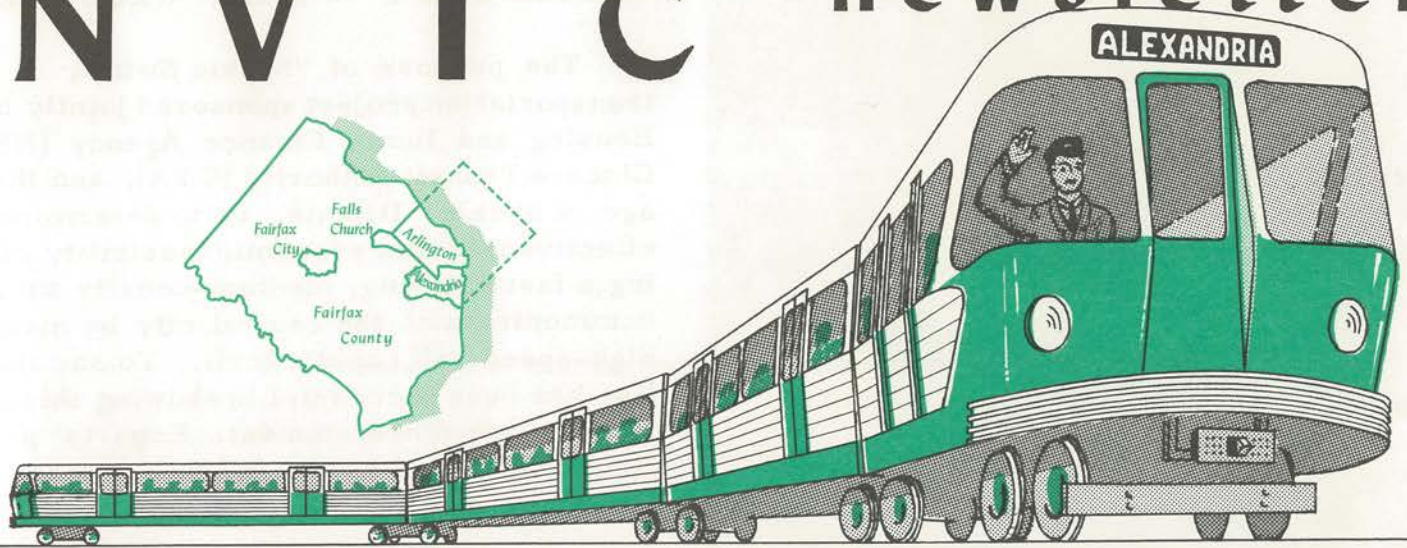


# N V T C newsletter



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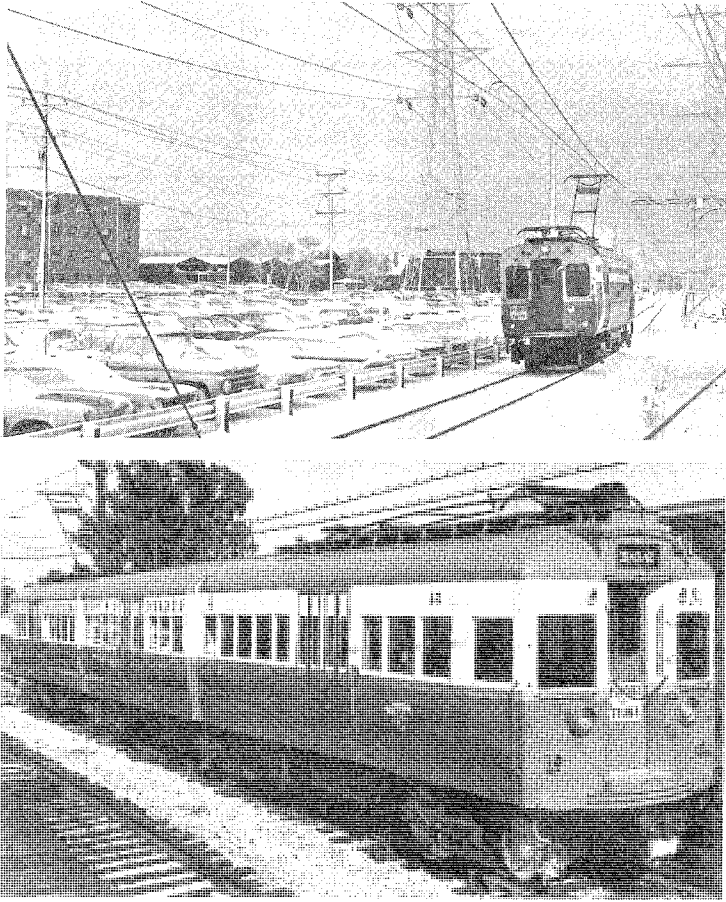
"SKOKIE SWIFT" TRAIN speeds through the snow north of Chicago on rehabilitated railroad tracks.

## 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

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Executive Secretary  
Gordon J. Thompson



"SKOKIE SWIFT" - FAST, WELL-USED:

The purpose of "Skokie Swift", a mass transportation project sponsored jointly by the Housing and Home Finance Agency (HHFA), Chicago Transit Authority (CTA), and the Village of Skokie, Illinois, is to determine the effectiveness and economic feasibility of linking a fast-growing, medium-density suburban community with the central city by means of high-speed rail rapid transit. To say that the line has been successful in showing this feasibility is an understatement. Experts' predictions that the new service would attract 1,600 daily riders were wrong from the first day when "Skokie Swift" trains carried 3,638 persons. Even the off-peak patronage demanded twice the planned amount of service. Riding has steadily increased; the popular trains are now carrying 7,000 daily passengers.

This remarkable rapid transit line was created by rehabilitating an abandoned railroad; it connects the Village of Skokie with the Howard Street station of the Chicago 'el' where passengers change for trains to downtown. Be-

MARYLAND APPROVES TRANSIT COMPACT

The Maryland Assembly enacted a bill in March approving an interstate compact creating a Washington Metropolitan Area Transit Authority. The authority, superseding National Capital Transportation Agency (NCTA), will be empowered to plan, design, finance, and construct a rail rapid transit system and to contract with private enterprise for operation of the trains.

The U. S. Congress' National Capital Transportation Act of 1960 created the temporary NCTA and charged it with preparing a Transit Development Program for submission to the President by November 1962. Title III of the same Act authorized the Commonwealth of Virginia, the State of Maryland, and the Board of Commissioners of the District of Columbia to negotiate a compact for the establishment of an organization to assume the functions and duties of the NCTA.

The Joint Transportation Commission (JTC) composed a compact in compliance with the 1960 Act, completing this arduous task in February 1965 in time for consideration by the Maryland legislature. (Senator Charles R.

Fenwick, State Delegate William L. Winston and Judge C. Lester Hooker are the Virginia members of JTC, which had earlier negotiated the compact that created the Washington Metropolitan Area Transit Commission -- a regulatory body to control bus operations).

Through the efforts of the JTC -- particularly Senator Fenwick -- the Virginia General Assembly created the Northern Virginia Transportation Commission in 1964 to participate in the proposed interstate authority, making NVTC the first permanent transit agency in metropolitan Washington. However, when the General Assembly meets in 1966, Virginia also must approve the compact.

Simultaneously with passage of the compact bill, Maryland established (effective 1 July 1965) a Washington Suburban Transit Commission (WSTC) -- the Free State equivalent of NVTC. It embraces Montgomery and Prince Georges Counties and is additionally charged with studying a rail rapid transit line to Friendship International Airport.

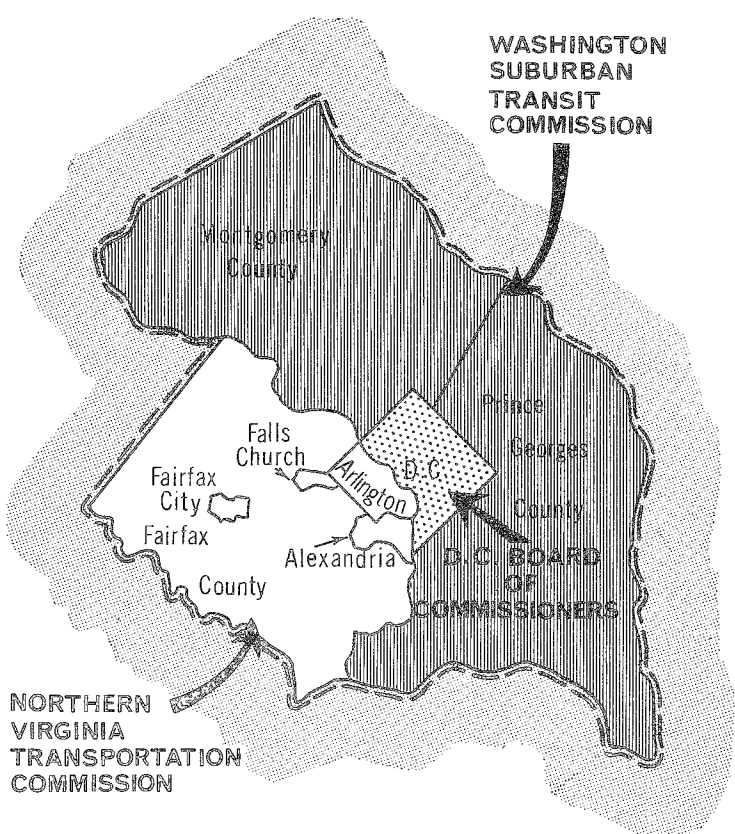
Two of the six Directors of the Authority will be appointed by NVTC from among its own members. The administrative expenses of the Authority will be borne by the three states,

cause it made use of an existing railroad roadbed, "Skokie Swift" trains were carrying fare-paying passengers by April 1964, only three months after construction commenced. Now, one year later, it is earning a profit. About \$524,000 was invested, 66.67% by an HHFA grant with matching funds from CTA (26.23%) and Village of Skokie (7.10%).

Village of Skokie is about the same distance from the Chicago 'Loop' district as the Town of Vienna, Virginia, is from downtown Washington. Vienna, like Skokie, is situated on a railroad -- the Washington and Old Dominion (W & OD) -- which similarly could be rehabilitated and operated. So, let's continue this comparison to better explain "Skokie Swift": Fast? Start to stop, the 5-mile distance is covered in  $6\frac{1}{2}$  minutes with trains reaching as high as 70 miles per hour. This would be the same as traveling from Vienna to Falls Church in  $6\frac{1}{2}$  minutes (to there transfer to a fast rapid transit train to downtown Washington -- a 15-minute trip as proposed in 1962 by NCTA). Inexpensive? 45¢ for adults and 29¢ for children -- including a transfer to other rapid transit lines and buses. Bus fare from Vienna is now 50¢ and transfers cost extra. Frequent? Every 4 to  $7\frac{1}{2}$  minutes in rush hours; every 15 minutes at other times (and on Saturdays), amounting to 98 round trips daily. Buses run approximately hourly to Vienna, with a few extra rush-hour trips, totalling 25 daily round trips.

Our views show: (cover) a "Skokie Swift" one-car train speeding over a grade crossing, of which there are seven on the line (same number as on the W & OD between Vienna and Falls Church); (above, left) a train passing the commuters' parking lot as it approaches Skokie terminal (notice that, like the W & OD, a power transmission line shares the right-of-way); and (below, left) one of the newer large-capacity, three-body articulated trains recently placed into service.

This is one type of rapid transit project that Northern Virginia Transportation Commission will consider after Congress approves the D.C. subway proposal.



allocated according to population. The Authority will determine the allocation among the states of the costs of providing transit facilities, and enter into agreements with the NVTC, WSTC, and D.C. Board of Commissioners. NVTC will determine an equitable allocation of these costs among the participating Virginia governments -- taking into consideration the cost of the facilities located within each county and city, the population of each county and city, the benefits to be derived by each from the service to be rendered by the proposed transit facilities, and all other factors which NVTC determines to be relevant -- and enter into agreements with each county and city.

The imminence of this Authority does not mitigate the need for prompt approval of NCTA's rail rapid transit plan currently before Congress; the proposed compact empowers the Authority to assume the facilities and contracts begun by NCTA. Passage of the bill under consideration by Congress will provide the authority and NCTA the means of achieving the all-important START on a rail rapid transit system.

## D. C. SUBWAY LEGISLATION MOVES AHEAD:

On 7 April 1965, Congressman Whitener's Subcommittee No. 5 approved H. R. 4822 (the bill that will authorize the prosecution of National Capital Transportation Agency's (NCTA's) proposed rapid transit system) by a 7-to-2 vote, and passed the bill along to the full Committee on the District of Columbia for consideration.

## SUPPORT THE N C T A RAIL RAPID TRANSIT PLAN; IT WILL HELP YOU:

It will shrink the city in terms of travel time.

It will ease driving; for those who must drive or prefer to continue driving, the roads and bridges will be less congested.

It will employ nearly 2,500 persons of nearly every craft and profession in its construction. Operation and maintenance of the rail system will provide jobs for others. Many of them will be Virginians.

It will enable you to reach directly such points as the Pentagon, Kennedy Center for the Performing Arts, George Washington University, Washington's financial district, its shopping district, numerous government agencies, D. C.'s Municipal Center, Union Station, the Capitol, and D. C. Stadium. You will be able to reach these points swiftly and dependably despite weather, traffic conditions, or rush-hour congestion.

## COST OF THE RAPID TRANSIT SYSTEM:

The \$431-million cost of the entire 25-mile rail rapid transit system will be financed by: \$100-million in a grant from the Federal government; \$50-million in a grant from the D. C. government; and \$281-million from sale of bonds underwritten by the Federal government but to be repaid from revenues. (Debt service will add \$52-million to the bond issue.) This money would be spent over a 10-year period, the greatest outlay being in 1970: \$114-million. The rail rapid transit system will be debt free by the year 2010, and will have accumulated a depreciation fund adequate to buy new trains and other equipment at that time.

Revenues to pay for the bonds, as well as cover the operating costs of the rapid transit system, will come primarily from fares collected from riders. The proposed 25-cent rail rapid transit fare will be slightly higher than the present D. C. bus fare (25¢ cash and 21 $\frac{1}{4}$ ¢ token fares), but will be lower than bus fares from suburban Virginia into downtown Washington (now 30¢ to Rosslyn and the Pentagon, and 35¢ to Pentagon City). The rapid transit fare includes transfer to buses that would be "free" to the passenger, although the bus companies will be given 12 $\frac{1}{2}$ ¢ for each transfer passenger carried. Other revenue will come from advertising, leasing of concessions, etc.

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## NORTHERN VIRGINIA TRANSPORTATION COMMISSION

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### N V T C 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.

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TO: