

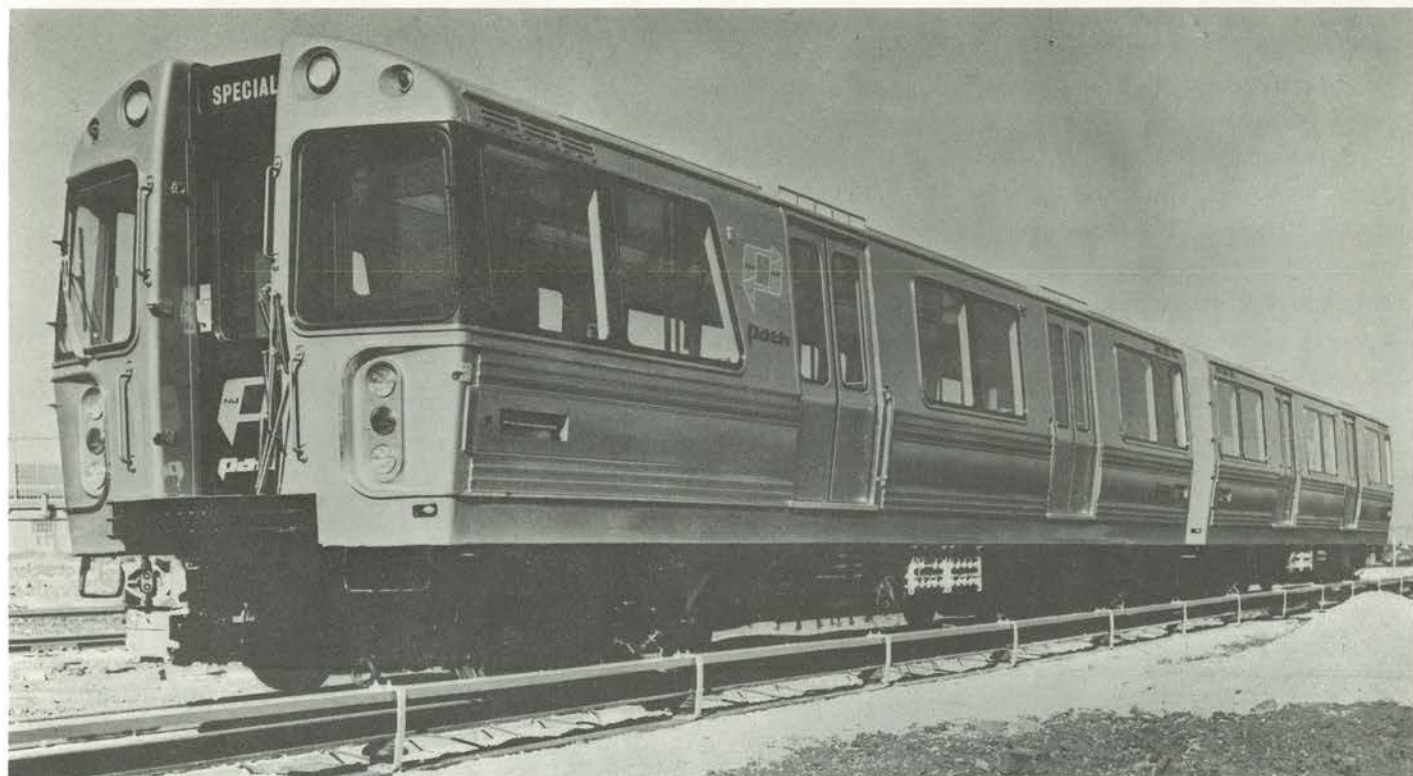
# N V T C newsletter



Vol 1, No 10

Northern Virginia

January 1966



NEW RAPID TRANSIT CARS for the Port Authority Trans-Hudson Corp. which connects points in New Jersey with New York City via tunnels beneath the Hudson River. Between Jersey City and Newark, these fast cars run on tracks of the Pennsylvania Railroad.

## NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Created by Acts of the Virginia General Assembly as a Public Instrumentality to Plan and Develop a Transportation System for Northern Virginia, and to Participate as Virginia's Share of an Interstate-Compact Transit Authority for Metropolitan Washington.

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# Transit Compact Approved!

On 28 January, the House of Delegates completed the Virginia General Assembly's approval of Senate Bill No. 113, giving the State's consent to an interstate compact transit authority for metropolitan Washington. Action was swift. It was only on the 24th of January that Senators Charles R. Fenwick of Arlington, Omer Lee Hirst of Annandale, Robert C. Fitzgerald of Fairfax, Adelard L. Brault of Fairfax, Leroy S. Bendheim of Alexandria, and John Galleher of Manassas introduced the bill before the Virginia Senate. It now awaits the signature of Governor Mills E. Godwin, Jr.

The Maryland Assembly approved the compact last year (see the April 1965 issue of NVTC newsletter). It must now be approved by the D. C. Board of Commissioners and be ratified by Congress.

The approved bill amends the Washington Metropolitan Area Transit Regulation Compact -- which created the Washington Metropolitan Area Transit Commission (WMATC) -- by establishing a Washington Metropolitan Area Transit Zone (comprised of the areas of the District of Columbia, the Washington Suburban Transit District, and the Northern Virginia Transportation District -- see map) and cre-

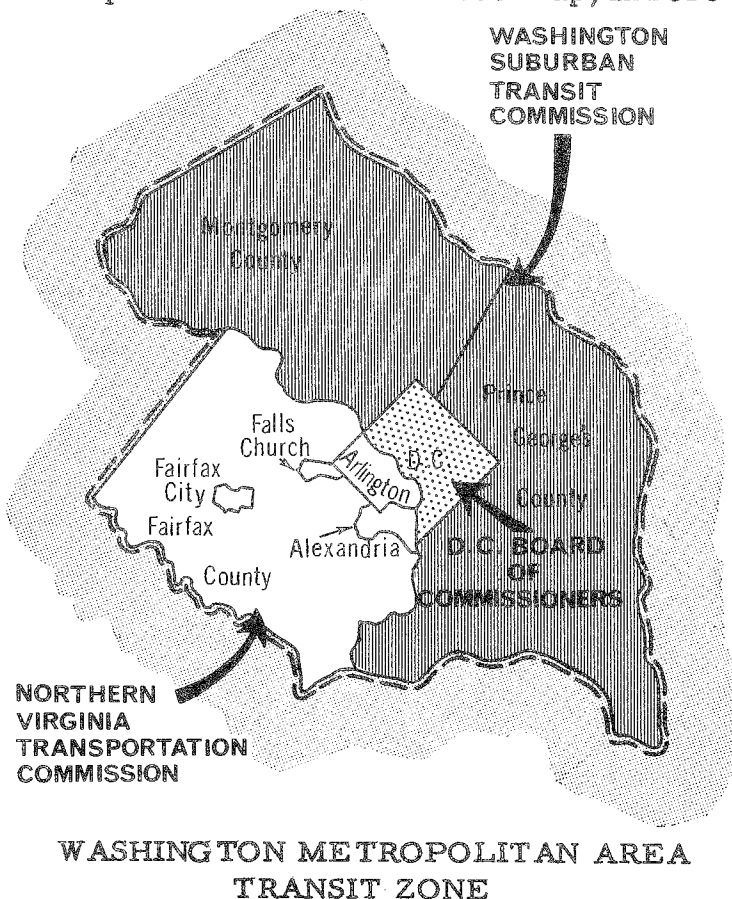
ating a Washington Metropolitan Area Transit Authority to plan, develop, finance, and contract with private enterprise to operate a metropolitan-wide rail transit network.

The Authority will be governed by a Board of Directors consisting of two Directors from each signatory to the compact. These Directors will be appointed by the District of Columbia Board of Commissioners, the Washington Suburban Transit Commission (WSTC), and the Northern Virginia Transportation Commission (NVTC), in each case from among their own members. (See diagram for the sources of representation). An alternate will also be appointed for each Director. All actions of the Board require at least one affirmative vote from each signatory, except that financing and transit master plans may be adopted by the unanimous vote of the Directors representing any two signatories.

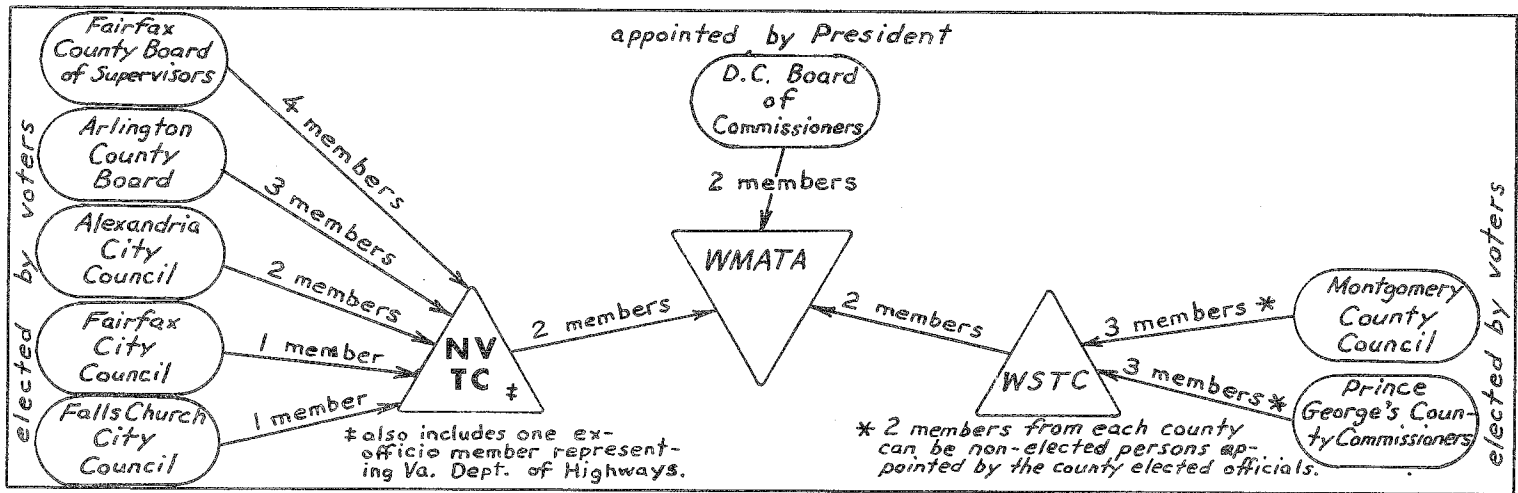
The Board will appoint the officers of the Authority which will include a general manager, a secretary, a treasurer, a comptroller, and a general counsel. The General Manager, as the chief administrative officer, will be responsible for all activities of the Authority.

The Authority will develop and adopt immediate and long-range master plans for mass transit in the Zone, and review and revise them from time to time. In preparing the plan, the Authority is to make full utilization of data, studies, reports, and information available from the National Capital Transportation Agency, the participating commissions, and other agencies of the Federal, State, and local governments. To provide a framework for regional participation, the Board will create technical committees to which the D. C. Commissioners, WSTC, and NVTC will appoint representatives.

The Authority will cooperate with and participate in the National Capital Region Transportation Planning Board, and cooperate with the National Capital Planning Commission, the National Capital Regional Planning Council, the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Commission, the Maryland-National Capital Park & Planning Commission, the Northern Virginia Regional Planning & Economic Development Commission, the Maryland State



WASHINGTON METROPOLITAN AREA  
TRANSIT ZONE



Planning Department, the Commission of Fine Arts, and the three state highway departments. The Authority must coordinate its plans with these agencies and with the WSTC, the NVTC, the local governments within the Zone, and the private transit companies operating within the Zone and the labor unions representing their employees.

The Board of Directors is required to conduct public hearings, after thirty days notice, on the plans of the Authority.

In the National Capital Transportation Act of 1960, by which Congress created the National Capital Transportation Agency (NCTA), specifies that as promptly as practicable after Maryland and Virginia approve a compact, the President shall submit to Congress recommendations for the transfer of NCTA's property, personnel, records, assets, and liabilities to the interstate authority so that it may assume NCTA's functions and duties.

financing

The Authority will prepare and adopt a plan for financing the construction, acquisition, and operation of the facilities specified in the adopted master plan. The financing plan will constitute a proposal to the interested governments. Commitments for participation in the financing will be by contract or agreement with each jurisdiction. For Virginia, this will be with NVTC. NVTC cannot enter into such a contract until it has entered into similar contracts with the counties and cities that are participating in NVTC.

The Authority is empowered to issue bonds secured by its property, revenues, or franchises under its control. Until the Authority gains receipts from revenues, the administrative expenses of the Authority -- including en-

gineering, financial, legal, and other services -- will be allocated according to population among the District of Columbia and the governments comprising the WSTC and NVTC.

operation

The Authority itself cannot perform transit service; it must contract for the operation of its facilities by private transit companies, railroads, or other persons. The contractor must perform all of the functions normally associated with providing the service, including the maintenance of equipment and right-of-way. If the Authority acquires a transit company, the contractor must assume the labor contracts and pension obligations of such company. In the discretion of the Board, the compensation of the contractor can be by a fee paid to the contractor for performing services; by a payment by the contractor to the Authority for the right to operate the system; or by any other arrangement the Board may prescribe.

With advice from WMATC, the Board will fix fares and rates. In cooperation with the WMATC, the local bus companies, and railroads, the Authority will coordinate schedules to the extent possible. Subject to approval by WMATC, through routes and joint fares will be established. The Authority is authorized to make subsidy payments to the bus companies in order to assure adequate feeder service to its rapid transit lines.

Public support is needed to gain ratification of the compact by the U. S. Congress so that the Authority can commence business as soon as possible. We urge all of our readers to make their views known to the appropriate Congressional committees when they conduct hearings on legislation to ratify the compact.

#### HAROLD CASTO IS NEW NVTC COMMISSIONER:

To replace Roye L. Lowry, whose term expired, the Arlington County Board appointed Harold Casto as one of its representatives to NVTC. Mr. Casto is a member of the Arlington County Board.

Mr. Lowry remains with NVTC as its Secretary-Treasurer and also serves as one of its representatives to the Joint Transportation Commission's Liaison Committee on Financing.

#### COMMISSIONER LUCKETT ELECTED CITY TREASURER:

James T. Luckett, Jr., has left NVTC to begin his term as Alexandria's City Treasurer, a post to which he was recently elected. Mr. Luckett served with NVTC, representing the City of Alexandria, since 1 September 1964.

#### NVTC COMMISSIONERS HOLD HIGH OFFICES IN THEIR COUNTIES AND CITIES:

Commissioners Frederick A. Babson of Fairfax County and Leo Urbanske of Arlington were recently elected as Chairmen of their respective county boards of supervisors. Other NVTC members hold high positions in their local governments: NVTC's Chairman, Lee M. Rhoads is Vice Mayor of Falls Church, and Nicholas A. Colasanto is Vice Mayor of Alexandria. NVTC's Vice Chairman Joseph Alexander was recently elected Vice Chairman of the Fairfax County Board of Supervisors, and Commissioner Joseph L. Fisher was elected Vice Chairman of the Arlington County Board.

#### NVTC HIRES ENGINEER:

Mr. Jerry Neben has joined the NVTC staff as its Chief Engineer. Mr. Neben is a civil engineer graduate of New York University. He comes to NVTC from the New York Central Railroad where he held positions as Designer in the office of the Site Planning Engineer; Assistant Engineer of Standards in the Maintenance of Way Department; Supervisor of Track on branch and main lines; Resident Engineer on rehabilitation and new construction; and performed special engineering studies concerning railroad mergers.

Previously, from 1954 to 1959, he was with the New York City Transit Authority, where he was involved in the various phases of subway design and construction.

Mr. Neben is a Member of the American Railway Engineering Association and has served on several of the Association's technical subcommittees.

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#### **NVTC** newsletter

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