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92-72 CONSTRUCTION OF A TRANSIT LINE
TO DULLES AIRPORT

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HEARING

BEFORE THE

COMMITTEE ON COMMERCE

UNITED STATES SENATE

NINETY-SECOND CONGRESS

SECOND SESSION

ON

S. 2952

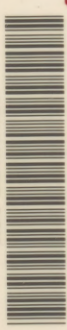
TO AUTHORIZE A FEDERAL PAYMENT FOR THE CONSTRUCTION OF A TRANSIT LINE IN THE MEDIAN OF THE DULLES AIRPORT ROAD

JUNE 16, 1972

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CHITTY

CHITTY, a name of Indian origin, is a common name in the Indian subcontinent. It is derived from the Sanskrit word 'चित्' (chit), meaning 'mind' or 'consciousness', and 'त' (ta), meaning 'possessive particle'.

ETYMOLOGY

The name Chitty is a variant of the Sanskrit word 'चित्' (chit), which means 'mind' or 'consciousness'. It is a common name in the Indian subcontinent, particularly in the regions of Bengal, Bihar, and Odisha. The name is also found in the names of several places, such as Chittagong in Bangladesh and Chittoor in India. The name is derived from the Sanskrit word 'चित्' (chit), which means 'mind' or 'consciousness', and 'त' (ta), meaning 'possessive particle'.

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CONSTRUCTION OF A TRANSIT LINE IN THE MEDIAN OF THE DULLES AIRPORT ROAD

FRIDAY, JUNE 16, 1972

U.S. SENATE,
COMMITTEE ON COMMERCE,
Washington, D.C.

The committee met at 9:40 a.m., in room 1318, New Senate Office Building, Hon. William B. Spong, Jr., presiding.

Present: Senator Spong.

OPENING STATEMENT BY SENATOR SPONG

Senator SPONG. The hearings will come to order.

Our hearing today is on S. 2952, a bill to authorize a Federal payment for the construction of a rapid rail transit line in the median of the Dulles Airport highway. The bill was introduced on December 6, 1971, by myself and 10 cosponsors: Senators Baker, Bible, Nelson, Dominick, Pell, Eagleton, Bellmon, Chiles, Tunney, and Hollings.

This bill had its origins 3 years ago when I introduced an amendment to the Metro authorization bill providing for a feasibility study of the line as a possible part of the Metro system. That amendment was adopted and, subsequently, an appropriation of \$150,000 was allowed for the study.

Finally, in July 1971, the study was completed. It concluded that there were no engineering or economic obstacles to early construction of such a line and that it would be a "vital link with what will be the area's most important airport and an important branch of the Metropolitan Washington rapid transit line."

Through the years, every major organization which has had anything to do with the airport, including the Federal Aviation Administration, the air carriers and business and civic groups, have pointed to the critical need for better transportation to Dulles. Typical of the statements made, was this comment by a representative of the Air Transport Association at a Senate District of Columbia Committee hearing at Dulles Airport in May 1969:

The airlines believe that inadequate through-highway access is a major constraint to the growth of passenger traffic at Dulles as there is no single continual limited access highway to the District's metropolitan center. We urge that the necessary steps be taken to extend the Dulles access road to the District or to a connecting point on the proposed extension of U.S. Route 66 from the Capital Beltway into the District.

Staff member assigned to this hearing: A. Daniel O'Neal.

In addition, we recommend that consideration be given to the development of a high-speed transit system which would provide direct airport access between Dulles and the District. The Department of Transportation may well find that it has the opportunity to create such a system as a demonstration or prototype project. In addition to making Dulles more accessible to the public, this system would serve as a model for other major airport communities interested in solving airport access problems.

In large measure, the present imbalance in the utilization of Dulles and National Airports owes to the absence of any convenient through route to Dulles. That is the missing link in the development of this otherwise modern and superbly appointed facility. The contrasting convenience of National will be even more pronounced in years ahead in view of plans to have an operating Metro station at National in late 1975 or early 1976. Unless we take steps now to authorize and begin planning for a Dulles Metro line, the already serious imbalance in the use of the two airports will be even further aggravated.

The bill before us today provides for Department of Transportation funding of the line itself and all necessary equipment and stations. This is appropriate considering that Dulles Airport and the Dulles highway are wholly federally owned. Federal financing can also be justified on grounds that this line would serve as a demonstration for other communities with airport access problems. I will note here that the Department of Transportation, several months ago, was prepared to invest \$22 million or thereabouts in the construction of a tracked air cushion vehicle in the median of the Dulles Highway purely on demonstration and prototype grounds.

According to the consultant's study, the Dulles line would produce a net revenue gain beyond operating and maintenance costs. So, some part of the capital expenditure would probably be reimbursed to the Federal Government under the terms of the Metro Act.

Finally, I want to point to the tremendous need for this kind of Metro service on the part of the growing communities and businesses that will be developing along the Dulles corridor. The bill contemplates construction of at least two commuter stops. As the experience in Cleveland, Ohio, has demonstrated, traffic generated by these commuter stations is an important source of revenue in paying for the operation and maintenance cost of the line.

It is my hope that this bill can be enacted this year and preliminary work begun on the line as soon as possible. It is an investment in the future of air service to the Nation's Capital which cannot afford to wait.

(The bill and agency comments follow:)

92D CONGRESS
1ST SESSION

S. 2952

IN THE SENATE OF THE UNITED STATES

DECEMBER 6 (legislative day, DECEMBER 4), 1971

Mr. SPONG (for himself, Mr. BAKER, Mr. BELLMON, Mr. BIBLE, Mr. CHILES, Mr. DOMINICK, Mr. EAGLETON, Mr. NELSON, and Mr. PELL) introduced the following bill; which was read twice and referred to the Committee on Commerce

A BILL

To authorize a Federal payment for the construction of a transit line in the median of the Dulles Airport Road.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That the National Capital Transportation Act of 1969,
4 approved December 9, 1969 (83 Stat. 320), is hereby
5 amended by adding at the end thereof the following new
6 section:

7 “SEC. 9. (a) The Secretary of Transportation shall
8 make payments to the Transit Authority in such amounts
9 as may be requisitioned from time to time by the Transit
10 Authority sufficient, in the aggregate, to finance the cost

1 of designing, constructing, and equipping a rail rapid transit
2 line in the median of the Dulles Airport Road from the
3 vicinity of Virginia Highway Route 7 on the K Route of
4 the Adopted Regional System of the Dulles International
5 Airport; except that the aggregate amount of such pay-
6 ments shall not exceed \$90,000,000.

7 “(b) The transit line authorized in subsection (a)
8 of this section shall include appropriate station facilities
9 at the Dulles International Airport and at the point of
10 intersection with the Adopted Regional System, but the
11 cost of any intermediate stations on such a transit line
12 shall not be included in this authorization.

13 “(c) Upon completion of the transit line authorized in
14 this section, all transit facilities and the underlying real estate
15 interests appurtenant thereto shall become the property of
16 the Transit Authority and shall be operated by such
17 Authority.

18 “(d) It is the intent of the Congress in enacting this
19 section that the transit line authorized in this section be de-
20 signed and constructed as soon as practicable following the
21 date of the enactment of this section.

22 “(e) There is authorized to be appropriated to the Sec-
23 retary of Transportation, without fiscal year limitation, not

1 to exceed \$90,000,000 to carry out the purposes of this
2 section. The appropriations authorized in this subsection shall
3 be in addition to the appropriations authorized by section
4 3 (c) of this Act.”.

COMPTROLLER GENERAL OF THE UNITED STATES,
Washington, D.C., January 17, 1972.

Hon. WARREN G. MAGNUSON,
Chairman, Committee on Commerce,
U.S. Senate, Washington, D.C.

DEAR MR. CHAIRMAN: With respect to your request of December 13, 1971, for our views on S. 2952, a bill to authorize a Federal payment for the construction of a transit line in the median of the Dulles Airport Road, this is to advise you that we have no comment to offer.

Attached for your consideration is an editorial change which we believe should be considered by the Committee.

Sincerely yours,

ROBERT F. KELLER,
Deputy Comptroller General of the United States.

Enclosure.

On line 4 of page 2, the word "of" after System should be "to".

Senator SPONG. Now, our first witness this morning is Mr. James Beggs, the Under Secretary of the Department of Transportation. Mr. Beggs, we are very pleased to have you with us this morning.

**STATEMENT OF HON. JAMES M. BEGGS, UNDER SECRETARY,
DEPARTMENT OF TRANSPORTATION**

Mr. BEGGS. Thank you, Mr. Chairman.

I appreciate the opportunity to be here today to testify on S. 2952, the bill to authorize the extension of the Washington regional rail rapid transit system to Dulles Airport.

I am sure we all realize the special Federal responsibility to the District of Columbia, our Federal city, and its environs. Our Nation's Capital symbolizes the power and the purpose of this great country. A Federal interest in, and Federal support for Washington is, therefore quite proper.

There is, in our view, really no question as to the overall desirability of improved mass transportation to Dulles. A preliminary feasibility study conducted last year indicated that rapid rail service to Dulles could be provided from the center city in approximately 35 minutes and that this service would carry upwards of 23,000 passengers daily in 1990. Further, we are pleased with the success of the rail transit line built with the Department's assistance between downtown Cleveland and Hopkins International Airport, which serves the transit needs of air travelers as well as residents of the metropolitan area living along its path. The presence of good rapid transit to Dulles could meet similar needs and also aid us in our basic policy objective of increasing traffic into and out of that airport. Further, the median strip of the Dulles access road is already available to serve as an exclusive right-of-way for such service, both geometrically and, with proper planning, aesthetically.

We believe, however, that the authorization of a rail transit link as envisioned in S. 2952 is clearly premature at this time.

Let me share with the committee some of the problems we face in evaluating this proposal, and which have led us to believe the most prudent course is to defer action on this measure at this time.

As you know, S. 2952 envisions a linkage between the airport route and the K route of the adopted regional system. Unfortunately, the

future of the K route is now in doubt as it was to be constructed in the median strip of I-66, the construction of which has been halted by court order. It may well be that the location and/or design of I-66 will be altered as a result of this court action. An authorization of this connecting route should, therefore, await a resolution with respect to the K route.

Likewise, even assuming that the legal entanglement concerning I-66 is settled rapidly and satisfactorily, this particular line is not scheduled to be operational until 1978, 6 years hence. To construct the airport connection at this time, then, would serve no truly useful purpose. While some costs may be saved by construction now, we may well find in a year or so that newer, faster, and more efficient technology is available for the same purpose and that the airport system is outdated before it is operational. In this regard, I might add that the Department is still exploring the possibility of running a tracked air cushioned vehicle (TACV) to Dulles.

The cost of the project also raises serious questions. We have examined the feasibility study on Dulles access carried out last year, and the data would seem to indicate that the line might be self-supporting, at least based on projected costs and ridership. Clearly, a more refined look at this whole question is needed to determine the most appropriate method of financing such a project. In this regard, I would also remind the committee that the Federal Government is currently operating under extreme financial strictures, and that this is not the time, we believe, for a project which will not become operative until 6 years hence.

Before we proceed, there is one additional question that must be resolved. It has been our experience that transportation projects, if they are to be successfully implemented, must be of local concern and carry with them local commitments. A superimposed solution almost always fails; a locally selected solution is normally better suited to the precise needs of the urban area involved. The Federal Government should help supply the resources needed to select and implement such projects, but it should not make the decisions which most properly belong to the local communities themselves.

The stimulation of this mix of local interest and initiative is, of course, a delicate matter. In the area of rapid transit, however, we have found it accomplished best through a funding arrangement which requires the localities to provide one-third of the cost of federally assisted capital projects. There is an old saying that one should never look a gift horse in the mouth, and it is our fear that the local communities will take precisely that attitude when faced with 100-percent Federal financing. While we truly believe that the proposal to provide good transit service to Dulles is in the public interest, we also believe it should be fully developed, refined and supported by the metropolitan area it will serve. Further, we believe that if the local jurisdictions are not sufficiently convinced of the project's merit or importance to contribute a portion of its cost, we may be deceiving ourselves as to its real value.

I want to make it clear that our position on this measure in no way negates our support for improved transportation in this region. Our continued and strong support for the Metro system and its financial strength, our willingness to work with local governments concerning

the current bus transportation dilemma, our close cooperation with the District government to recommend a viable and effective Interstate Highway System, and our \$3 million transportation planning grant to the region all give evidence of our interest in and support of effective regional transportation.

I also pledge today to offer the full measure of the Department's expertise and experience in aiding the region to assess the place transit in the Dulles corridor has among its priorities.

The transit improvement proposed by this bill is really no more than a skeletal conception. Before the Federal Government agrees to provide assistance for a particular transit system serving Dulles, the locality should develop a solid plan of action which takes into consideration much more than just one means of providing access to Dulles Airport. It should include a thorough analysis of alternative means of providing public transportation service to Dulles, and the relative capital and operating costs of such alternatives. It must also make basic decisions with respect to service for the rapidly developing intermediate points in the Dulles corridor such as Reston. Indeed, it should consider the role and importance of service in the Dulles corridor in relation to the future development of the Washington metropolitan area as a whole. Transportation is clearly not an end in itself, and transit improvements cannot be undertaken in isolation from other basic land use decisions.

I realize that the proposal as now formulated with 100-percent Federal financing may seem to be the easiest course to follow, but in the long run I would question whether it is the best. The Department truly believes that the responsible course is to require the region to go through the hard but necessary process of analyzing this project vis-a-vis its other needs. In view of this need, and the need of the Department and WMATA to review further the unresolved questions concerning the project, we believe the wisest course would be to defer action on this legislation at this time.

Thank you, Mr. Chairman. I would now be willing to answer any questions you might have.

Senator SPONG. Thank you very much, Mr. Beggs.

As I listened to your statement, I gathered that the Department is raising three general objections to passage of this bill at this time. First, you say it is too early to authorize the project because it cannot be operational until 1978 and because it is not clear how the I-66 dispute will be resolved.

Second, you say that the community ought to share in the financing of the project rather than having it funded 100 percent by the Federal Government.

Third, you say it is not clear that the community supports the project.

I would like to comment on each of these sets of reasons and to have any comments, in turn, that you might like to offer.

First, as to the question of whether it is too early to authorize a project because it cannot be completed until 1978, 6 years from now, let me note for the record that the metro stop which is expected to be operational at National Airport in late 1975 or early 1976 was authorized by the National Capital Transportation Act of 1969, a full 6 years before it could be completed.

Beyond that, I do not see what the questions of timing which you raised have to do with an authorization bill. An authorization is merely approval of the project in concept which you say you wholeheartedly support. There is nothing in the bill which holds you to any timetable or which says you cannot drop the whole thing if, for reasons of a court decision or anything else, it cannot be done. Those are matters which are dealt with in the appropriations and planning process but I do not see that they are even relevant considerations in a decision whether or not to approve adding this line to the Metro system.

On the other hand, I think it is essential that we commit ourselves to this project, especially in view of the improvements which are presently slated for National Airport.

Now, my question. You suggest that perhaps we should wait to see what new technology might be developed which would be better than Metro. What kind of technology did you have in mind. The tracked air-cushioned vehicle? How do we know even if we wait 5 years that in another 5 years something better would not come along or in another 5 years after that? When do we stop waiting and begin acting?

Mr. BEGGS. I think it is a fair question, Mr. Chairman. The issue of the use of higher speed transportation to join the two airports was raised by the Department last year, as you know. The tracked air-cushioned vehicles are under development, both in this country and abroad, and are, I think, close to being at a stage where they can become operational. Our proposal last year was, of course, to run a high-speed link from the beltway out to Dulles, and its most immediate purpose was to serve the transpo exposition which has just been concluded. We thought it would both be a demonstration of the technology available and could become a vital link of airport access in the future.

Now, the concept of that plan was to join Dulles with National, and originally, as we viewed this thing, it looked like we could use the same corridor that is from Dulles down I-66 and ending up at National and tying into the Metro system at National. Now, with the speeds available with that kind of service, you can get better transit speeds overall and shorter transit times as between any two points connecting to Dulles than with conventional rapid rail, and so it appeared to us to be an attractive alternative to the extension of the rail line to Dulles.

Since that time, other technologies appear to be coming along relatively rapidly and might be, indeed, equally attractive. For example, the magnetic suspension and magnetic guidance vehicles appear to offer very strong possibilities for airport access use in the future, and we would think that in the same time period we are talking about here, 1970 to 1980, that they might be a better possibility for airport access than rapid rail.

Senator SPONG. In the early part of your answer you spoke of a possible connection or of using the same route envisioned by the Metro link. Do you think that a new system would have to be built all the way from Dulles to the city? I mean, do you envision a whole new system, separate and apart from the Metro system?

Mr. BEGGS. No, sir. My view last year, and it remains the same, is that what we ought to do is aim for tying the three airports in this area together; namely, Dulles, National and Friendship. When one

projects the demand for air travel up to the 1988 time period, all three of those airports will be needed almost at full capacity. My views then and now is that the three airports should be tied together in some manner.

Now, because of the distances involved and because travel time is usually quite important to the air traveler, it is my view that this should be a high-speed link. I continue to favor the idea of a track by which a vehicle ties Dulles with National or National with Friendship. The traveler could then transfer between a local flight at National and an international flight at Dulles or to a connecting flight at Friendship. In addition to that, he would have access to the Metro system at National because there will be a station at National. He can thereby tie into the Metro system throughout the metropolitan area.

Senator SPONG. What do you envision—that the passenger would have to get out at Falls Church, off of the high-speed system, and then put his baggage on the Metro system to get over to National?

Mr. BEGGS. I see no reason why the problem of handling baggage, which is a difficult one for us in air transport today, cannot be satisfactorily handle by means of through checking of bags, no matter what system you are talking about, whether is is TACV or 100-percent rapid rail. The problem is to establish a system. It is our view that in the future there are going to be downtown terminals where one checks in and can then be rid of his baggage from that point on. But that is a system that has to be set up, I think, quite independent of whichever transit system one decides on for the future.

But in answer to your specific question as to where the transfer points would be, I would envision that they would most likely be at National with the Metro station at National, and conceivably a stop somewhere in the Falls Church or I-66 area where if someone was coming from Reston he could connect with the Metro.

Senator SPONG. But you envision two systems rather than one?

Mr. BEGGS. Yes, sir; a mixed system.

Senator SPONG. A mixed system. Well, now, how does the idea of exploring new technology for the Dulles corridor square with your assertion that the community should select its own system and not have it imposed on it by somebody outside? The community has already opted for Metro. As a matter of fact, the communities outside of the District backed up their interest with money long before Congress and the District were able to do so. They decided that Metro was the thing. Now, how do you on the one hand say the community should select the system and on the other tell them to wait and see what else is developed so we can have one kind of system hooked onto another? Frankly, Mr. Beggs, the logic of that escapes me.

Mr. BEGGS. I do not think this option has ever been offered to the community, Mr. Chairman. It came up as a demonstration project in the DOT appropriations hearings last year, but it has never, to my knowledge, been offered to the community nor, indeed, has there been hearings on the addition of the Dulles access, at least not to my knowledge.

Now, the development along the access road has proceeded apace in the last several years. Reston is growing. You have growth along Route 7 and close to the access road. A system, of course, must be considered

in that context and, indeed, the desirability of the system is enhanced by that growth. But I do not think that this has been studied in detail. It was not studied in detail in the study that this committee commissioned and it has not been addressed by any of the local transit boards. We have no information as to whether there are viable options to a rapid rail extension or whether the rapid rail extension is the right solution on how the rapid rail system should be constructed along that corridor.

Senator SPONG. Well, you do favor commuter use of the new system?

Mr. BEGGS. I do, indeed.

Senator SPONG. And you would concede, I hope, that it is better to have one system than two for commuters to deal with. I mean, just as a general proposition, it would be easier for a person ticketed in Reston who wants to go either to National Airport or into the District of Columbia, to deal with one system of transportation under one management rather than having to deal with two different systems possibly under different management. It seems to me that would be hard to argue with.

Mr. BEGGS. Mr. Chairman, I would not envision that there would be two managements. I see no reason why WMATA could not run whatever system was devised. It would require transfer, but I should point out, Mr. Chairman, that even if we go the rapid rail route to Dulles there will be a requirement to transfer. In fact, there will be in any system, we normally get off one train and onto another in getting to whatever destination we are going to in quite a number of the trips. But clearly, if you were coming from Reston to a point in the city you would have to transfer anyway at some point during the trip. So, whether you get out of the tracked air cushion vehicle into a rapid rail vehicle or out of one rapid rail vehicle into another does not involve any more or less inconvenience.

Senator SPONG. I do not want to be facetious, but based on past performance I would conclude that if there is any way to put this under different managers, rather than having it run by one person it will come out that way. That is just a history of bureaucracy, I am afraid. You will have one authority for the high speed air cushion and you will have another for Metro. There also will be ideas about where TACV is going in the future compared to the Metro system, and TACV will have its own consultants and everything else. It is just a matter of the way we operate, I am afraid. All I want to do is to extend the Metro system to serve an overall coordinated airport plan and this bill somehow seemed the simplest approach.

You also question whether the Federal Government ought to be financing the Dulles line 100 percent. I would like to direct your attention to paragraph B on page 2, especially lines 11 and 12, which clearly exclude from the cost to be borne wholly by DOT, and I quote, "Any intermediate stations on such a transit line." That is left to separate negotiations and arrangements among DOT, WMATA and the local communities involved. In short, what DOT is being asked to fund, and the only thing it is being asked to fund, is rapid rail service to Dulles Airport. And, why should it not pay for it? Is Dulles not wholly owned by the Federal Government? Is the Dulles road on which the line would be built not wholly owned by the Federal Government? Did the Federal Government not wholly pay for the road

when it was built and all other facilities at Dulles? Why then should it not also undertake this project which is so essential to the future of its own airport and for the better balanced use of the two National Capital airports it owns and operates?

Now, I have already mentioned that National Airport will have a Metro stop in late 1975 or early 1976. Would it not also have by that time I-595 which would afford it very easy highway access? At the same time, is it not true that the highway link to Dulles is deteriorating in terms of traveltime and convenience due to growing congestion on the beltway and the absence of any direct fast link to the downtown center as well as the buildup of traffic on the access road itself during certain peak hours? For years, the lack of transportation argument has been made against providing a better schedule of flights at Dulles. I quoted one such statement by ATA in my opening remarks. But it appears to me that DOT is not only doing nothing to correct the situation, but it is allowing it to deteriorate further by providing better and better facilities at National while opposing basic improvement of access to Dulles.

I have asked you about five questions. I will be glad to repeat any one of them separate and apart.

Mr. BEGGS. Well, let me try to address the question from the point of view of the long-range plan, Mr. Chairman. As you know, in previous years, the use of National has been constrained by limiting the distances from National that service could be provided into National. Now, it is also true that with the advent of the stretched versions of the second generation jets that the capacity of National has been expanded. I do not view that as being necessarily bad or unfortunate in the long term, nor do I view it as being a serious problem in terms of the growth of Dulles.

For the committee, I would like to take you back to the original estimates, the projections, that were made on Dulles. To this day, we are still pretty close to the projections that were made on the service and the usage of Dulles. As a matter of fact, we are almost right on the curve in terms of financial projections that were made for Dulles. So, in terms of the plan that was laid down initially as to the usage of the two airports, we are not too far from what was laid down over 10 years ago, and I would suggest that in terms of most Federal programs that is not too bad.

Senator SPONG. Let me interrupt you at that point. Where transportation matters are concerned particularly, there are not many instances in metropolitan areas in the United States where actual travel and the use has not far exceeded projections. Take, for instance, the Richmond/Petersburg Turnpike project which could be paid off as a result of the heavy use of that facility almost 12 years ahead of projections. That experience, with the unhappy exception of the Chesapeake Bay Bridge Tunnel, is true wherever there are a great many people because of the mobility of our population.

Now, the statement that you are on target with your projections at Dulles does not say anything to me when I look at what has happened to National at the same time, because the truth of the matter is that all the overage is at National Airport. You have very admirably come here to say that the DOT seeks coordinated planning among the

airports in the area. But the history of FAA's performance is miserable. You have had a great increase in the use of these airports over and above projections. But Friendship is not doing what was projected for it. Dulles is on target, according to your analysis, but that's all. It is National that has gotten every bit of the substantial increase in the traffic originally projected for the area. The result is that not only do you have the most congested airport sitting in the midst of the densely developed center city, but there is no evidence—and this is the gut of the question that I asked you—there is no evidence that the Department of Transportation is doing anything to improve the situation at Dulles.

You have got an admitted access problem. The access highway is provided but the time it takes to get there is not being shortened because connecting highways, for one reason or another, have not been built. The fact of the matter is, here we are proposing something that is aimed at the very coordination you are espousing. It is aimed at trying to balance the traffic at least at two of the three airports, and you come up here today to say: "Wait and see," because there might be a better way of doing it.

There is always going to be a better way of doing it, but there has not been any tangible evidence in 5½ years, other than the Redskins going to the Dulles area and Transpo 1972, that the Department of Transportation is really interested in promoting Dulles Airport to exceed the very limited goals it has projected for the facility.

So while I might concede to you that Dulles is doing what some very cautious soul said it might do in the future, I do not believe it is doing enough. All the overage in passenger service is going into National Airport.

What I am asking you, is it not about time that the Department of Transportation did something for Dulles instead of giving benign blessing and lip service to the airport which seems to be what you are doing this morning. Isn't it time you come up with something material that would lead toward the coordination of these airports and more balanced use of the airports? Evidence of the Department's commitment to those goals just is not there. I think saying: "Wait and see," is not enough, Mr. Beggs. I'll be very frank to say it, too.

Mr. BEGGS. Mr. Chairman, may I add just two points to what I said before. First of all, the estimates which were made initially were not that cautious. As a matter of fact, there was at the time, as you well know, from the history of the authorizing legislation on Dulles, quite a lot of questioning as to whether the estimates would be achieved. The critics of the project said it was wildly optimistic.

Senator SPONG. I was a member of the Virginia Airport Study Commission that was involved with the location of that airport and some of what you say is quite correct.

Mr. BEGGS. But quite aside from that, when you are dealing with transit times—and that is really what we are talking about—we are talking about transit time because time is important to the air traveler and it is likely that he will opt for the mode or method that gets him to the airport in the shortest possible time. I will not and cannot argue with your statement that the beltway, particularly on the Virginia side where it is only two lanes, has caused severe congestion at times

and that has made it more difficult at the peak hours for the traveler to get to the access road.

The access road, however, is by no means, by any matter of means, in any kind of a congested state even at peak hours. The travel is at 65 miles an hour or at any speed that you wish to travel.

Senator SPONG. I have not indicated that.

Mr. BEGGS. I understand that, but the problem is on the beltway.

Senator SPONG. In fact, I am disappointed that it is so lonely riding along the access road.

Mr. BEGGS. The problem of the beltway, of course, is one that has been discussed with Mr. Fugate, and the State does intend to go ahead with the third lane on the beltway on the Virginia side. I think that will ease that problem in the immediate future. However, there is no question but that in the long term, if one wants rapid access to Dulles in order to both accelerate and to consolidate the growth that we have had out there, what you have got to ask yourself—and I think this has not been sufficiently explored—is what are the transit times as between where the origins of the trip and the airport. I am not yet convinced from the study I have seen—the one that has been referred to here a number of times—that that issue has been sufficiently explored.

All I am asking is that before we decide on the methods by which we expand the Metro system, that we fully examine the question of what transit times are likely to be experienced on the line and how well we are going to be able to integrate this system with the Metro system so as to give the traveler better access, not poorer access, to Dulles.

The growth of the regional airports in this area we think is something that—as you have stated a number of times, Mr. Chairman, and we appreciate your comments—needs to be coordinated. The ultimate use of Dulles to carry the bulk of the traffic is, of course, the long-range objective and I think it is a desirable objective both from the departmental point of view, from the point of view of the national air system, and certainly from the point of view of reducing the congestion that exists at any one point in the system.

We favor balanced growth between National and Dulles. As a matter of fact, we favor balanced growth between National, Dulles, and Friendship, and I think that you will see the policies of the Department heading more in that direction, and in the very near future.

Senator SPONG. Well, I hope so, and it is not serving any useful purpose for me to sit here and peck at you. But I have this opportunity for an exchange and I feel a responsibility to say this: We have had many hearings in the Commerce and District of Columbia Committees and the position expressed at times by some DOT representatives has been that throughout the metropolitan areas of the United States we must have coordinated planning for transportation, yet here in the Nation's Capital, we have three airports, two of them uniquely owned and operated by the Federal Government, two airports underutilized and one horribly overutilized.

This is no example for the rest of the Nation on how to achieve coordinated planning. This situation has not only been allowed to exist but the history is that it has been encouraged whether by design or not. Take the stretch jets. The fact is, we were told that they were not going into National and one of the reasons assigned for their not going in was that it would do harm to Friendship and Dulles. And now the

facts bear out that it has done harm. That does not go to the question of whether the traveler is more inconvenienced by the use of the stretch jets or not. The fact is, that a good lawyer can take a 7-year history—so I go back beyond the administration with which you have been connected—and make out a good case that National has been promoted and encouraged to flourish to the detriment of the other two airports. I think this is a bad example for the rest of the country particularly because of the Federal connection with these airports. I agree with you that we have got to have coordinated planning. But he who would clean up the world must first clean up his own doorstep, and I think we have not yet seen evidence of what, in my judgment, is coordinated planning in the public interest at the Federal level.

Now, there is always a distinction made between the interest of the traveler and the interests of those who live near airports. I am talking about the public interest as a whole in the planning and the development of these three airports, and on that note, I am going to make one last observation to you.

You question whether the communities in the Dulles area support this bill as introduced. I think the hearings will give us the answer to that. We have people here from those communities and we will hear from them.

One more footnote in history, I think you will find that in 1970 or 1971 the projections for passenger use of the airports were revised downward at Dulles and upward for National. I want the record to reflect that.

Mr. BEGGS. That is true.

Senator SPONG. I want to thank you very much for your appearance here. I am going to submit to you maybe 10 or 15 nit-picking questions about some of the technology involved here, and we would appreciate you answering those for the record. Thank you for being here.

Mr. BEGGS. Thank you, Mr. Chairman.

Senator SPONG. Joseph Fisher, chairman of the board of the Washington Metropolitan Area Transit Authority. Mr. Fisher, in the interest of time, I am going to ask you if you would be offended if you went ahead and I went and voted and came right back to question you. We have got a vote on the floor. I have had an opportunity to look at some of your statement already but I will be right back with you if you would proceed for the record. It will be just a matter of minutes.

STATEMENT OF JOSEPH L. FISHER, CHAIRMAN OF THE BOARD OF DIRECTORS, WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY; ACCOMPANIED BY JACKSON GRAHAM, GENERAL MANAGER; WARREN QUENSTEDT, DEPUTY GENERAL MANAGER; WILLIAM I. HERMAN, DIRECTOR OF PLANNING; AND JOHN R. KENNEDY, GENERAL COUNSEL

Mr. FISHER. I have with me this morning, on my left, Jackson Graham, the general manager of the authority; Warren Quenstedt, the deputy general manager; William Herman, director of planning; and John Kennedy, our general counsel.

We are here today, of course, to offer the views of the transit authority with respect to this bill "to authorize a Federal payment for

construction of the transit line in the median of the Dulles Airport road."

This bill would amend the National Capital Transportation Act of 1969 by adding a new section to the law which would authorize the Secretary of Transportation to make payments to the transit authority in amounts required from time to time, not to exceed \$90 million, sufficient in the aggregate to finance the cost of designing, constructing and equipping a rail rapid transit line in the median of the Dulles Airport Road from the vicinity of the Virginia Highway Route 7 on the K route of the adopted regional system to the Dulles International Airport. Under the bill, the transit line authorized would include appropriate station facilities at the airport and at the point of intersection with the adopted regional system (ARS), but the cost of any intermediate stations would not be included in the authorization. Upon completion of the line, the transit facilities and the underlying real estate interests would become the property of the transit authority and would be operated by the authority.

The National Capital Transportation Act of 1969 authorized the Secretary of Transportation to contract with the transit authority for a comprehensive study of the feasibility, including preliminary engineering, of extending a transit line in the median of the Dulles Airport Road to the Dulles International Airport. The study was undertaken and completed by the transit authority and copies have been furnished to the committee.

In conducting the study, five service alternatives from the airport were considered:

1. Express shuttle service to a transfer station on the Metro route "K", the so-called Nutley Road line;
2. Local shuttle service to the transfer station with two intermediate stops, one near Reston and the other on Route 7 not too far from the Wolf Trap Farm;
3. Integrated express service to downtown Washington;
4. Integrated local service with the two intermediate stops to downtown Washington; and
5. Express service to a transportation center in Rosslyn.

The study encompassed requirements for rights-of-way, fixed facilities and vehicles as well as alternative methods and schedules of operation. Estimated capital and operating costs relating to these factors were also developed. Forecasts were made for various timeframes to estimate the numbers of travelers who would make use of the service, and revenues generated by this traffic were projected. Based upon the fare structure used in the 98-mile ARS revenue projections, for our whole system now, a fare of \$1.35 from Dulles Airport to downtown was assumed for revenue projections in the study of the proposed line.

With regard to the physical characteristics of the line, there appear to be no obstacles to early development. The Dulles access highway median is adequate in width and in vertical and horizontal curvature. Moreover, a clean and well-maintained rail line would not be detrimental to either the functioning or appearance of this attractive artery. A subway approach to the airport terminal itself is practical and would provide the highest degree of convenience to air travelers and others visiting—or employed in—the facilities. Preliminary estimates by the Transit Authority indicate that the line could be opened for

revenue service in mid-1978. In indicating a mid-1978 operation date, it is presumed that general plan development could begin in 1972 and the major construction effort could take place between 1975 and 1977. It would be feasible to open the Dulles extension in advance of 1978 assuming early availability of design and construction funds and an immediate resolution of planning and design uncertainties in Arlington and Fairfax Counties and in the I-66 corridor.

The study assumes dual, steel rail trackage similar to the equipment planned for the Metro system. It is reliable, well proven, economical and easy to maintain. The line will be just under 17 miles long. Running times have been based on train operations at a maximum speed of 80 miles per hour—a speed which could be maintained over approximately 80 percent of the line. High-performance, computer-controlled rapid transit cars such as now operate on a number of systems throughout the world and are on order for Metro are wholly suitable for airport service.

The consultant's study, which forms the basis of this presentation, projects encouraging daily traffic volumes for the various service alternatives. Based upon Federal Aviation Administration forecasts that over 25 million airline passengers will pass through Dulles Airport in 1990, the Dulles extension service integrated with the balance of the Metro system is estimated to carry over 23,000 daily airport passengers. Thus, approximately one out of every six airport-oriented trips would be made on Metro. All of these trips would be in addition to present Metro forecasts and none would represent diversion from other Metro stations.

The study also presents capital costs for fixed facilities and vehicles for each service alternative. The higher cost of the Rosslyn system is due to the substantially longer route and complex terminal facilities at Rosslyn. Adjusted revenues, which reflect diversion of patronage from the Nutley Road line, are then compared with operating costs to determine net revenue. The deduction of depreciation leaves revenue which is available for financing each service alternative. While all alternatives will make some contribution, the largest amounts will be generated by the integrated services, integrated with the rest of the Metro system.

With respect to the alternatives studied by the consultant, we concur with the consultant that integrated service tying into Metro is far more desirable than a shuttle service requiring transfers at the West Falls Church Station. Senator Spong has already brought out some of the difficulties of such a transfer. We also feel that the two intermediate stops studied by the consultant—Route 7 and Reston—should be included as part of the Dulles-Metro extension. The two stops would serve not only present and potential Government facilities in their vicinities, but would provide additional service for patrons of the Dulles Airport. In this connection, we suggest that the Congress may wish to consider increasing the authorization from \$90 million to \$95 million for the required financing of these facilities.

In summary, Dulles Airport rail service should merit consideration as a vital link with what will be the area's most important airport and as an important branch of the Metropolitan Washington rapid transit system.

Senator SPONG. Mr. Fisher, again, I want to apologize to you for my necessary departure. The Senate is going to try to vote four times in the next 2 hours, so I am afraid I will be running over there quite frequently.

In your statement, you urge that the authorization contained in S. 2952 be increased by \$5 million to cover the cost of intermediate stops. If the addition of that amount would jeopardize passage of the bill, would you still maintain your position?

Mr. FISHER. If I were convinced that was the case, I would not maintain that position.

Senator SPONG. Mr. Beggs suggested that even with a Metro hook-up, passengers getting on this line at Dulles or any of the intermediate stops would have to transfer somewhere along the line. Is that your understanding?

Mr. FISHER. That is my understanding of his position; yes.

Senator SPONG. Is that your understanding of what would be the case?

Mr. FISHER. Yes; that they would have to transfer, if I understand your question correctly. If a different type of system is installed other than Metro running out to Dulles, then there would have to be a transfer from that system.

Senator SPONG. No. What I have reference to is Mr. Beggs' statement that even if this system were adopted and we had an extension of Metro going to Dulles, that there would still have to be transfers.

Mr. FISHER. No. I do not see why there would have to be. I misunderstood you.

Senator SPONG. Well, I thank you very much. Do any of the gentlemen accompanying you have anything to say in response to either of the questions I addressed to Mr. Fisher?

Mr. GRAHAM. Just in further amplification of what the chairman just said, the study that has been referred to did consider five options for service between Dulles and downtown. Two of those options would provide direct service from Dulles downtown, either integrated express or integrated local, but certainly would require no transfer, and trips would require 33 to 35 minutes for that.

Senator SPONG. Thank you. We appreciate you being here this morning.

Mr. Rufus Phillips, member of the Board of Fairfax County Supervisors. We are pleased to have you with us this morning.

STATEMENT OF RUFUS PHILLIPS, MEMBER, BOARD OF SUPERVISORS, FAIRFAX COUNTY

Mr. PHILLIPS. Thank you very much.

I have with me Mr. Paul Ruden, on my right, who is the president of the Reston Community Association; and on my left, Mr. Richard Bennett, who is a member of the Herndon City Council and former mayor.

I have a statement, Mr. Chairman, which I will read to you, and then Mr. Ruden and Mr. Bennett have a couple of remarks that they would like to make.

Mr. Chairman, it is a pleasure to appear before this committee on behalf of Fairfax County to discuss S. 2952, a bill to authorize a Federal payment for the construction of a transit line in the median of the Dulles Airport road.

This particular piece of legislation is of extreme importance to Fairfax County as well as to the entire National Capital region. A study, financed with federal funds and initiated by you, Senator Spong, has clearly demonstrated the feasibility of an extension of Metro to serve Dulles Airport. The need is now and prompt action by this committee is essential.

Consequently, Mr. Chairman, the Fairfax County Board of Supervisors endorses S. 2952 and urges its early passage.

Dulles Airport will be and should be the region's principal airport. The Federal Aviation Administration forecasts that by 1990, over 25 million airline passengers will pass through Dulles Airport, and I would submit, Mr. Chairman, that those forecasts are probably over-conservative. Even the Dulles access road is underused and as limited as it is cannot accommodate this volume of people. The air show of a couple of years ago and Transpo of 2 weeks ago have proven that traffic conditions to Dulles can rapidly become difficult, if not intolerable. With the proposed Metro link, a trip from 12th and G Streets in the heart of downtown Washington to Dulles Airport can be made in 35 minutes regardless of traffic or weather conditions.

Furthermore, Mr. Chairman, Fairfax County's plans, as well as those of Loudoun County, call for intensive airport oriented development in the vicinity of Dulles. These concentrations of development, mostly industrial, will provide further use of and need for the Metro extension to Dulles Airport. Fairfax County has always assumed and supported this extension and its early realization as a prerequisite for the orderly, controlled development of one of the fastest growing counties in the United States.

The need and justification of the Dulles-Metro extension are so apparent, Mr. Chairman, that I will devote the remainder of my remarks to our proposed amendments to your bill.

We recommend the inclusion in the bill of intermediate stations at Tysons Corner and at Reston. The consultant's report indicates that by 1990 at least 7,000 daily trips will have their origin or destination at these two stations. Anyone familiar with present and anticipated development at Tysons Corner, which will be served by the Route 7 station, or at Reston and Herndon will agree that these must be conservative forecasts.

For example, population at Tysons Corner could grow to as much as 40,000 during the period 1980-90, and employment could reach as high as 85,000. The comparable figures for Reston are 75,000 population and about 30,000 employment and for Herndon about 30,000 to 40,000 people.

Mr. Chairman, Fairfax County believes that these density forecasts, in addition to the heavy patronage from adjoining areas which would

utilize feeder buses to connect with the two recommended Metro stations, warrant and require the provision of the two stations. And I would particularly like to point out that the provision of these two stations would add only 2 minutes to the running time of the Metro train from Dulles to downtown Washington.

I cannot believe that the difference between 33 and 35 minutes would deter any airline travelers from making this trip by Metro, while it would immeasurably benefit thousands of people.

The other recommendation of Fairfax County is to change the authorization of funds from \$90 million to \$95 million. Mr. Chairman, Fairfax County's share of Metro is now \$84.7 million. We cannot afford, at this time, additional funds, since our contribution from the State of Virginia is minimal. The present Dulles access road goes through the heart of Fairfax County like the Chinese Wall. It severs the county in two parts but cannot be used by county residents. The construction of a Metro extension to Dulles Airport, without accessibility to county residents, would further accentuate this very difficult and unfair situation. By providing these stations, the Federal Government would, in an important way, be moderating and overcoming this barrier, thus assuring that the adverse effects on our citizenry of the present right-of-way barrier would be greatly alleviated. Thus, we feel there is strong justification for Federal financing by adding the cost of the two stations—\$5 million—to the total authorization now contained in the bill.

In summary, Mr. Chairman, Fairfax County supports S. 2952 and recommends that it be amended to provide for two intermediate stations along with the required financing for these facilities. I thank you for the opportunity to present our views and I shall be pleased to respond to any questions the committee may ask.

Senator SPONG. Thank you very much, Mr. Phillips, for your testimony. I believe we will hear from Mr. Ruden and Mr. Bennett, and then I might ask the three of you questions.

STATEMENT OF PAUL RUDEN, PRESIDENT, RESTON COMMUNITY ASSOCIATION

Mr. RUDEN. Thank you, Mr. Chairman.

My name is Paul Ruden. I am president of the Reston Community Association, which is a nonprofit corporation which through an elected board of directors represents the some 20,000 persons who now reside in Reston.

In an effort to conserve the committee's time, I will attempt to summarize the prepared statement which I have submitted.

Senator SPONG. We will receive your statement, Mr. Ruden, in its entirety, and you may testify in any way you wish, and bless you for conserving time.

Mr. RUDEN. I think there are several major points we want to make, Mr. Chairman, the first being that given the population projections for Northwest Fairfax County, it is our view that if some major steps are not taken soon to alleviate the transportation problems which are coming we are going to face a major transportation crisis in that area before 1980. We anticipate that the total population of northwest Fair-

fax by 1980 will equal 25 to 30 percent of the entire population of Fairfax County today. So it would appear to us that there is need for urgent action before the crisis gets here.

In particular, Tysons Corner, which is a major commercial complex at the intersection of Route 7 and Route 123, is nowhere near the completion of its development and eventually that complex, given today's indications, will cut off northwest Fairfax from reasonable motor vehicle access to Washington.

Most of the area of Northwest Fairfax is covered by various land use master plans which provide for or will allow the kind of growth which we have described. These plans provide for clustered development which, in our view, is the soundest land use policy which Fairfax County could adopt. Reston-Herndon represents one such major cluster of population which is being developed pursuant to these plans and, as Mr. Phillips has indicated, both areas are planned as major employment centers.

I am sure the committee is probably familiar with the planned move to Reston by the U.S. Geological Survey and the National Education Association, just to mention a few.

It appears to us that there is an obvious relationship between this type of clustered development policy on the one hand, and the need for viable, adequate mass transportation facilities on the other. Neither of these may be possible without the other. The development of these areas in terms of residential, commercial and industrial use is already begun and, therefore, the question is whether we are going to catch up in terms of transportation services.

We see the only apparent solution to be an extension of the Metro system as your bill would authorize. Most importantly here, lest there is any doubt as to the attractiveness of mass transportation facilities to this area, we would like to offer for the record the history of the Reston commuter bus system as an example of the viability of such service.

The commuter bus service between Reston and Washington was initiated by the Reston Community Association on a purely voluntary basis in 1968. In March of that year, the average daily passenger volume was 50 persons. In February 1971, the bus service carried on an average day 1,214 persons to multiple destinations throughout Washington. For the full year 1971, more than 240,000 passengers were carried. The bus service utilized 34 bus trips per day at yearend 1971, grossed \$290,983 in revenue, and became so large that it was split off from the association as a separate nonprofit corporation. It conservatively estimates its daily passenger volume will increase to 1,800 persons in 1972. I would like to supply the committee with a copy of the 1971 annual report of the Reston commuter bus, which contains some very enlightening statistics in this regard.

It seems obvious to us, Mr. Chairman, that the commuter bus system is meeting very substantial needs today and performing a very valuable function in reducing the number of motor vehicles now on the road. It is equally evident, however, that mass rail transportation is the sensible solution, not only for Reston but also for the surrounding area which will grow dramatically by 1980. Consequently, we would refer to this experience as simply a conclusive demonstration that the

communities will support modern, adequate mass transportation facilities at reasonable prices and will make a major contribution to the economic viability of the Metro extension which your bill proposes.

We most strongly urge the passage of this bill as the least costly and most desirable way of meeting these problems in the future. Thank you very much for the opportunity to be here.

Senator SPONG. Thank you very much, Mr. Ruden, and this commuter bus annual report of 1971 will be received in the record and made a part thereof.

(The statement follows:)

STATEMENT OF PAUL M. RUDEN, PRESIDENT, RESTON COMMUNITY ASSOCIATION

Mr. Chairman and members of the committee, the Reston Community Association appreciates this opportunity to comment on S. 2952, a bill to authorize the financing of an extension of the Metro system to Dulles Airport. We believe that passage of this bill is of vital public necessity.

By way of background, the Reston Community Association is a nonprofit, non-stock Virginia corporation which, through an elected board of directors, represents a community of almost 20,000 persons. RCA was created in 1968 to serve as a vehicle for citizen influence on the developer of Reston, Fairfax County and any other agency whose decisions affect the welfare of Reston residents. We participate regularly and actively in the many policy decisions which affect Reston and continuously monitor development planning and the development process in Reston and Fairfax County generally.

One of the Association's principal concerns for some time has been the adequacy of transportation facilities between northwest Fairfax County and Washington and the relationship between such facilities and the County's policy in favor of clustering of residential and commercial development in major centralized hubs. The Reston Community Association has, for example, always resisted the strip commercial development of Route 7 between Tyson's Corner and Route 606. The pressure for such development is large and growing. Even if our resistance in this regard is successful, however, the basic transportation problem for us will not be solved. The situation is so serious that if major steps are not taken soon we predict a major transportation crisis will ensue in northwest Fairfax before 1980. The known facts are rather startling.

Reston today is approaching a population of 20,000 persons. The Master Plan for the town provides for an ultimate population of approximately 80,000, a level which will be achieved before 1980 if past growth rates are any indication. The Town of Herndon, which is immediately adjacent to Reston, has a current population of almost 7,000. By 1980, Reston, Herndon and the immediately surrounding area will hold a population level equal to 25 to 30 percent of the present population of all of Fairfax County! If additional density increases are allowed through the zoning process in areas immediately surrounding Reston-Herndon, these projections may prove to be very conservative. The Committee will note that these figures do not include the population cluster at Sterling Park, just across the Loudoun County line on Route 7. Even a casual glance at a road map of the area will indicate the consequences of the competition for road space which will result from growth of this magnitude.

We emphasize that most of this area is covered by various land use master plans, including both the Reston plan and the Upper Potomac Plan. These plans provide for clustering of development as opposed to the more usual suburban sprawl. Reston-Herndon represents one such major cluster. Both Reston and the Dulles Airport area itself are planned as major employment centers. The Committee is probably familiar with the planned move to Reston by the U.S. Geological Survey and the National Education Association.

There is an obvious relationship between such clustered-development policy, on the one hand, and the need for, and economic viability of, adequate mass transportation facilities. Full implementation of these sound land use policies is not possible without such transportation facilities, while those facilities may not be economically sound without this type of development.

The development has already begun and is well under way. The question therefore is whether we will catch up with transportation services in time. If

the steps are not initiated soon, the still embryonic development of the Tyson's Corner commercial complex will by 1980 effectively cut off from reasonable access to Washington by motor vehicle the more than 100,000 persons then residing in northwest Fairfax.

The only apparent solution to this problem is the construction of an extension of Metro to Dulles Airport with an intermediate stop at Reston. Lest there be any doubt as to the attractiveness of such mass transportation facilities to the Reston-Herndon area, we offer the history of the Reston Commuter Bus system as an example of the viability of such service. The commuter bus service between Reston and Washington was initiated by the Reston Community Association on a purely volunteer basis in 1968. In March of that year the average daily passenger volume was 50 persons. In February, 1971, the bus service carried on an average day 1,214 persons to multiple destinations throughout Washington. For the full year 1971, more than 240,000 passengers were carried. The bus service utilized 34 bus trips per day at year-end 1971, grossed \$290,983 in revenue and became so large that it was split off from the Association as a separate nonprofit corporation. The new Reston Commuter Bus, Inc. conservatively estimates its daily passenger volume will increase to 1,800 persons in 1972. We would like to provide the Committee with a copy of the RCB annual report for 1971, which includes some very enlightening statistics.

It is obvious that the commuter bus system is meeting a substantial need and performing a valuable function in reducing the number of motor vehicles on the road. Nevertheless, as population increases and traffic conditions worsen, the time and cost of a trip to Washington by any motor vehicle will increase. Mass rail transportation is the sensible solution, not only for Reston but also for the surrounding area which will inevitably grow substantially by 1980. Some projections show an ultimate population for northwest Fairfax of more than 200,000 persons. The experience of the Reston Commuter Bus System merely demonstrates both the need for and the public response to mass transportation facilities in this area. We believe that the cost of the Metro extension must eventually be paid in any case—for pointless construction of new roads and in wasted time and other resources. We most strongly urge the passage of S. 2952 as the least costly and most desirable alternative and again thank the Committee for the opportunity to appear.

STATEMENT OF RICHARD E. BENNETT, MEMBER, HERNDON CITY COUNCIL, AND FORMER MAYOR

Mr. BENNETT. I am taking Gary Lopp's place, the mayor of Herndon, who sends his regrets at his inability to appear.

This is a short statement prepared by Mr. Lopp.

The Town Council of Herndon, Va. supports Senate bill 2952 to authorize Federal payment for the construction of a transit line in the median of the Dulles Airport Road.

The council further supports the bill in view of the fact that it authorizes construction of appropriate intermediate stations which is an important aspect of its financial feasibility.

The present and projected growth rate of Herndon and its surrounding area assures user support in the same manner that Cleveland's airport line shows justification for investment.

Mr. Chairman, we are the nearest municipality to the airport and our position is historically consistent. We have supported this from the beginning and we have appeared at hearings to support this feasibility study. We also worked for years and appeared before the ICC to prevent the abandonment of the Government-owned right-of-way with the idea of serving Crystal City and National Airport and the Potomac Yards and the Dulles Airport. So this is a continued support of your work.

Senator SPONG. Thank you very much. I do recall the testimony from the town of Herndon in the earlier hearings we have had with regard to the authorization of that study.

Let me ask all of you the same question I put to Mr. Fisher. Mr. Phillips, you had a suggestion that the commuter stations be financed by the Federal Government. Would you still support the bill if that could not be done and if you knew that the passage of the bill would be jeopardized by the additional requirement of the \$5 million or more?

Mr. PHILLIPS. Yes, sir. Fairfax County would support that bill. Our problem is that we would like some help with the financing, but on the other hand, we feel that the line is most important. I would very much like to emphasize that in view of Mr. Beggs' testimony. I do not want and would not like to have the Department of Transportation or anybody else saying that we in Fairfax County are, in effect, looking a gift horse in the mouth, and I want to make it also very clear that this line has the complete community support of the northwestern part of the county, as well as the entire county support because I introduced a resolution at the board of supervisors earlier this year which had unanimous approval of the entire board from the entire county.

Senator SPONG. Thank you. Would either Mr. Ruden or Mr. Bennett like to add anything?

Mr. RUDEN. No, sir. We concur in what Mr. Phillips said fully.

Senator SPONG. Your response would be the same with regard to the jeopardy of the bill?

Mr. RUDEN. Yes, Mr. Chairman; it would.

Mr. BENNETT. Sir, I did not understand the jeopardy aspect. Was it a question that this would place the bill in jeopardy and then it would be if we want to take that risk?

Senator SPONG. I would not want to suggest that it would put it in jeopardy. I think that is maybe not the word I would like to use. I would just say that if it is not feasible to raise the authorization to provide for Federal financing of the commuter stops, would you still be in favor of the legislation?

Mr. BENNETT. Personally, sir, I would like to reaffirm that with the rest of the council and the mayor before I would make it a public statement.

Senator SPONG. This record will be kept open, and I would much appreciate your responding to that for the record.

Now, Mr. Phillips, I would like to ask you if anyone has ever consulted, to your knowledge, the officials of Fairfax County with regard to the TACV Mr. Beggs spoke of earlier?

Mr. PHILLIPS. No, sir. We were not consulted on that, neither the idea of putting a demonstration project in Fairfax County, nor in having the regional system, and I might say that I believe it to be the sentiment of the board—and it is certainly mine, as a transportation planner, which I am when I am not serving on the board—that it is not feasible, in my opinion, to consider having two different rapid rail systems in effect serving the same region. I do not understand the feasibility of that in any sense whatsoever.

Senator SPONG. Mr. Ruden, has anyone in the Reston community or connected with your organization been consulted with regard to the desirability of the TACV?

Mr. RUDEN. No, Mr. Chairman, to my knowledge, we have not been. I think we share Mr. Phillips' view on that subject. I am also a transportation lawyer, as fate would have it, and we would like to see an integrated single system which can provide through transportation, and we think that is the kind of system the people would want and the people would support.

Senator SPONG. I think the record should show at this point that these three witnesses from the northern Virginia area—one of whom is a transportation planner, another a transportation lawyer, and the third an airline pilot—are well qualified to wear more hats than those in which they appear here this morning. In my judgment, this adds weight to the testimony they have brought to the committee.

Mr. Bennett, has the Herndon Council been consulted by anyone with regard to the alternative desirability of the TACV?

Mr. BENNETT. Not to my knowledge, no.

Senator SPONG. I would like to say that one of the principal reasons that I introduced legislation to bring these airports under some type of regional authority some years ago was to give the communities that they serve some opportunity to participate in the decisions that would affect the development of the airport. They are the only two airports in the United States where there is absolutely no citizen representation through appointment by local bodies or appointment to an authority. The TACV proposal is an example of why this is needed. Here we have had this proposal thrown around for some time and, in my judgment, none of the localities affected have been consulted about it at all. I think it is essential to have some type of participation by the localities affected by the future development and utilization of these airports and I very much appreciate all of you appearing here this morning.

Mr. Bennett, we will await your further response to the last question.

Thank you.

Mr. PHILLIPS. Thank you very much, Mr. Chairman. I think we agree with you entirely in your latter conclusion.

Senator SPONG. Mr. Paul Walstad, vice chairman, Loudoun County Board of Supervisors.

Mr. Walstad, we are delighted to have you with us this morning and I notice you are accompanied by the chairman of the board.

STATEMENT OF PAUL J. WALSTAD, VICE CHAIRMAN, LOUDOUN COUNTY BOARD OF SUPERVISORS; ACCOMPANIED BY WILLIAM CROSSMAN, CHAIRMAN; AND PHILLIP BOLEN, COUNTY ADMINISTRATOR

Mr. WALSTAD. That is right. Mr. Crossman is the chairman of the Loudoun County Board of Supervisors.

Senator SPONG. We are very pleased to have both of you.

Mr. WALSTAD. This is Phillip Bolen, our county administrator for Loudoun County.

Senator SPONG. Yes, I know Mr. Bolen.

Mr. WALSTAD. Mr. Chairman, we deeply appreciate the opportunity to appear before this committee in support of S. 2952. We do not have a formal resolution of our board to present to the committee today.

Regrettably, we were not aware of these hearings prior to our last board meeting, but we have polled each member of our board independently and each has expressed his wholehearted support for the bill. We are here, therefore, to endorse and recommend to you on behalf of our county that the committee approve S. 2952 to authorize construction of a rapid rail transit line to Dulles International Airport.

You know, Mr. Chairman, how beautiful Dulles Airport is. You may not be aware—I believe you are, though—that most of the countryside that surrounds that airport is in Loudoun County, so we call it our airport. It is the focal point of our planning for industrial development in the area.

I am going to skip over a part of my prepared talk today, the prepared text, Mr. Chairman, to save time.

Senator SPONG. All of your statement will be received in the record.

Mr. WALSTAD. We feel your proposal is vitally needed. There is no question about it, an extension of the Metro rapid transit system to the airport would help Dulles realize its potential and lessen the load on National. We are in no way advocating closing of National. National is needed and it is serving a most useful purpose for the metropolitan area, but the traffic into National needs to be lessened. Yet this cannot occur or will not occur unless it is easy for the populace to utilize Dulles. By balancing the load between the airports, more efficient service could be provided at both.

The median strip on the access highway provides an excellent vehicle for providing mass transportation to Dulles Airport without incurring the cost of land acquisition. I noted on a recent trip to Chicago that they have run a mass transit line in the median strip of the highway to O'Hare Airport.

There would, of course, be other benefits which would directly affect the people of our country. Rapid transit services to Dulles airport would provide the residents of Loudoun County and Fairfax, many of whom commute into the metropolitan region, the advantage of a balanced transportation network. It would expand the metro system in the most logical and needed direction. Our planning staff informs us that at present we have, within a 5-mile radius of Dulles, more than 20,000 citizens, a large percentage of whom are employed in the metropolitan area. It is projected that by 1985 the number who commute daily will double. Now, this is probably a conservative estimate since it is projected that Loudoun County will experience more than a 20 percent increase in population in less than 5 years.

The rapid transit link to Dulles would greatly relieve or at least lessen the necessity for costly new and/or greatly expanded highways that these commuters would otherwise require. It will help also to protect the natural environment around Dulles and in northern Virginia. And it will doubtlessly save untold manhours of commuting. It would obviously help the fight against air pollution in the area and would preserve the center core of the metropolitan area by providing this easy and inexpensive access to and from the city.

As recently as this January, our board of supervisors took a trip to England, sponsored by the National Trust for Historic Preservation—I might add, not at public expense—to study English land use planning. English planners maintain that the United States is at the

point that England reached in 1945 in its land planning methods. I do not know whether I agree with that statement or not, but it is their contention. We were impressed by the fact that the English have been fairly successful in keeping their cities contained within certain defined limits and in preventing the urban sprawl which is plaguing our country. We are especially feeling the effect of this sprawl in Loudoun County. Rapid transit is one of the mechanisms used in England to preserve the integrity of the cities and the beauty of the countryside. The Congress has long recognized the value of rapid transit and has encouraged it, but the factors I have just mentioned have not been the main motivating factors—but they should be.

We further encourage rapid transit to Dulles since it would itself encourage commercial and industrial development around the airport rather than scattered elsewhere, to the advantage of not only Loudoun County but the whole area. We feel that with proper planning we can preserve the beauty of the countryside around Dulles while accommodating this new industry. Xerox Corp. recently began construction of a \$15 million complex in Loudoun County. What attracted Xerox was the easy access to and from Dulles for its personnel and employees who will come from all areas of the country and the world. The complex being built will be a great asset to the county and to the Nation. There is also a \$365 million skyway-to-highway hotel convention and business center being planned near the airport, also to be located in Loudoun County. Others will also come, particularly if this bill is approved and the rapid transit link is provided.

The development of Dulles' potential will help this area maintain itself as the center of world activity. Transpo '72 brought people from all areas of the world and in the metropolitan area to Dulles, but these people are now handicapped by having to have a car or the money to afford other means of transportation such as buses or taxis.

We assume, in saying all of this, that the Congress will authorize the construction of this mass transit link in such a manner so as to allow the general public, and not just airline passengers and employees, to have access to the system which will terminate or begin at the airport. We feel it would be a mistake to limit access to the new system for the reasons stated, and any limitation of passengers would make it very difficult, if not impossible, for the system to be economical. Many of the tremendous advantages of this system would be lost if it is not opened to the general public. The committee is aware that access to Dulles road was limited; this has been found in recent days to have been an unfortunate mistake in our arterial road planning and efforts are now underway to seek greater access provided to that road.

Loudoun County is most willing to cooperate with the Congress in any way it can within its resources and ability to do so, to help make this new rapid transit link a reality.

Mr. Chairman, this concludes our statement. I would like to add, in view of your questions to the other witnesses with regard to if the bill will be threatened if these stations are not provided, what our position would be. We would definitely be in favor of the proposal even if it only ran to the airport with no intermediate stops. Of course, we can well take that position since it would only come to our county for a short way. On the other hand, Mr. Chairman, I can foresee that if the

line is only open to the airport that there are going to be probably thousands, literally thousands, from Loudoun County/Herndon/Reston areas that are probably going to try to come to Dulles to use those facilities, and this could cause confusion and congestion around the airport proper. So I would suggest to the committee that consideration would have to be given to the location of a station possibly outside the airport proper to allow these various areas to at least funnel near the airport so that they could board the system to travel to Washington.

Senator SPONG. Well, I thank you very much for your testimony. Your county, of course, will be vitally affected by the development of this system as you have so well pointed out.

You anticipated one of my questions. I wonder if you or your associates might answer the other which I put to the other witnesses. Has your board or anyone in an official capacity at Loudoun been consulted with regard to the desirability of a TACV system as an alternative to this?

Mr. WALSTAD. I do not think it has been proposed to us formally at all, Mr. Chairman, or informally.

Senator SPONG. Has there been any discussion at all among the executive branch of the government of Loudoun County?

Mr. BOLEN. Not that I know of, sir.

Senator SPONG. Well, I thank you very much for being with us this morning.

(The statement follows:)

STATEMENT OF PAUL J. WALSTAD, VICE-CHAIRMAN, LOUDOUN COUNTY BOARD OF SUPERVISORS

Mr. Chairman and distinguished members of the Senate Commerce Committee. I am Paul J. Walstad, Vice Chairman of the Loudoun County Board of Supervisors. On behalf of the Board, I would like to thank this Committee for giving us the opportunity to present testimony in support of S. 2952. Accompanying me today are Mr. William Crossman, Chairman of the Loudoun County Board of Supervisors, and Mr. Phillip Bolen our County Administrator. Mr. Crossman, our Chairman, asked me to make this statement to the Committee since I represent the most densely populated district in Loudoun County and the District which adjoins Dulles International Airport.

We have no formal resolution of our Board to present to this Committee today. Regretably, we were not aware of this hearing prior to our last Board meeting and therefore had no opportunity to have the Board officially express its position on this legislation. We have, however, polled each member of the Board and the Board has indicated its enthusiastic and whole-hearted support for S. 2952. We endorse and recommend to you, on behalf of the people of our County, that this Committee approve S. 2952 to authorize construction of a rapid rail transit line to Dulles International Airport.

You all know Dulles is one of the finest airports in the world—it is a beautiful airport. Dignitaries from around the world come to Dulles—they are impressed with its spaciousness, with its visual order, with its planning. They are also impressed by the beautiful countryside encompassing the airport. You may not have known, but most of that countryside is Loudoun County. We are proud of "our" airport—Dulles is our largest industry and is the focal point of our planning for industrial development.

Unlike any other international airport, you don't have to walk a mile, or two miles—or if you have been to Chicago, O'Hara—three miles, to get from your car to the plane or vice versa. At Dulles you don't have to crawl over people to get your bags, or worry about your wife being crushed by a mob of people while you try to make a phone call. Those of you who come into National Airport on a Friday evening between four and eight o'clock know what chaos is. National is

a mess at that time. If I know I am flying back to Washington on a Friday evening, I try to fly into Dulles—if a flight is available—or to take a late evening flight into National.

This congestion is caused by a number of factors. Many people, I would venture to say, who come into National would rather go into Dulles. This is especially true of those living in Northern Virginia and particularly those west of the beltway. Then you might ask—and rightly so—why don't they go to Dulles. For one reason, there are only a few flights into Dulles. Second, if you can get a flight into Dulles, you pay through the nose for transportation to get home, unless someone comes to pick you up. On the other hand, a man doesn't want his wife or family fighting the traffic at National, or getting crushed by the throngs of people and cars there. He would like to take advantage of the conveniences of Dulles, but again he doesn't want his wife or family traveling twenty or thirty miles, at least twelve or thirteen of which would be on a lonely, less traveled, unlighted access road.

If you fly into Dulles and need to get to Arlington or the District, you have to pay \$15.00 or \$20.00 or more in cab fares or take a bus ride that overall takes at least an hour, including waiting time.

Dulles has set an example for other airports, yet being located in a less populated area has been somewhat of a handicap. You can't blame the airlines for not wanting more flights into Dulles when it is so inconvenient for so many people in the metropolitan area to use it.

The proposal introduced by the distinguished Senator from Virginia, Senator Spong, is needed. There is no question about it—an extension of the metro rapid transit system to the airport would help Dulles realize its potential and lessen the load on National. (We are in no way advocating the closing of National. National is needed and it serves a most useful purpose for the metro area. But the traffic into National needs to be lessened—yet this can't occur—or won't occur until it is easier for the populace to utilize Dulles. By balancing the load between the airports, more efficient service could be provided at both.)

The median strip on the access highway provides an excellent vehicle for providing mass transportation to Dulles Airport without incurring the cost of land acquisition. I noted on a recent trip to Chicago that they have run a mass transit line in the median strip of the highway to O'Hara Airport.

We realize that most of what we have said you have probably heard before, yet we wanted to let you know our thinking on the metropolitan needs for such a rapid transit system to Dulles.

There would, of course, be other benefits which would directly affect the people of our County. Rapid transit services to Dulles airport would provide the residents of Loudoun County and Fairfax, many of whom commute into the metropolitan region, the advantage of a balanced transportation network. It would expand the metro system in the most logical and needed direction. Our planning staff informs us that at present we have, within a five mile radius of Dulles, more than 20,000 citizens, a large percentage of whom are employed in the metropolitan area. It is projected that by 1985 the number who commute daily will double—this is probably a conservative estimate since it is projected that Loudoun County will experience more than a 20% increase in population in less than five years.

The rapid transit link to Dulles would greatly relieve or at least lessen the necessity for costly new and or greatly expanded highways that these commuters would otherwise require. It will help also to protect the natural environment around Dulles and in Northern Virginia. And it will doubtlessly save untold manhours of commuting. It would obviously help the fight against air pollution in the area and would preserve the center core of the metropolitan area by providing this easy and inexpensive access to and from the city.

As recently as this January, our Board of Supervisors took a trip to England sponsored by the National Trust for Historic Preservation—not at public expense—to study English land use planning. English planners maintain that the United States is at the point that England reached in 1945 in its land planning methods. I don't know whether I agree with that statement or not, but it is their contention. We were impressed by the fact that the English have been fairly successful in keeping their cities contained within certain defined limits and in preventing the urban sprawl which is plaguing our country. We are especially feeling the effect of this sprawl in Loudoun County. Rapid transit is one of the mechanisms used in England to preserve the integrity of the cities and the beauty of the countryside. The Congress has long recognized the value

of rapid transit and has encouraged it, but the factors I have just mentioned have not been the main motivating factors—but they should be.

We further encourage rapid transit to Dulles since it would itself encourage commercial and industrial development around the airport rather than scattered elsewhere, to the advantage of not only Loudoun County but the whole area. We feel that with proper planning we can preserve the beauty of the countryside around Dulles while accommodating this new industry. Xerox Corporation recently began construction of a \$15 million complex in Loudoun County. What attracted Xerox was the easy access to and from Dulles for its personnel and employees who will come from all areas of the country and the world. The complex being built will be a great asset to the County and to the Nation. Others will also come, particularly if S. 2952 is approved and the rapid transit link is provided.

The development of Dulles' potential will help this area maintain itself as the center of world activity. Transpo 72 brought people from all areas to Dulles. Other such exhibitions will come, bringing thousands of people in the Metro area to Dulles. Yet, to come they must have a car or the money to get there by bus or taxi.

We assume in saying all of this that the Congress will authorize the construction of this mass transit link in such a manner so as to allow the general public, and not just airline passengers and employees, to have access to the system which will terminate or begin at the airport. We feel it would be a mistake to limit access to the new system for the reasons stated, and any limitation of passengers would make it very difficult, if not impossible, for the system to be economical. Many of the tremendous advantages of this system would be lost if it is not opened to the general public. The Committee is aware that access to Dulles road was limited; this has been found in recent days to have been an unfortunate mistake in our arterial road planning. Efforts are now under way to seek greater access provided to that road.

Loudoun County is most willing to cooperate with the Congress in any way it can within its resources and ability to do so, to help make this new rapid transit link a reality.

Gentlemen, this concludes our testimony. Thank you again for allowing us to testify to the support of S. 2952. If the Committee has any questions, we will be happy to try to answer them.

Senator SPONG. The next witness will be Mr. Lee Rhoads. I have to run to the floor and vote again, so we will have a recess of about 10 minutes.

(Recess.)

Senator SPONG. Our next witness is Mr. Lee Rhoads, the vice chairman of the Northern Virginia Transportation Commission, and the vice mayor of the city of Falls Church. It is very nice to have you with us this morning.

STATEMENT OF LEE M. RHOADS, VICE CHAIRMAN, NORTHERN VIRGINIA TRANSPORTATION COMMISSION, AND VICE MAYOR, CITY OF FALLS CHURCH, VA.

Mr. RHOADS. Thank you, Mr. Chairman.

I appear here as a representative of the Northern Virginia Transportation Commission. As you know, this is a Virginia State agency that coordinates the transportation activities of Arlington and Fairfax Counties and the cities of Alexandria, Fairfax City and Falls Church. I also speak as vice mayor of the city of Falls Church. I also serve on the National Capital Regional Transportation Planning Board which studies all forms of transit for the National Capital region. While this has been discussed, this particular bill, no action has been taken by the transportation planning board at this time. However, at their next meeting, next week, I will try to see that we get a resolution in support of this bill.

I want to say that for the past several years I have been studying public transportation systems in the United States and in foreign cities.

I recently returned from a series of transit seminars in Russia, Germany, Hungary, Belgium and France. In these seminars I raised the question of public transit to airports.

Public transit operators generally have been tardy in recognizing the need for and the feasibility of a rail connection to the airports.

The city of Cleveland, Ohio, considered an extension of their transit system to their airport. Some people were skeptical of whether it would be a successful operation. The extension was completed and put into operation. From all reports, the operation has been very successful and use of the airport line has exceeded the most optimistic projections.

The officials of the city of Brussels, Belgium recognized from the very beginning the need for a direct public transit link with its airport. The line from the airport to the center of the city was one of the first lines to be built. The travel time by auto from the central city to the airport is 40 minutes. The time by rail is only 20 minutes. The taxi fare for this run is about \$7. The fare on the rail line is only \$1. The Brussels airport rail connection line is very popular.

In Tokyo, Japan they followed a different procedure and they constructed a monorail from the center of town out to the airport. This line has not been highly successful because they have two different modes of transit there. You come in on the monorail into a building and then you have to get off of the monorail and you go down the steps and you go quite a distance before you can get on the subway or the commuter train, and the Tokyo operation has not been too successful. I think this transfer problem was one of the reasons for it, and also the type of transit vehicle.

The officials of the Regional Transit System of Paris, France advised me that they have plans to extend their subway system to Orly Airport.

The newspapers have reported that the London Transport Authority have plans underway to extend their subway system to make a connection with Heathrow Airport.

In Leningrad the subway system goes to a point about one mile distant from the airport from which there is a bus connection. Consideration is being given to the extension of the subway directly to the airport.

Within the past few days the San Francisco Chronicle reported completion of a study to extend the new BART rapid rail system to the San Francisco International Airport. Mr. Stokes, the general manager, estimates that construction would start on this extension within 2 or 3 years if it is approved. It is interesting to note that the San Francisco 9-mile extension would cost about \$390 million as compared with \$90 million for the 16-mile extension of Metro in Virginia as proposed in this bill. A good part of this is because the right-of-way is in existence in the median strip of the Dulles Airport access highway that goes out to the Dulles Airport.

The Chicago Transit Authority has a plan for a \$70 million extension of its existing rail system to O'Hare field.

I have been informed that New York transit authorities have plans to extend its local rail system to both the JFK Airport and the Newark Airport.

The Dulles International Airport is certainly one of the finest airports in the world. However, public transportation to and from the airport has always been a problem. I know this from personal experience. It is very inconvenient and it is expensive, and it is always a logistical maneuver to try to figure out how you are going to get to Dulles and how you are going to get back when you come back to Dulles.

The proposal to connect Washington's Metro system with the Dulles Airport is long overdue. We have shown this in the plans of the area transit authority plan when we discussed it in public hearings several years ago when we were deciding the lines for the Metro system. Because of the cost, we could not put in the Dulles line at that time, although it was discussed and considered in public hearings, and has always been shown by the area transit authority as a future extension.

I want to say that if this bill is passed that the passenger could get on at Dulles and he could go to Falls Church, Arlington, Foggy Bottom, the Kennedy Center, McPherson Square, L'Enfant Plaza, the Capitol, to Kennedy Stadium, and on out in Maryland—without making a single transfer. This line comes in to serve the major parts of downtown Washington, as I have outlined, and would be a very convenient thing for any travelers coming into Dulles.

Federal financing is necessary. The local jurisdictions have obligated themselves heavily to make capital contributions to the present Metro system. The northern Virginia jurisdictions have the additional obligation of taking over the financial burden of the Shirley Highway express buslane. Northern Virginia is also being forced to take over one or two of the private buslines to keep this essential transit service available. We are not in a good position to pick up the cost of this Dulles extension but we consider it to be very critical.

So, speaking for the Northern Virginia Transportation Commission and for the city of Falls Church, I would like to recommend early and favorable action on this legislation.

Senator SPONG. Well, Mr. Rhoads, I want to thank you. This testimony, particularly some of the current developments throughout the world that are now taking place, is very helpful to the record of these hearings.

I have been asking previous witnesses whether their communities have been consulted at all about the TACV proposal which Under Secretary Beggs discussed this morning I think I should have asked the question in a more complete manner and ask also if the communities had been consulted by the Metro people or by the consultants who did the feasibility study about the recommendation contained in this bill. Could you provide any answers to these two questions insofar as the Falls Church community or the Northern Virginia Transportation Commission is concerned?

Mr. RHOADS. Well, I would say that regarding the TACV, it came as a surprise to me and I think to everybody else in the Falls Church government. I do not know that anyone on the Northern Virginia Transportation Commission was consulted. I believe I was chairman of the commission at that time and I certainly heard nothing on the TACV.

So far as the Dulles extension, this has been a part of the WMATA plan. The Northern Virginia Transportation Commission and the city

of Falls Church did participate. I was a representative of the city of Falls Church in the hearings that were held on the layout of the original Metro system and we did discuss Dulles, and we argued back and forth, but this is one battle we lost; but we put it down as a future extension, but we did not have the money and could not work out the money problem.

Senator SPONG. Well, I appreciate this testimony. I think it is of some significance that the witnesses who have come forward from the northern Virginia communities have not only done so as representatives of their respective constituencies but also with some knowledgeable background of transportation problems, and I very much thank you for your appearance.

Mr. RHOADS. Thank you, sir.

Senator SPONG. Dr. Richard Ferris and Mr. Charles Majer, from the Committee for Dulles.

STATEMENT OF CHARLES MAJER, PRESIDENT, COMMITTEE FOR DULLES; ACCOMPANIED BY DR. RICHARD FERRIS

Mr. MAJER. Mr. Chairman, my name is Charles Majer, and I am President of the Committee for Dulles, Washington's International Airport, Incorporated, and a Commissioner on the Fairfax County Economic Development Authority, formerly the Fairfax County Industrial Authority. I am appearing today on behalf of both of these organizations.

First, I would like to express my thanks to the Commerce Committee for holding the hearings on this most important bill and inviting our organization to be here to present its views.

In 1966, the Fairfax County Economic Development Authority and a group of civic and business leaders in the northern Virginia area, from the counties of Arlington, Fairfax and Loudoun, determined that community backing for the overall development of Dulles International Airport was absolutely necessary if this marvelous facility was ever to attain its rightful place as the prototype of jet-age airports in this country. We also felt it necessary to promote this facility from the parochial standpoint of capitalizing on the economic benefits to be derived to our local communities and to the State of Virginia as a whole.

The result was the formation of the Committee for Dulles to act as a voice for Dulles Airport and the surrounding area. It is made up of over 200 interested civic, business and political leaders from the northern Virginia area. We work closely with the management of the Dulles International Airport and other appropriate governmental officials to pursue our main and fundamental purpose of promoting the Dulles International Airport in the political jurisdictions, the business community, the Congress of the United States, the airlines' industry and the appropriate State, Federal and local governmental agencies.

The Fairfax County Economic Development Authority has participated in many CAB proceedings to bring improved air service to the metropolitan area via Dulles and most recently has coordinated a cooperative effort on behalf of the Virginia parties in the IATA freight rate case before the CAB.

While I believe it was inevitable that Dulles would ultimately develop and be recognized as the first finest example of a modern jet aviation facility in this country, we believe the joint efforts of the economic development authority and the Committee for Dulles contributed to this success.

Both of these organizations that I represent today heartily endorse Senate bill 2952 as a vital link in the overall transportation planning in Northern Virginia and Metropolitan Washington.

One criticism that continues to persist is that Dulles Airport is 26 miles out in the country and is, therefore, inaccessible.

As I am sure you are all aware, in the late fifties, when the location of the Dulles Airport was established at Chantilly, Va., straddling the Fairfax County-Loudoun County line, one of the principal considerations determining that location was the then planned-for construction of Interstate 66 which would connect downtown Washington with the Capital Beltway and a single-purpose access road serving Dulles Airport. The access road, in order to be effective, was and is closed to commuter traffic.

Subsequent to the I-66/Dulles access road proposal, Metro was planned, utilizing the median strip of I-66 in part. While rapid rail transit was not anticipated at the time Dulles was planned, Metro is now rapidly becoming a reality.

There are those who now seek to prevent the completion of I-66. If they are successful, the need for a rapid rail facility to Dulles would be absolutely imperative. But, even if I-66 is built as proposed, and I certainly hope that it will be, this rapid rail facility is a clear necessity. According to feasibility studies that we have seen it will be utilized not only by airport traffic per se, but by substantial commuter traffic and that generated by airport-oriented business employment as well.

Included in the initial plans for Metro was a rapid rail transit stop at National Airport. Accessibility between both National and Dulles is absolutely essential if these two airports are to develop and be utilized in their most appropriate respective functions.

In this day when public awareness of environmental factors and the quality of life in growing urban and suburban areas is at its peak, it is incumbent upon appropriate governmental functions to investigate, and hopefully provide a balanced transportation system, giving all due attention to the environmental impact. An effective transit system to Dulles has obvious positive implications in this regard.

It is paradoxical that only 10 years ago strenuous efforts were made in Arlington County to seek the abandonment of the Washington & Old Dominion Railroad which passed within 2 miles of Dulles Airport and was an almost direct line to National Airport in order to permit construction of I-66. Now, many of those seeking to stop construction of I-66 for environmental reasons are also seeking to close National Airport for similar reasons.

National Airport cannot realistically be abandoned and the completion of I-66 must not be abandoned.

The appropriate function of National Airport must be determined, and this function must be in keeping with National's close-in location surrounded by high-density development. Much of National's heavy traffic should, however, be moved as soon as possible to Dulles.

This can only be accomplished when the accessibility of Dulles is sufficiently improved. The completion of I-66 is part of the answer. The extension or rapid rail transit service to Dulles along the Dulles access corridor in conjunction with Metro, would be the single most important step in providing vitally needed efficient transportation while at the same time giving appropriate attention to the protection of our environment.

Mr. Chairman, I urge the Senate Commerce Committee to recommend approval of S. 2952.

Senator SPONG. Thank you very much for your testimony. I am very much aware of the work that the Committee for Dulles has done through the years and we are very happy to have its support of this legislation. I do not believe I have any questions. We may submit some to you at a later date, and I thank you very much for being here.

Do you have anything to add?

Dr. FERRIS. After all these witnesses, anything I would have to say would be a redundancy.

Senator SPONG. Thank you very much.

I am going to submit for the record of these hearings a letter from Mrs. Jouett Shouse, the donor of Wolf Trap Farm National Park for the Performing Arts and a member of the board of Wolf Trap Foundation in support of this legislation.

Also a statement by Senator Dominick in support of this bill. Without prolonging these hearings, I think the last paragraph of Senator Dominick's statement is of some consequence:

Mr. Chairman, because of my strong feelings concerning the advisability of a rapid rail to Dulles Airport and due to the ever-increasing congestion at National Airport, I urge the committee to act favorably on S. 2952. In the event that this bill is not reported favorably, I would be forced to take such action as is necessary to reduce the congested air traffic and related problems as they presently exist at National Airport, such as opposing additional transportation facilities for National.

I might say that there are also other statements that will be submitted for the record. The record will remain open a reasonable period of time for those statements to be received and for questions which have been propounded to the witnesses here today to be answered.

Senator SPONG. Thank you very much.

(Whereupon, at 11:55 a.m., the hearing was adjourned.)

ADDITIONAL ARTICLES, LETTERS, AND STATEMENTS

STATEMENT OF HON. PETER H. DOMINICK, U.S. SENATOR FROM COLORADO

Mr. Chairman and members of the committee, I take this opportunity to endorse S. 2952, which I have cosponsored. This bill would amend the National Capital Transportation Act of 1969 by authorizing federal funds for the construction of a rapid rail transit line in the median of the Dulles Airport Road from the vicinity of Virginia Highway Route 7 on the K Route of the Adopted Regional System to Dulles Airport. Authorization for an appropriation not to exceed \$90 million is provided.

In order to achieve full utilization of the facilities at Dulles, a means of rapid and inexpensive transportation must be provided. Enactment of the bill would accomplish this objective.

Studies indicate that a passenger would be able to travel from downtown Washington to Dulles in thirty-five minutes at an estimated fare of \$1.35 even at times when an automobile might be involved in congested traffic conditions.

This system would extend from the main metro system just north of Falls Church to the airport. Without this method of transportation, the federal government will be required to continue large expenditures for the deficits incurred at Dulles.

Present plans provide for a rapid rail to National Airport in the near future. Without a corresponding facility for Dulles, existing problems for the use of both airports would be aggravated. Based on information available, construction of a rapid rail to Dulles would accomplish several desirable objectives—

(1) Assure the complete and expanded use of the facilities at Dulles Airport, thereby reducing the annual deficit;

(2) Provide a fast, convenient, and inexpensive link between our Capital and all other areas of national and international transportation; and

(3) Minimize the existing noise and air pollution problems and decrease traffic congestion and safety hazards at National Airport.

Mr. Chairman, because of my strong feelings concerning the advisability of a rapid rail to Dulles Airport and due to the ever increasing congestion at National Airport, I urge the Committee to act favorably on S. 2952. In the event that this bill is not reported favorably, I would be forced to take such action as is necessary to reduce the congested air traffic and related problems as they presently exist at National Airport, such as opposing additional transportation facilities for National.

Thank you.

STATEMENT OF HON. LAWTON CHILES, U.S. SENATOR FROM FLORIDA

Mr. Chairman, I am delighted to have the opportunity to present testimony in behalf of S. 2952, a bill to authorize a Federal payment for the construction of a transit line in the median of the Dulles Airport Road, a measure which I have co-sponsored.

The past several decades have seen more revolutionary changes in transportation than all previous history. Shifts from rail to road and from public to private transportation have added tremendous burdens to highway and street facilities. But, although the urban transportation problem is both longstanding and worldwide, its characteristics are not everywhere alike. In the Washington metropolitan area we experience a unique transportation problem—how to catch a plane out of the city. We have two choices. We can take a quick ride to National Airport and make our way through the crowd to get a plane. Or we can take the much longer ride all the way out to Dulles and be speedily and efficiently taken care of with ultra-modern ease and convenience in the airport itself.

Dulles Airport was built with more than usual consideration of the needs of the future. And being keyed to our future needs, it is located a good distance from Washington, D.C., the population center it was designed to serve. What is needed to make the airport really complete, however, is some link with the major population center to encourage use of the airport and competition with the more conveniently located National Airport.

S. 2952 authorizes construction of appropriate intermediate stations and an extension of the main metro system from north of Falls Church, Virginia, to the airport. It would use the median strip of the Dulles access highway. The construction of this transit facility would make it possible to get from Washington to the Dulles terminal in approximately half the travel time of the best transportation presently available.

As you know, Mr. Chairman, a feasibility study was completed in July of 1971 which determined that there were no engineering or economic obstacles to early construction of a transit line to the airport. At the present time the Federal Government spends millions of dollars subsidizing the operation of the airport. I believe it makes a good deal more sense to spend money to improve access to Dulles—to make it convenient and desirable for people to use the airport, to work toward operation of the airport without a deficit, without need for subsidy.

I think we have come to the realization that any solution to our transportation problems must be comprehensive, functionally as well as geographically. Dulles Airport road gives the private motorist access to the airport—but access that is inconvenient and inefficient. The construction of a transit link with the adopted regional mass transit system would make access to Dulles much more appealing. Dulles is, possibly, the only airport specifically planned with the needs and problems of the jet age in mind. But to make use of it we need a transit link specifically planned with the needs and problems we experience today. I urge the committee's favorable consideration of this proposal.

STATEMENT OF THE CITIZENS ASSOCIATION OF GEORGETOWN

The Citizens Association of Georgetown appreciates the opportunity to present its views to the Committee on the desirability of the construction and operation of a high speed transit facility connecting the Washington area METRO system with Dulles International Airport.

This undertaking is a matter of extreme importance to the residents of the area and to the users of commercial passenger airline services. Rapid rail access to Dulles from metropolitan areas will serve the greater convenience of the residents as well as the interests of the airlines. Moreover, the investment of taxpayers' money in Dulles will be more fully realized through improved access and the airport will begin to provide a suitable financial contribution toward amortization of the investment and coverage of operating costs.

A high speed mass transit system would accommodate the movement of substantial numbers of airline passengers to and from Dulles. The eventual capacity of the system has been estimated to be 23,000 passengers daily with an operating time of 35 minutes between downtown Washington and Dulles. This service would be economically advantageous from the individual point of view, i.e. a projected fare of \$1.35 from the airport to the downtown area.

As a result of Dulles' greater usage by metropolitan Washingtonians, the importance of Washington National Airport (WNA) as a center of air travel can be expected to decline. The economical and swift access to Dulles from the District will end, once and for all, the contention held by elements of the community—airline interests and the FAA—that WNA is an indispensable airport. The prospect of effectively controlling the problems which have arisen from the operation of WNA is an encouraging one. Such control would end the chaotic and chronic automobile congestion at National, would end the ever present possibility of an air disaster over a heavily populated urban area, would end the persistent air pollution by jet aircraft, and would end the extremely disturbing and disruptive annoyance of noise pollution caused by takeoffs and landings of jet airliners at National Airport.

The opportunity presented by a more full utilization of Dulles through a modern, high speed, and economical rail service will be a boon for all concerned—

airlines, taxpayers, government, and the residents. The airlines will have fuller use of a thoroughly modern and spacious airport, the taxpayers will see a more effective employment of public facilities and will reap the advantages of some income from it. The Federal government's involvement in direct support of commercial aviation operations will be substantially reduced. Local governments will receive tax revenues from retail businesses at Dulles, and the residents of the heavily populated Potomac River Valley, including those of Georgetown, will gain relief from a longstanding abuse—the persistent and intrusive noise caused by commercial airline overflights.

Still another consideration figures in justification of the mass transit rail system linking Dulles with metropolitan Washington. Steadily rising land values in this region—illustrated by the recently constructed high-rise complex known as Crystal City adjacent to National—will probably require the eventual termination of National as an airport and the transference of the site to residential and commercial developments. With such a prospect in view, the need for immediate action to develop an effective means of moving large numbers of air travellers to Dulles efficiently and inexpensively becomes an urgent matter. The ultimate assumption by Dulles as the focal point of air travel in the Washington metropolitan area—through the operation of economic forces if for no other reason—requires that action be initiated now in order to handle the public's requirements in an orderly and effective manner.

The Citizens Association of Georgetown endorses the legislation before the Committee for the construction of a modern mass transit rail facility connecting the METRO system and Dulles International Airport. The Association urges, moreover, that this legislation be approved without delay and that construction of the transportation link to Dulles begin as soon thereafter as possible.

HERNDON CHAMBER OF COMMERCE,
Herndon, Va., June 14, 1972.

The Honorable WILLIAM B. SPONG,
U.S. Senate,
Washington, D.C.

DEAR SENATOR SPONG: We were pleased to learn that the Senate Commerce Committee is opening hearings on your bill, proposing extension of the Rapid Rail System to the Dulles International Airport.

The Town of Herndon is located just three miles from the Airport and its current projections, based upon existing development plans, call for a population of 20,000 in five years from its present 6,000. The neighboring new town of Reston is expected to be a community of 80,000 by 1980 and has a population of 20,000 at the present time. Sterling Park will grow from 10,000 to 30,000 during the same period. Both Herndon and Reston are bordering on the Dulles Access Highway and Sterling Park is only a few miles away from the Airport. Before this decade is over, this area will have a population in excess of 130,000. In light of this explosive growth, the need for a Mass Transit System to the areas surrounding Dulles Airport is evident.

On the other hand, there is no doubt that a Rapid Rail System to Dulles Airport would have an enormous impact on the future growth of this underutilized facility, and in our opinion it would assure the Airport reaching its intended potential. Such a system on the median strip of the Dulles Road was envisioned by Eero Saarinen, the designing genius of this model Airport and the changes experienced in the past decade have more than justified his foresight.

The proposed Rapid Rail Service obviously will not only be used and needed by an increasing number of air travellers, but by an impressively large population concentrated around the Airport, facing an ever worsening transportation problem.

The Herndon Chamber of Commerce wishes to go on record in complete support of your bill and urges an early approval of it.

You are to be commended for initiating action on this critically important matter.

Very truly yours,

CHARLES F. FISHER, *President.*

WOLF TRAP FARM PARK
FOR THE PERFORMING ARTS FILENE CENTER,
Vienna, Va., June 15, 1972.

The Honorable WILLIAM B. SPONG,
U.S. Senate,
Washington, D.C.

DEAR SENATOR SPONG: As donor of Wolf Trap Farm Park for the Performing Arts and as member of the Board of Wolf Trap Foundation, I am glad to endorse your bill, S. 2952, to authorize an extension of Metro service from Falls Church to Dulles International Airport. I believe this line would greatly enhance the future of the Airport and also serve the transportation needs of the growing residential population along the Dulles Corridor. In addition, of course, such service would benefit Wolf Trap and the thousands who attend the performances—three hundred and sixty thousand last year.

As you know, traffic to the Park has been allowed use of the Dulles Access Highway during the hours of the performance, at least until such time as it becomes a hindrance to airport traffic. The construction of rapid rail would help immeasurably in absorbing much of the airport traffic and would permit indefinite use of the highway lanes during the off-peak hours by Wolf Trap patrons.

In the interests of the public who need this Metro service, I want to lend my full support to the passage of S. 2952 and for the early construction of this project.

Sincerely,

Mrs. JOUETT SHOUSE.

AIR TRANSPORT ASSOCIATION,
Washington, D.C., June 16, 1972.

HON. WARREN G. MAGNUSON,
Chairman, Committee on Commerce,
U.S. Senate, Washington, D.C.

DEAR MR. CHAIRMAN: This is in reference to your letter of June 9, 1972, offering the scheduled airlines the opportunity to present their views on S. 2952, a bill to authorize a Federal payment for the construction of a transit line in the median of the Dulles Airport Road.

The scheduled airlines support this bill in principle, believing quick, convenient and inexpensive access to Dulles International Airport to be in the public interest. In addition, while completing a vital link in the local transportation system, development of the high-speed transit line will serve as a demonstration project for the many other major airport communities endeavoring to solve airport access problems.

Dulles International is one of the world's finest airports—one of the first airports specifically planned to meet the needs and problems of the jet age. The airfield is designed to accommodate far more than present traffic loads; the terminal building provides for rapid movement of passengers with minimal walking required. Auto movement from the Capital Beltway to the Dulles terminal is relatively rapid as the integrity of access to Dulles Airport Road has been controlled.

Reaching Dulles Airport Road from all points in the metropolitan Washington area is becoming increasingly difficult because of inadequate capacity of the Capital Beltway and local roads and streets. Extension of the Metro system to link downtown Washington to the Dulles Airport Terminal Building will enable Dulles International to be utilized to its capacity.

While we strongly support this bill in principle, we believe further study is warranted to solve the possible problem of divided responsibility for jurisdiction over the transit line right-of-way and to establish both location and means for financing any intermediate stations on the route.

We appreciate the opportunity to present our views on this matter.

Cordially,

STUART G. TIPTON,
President.

