Amendment

Rail Link to Dulles As Part of Metro System



The possibility of extending the rapid rail transit system to Dulles International Airport moved forward with the introduction of legislation to provide federal funds for this purpose.

The amendment offered by Senator William B. Spong, Jr. (D-Va.), at the joint session of the Senate and House District of Columbia Committees considering Metro authorization legislation, would provide $150,000 for planning and feasibility studies for extending the rail system to Dulles as a part of the Washington Metro transit system.



Sen. William B. Spong

The airport line would be constructed in the median strip of the Dulles access road and would connect with the main metro subway system where the highway meets Interstate 66 just north of Falls Church. Spong expressed the hope that eventually commuter service could be provided on the same line.

"This line is vitally needed to improve access to the airport," the Senator said, "Without it, Dulles will continue to be greatly underutilized and the federal government will continue to spend millions in subsidizing its operation."

Spong said the estimated cost of the rapid rail line would be $75 million—"and even at twice this cost, it would be a bargain."

Since Dulles opened in 1962 its average annual deficit has been about $7 million. "And, for as far ahead as projections have been made," Spong said, "there will continue to be substantial losses."

"As one of the sponsors of the Senate subway bill, I am anxious to see the Washington area move rapidly ahead in meeting its urgent transportation needs," Spong said. "But I believe we have to think and plan in terms of an integrated transportation network which includes highways, rapid rail, buses, and airports. Improving access to Dulles should be a priority item in that master plan."

The Dulles Rail Link Amendment followed the June hearing at Dulles conducted by Senator Spong, who is chairman of the Senate Subcommittee on Business and Commerce of the District of Columbia Committee. Witnesses representing a cross section of Northern Virginia—private citizens, business firms, the federal and local governments, testified at the Congressional hearing which was the first ever held at the international airport.

They agreed on two major points: that the Congress should take immediate steps to complete Interstate I-66 and establish rapid transit into Dulles.

Frederick A. Babson, chairman of the Board of Directors of the Washington Metropolitan Area Transit Authority, (WMATA), told Spong: "We have studied the possibility of establishing rail transit in the median strip of Dulles and find it feasible. The median is sufficiently wide to accommodate two tracks—

The Adopted Regional System of the Transit Authority does not provide for construction of rail transit to Dulles. However, it does indicate a Dulles line in the future.

Babson, reviewing the history of possible rail service to Dulles, declared: "Our order of magnitude estimate of the cost of a line to Dulles, including a station at the airport and another between the airport and the junction with the I-66 line, is in the range of $75 million. If service to Dulles should be provided by special trains devoted exclusively to air travelers, it would very likely become necessary to provide a downtown terminal. The cost of such a terminal is not included within the figure mentioned, nor is there provision for appropriate participation in the capital cost of Authority facilities which might be used by such airport trains between the access road and any downtown terminal."

Regarding service to Dulles, Babson told Spong: "We say that the magnitude of the task is no cause for discouragement. We believe the task can be accomplished, we are encouraged by your interest in the subject, and we offer our services wherever you feel they can be useful."

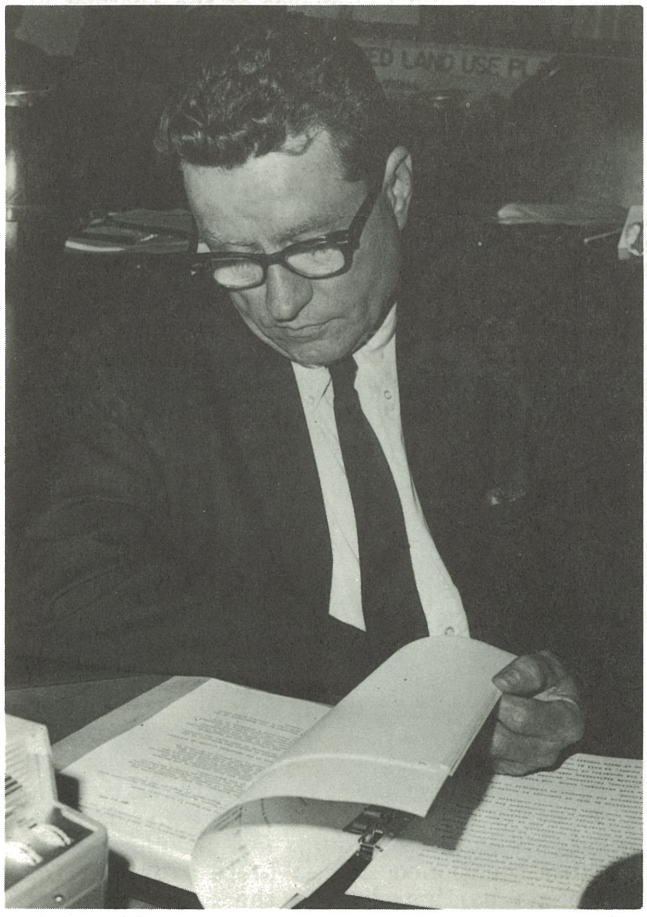
Metro Will Boost Property Values

Washington Area property values will rise appreciably with construction of the Metro system, according to a report prepared for the Washington Metropolitan Area Transit Authority by local economic consulting firm.

Larry Smith & Company, which prepared the report, has predicted that a $1-billion boost in property values and additional tax revenues of up to $20 million annually will be generated within a decade of the date the rapid rail transit system begins operation. WMATA hopes to break ground for Metro later this year. Initial operations are scheduled for 1972 and the entire 97.7-mile network, it is hoped, will be completed in 1980.

The Smith report projected the additional demand for office, apartment, and retail space at 24 of the system's proposed 86 stations in the District of Columbia, Maryland and Virginia.

At these 24 stations—selected because they represent "the strongest locations in terms of economic opportunities"—the study estimated a demand for an additional 14 million square feet of office space, 56,000 new apartment units, and more than one million square feet of added retail space.



JOHN P. MILLS, JR., NVTC Commissioner, representing the Virginia State Highway Commission, examines data from the "Smith Report" on the estimated economic impact of Metro stations. Seven service areas of the twenty Metro stations to be built in Virginia were studied in the report which predicted that rapid rail transit in those areas would generate requirements for 350,000 square feet of retail and service space, 1,300,000 square feet of office space and 14,000 new apartment units within ten years after Metro becomes operational.

This would be equivalent to about 35 office structures the size of the 13-story National Press Building, to 33 and-a-half apartment developments comparable to the 1670-unit River House complex, and to a retail area equal to half a dozen typical suburban department stores.

The study put a price tag of some $700 million on the added real estate values represented by this new construction and suggested that demand for another $300 million or so in office-apartment-retail space would be created at other points along the Metro lines.

Similarly, the study estimated tax revenues from new construction at the 24 "strongest" stations at about $16 million annually and said "the total potential revenue from tax assessments on real estate properties generated by the transit system may be as high as $20 million annually."

The analysis attributed up to 50 percent of these gains directly to Metro operations; the balance, to other economic forces. Moreover, it noted that the transit system would be responsible for helping to curb urban and suburban sprawl by encouraging developers to concentrate much of their new building along projected routes.

"In certain areas, demand for land uses considered will be accelerated by as much as five and possibly ten years as a result of the Metro system," the report added.

Following is a breakdown of new construction predicted for the 24 Metro stations covered by the study:

ESTIMATED ECONOMIC IMPACT OF SELECTED STATIONS
(Within an Approximately 10-Year Period)

	Land Use		
Stations	**Retail & Service (Square feet)**	**Office (Square feet)**	**Apartment Units**
Tenley Circle (D.C.)	150,000	500,000	—
Van Ness " "	100,000	500,000	1,500–3,000
Woodley " "	100,000	500,000	—
Dupont " "	—	200,000	—
18th & Eye " "	—	100,000	—
12th & G " "	—	300,000	—
Halpine (Md.)	150,000	2,000,000	3,000
Nicholson "	100,000	2,000,000	3,000–4,000
Parkside "	50,000	—	4,000
Bethesda "	100,000	2,000,000	1,000–3,000
Friendship Heights "	100,000	1,500,000	1,000–3,000
Glenmont "	100,000	600,000	2,000–3,000
Forest Glen "	—	200,000	1,500–2,000
Silver Spring "	—	1,000,000	1,500–3,000
Prince Georges "	—	1,000,000	2,000–3,000
Addison Road "	—	—	1,500
Branch Avenue "	—	—	2,000–3,000
Backlick Road (Va.)	—	—	1,000–1,500
Franconia "	—	—	1,000–2,000
Huntington "	100,000	300,000	2,000
Nutley "	100,000	100,000	3,000–4,000
Gallows "	50,000	100,000	2,000–4,000
Route 7 "	—	200,000	2,000–4,000
East Falls Church "	100,000	600,000	3,000

Dr. Haggerty Urges . . .

"Imaginative Land Development"

Subway planners were urged by a member of the Northern Virginia Transportation Commission (NVTC) to launch a program which would encourage "imaginative development" of land along routes of the 97.7-mile rapid rail transit system on which construction is expected to start later this year.

At the same time, Dr. Kenneth M. Haggerty, commission member and chairman of the Arlington County Board, called for "citizen involvement" in the designing of subway stations to achieve "more individualism in our facilities."

Dr. Haggerty, speaking before the June meeting of NVTC in Alexandria City Hall, told of his recent tour of Montreal's two-year-old subway system. He said the Canadians have recorded a "breakthrough in station height, color, and the floating bridge mezzanine." He noted that "many individuals ride that subway for the sole purpose of seeing the various stations which are considered a tourist attraction."

"One of the features at the Montreal stations are murals which are provided by business firms and other organizations with only a brass plaque indicating the donor," Haggerty said.

On the question of economic development along subway routes, Haggerty pointed out that rapid rail transit systems traditionally attract high-density use of land through a concentration of high-rise commercials and apartment construction in the vicinity of subway lines and stations.

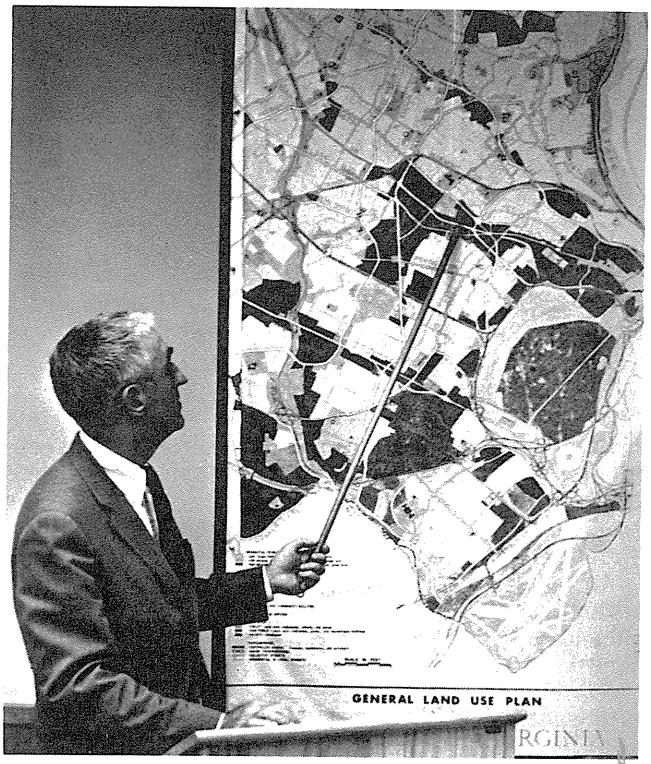
"The modern subway is a stimulator to orderly growth as well as to economic development," Haggerty said. "I can foresee the day when subway station satellites will, like milestones on the road to progress for our community, mark the route above and below ground of a transit system which eventually will be the envy of those which we now hold up as models."

"Moreover, by the time the system becomes completely operational in Virginia—the forecast is for a 10-year construction period—I predict that the private dollar investment total will surpass the public investment which will stand at approximately $154 million," he said.

"This fact is particularly important to Arlingtonians," he said. "Through our own regional transit system we will have the opportunity of realizing the full economic potentiality of our land while maintaining Arlington County as a residential community through controlled corridor development."

Haggerty said this signals the immediate need for establishment of a program aimed at the "encouragement of imaginative development of land adjacent to and over the Metro stations."

"With imput from the suburban commissions, I suggest that the Washington Metropolitan Area Transit Authority become the focal point for this activity—proposing objective criteria, creative ideas, and in effect, serving as a clearing-house for proposals," he said. "WMATA efforts would be supported by the suburban transit commissions as needed for special studies and other items."



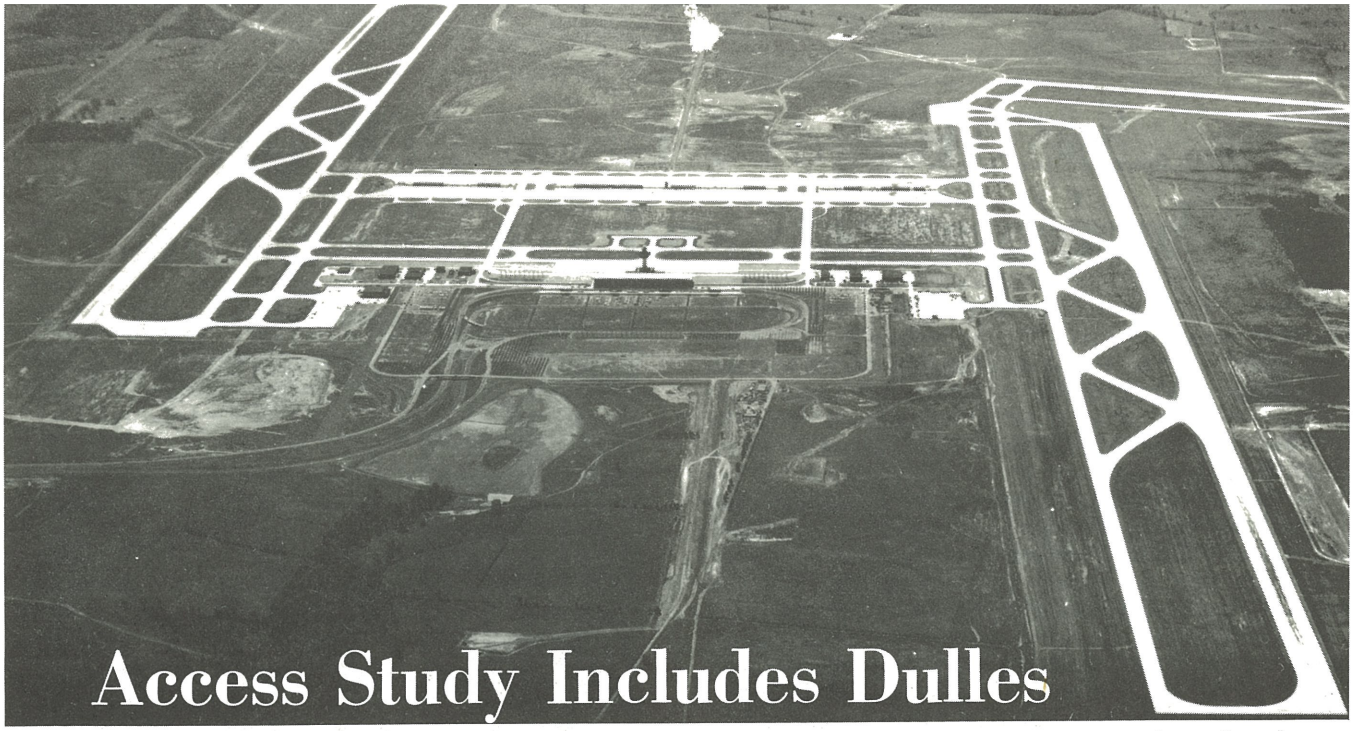
DR. KENNETH M. HAGGERTY, Arlington County Board Chairman, outlines a proposal to take advantage of the impact of rapid rail transit on the Northern Virginia jurisdictions.

The main thrust of that effort still must come from local planners and developers, Haggerty said, but their activities could be helped appreciably by "available source material gathered by WMATA."

Haggerty said the final "common denominator" between the Montreal Metro and Washington's regional metro system is "success."

"For some months now, all of us have been pouring over the plans for our regional system." Haggerty said. "We have been briefed by the NVTC staff. We have been briefed by the WMATA staff. And these explanations of plans and policies have been most enlightening. However, after viewing and studying the operation of Montreal's marvelous Metro, I have gained an entirely new perspective and appreciation for our program, the competence of our personnel as well as the wide range of benefits which will accrue to our citizens when the system is operational."

Where there was doubt and hope, there is now a firm conviction on my part that our Metro System will be the most successful," He said. "Our success will stem from top-flight personnel, good management, thoughtful planning, and proper financing. Moreover, we have and will continue to profit from knowledge gained from the other Metro operations."



Access Study Includes Dulles

Metropolitan Washington Council of Governments has received a grant from the Department of Transportation for $150,000 to finance a study to improve ground access to National, Dulles, and Friendship Airports.

Its objective is to determine immediate and interim access improvements to the airports and to develop methods and procedures for analyzing airport access facilities.

Based on existing and new travel data, the study will examine a variety of possible immediate improvements, including the development of a fringe parking lot at National for employees, to reduce congestion and make more parking available at the airport terminal. A priority system for transit vehicles at the airport will also be tested.

Among intermediate improvements that may be considered is the establishment of a downtown terminal where air passengers would be ticketed and bags checked. Passengers then would be driven directly to the plane. The establishment of suburban airport terminals at major shopping centers around the region will also be examined.

Recommendations for longer term improvements may include the addition of an exclusive service road at airport approaches for buses, limousines and taxis only.

The study will be under the policy direction of a steering committee made up of representatives of the Virginia Department of Highways, District of Columbia Department of Highways and Traffic, Maryland State Roads Commission, and Washington Metropolitan Area Transit Commission.

Also participating will be representatives from the National Capital Planning Commission, Washington Metropolitan Area Transit Commission, Transportation Planning Board/COG, Baltimore Regional Planning Council, Baltimore Department of Aviation, the Greyhound Corporation (Airport Transport Division), and appropriate Federal agencies.

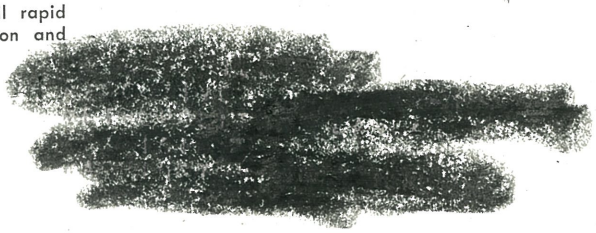
NVTC MEETING FOR JULY

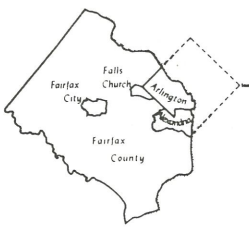
The next official monthly meeting of the Northern Virginia Transportation Commission will be held in the City of Falls Church Council Chambers, Falls Church City Hall, at 8:00 P.M. on July 10, 1969.

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