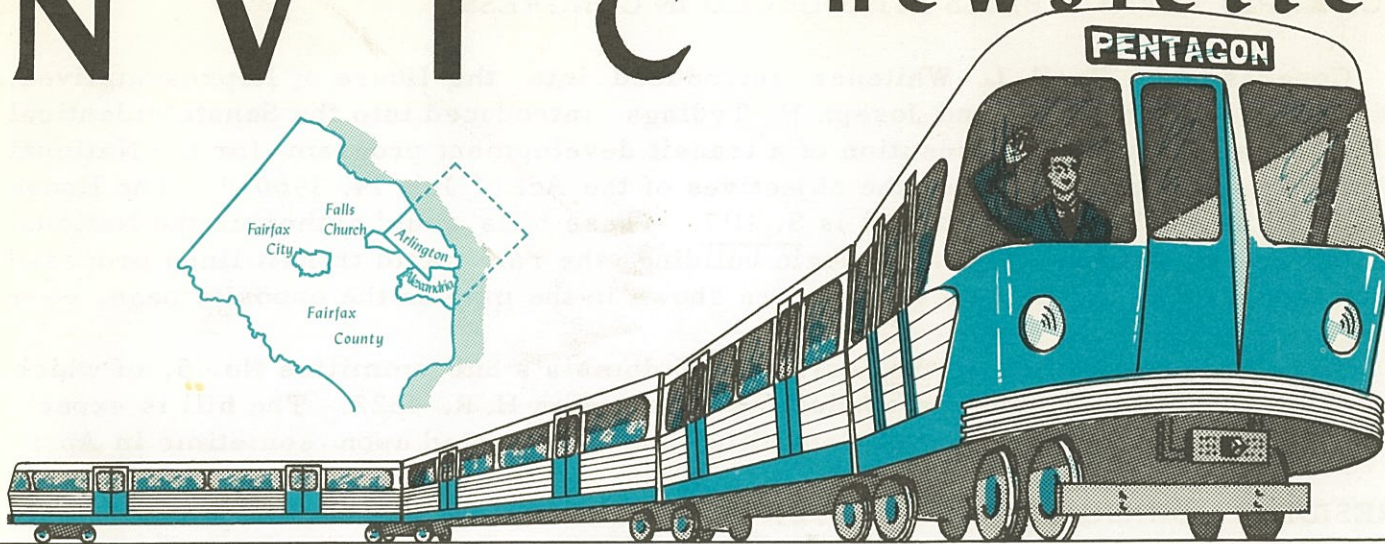


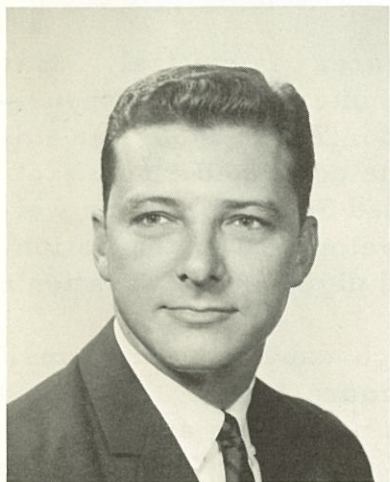
N V T C newsletter



Vol 1, No 1

Northern Virginia

February 1965



Frederick A. Babson is Chairman of the Northern Virginia Transportation Commission. A practicing attorney, Mr. Babson is also Vice Chairman of the Fairfax County Board of Supervisors, the County Supervisor for the county's Falls Church District, and Chairman of the National Capital Regional Committee to Develop a Transportation Planning Process.

When the Virginia State Legislature enacted the laws enabling and creating the Northern Virginia Transportation District, it was cognizant of the increasing traffic congestion in the Virginia suburbs of Washington, the phenomenal growth of our region, and the urgency of bringing transportation development into harmony with the growth. The members of the Northern Virginia Transportation Commission are dedicated to meeting the needs of the residents of the region whose daily travel demands rail rapid transit.

This Commission's first goal is to help gain Congressional approval of the rail rapid transit system proposed for the District of Columbia by the National Capital Transportation Agency. When that proposal is approved, your Commission can begin the task of planning rapid transit extensions into Northern Virginia. But, until a plan is adopted for D.C., there is nothing to form the basis for such extensions. So, I urge you to support passage by Congress of legislation authorizing the D.C. rapid rail system.

Frederick A. Babson

Chairman
Northern Virginia Transportation Commission

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

FAIRFAX COUNTY Frederick A. Babson CHAIRMAN Joseph Alexander John L. Beerman John P. Parrish	ARLINGTON COUNTY Joseph L. Fisher Roye L. Lowry Leo Urbanske, Jr.	CITY OF ALEXANDRIA Nicholas A. Colasanto James T. Lockett, Jr.	CITY OF FAIRFAX Philip D. Fisher	CITY OF FALLS CHURCH Lee M. Rhoads	VIRGINIA DEPT. OF HIGHWAYS John P. Mills, Jr.
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Executive Secretary
Gordon J. Thompson

D. C. RAPID TRANSIT BILLS INTRODUCED IN CONGRESS:

Congressman Basil L. Whitener introduced into the House of Representatives, and Senators Alan Bible and Joseph P. Tydings introduced into the Senate identical bills "To authorize the prosecution of a transit development program for the National Capital Region, and to further the objectives of the Act of July 14, 1960." The House Bill is H. R. 4822; the Senate bill is S. 1117. These bills would authorize the National Capital Transportation Agency to begin building the rail rapid transit lines proposed in its January-1965 report; these lines are shown in the map on the opposite page. —>

The House Committee on the District of Columbia's Subcommittee No. 5, of which Mr. Whitener is Chairman, is conducting hearings on H. R. 4822. The bill is expected to be reported promptly out of Committee and to be voted upon sometime in April.

PRESIDENT JOHNSON ENDORSES D. C. RAPID TRANSIT:

In his letter transmitting the National Capital Transportation Agency report to Congress on 10 February 1965, President Johnson states:

"The problem of mass transportation in the Washington area is critical. It is also a problem in which the Federal Government has a unique interest and responsibility. As Congress found in the National Capital Transportation Act of 1960, an improved transportation system for this area 'is essential for the continued and effective performance of the functions of the Government of the United States, for the welfare of the District of Columbia, for the orderly growth and development of the National Capital region, and for the preservation of the beauty and dignity of the Nation's Capital'.

"There is widespread agreement that a high-speed and high-capacity rail transit system operating over separate rights-of-way through the more densely populated sections of the Washington metropolitan area provides the most promising approach to a long-range solution. Such a system will preserve the beauty, the dignity, and the historic and monumental character of our capital city. It will exercise a desirable influence on the pattern of growth of the metropolitan area. And such a system is vital if we are to achieve the goal of a balanced transportation system for the area. The highway network now proposed for the area is predicated on an adequate rail transit system.

"The report and proposed bill which I am transmitting provide for a system which will furnish the Washington area greatly improved transit service and which can later be expanded to the total system eventually needed. The National Capital Transportation Act of 1960 authorized the negotiation of an interstate compact under which the District would join with Maryland and Virginia in creating an appropriate organization to develop a total system for the area. My hope remains firm that such a compact organization can be brought into being at an early date. In the meantime, however, work on the present proposals can and should go forward without delay."

YOUR SUPPORT IS NEEDED:

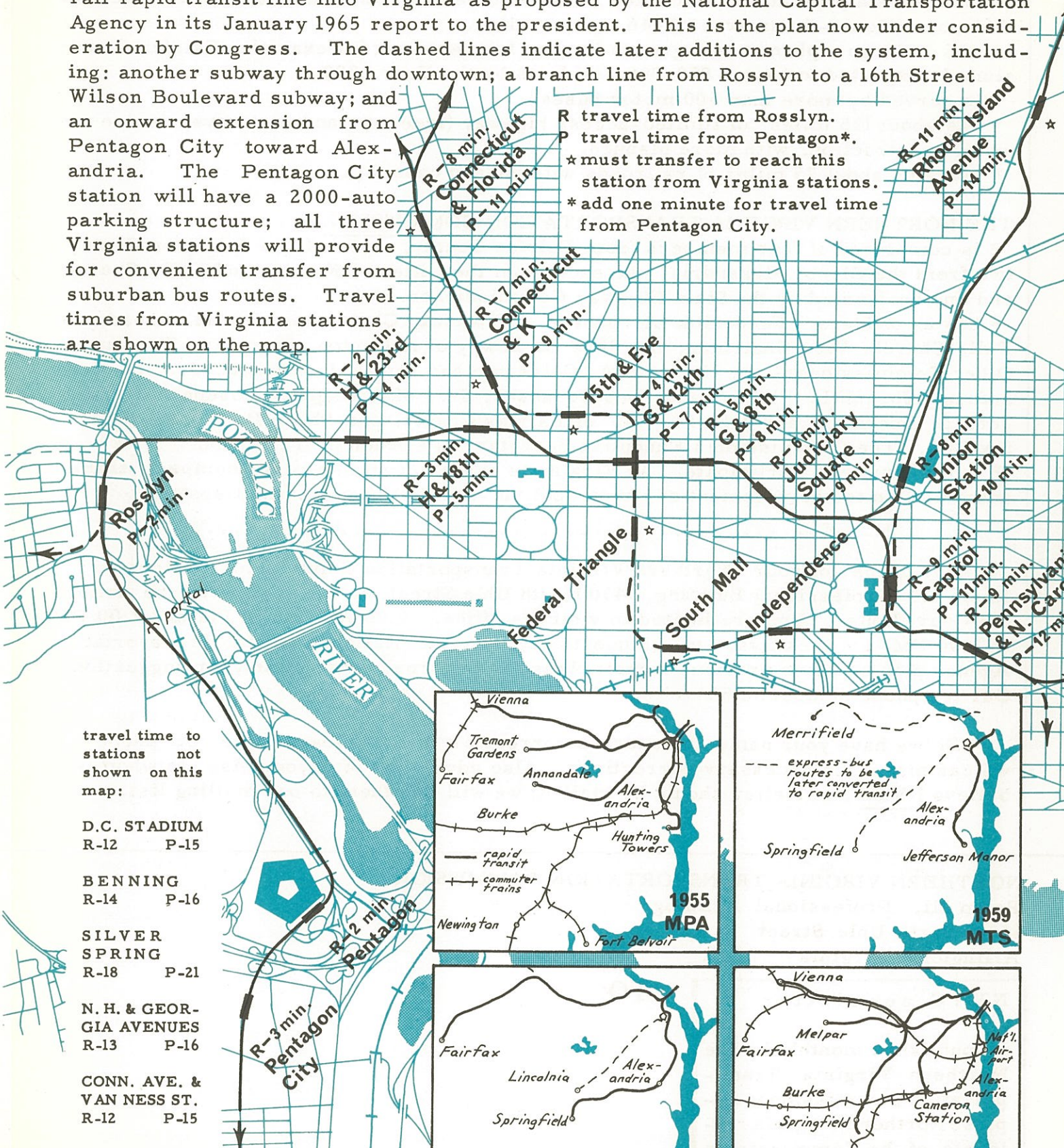
When the Whitener bill arrives on the floor of the U. S. House of Representatives, every Congressman who is present to vote on it should know of the public's desire for passage of the bill. We urge organizations and individuals to make their views known to Congress by resolutions and letters.

Write now!

D. C. RAPID TRANSIT PLAN OFFERS ADVANTAGES TO VIRGINIANS:

This map shows --as a solid black line-- the downtown Washington subways and the rail rapid transit line into Virginia as proposed by the National Capital Transportation Agency in its January 1965 report to the president. This is the plan now under consideration by Congress. The dashed lines indicate later additions to the system, including: another subway through downtown; a branch line from Rosslyn to a 16th Street Wilson Boulevard subway; and an onward extension from Pentagon City toward Alexandria. The Pentagon City station will have a 2000-auto parking structure; all three Virginia stations will provide for convenient transfer from suburban bus routes. Travel times from Virginia stations are shown on the map.

R travel time from Rosslyn.
 P travel time from Pentagon*.
 * must transfer to reach this station from Virginia stations.
 * add one minute for travel time from Pentagon City.



travel time to stations not shown on this map:

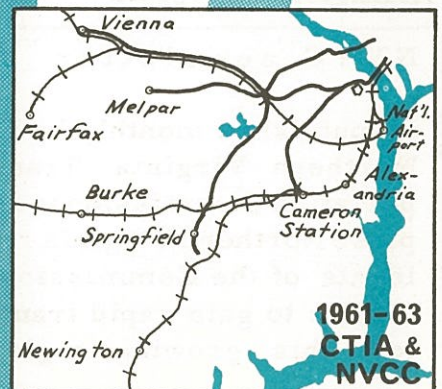
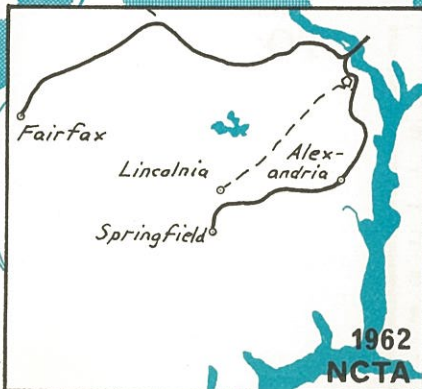
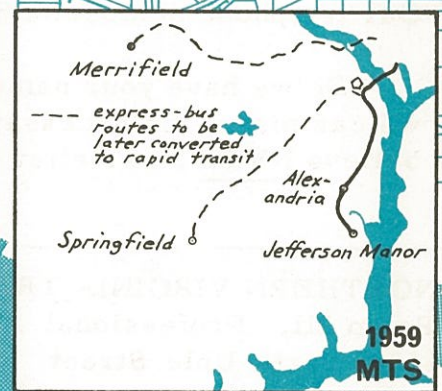
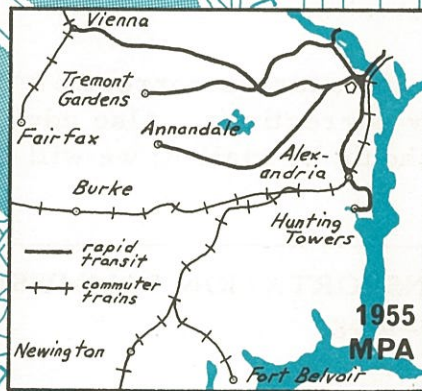
D.C. STADIUM
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BENNING
 R-14 P-16

SILVER SPRING
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N. H. & GEORGIA AVENUES
 R-13 P-16

CONN. AVE. & VAN NESS ST.
 R-12 P-15



Previous plans demonstrate the feasibility of extensions into Northern Virginia

THE NORTHERN VIRGINIA TRANSPORTATION DISTRICT...

★ consists of the Counties of Fairfax and Arlington, and the Cities of Alexandria, Fairfax, and Falls Church.

★ embraces a population estimated in 1964 to be 643,096 -- a 22% increase over the 1960 population -- in an area of 446 square miles.

★ will undergo a phenomenal growth in near future years; for example, Fairfax County alone is expected to have 1,050,000 residents by the Year 2000.

★ is served by more than 500 motor buses.

★ has about 125 miles of limited-access highway (freeways and parkways) in use or under construction, with more planned.

★ contains about 75 miles of railroads with unused capacity.

THE NORTHERN VIRGINIA TRANSPORTATION COMMISSION...

★ is comprised of four members from Fairfax County, three from Arlington County, two from the City of Alexandria, one each from the Cities of Fairfax and Falls Church, and one designated by the State Highway Commissioner.

★ has as officers: Frederick A. Babson of Fairfax, Chairman; Lee M. Rhoads of Falls Church, Vice Chairman; and Roye L. Lowry of Arlington, Secretary-Treasurer. Other Commissioners are Nicholas A. Colasanto and James T. Lockett, Jr., of Alexandria; Joseph L. Fisher and Leo Urbanske, Jr., of Arlington; Joseph Alexander, John L. Beerman, and John Parrish of Fairfax County, and Philip D. Fisher of Fairfax City. The Commission's Executive Secretary is Gordon J. Thompson.

★ will ultimately participate, as Virginia's share of an interstate-compact transit authority, in the development of a metropolitan-wide rail rapid transit system.



The office of your Northern Virginia Transportation Commission is located in Room 211, Professional Building, 1430 North Uhle Street, in the shadow of the Arlington Court House. You are invited to visit the office, 9:00 AM to 1:00 PM and 2:00 PM to 6:00 PM on weekdays, to ask questions, see the National Capital Transportation Agency plan or other previous transit plans for the area, or to offer your suggestions. Our telephone number is 524-6118.

Do we have your name and address correctly? If not, please write or 'phone so we can make the necessary corrections. Also advise us of anyone else to whom you believe NVTC Newsletter should be mailed; we will add them to our mailing list.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Room 211, Professional Building
1430 North Uhle Street
Arlington, Virginia 22201

NVTC newsletter

is published monthly by the Northern Virginia Transportation Commission to apprise Northern Virginia residents of the Commission's efforts to gain rapid transit for this growing region.

Vol 1, No 1 - February 1965

TO:

Return Requested