

Mr. Brooks p. 9
MR. Auer
Auer

FEDERAL PAYMENT FOR ADDITIONAL RAPID TRANSIT FACILITIES

HEARING BEFORE THE COMMITTEE ON THE DISTRICT OF COLUMBIA UNITED STATES SENATE

NINETY-SECOND CONGRESS

SECOND SESSION

ON

S. 3966

TO AUTHORIZE A FEDERAL PAYMENT FOR CERTAIN ADDITIONAL
RAPID TRANSIT FACILITIES IN THE DISTRICT OF COLUMBIA
AND ENVIRONS

SEPTEMBER 25, 1972

Printed for the use of the
Committee on the District of Columbia



U.S. GOVERNMENT PRINTING OFFICE
WASHINGTON : 1972

COMMITTEE ON THE DISTRICT OF COLUMBIA

STATEMENTS

PART I

TO THE COMMITTEE

AND TO THE PUBLIC

HEARINGS

COMMITTEE ON THE DISTRICT OF COLUMBIA

THOMAS F. EAGLETON, Missouri, *Chairman*

DANIEL K. INOUE, Hawaii

ADLAI E. STEVENSON III, Illinois

JOHN V. TUNNEY, California

CHARLES McC. MATHIAS, Jr., Maryland

JAMES L. BUCKLEY, New York

ROBERT HARRIS, *Staff Director and Counsel*

GENE E. GODLEY, *General Counsel*

SIDNEY H. HURLBURT, *Minority Staff Director*

(II)



CONTENTS

BILL

S. 3966.....	Page 1
--------------	-----------

WITNESSES

Brooks, Robert A., Assistant Secretary, Smithsonian Institution.....	9
Corrado, Col. Vincent L., Commanding Officer, U.S. Army Memorial Affairs Agency.....	8
Biographical sketch.....	8
Fish, Manus J., Jr., Acting Director, National Capital Parks, National Park Service.....	12
Graham, Jackson, general manager, Washington Metropolitan Area Transit Authority.....	5
Hirten, John, Assistant Secretary, U.S. Department of Transportation.....	2
Stadtler, John W., president, Metropolitan Washington Board of Trade.....	13

LETTERS

Bicentennial Coordination Center for Washington, D.C., letter to the chairman, Sept. 13, 1972.....	14
Department of the Army letter to the chairman, Sept. 15, 1972.....	16
Department of the Interior letter to the chairman, Sept. 22, 1972.....	16
Metropolitan Washington Council of Governments letter to John A. Volpe, Secretary of Transportation, Sept. 13, 1972.....	5
Ripley, S. Dillon, Secretary, Smithsonian Institution, letter to the chairman, Sept. 15, 1972.....	11
Washington Metropolitan Area Transit Authority letter to the chairman, Sept. 14, 1972.....	15

(III)

FEDERAL PAYMENT FOR ADDITIONAL RAPID
TRANSIT FACILITIES

MONDAY, SEPTEMBER 25, 1972

U.S. SENATE,
COMMITTEE ON THE DISTRICT OF COLUMBIA,
Washington, D.C.

The U.S. Senate Committee on the District of Columbia met, pursuant to notice, at 10 a.m., in room 6226, New Senate Office Building, Senator Thomas F. Eagleton (chairman), presiding.

Present: Senator Eagleton.

Also present: Robert Harris, staff director; Gene E. Godley, general counsel; Robert B. Washington, Jr., counsel; and Sidney H. Hurlburt, minority staff director.

The CHAIRMAN. Good morning, ladies and gentlemen.

This morning we are holding hearings on S. 3966, to authorize a Federal payment for the construction of additional transit facilities. I now place a copy of S. 3966 in the record.

(The bill, S. 3966, referred to follows:)

[S. 3966, 92d Cong., second sess.]

A BILL To authorize a Federal payment for certain additional rapid transit facilities in the District of Columbia and environs

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the National Capital Transportation Act of 1969, approved December 9, 1969 (83 Stat. 320) as amended, is hereby further amended by adding at the end thereof the following new section:

"Sec. 13. (a) The Secretary of Transportation shall make payments to the Transit Authority in such amounts as may be requisitioned from time to time by the Transit Authority sufficient, in the aggregate, to finance the cost of designing, constructing, and equipping (1) a rail rapid transit station partially under Memorial Drive design to serve the Arlington Cemetery with two entrances surmounting adjacent to the sidewalks north and south of Memorial Drive and east of Jefferson Davis Highway, and (2) an additional entrance in the vicinity of the northeast end of the Smithsonian Station surfacing on the Mall south of Adams Drive; except that the aggregate amount of such payments shall not exceed \$7,385,000.

"(b) There are authorized to be appropriated to the Secretary of Transportation, without fiscal year limitation, not to exceed \$7,385,000 to carry out the purposes of this section. The appropriations authorized in this subsection shall not be subject to the provisions of this Act requiring contributions by the local governments and shall be in addition to the appropriations authorized by section 3(c) thereof."

The CHAIRMAN. We have a panel of witnesses on S. 3966.

Are the panel members here?

Mr. HIRTEN. We are here, Mr. Chairman.

The CHAIRMAN. Will you all please come up, Mr. Hirten, Mr. Corrado, Mr. Ford, Mr. Brooks, and Mr. Fish.

Would you please be seated in the order of the agenda, so it will be easier for the reporter, as well as I, to identify you.

Mr. Hirten, you may proceed.

**STATEMENT OF JOHN E. HIRTEN, ASSISTANT SECRETARY, U.S.
DEPARTMENT OF TRANSPORTATION**

Mr. HIRTEN. Mr. Chairman and members of the committee, on behalf of the Secretary, I wish to thank this committee for supporting a balanced transportation network for the Washington metropolitan area. This committee's action led to the enactment of legislation guaranteeing the bonds for the Metro. I am pleased to report that the Washington Metropolitan Area Transit Authority, WMATA, will issue its initial bonds next month.

We also are grateful to the Congressional District of Columbia committees for the use of the joint hearing procedure to help expedite action on the legislation authorizing public acquisition of the four local bus companies serving the area.

Today, I am appearing before the committee to speak in favor of S. 3966, which would provide for a Metro station at the Arlington National Cemetery, and an additional entrance from the Mall to the station serving the Smithsonian complex. I would like to thank Senator Mathias for introducing this important bill and this committee for taking time from its busy schedule to hold these hearings.

The President, in his message to the Congress on February 4, 1972, outlined a plan for Federal partnership in the observance of the American Revolution Bicentennial in the Nation's Capital. In that message, he directed the Secretary of Transportation to develop plans for supplementing those subway lines in service by 1976 with a coordinated network of other public transportation. One of the President's specific recommendations was the construction of the Metro station at Arlington National Cemetery. Such a station, the President stated, would promote smoother tourist flow to the Arlington shrine and would offer the arriving visitor one more convenient transfer point from private to public transportation on the way to the Capital itself. The adopted regional system, as originally designed, did not include a station at the Arlington National Cemetery. However, the Metro alignment was arranged in a manner that could accommodate a station, should it be desired at a later date.

In his February 4 message, the President also discussed plans for the development and enhancement of the Mall, to make it a more attractive focal point for the many millions of visitors to the Nation's Capital. As planning has progressed, it has become evident that an additional entrance to the Smithsonian Metro station within the Mall itself not only would provide further convenience to its visitors, but would also contribute to their safety. The station included in the adopted regional system was designed to serve the large employment center on the south side of Independence Avenue. An additional station entrance across busy Independence Avenue on the Mall, would serve and enhance the safety of the many visitors to the Smithsonian Institution and the Mall.

Specifically, the legislation before you would amend the National Capital Transportation Act of 1969, approved December 9, 1969 (83 Stat. 320), as amended, by adding at the end a new section that directs the Secretary of Transportation to make payments to WMATA to finance the cost of designing, constructing and equipping—

(1) A rail rapid transit station partially under Memorial Drive to serve Arlington Cemetery with two entrances surfacing adjacent to the sidewalks north and south of Memorial Drive and east of Jefferson Davis Highway in Arlington, Va.; and

(2) An additional entrance in the vicinity of the northeast end of the Smithsonian station surfacing on the Mall south of Adams Drive in the District of Columbia.

The CHAIRMAN. Mr. Hirten, did the original Metro legislation designate where the various station stops were to be?

Mr. HIRTEN. Yes; it did, sir.

The CHAIRMAN. There were specifically set forth stations to be at such and such a place—they were designated in the legislation?

Mr. HIRTEN. That is correct.

The CHAIRMAN. The two we are talking about here today, one in Arlington, and one near the Smithsonian Institute?

Mr. HIRTEN. That is correct.

The CHAIRMAN. Neither was designated?

Mr. HIRTEN. The Smithsonian was designated. The Arlington Cemetery was not designated, but there were allowances to accommodate a station in the event such a station should be desired.

The CHAIRMAN. What do we need to do, since the Smithsonian station was authorized? What is our concern with the Smithsonian stop?

Mr. HIRTEN. To authorize a second entrance on the other side of Independence Avenue, which would be highly desirable, for a number of reasons, including crossovers.

The CHAIRMAN. All right.

Mr. HIRTEN. I will conclude in a moment here.

The cost of these two improvements has been estimated by WMATA not to exceed \$7,385,000.

The station improvements which I am supporting today are essential improvements to the Metro system. Their purpose is to make the system more convenient and attractive to riders. These additional riders will contribute to an increase in Metro revenues. The need for these improvements is based on projections of a level of Arlington Cemetery and Mall visitors for the Bicentennial which was not anticipated when the Metro system was first planned.

The Department of Transportation, through UMTA, recently made a grant to the Metropolitan Washington Council of Governments, COG, to conduct a study of transit improvements in the Washington area. In response to the President's Bicentennial message, a Bicentennial transit needs study has been made a part of the overall study. This part of the study is being prepared jointly by COG and WMATA. Early readings from this study indicate that both the Arlington station and the additional Smithsonian entrance are essential to facilitate the movement of visitors to and from our national park areas and the Arlington National Cemetery.

The National Park Service receives a large number of letters from tourists complaining of the difficulties they encounter finding parking spaces on the Mall. I am sure individual Members of Congress have received similar complaints. The cemetery in recent years has banned automobiles within the cemetery grounds, and there are others here who can provide additional details, and now provides additional parking outside of the grounds to accommodate the increasing number of visitors.

The two additions to the Metro system which I am supporting today, will do much to make the visits of tourists to our great national shrines more enjoyable by providing them with a means of transportation which does not require them to spend time finding a parking place. It will also alleviate the need for parking lots to accommodate the visitors to the cemetery.

To sum up, this is an important piece of legislation. The availability of attractive transit services to the Mall and Arlington Cemetery visitor depend upon its passage. Because of the national significance of the two areas, we believe that it is in the national interest for Congress to provide the funds for the construction of the Arlington Cemetery station and additional Smithsonian station entrance to the Mall.

I might add in conclusion, that we have been working with all of the important elements of the region and the District to come up with a coordinated and integrated transportation system in the area. These two station additions would greatly facilitate this program.

Thank you very much, Mr. Chairman. I am delighted to be here, and I would be most happy to answer any questions.

The CHAIRMAN. The price tag of these two projects, you say, is 7 million some-odd thousand dollars?

Mr. HIRTEN. That is correct.

The CHAIRMAN. Do you have a map, Mr. Fish, showing where these stations will be?

Mr. FISH. Yes, Mr. Chairman.

This shows in relation to the Tourmobile service we have on the Mall, and some studies we have had for the Tourmobile routes that are not now in service, but the station, the Smithsonian station, is here at 12th and the Mall.

The question is the station entrance at the north end, the station entrance at Independence Avenue exit is being planned and constructed, so the question is, is the station exit here on the Mall, and the other station is at Arlington Cemetery, which is a little off this particular sketch, but it is to show how it ties into the Tourmobile service, which is these black dots here.

The CHAIRMAN. I see.

Now, there is one station, and this is at the Smithsonian, and it is already planned for.

Mr. FISH. That is being constructed right now, Mr. Chairman.

The question is: Should we put in another entrance at the north end of that station? I think everyone is agreed that we need it. It is just a question of funding.

The CHAIRMAN. It is not a bigger station—it is just an additional entrance?

Mr. FISH. That is correct.

The CHAIRMAN. I understand now. Thank you very much.

Mr. Graham, do you have a statement?

Mr. GRAHAM. Yes, sir; I do.

Mr. HIRTEN. Mr. Chairman, may I request that a letter for the support for the project from the Washington Council of Governments be inserted in the record with my testimony?

The CHAIRMAN. Yes, Mr. Hirten. We will insert the letter at this time.

(The letter follows:)

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS,
Washington, D.C., September 13, 1972.

HON. JOHN A. VOLPE,
Secretary of Transportation,
Department of Transportation,
Washington, D.C.

DEAR MR. SECRETARY: The staff of the Metropolitan Washington Council of Governments fully supports your efforts on behalf of legislation for the design and construction of two METRO rapid transit facilities—a station at Arlington National Cemetery and an additional (Mall) entrance to Smithsonian Station at Independence Avenue SW. Your efforts are consonant with the basic principle that our regional subway network must provide the riding public (resident and visitor) with the greatest access commensurate with the swift and efficient operation of the system. Both proposals provide sound and necessary improvements to the area's rapid transit system.

Our professional staff feels that a station at Arlington Cemetery will be a clear asset to visitors there. The proposed station will make this presently unserved area more accessible to visitors. It will reduce dependence on private automobiles and will consequently lessen the pollution and parking problems which mar this national shrine.

The Mall entrance to Smithsonian Station would contribute to both safety and convenience. It will serve an area which will lack direct rapid rail service without it, and make more accessible this center of visitor attractions and activity.

Since both facilities are to be located on Federal Government property, their construction should be outside of the METRO compact agreements, financed by the Federal Government without local matching funds.

As you know, the Council of Governments is currently cooperating in a Bicentennial Transit Needs study under which the adequacy of the transportation system to meet the needs of visitors to Washington, D.C. in 1976 is being examined for you. Indications so far are that these proposals are both necessary and sound in the light of the Bicentennial requirements.

Sincerely yours,

WALTER A. SCHEIBER,
Executive Director.

STATEMENT OF JACKSON GRAHAM, GENERAL MANAGER, WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Mr. GRAHAM. Mr. Chairman and members of the committee, the Washington Metropolitan Area Transit Authority is pleased to appear before this committee for the purpose of endorsing S. 3966, legislation which has been proposed to provide a station at the Arlington National Cemetery and an additional entrance at the Smithsonian station.

The President, in a message to the Congress on February 4, 1972, outlined a plan for Federal partnership in the District's observance of the American Revolution Bicentennial.

In that message, he recommended construction of a Metro station at the Arlington National Cemetery. Such a station, he stated, would

promote smoother tourist flow to the Arlington shrine and would offer the arriving visitor one more convenient transfer point from private to public transportation to the Capitol itself.

At that time, the President also discussed plans for the development and enhancement of the Mall in order that it might become a more attractive focal point for the many millions of tourists arriving in the Nation's Capital.

As planning has progressed, it has become evident that an additional entrance to the Smithsonian Metro station within the Mall itself would not only provide further convenience to its visitors, but would also contribute to their safety.

The entrance included in the authorized regional system was designed to serve the large employment center which the station served and so located as to enhance the safety of those daily patrons.

An entrance on the Mall, saving a crossing of busy Independence Avenue, would similarly enhance the safety of the millions annually visiting the Smithsonian Institution and the Mall.

The authorized regional system, as originally designed, did not include a station at the Arlington National Cemetery.

However, the alignment and profile were arranged in a manner which could accommodate a station should it be desired at a later date.

While a station at that point would not generate sufficient traffic to argue for its inclusion in competition with the major traffic generators upon which system costs were calculated, such a station would nonetheless provide a significant service.

During the bicentennial tourist season, it is anticipated that the station will serve as many as 8,400 persons during the peak hour. In total, for a given day, this could amount to 42,000 arrivals and departures. It would not only make visitation far more convenient, but would also lessen traffic and parking problems.

The cost of the proposed station breaks down as follows:

Basic structural construction contract.....	\$3,178,000
Finish contract.....	576,000
Escalators, fare collection, communications equipment, etc.....	1,336,000
Design contract.....	250,000
Total cost.....	5,340,000

Mr. GRAHAM. The Smithsonian station, now under construction contract, runs from under the Mall to the south side of Independence Avenue, with an entrance adjacent to the Department of Agriculture building.

That entrance is designed to serve the activities of that Department, as well as those of the Department of Defense housed in the nearby James V. Forrestal Building.

To more adequately serve the Smithsonian and the Mall, the second entrance in the tree panel along Adams Drive at the northeastern portion of the station vault is proposed.

The additional cost of the proposed station entrance breaks down as follows:

Modification of existing station contract.....	\$662,000
Increased cost of finish contract.....	188,000
Escalators, fare collection, communications equipment, etc.....	1,195,000
Total additional cost.....	2,045,000

Mr. GRAHAM. The Transit Authority believes that each of these additions will benefit the Federal Government and the millions who come annually to experience a visit to the seat of their national government.

The improvements will be particularly beneficial for the great influx of tourists expected to come to the Nation's Capital during the observance of the American Revolution Bicentennial.

Approval of the proposed additions at this time will provide the necessary leadtime to allow their being placed in operation by May 1, 1976.

The Transit Authority supports the proposed special funding arrangement to provide the \$7,385,000 required for these additions to the authorized regional system.

As planned, and now well under construction, a 98-mile system has been developed to serve the National Capital area.

That system was designed to accord with the expressed intent of the Congress that its users defray as much of its cost as feasible. Routes and stations were placed in a manner which would provide a maximum of service compatible with reasonable revenues.

In order to assure the completion of the system within the project cost approved by the Congress, the Board of Directors adopted a policy on May 20, 1971, designed to accomplish that purpose and at the same time to allow for such additional features as might later become desirable.

Simply put, the policy allows additions to the system to meet requirements of either the Federal Government or of any of the eight participating local jurisdictions, provided that the governmental entity requesting the added feature agrees to assume its cost.

Already, Maryland, Virginia, and the District of Columbia have agreed to finance several additions to the system which they have thus far requested.

The Authority has sought in the past to be responsive to the Congress and the administration, and it will seek to do the same regarding these two proposed transit facilities.

It is now striving to meet the President's goal of service to 28 stations by the Bicentennial.

It is in full accord with the President's objective of better serving visitors to the Nation's Capital.

Mr. Chairman, our statement does parallel quite closely to that of Assistant Secretary Hirten.

I would like to say we fully support S. 3966, if it is authorized, and we will give every effort to provide these facilities in time for the Bicentennial, and with that, I am inclined to just thank the committee for all of its attention.

We are prepared to answer any questions you may have at this time.

The CHAIRMAN. In your opinion, does the forthcoming Bicentennial, in 1976, make a need for this additional station plus the expanded exit at the Smithsonian all the more imperative?

Mr. GRAHAM. Yes, sir; it does.

The CHAIRMAN. The total ball park figure is \$7 million. How much is for the new station, and how much of that is for the new exit?

Mr. GRAHAM. \$5,340,000 is required for the new Arlington station. The sum of \$2,450,000 is required for the exit at the Smithsonian. The total is \$7,345,000.

The CHAIRMAN. Thank you very much, Mr. Graham.
We will next hear from Colonel Corrado.

**STATEMENT OF COL. VINCENT L. CORRADO, COMMANDING OFFICER,
U.S. ARMY MEMORIAL AFFAIRS AGENCY**

Colonel CORRADO. Mr. Chairman, I am Col. Vincent L. Corrado, Commanding Officer, U.S. Army Memorial Affairs Agency.

It is with much pleasure that I represent the Department of the Army before your committee today.

I have a brief statement, and if the Chair has no objection, I would like to present it at this time.

The Department supports S. 3966, a bill introduced by Senator Mathias, authorizing funds to construct a Metro rapid rail station at Arlington National Cemetery in time for the 1976 Bicentennial celebration.

While the station is particularly important for the adequate accommodation of the large numbers of visitors anticipated in 1976, we feel it would be a lasting benefit to the cemetery.

In recent years, the number of visitors to Arlington National Cemetery has increased dramatically, numbering some 4 million annually.

This has created serious problems with vehicular traffic.

While the problem has been alleviated, in part, by the establishment of a traffic control plan and the utilization of Tourmobile buses, we feel that only a mass transit system such as Metro, can accommodate the increasing numbers of American and international visitors to this historic site.

The proposed rapid transit station can be effectively located at Arlington on an approved north-south Metro rail line. Passengers will enter and exit on Memorial Drive.

The station provides a convenient link-up to Tourmobile service to and from the cemetery, and will provide rapid transit to the west end of the Mall.

A more orderly flow of vehicular and pedestrian traffic will greatly enhance the dignity and facilitate the proper care of this National shrine.

The Department of the Army has participated from the outset in the development of the plans for the Arlington Metro station. As part of the President's Washington Bicentennial program, the Army urges favorable action on this legislation.

Mr. Chairman, that concludes my statement. I have with me members of my staff and we shall be pleased to answer any questions you may have.

The CHAIRMAN. Thank you very much, Colonel Corrado.

We will place your biographical sketch in the record.

(Colonel Corrado's biographical sketch follows:)

**BIOGRAPHICAL SKETCH, COLONEL VINCENT L. CORRADO, COMMANDING OFFICER, U.S.
ARMY MEMORIAL AFFAIRS AGENCY**

Colonel Vincent L. Corrado was born October 28, 1917 in Covington, Kentucky. He is a graduate of the Quartermaster Officer Advance Course, Fort Lee, Vir-

ginia; the U.S. Army Command and General Staff College, Fort Leavenworth, Kansas, and the Armed Forces Staff College, Norfolk, Virginia.

Colonel Corrado was commissioned a Second Lieutenant, QMC, in December 1942 upon completion of Officer Candidate School at Fort Lee, Virginia. He was promoted to the grade of Colonel in May 1962.

Principal assignments during his Army career include duty as a staff officer with Overseas Supply Division, New York Port of Embarkation; Headquarters, Communications Zone, ETO, and Headquarters, European Theater of Operations during World War II. Chief, Policy Officer and Executive Officer, Memorial Division, Office of the Quartermaster General from October 1946 to August 1949. Served as OM Staff Officer with Headquarters X Corps and Headquarters 2nd Logistical Command in Korea and with GHQ in Japan.

Also, Chief, Clothing, Equipment and General Supplies Division of Headquarters, Army Forces, Far East; Executive Officer, Philadelphia Quartermaster Depot; Chief, QM Section, MAAG, Turkey; Chief, Supply Control Branch and Chief Requirements Management Division, Office of the Quartermaster General; Chief, Combat Logistics Planning Section, MAAG, Germany; Chief, Theaters Division, U.S. Army Materiel Command; and Director, Logistics Advisory Directorate, J4, Headquarters, Military Assistance Command, Vietnam.

Served as Chief, Memorial Division, Office of the Chief of Support Services from May 1969 until 30 June 1969 when he assumed duty as Deputy Chief of Support Services. Appointed Chief of Support Services on 1 February 1972. On 15 May 1972 the Office of the Chief of Support Services was discontinued. Simultaneously, the U.S. Army Memorial Affairs Agency was established and Colonel Corrado was designated as its first Commanding Officer. He is currently serving in that capacity.

The CHAIRMAN. Our next witness is Mr. Robert A. Brooks, Assistant secretary of the Smithsonian Institution.

**STATEMENT OF ROBERT A. BROOKS, ASSISTANT SECRETARY,
SMITHSONIAN INSTITUTION**

Mr. BROOKS. Mr. Chairman, my name is Robert A. Brooks, I am the Assistant Secretary of the Smithsonian Institution, and I am appearing before your committee to testify in support of S. 3966, "to authorize a Federal payment for certain additional rapid transit facilities in the District of Columbia and environs."

This legislation is of great importance to the Smithsonian and we strongly urge its adoption.

I know that I speak for Secretary Ripley in expressing our gratitude to Senator Mathias for introducing this bill, and to you and to members of your committee for taking the time in the closing days of the Congress to consider it.

A Metro station located on the Mall is a long sought goal of the Smithsonian. The six Smithsonian museums located on the Mall are a prime tourist attraction.

It is estimated that more than 15 million visitors come to these museums each year, and this number is steadily increasing. In fact, we are anticipating that the Bicentennial year will increase visitation to nearly 30 million.

It is of great importance both to the visitors and to the residents of the District of Columbia that convenient mass transit facilities be available to these visitors both now and in the future.

Even now, on the peak day nearly 60,000 people visit one or more of the Smithsonian museums on the Mall.

Obviously, any increase in the number of visitors, such as is anticipated for the Bicentennial, would seriously overburden parking

and traffic facilities in the Mall area. We expect that the proposed Smithsonian station on the Mall would greatly alleviate this pressure of numbers.

The additional cost for the Mall Metro station, although substantial, cannot be regarded as the principal consideration. The primary concern at issue is people.

There is no access more convenient, more appropriate to the Smithsonian station, or with more visual utility than the tree panel at 12th Street, the approximate center of the National Mall.

The outlet provided originally for the Department of Agriculture at the southwest corner of 12th Street and Independence Avenue, together with the L'Enfant station to the southeast, will service the projected volume of employees to this area at normal schedules.

The proposed north access to the Mall would, in fact, serve both employees and visitors, since their schedules of travel rarely conflict.

Without this added entrance, northbound employees and visitors would be exposed to the confusion and peril of traversing the major artery, Independence Avenue.

The Smithsonian is convinced that the addition of the proposed Mall entrance will make the WMATA system safer, more effective, and attract increased riders.

The number of visitors to the Smithsonian Museums on the Mall increases each year, and will grow substantially during the Bicentennial celebrations.

Providing an entrance specifically aimed at serving the needs of these millions of visitors is an important addition to the WMATA system and makes the use of the Metro by tourists that much more attractive.

The location of the Smithsonian station at 12th and Adams Drive will place the visitor at the heart of the complex of Smithsonian Museums.

It is our hope that the Congress will be able to enact this legislation before adjournment so that funds may be included in the fiscal year 1974 budget of the Department of Transportation.

It is clear that timing is of the essence, if this station is to be opened in time to receive the onrush of visitors expected for the Bicentennial.

We are most heartened by the strong support this measure has received from President Nixon and Secretary Volpe, and urge the prompt enactment of this truly necessary measure.

Mr. Chairman, our concern with the Metro station is that the Metro station on the Mall is a very long-sought goal of the Smithsonian.

There are six Smithsonian Museums located on the mall, and they are very prime tourist attractions.

It is estimated that we have more than 15 million visitors to these museums every year.

There is anticipated by the Bicentennial year, that we will have approximately a participation of 30 million people.

It is of great importance to the people and the residents of the District of Columbia, that convenient mass transit facilities be available both now and in the future.

In a peak day, more than 60,000 people visit one or more of the museums on the Mall.

Obviously, any number of visitors such as anticipated for the Bicentennial would seriously burden park facilities on the Mall.

We propose a station on the Mall that will directly alleviate these numbers.

With respect to the station, we feel there is more access, more convenience, more appropriate, more visual, in the approximate center of the National Mall.

The outlet which was provided initially for the Department of Agriculture at the southwest corner of 12th Street and Independence Avenue, together with another station will service the projected volume in this area.

The proposed north access to the Mall would in fact service both employees and visitors, since their schedules of travel rarely conflict.

Without this added entrance, employees and visitors, proceeding northbound on foot, would be exposed to the danger of traversing the major traffic artery of Independence Avenue. It is our hope that Congress will be able to enact this legislation before adjournment, so that funds may be included in the 1974 budget for the development of the station. We wish to open the timing of the station to receive the onrush of visitors expected for the Bicentennial.

The CHAIRMAN. I will now place in the record a letter addressed to me from Mr. S. Dillon Ripley, Secretary of the Smithsonian Institution, dated September 15, 1972.

(The letter follows:)

SMITHSONIAN INSTITUTION,
Washington, D.C., September 15, 1972.

Hon. THOMAS F. EAGLETON,
Chairman, Committee on the District of Columbia,
U.S. Senate, Washington, D.C.

DEAR MR. CHAIRMAN: I should like to express the views of the Smithsonian Institution on S. 3966, introduced by Senator Mathias, "To authorize a Federal payment for certain additional rapid transit facilities in the District of Columbia and environs."

It is noted that the proposed legislation would authorize the Secretary of Transportation to finance the cost of designing, constructing and equipping an additional entrance in the vicinity of the northeast end of the Smithsonian Station surfacing on the Mall at the southwest corner, south of Adams Drive at 12th Street. This past July the WMATA Board agreed to proceed with design changes to the station serving the Smithsonian complex so that a north entry will be included at a cost addition of \$2.32 million to this facility.

This additional cost, although substantial, cannot be regarded as the principal consideration. The primary concern at issue is people—an estimated 15 million this year, and more each year to follow, as future generations of local and national constituencies make their pilgrimage to the complex of national monuments and the Smithsonian museums on the Mall. There is no access more convenient, more appropriate to the Smithsonian Station, or with more visual utility than the tree panel at 12th Street, the approximate center of the National Mall. The outlet provided originally for the Department of Agriculture at the southwest corner of 12th Street and Independence Avenue, together with the L'Enfant Station to the southeast, will service the projected volume of employees to this area at normal schedules. The proposed north access to the Mall would in fact serve both employees and visitors, since their schedules of travel rarely conflict. Without this added entrance, northbound employees and visitors would be exposed to the confusion and peril of traversing the major artery, Independence Avenue.

The Smithsonian is convinced that the addition of the proposed Mall entrance will make the WMATA system safer, more effective and attract increased ridership. The number of visitors to the Smithsonian museums on the Mall increase each year and will grow substantially during the Bicentennial celebrations. Providing an entrance specifically aimed at serving the needs of these millions of

visitors is an important addition to the WMATA system and makes the use of the Metro by tourists that much more attractive. The Smithsonian hopes that the proposed legislation will be enacted by the Congress.

The Office of Management and Budget has advised that there is no objection from the standpoint of the Administration's program to the presentation of these comments to the Congress.

Sincerely yours,

S. DILLON RIPLEY, *Secretary.*

The CHAIRMAN. Let me ask one of the witnesses—perhaps, you, Mr. Fish, since we are coming to you anyway: What will be the visual appearance of this station when completed insofar as the Mall is concerned? Will it be an eyesore? What will it do with respect to the overall view of the Mall?

Mr. FISH. You would not see it actually, Mr. Chairman. There would be an opening in the ground to allow the people to walk up the steps or the escalators, so there would be no structure on the surface.

Also, it would be located on the Mall, back in the tree panel, but there would be no structure, perhaps a railing to prevent people from falling into the stairway, but all it would be is a stairway up the surface of the ground.

The CHAIRMAN. Would you care to summarize your statement for us?

Mr. FISH. Yes, sir.

STATEMENT OF MANUS J. FISH, JR., ACTING DIRECTOR, NATIONAL CAPITAL PARKS, NATIONAL PARK SERVICE

Mr. FISH. Mr. Chairman, I am Manus J. Fish, Jr., Acting Director, National Capital Parks, National Park Service.

I am pleased to represent the Department of the Interior before your committee today in support of S. 3966.

This legislation would authorize funds to construct two Metro rapid transit facilities. A station at Arlington National Cemetery, and an additional entrance to the Smithsonian Station.

I urge prompt enactment of the bill in order to have these facilities in operation by the 1976 Bicentennial.

As custodians of the Federal parks, monuments, and memorials served by these facilities, we envision a real need for Metro service at the locations contemplated.

They will serve the most popular visitor attractions in the Nation's Capital. A sharp increase in national and international visitation is expected in 1976.

The National Park Service master plan for the Mall envisions the elimination of the private auto. No longer can pedestrian and auto vie for the limited space. No longer can we absorb the air polluting effects of individual use of private vehicles.

The great monuments and memorials are currently surrounded by cars and constant vehicular motion. The visitor here for a once-in-a-lifetime visit to his Nation's Capital is frustrated by the lack of parking space, often ticketed, and too often returns home disappointed in an otherwise memorable trip because of parking problems.

We must find a way to conveniently separate him from his private vehicle and transport him to the Mall.

Obviously, a major solution is use of the Metro system, and, in particular, the two stations proposed.

Once on the Mall or at Arlington Cemetery he must be free to move about. The location of these two stations provides excellent visual orientation for the visitor emerging for the first time into the heart of his Nation's Capital.

On the Mall, he sees the Washington Monument in one direction, and the Capitol in the other.

At the Arlington Station, he sees the cemetery one way and the Lincoln Memorial the other.

The very popular National Park Service Tourmobile service offers an interpretive tour of the central visitor attractions with stops at convenient locations throughout the Mall and the cemetery. This ongoing surface transportation system, in conjunction with Metro, is an extremely important element in the successful handling of visitation during the Bicentennial year.

But, it is clear that these two Metro facilities will be of continuing benefit.

They are elements of the comprehensive transportation planning for the region envisioned in the President's Bicentennial program intended to be of lasting value to visitors and residents alike.

Timely construction of this significant portion of the Metro system for the Bicentennial is, with the other significant transportation improvements, vital for an esthetically pleasing visit to the Nation's Capital for millions who continue to come.

Thank you for the opportunity to appear before your committee today.

The CHAIRMAN. Thank you very much, Mr. Fish. I want to thank all of the gentlemen who comprised this panel.

Thank you very much.

I think we have one other witness on S. 3966, Mr. Stadler, who I understand is with us.

STATEMENT OF JOHN W. STADTLER, PRESIDENT, METROPOLITAN WASHINGTON BOARD OF TRADE

Mr. STADTLER. Mr. Chairman and members of the committee, I am John W. Stadler, president of the Metropolitan Washington Board of Trade. I think by this time the credentials of the Board of Trade are well enough established that I need not review them with you.

As you know, the board has long been an active supporter of a subway system for the residents of Metropolitan Washington. The record shows a long history of testimony and support for this type of transportation system.

I think the members of the committee know that recently we worked very actively on behalf of appropriate funding for Metro. We have also supported the acquisition of the area bus companies in order to provide an integrated and orderly transportation system.

We in the business community are quite excited about the prospects of the Metro and what it will do for the National Capital area.

This morning, I would like to add the endorsement of the Metropolitan Washington Board of Trade for S. 3966, a bill providing additional rapid transit facilities in the District of Columbia and environs.

The Arlington National Cemetery, to which this additional stop is proposed, has substantial historical significance in this community. Over 17 million people visited Washington last year—most of whom visited the cemetery.

With the Bicentennial year approaching, we are certain that the number of tourists and visitors to this site will be substantially increased.

To provide easy and economical transportation to such a historic site should be a key criterion in expanding our already well-planned Metro system.

We hope the committee will give favorable attention to this bill, and that the appropriate planning machinery can be implemented so as to add this station to the system within a reasonable period of time.

Mr. Chairman, members of the committee, I would like to say that I am delighted to be here, and this concludes our testimony on S. 3966.

The CHAIRMAN. Does anybody else wish to testify for or against S. 3966?

That is the bill authorizing a Federal payment for the Metro stations—the Arlington Cemetery station and the station at the Smithsonian Institution.

A number of letters have been received by the committee on S. 3966 and I order them placed in the record.

(The letters follow :)

BICENTENNIAL COORDINATION CENTER FOR WASHINGTON, D.C.,
September 13, 1972.

HON. THOMAS F. EAGLETON,
Chairman, Senate District Committee,
New Senate Office Building,
Washington, D.C.

DEAR MR. CHAIRMAN: There is pending before your Committee legislation introduced by Senator Mathias (S. 3966) to authorize and appropriate funds to construct two METRO rapid transit facilities in Washington, D.C. in time for the 1976 Bicentennial. These facilities are a Metro Station at Arlington National Cemetery and a Mall (north) Entrance to Smithsonian Station. The need for these facilities in the National Capital is clear, and the reasons for them are good. I urge your Committee to act favorably on this legislation and to support its purposes.

Arlington National Cemetery hosts nearly 4,000,000 visitors annually. By the 1976 Bicentennial, that number may double. The present parking space and visitor access to this national shrine are woefully inadequate, especially in peak tourist months. The President has requested, therefore, that a Metro station be built there by 1976. This \$5 million station has been requested in lieu of a proposed \$25 million parking garage, the cost of which is exorbitant—nearly \$19,000 per space.

An additional Mall entrance to Smithsonian Station will serve directly the most-visited area in the National City—the Smithsonian quadrangle. Last year, this Smithsonian area welcomed some 14,000 visitors. And, by 1976, there will be a new National Air and Space Museum and a completed Joseph A. Hirshhorn Museum of Art. The Mall entrance will enhance the safety and convenience of these millions of Americans and international visitors. It will encourage visitor use of METRO. But, without the entrance, visitors using rapid rail must cross Independence Avenue at 12th Street, S.W.—a major traffic and rush-hour artery.

These two facilities offer an attractive alternative to reliance on private automobiles which presently detract from the dignity of Arlington and the beauty of monumental Washington. And, they will connect at ideal locations with the popular and successful Tourmobile service on the Mall and in Arlington.

Both Metro facilities are essential elements in transportation planning for the region and for the Bicentennial observance. Planning is going forward

to insure adequate transportation to the expected millions who will visit Washington and the seat of their Government in 1976. My office supports the efforts of the Secretary of Transportation in this sphere. It is a great task and the requested Metro facilities are indispensable to this effort. Further, the President has requested that 24 miles of subway be in operation for the Bicentennial. That goal is a realistic one. All Bicentennial undertakings, however, must be planned with residual benefits in mind. Clearly, these facilities will be of lasting value to the community far after 1976.

I urge that your Committee report favorably on these requests to enhance the quality of the Nation's Capital and to make its sights more visitable.

Sincerely,

BILL HAET,
Federal-D.C. Bicentennial
Coordinator for the President.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY,
Washington, D.C., September 14, 1972.

HON. THOMAS J. EAGLETON,
Chairman, Committee on the District of Columbia
U.S. Senate, Washington, D.C.

DEAR MR. CHAIRMAN: The Washington Metropolitan Area Transit Authority would like to comment on S. 3966 which embodies the proposals of the Secretary of Transportation that an additional station be added to the Adopted Regional Transit System to serve the Arlington National Cemetery and that a second entrance be constructed at the Smithsonian Station in order that direct access to the Mall can be provided.

The Authority believes that both of these additions to the system will benefit the Federal Government and the millions who come annually to experience a visit to the seat of their National Government. This will be particularly true of the great influx of tourists expected to come to the Nation's Capital during the observance of the American Revolution Bicentennial. Approval of the proposed facilities at this time will provide the lead time necessary to allow the operation of these features by May 1, 1976.

As indicated in the President's message to the Congress on February 4, 1972, a station below Memorial Boulevard to serve the Arlington Cemetery will offer a smoother flow of visitors to the Arlington Shrine. It will assist in lessening the parking problems and traffic congestion which already exist owing to tourism there.

In developing the regional system and its supporting financial plan, a station was not included at the Arlington Cemetery since the estimated volume of traffic was not sufficient to qualify it as a major traffic generator. However, a provision was made for the future construction of a station should public convenience so warrant. It now appears that the Bicentennial points to an earlier need. During the peak Bicentennial tourist season it is anticipated that the station will serve as many as 8,400 visitors during the peak hour. On a given day, this could amount to 42,000 arrivals and departures. Without question it would make visitation far more convenient and will continue to serve visitors after the Bicentennial.

An additional Mall entrance to the Smithsonian Station (now under construction contract) similarly would add appreciably to the safety and convenience of the millions of visitors to the adjacent Smithsonian Institution and the Mall. The entrance now provided is designed to provide for the convenience and safety of the daily patrons employed at, or doing business with, the large Federal employment center to the south of Independence Avenue. The hazards of crossing this busy traffic artery during rush hours indicated its location at the chosen point on the southwest corner of 12th Street and Independence Avenue.

In his message to the Congress, the President assigned the Secretary of Transportation in coordination with other agencies the responsibility for comprehensive transportation planning for the Bicentennial with an emphasis on lasting benefits to area transportation. The Arlington Cemetery Station and the proposed additional entrance to the Smithsonian Station are in harmony with that objective.

The Transit Authority supports the proposed special funding arrangement to provide the \$7,385,000 required to make these additions to the Adopted Regional System. As planned, and now well under construction, a 98-mile system has been developed to serve the National Capital area. That system was designed

to accord with the expressed intent of the Congress that its users defray as much of its cost as feasible. Routes and stations were placed in a manner which would provide a maximum of service compatible with reasonable revenues.

In order to assure the completion of the Metro System within the project cost approved by the Congress, the Board of directors adopted a policy on May 20, 1971, designed to accomplish that purpose and at the same time to allow for such additional features as might later become desirable. Simply put, the policy allows additions to the system to meet requirements of either the Federal Government or of any of the eight participating local jurisdictions provided that the governmental entity requesting the added feature agrees to assume its cost. Already Maryland, Virginia and the District of Columbia have agreed to finance several additions to the system which they have thus far requested.

The Authority has sought in the past to be responsive to the Congress and the Administration and it will seek to do the same regarding these two proposed transit facilities. It is now striving to meet the President's goal of service to 28 stations by the Bicentennial. It is in full accord with the President's objective of better serving visitors to the Nation's Capital.

Sincerely,

JACKSON GRAHAM.

DEPARTMENT OF THE ARMY,
OFFICE OF THE UNDER SECRETARY,
Washington, D.C., September 15, 1972.

HON. THOMAS F. EAGLETON,
Chairman, District of Columbia Committee,
U.S. Senate, Washington, D.C.

DEAR MR. CHAIRMAN: The Department of the Army supports S-3966, a bill introduced by Senator Mathias, authorizing and appropriating funds to construct a METRO rapid-rail station at Arlington National Cemetery in time for the 1976 Bicentennial Celebration. While the station is particularly important for the adequate accommodation of the large numbers of visitors anticipated in 1976, we feel it would be a lasting benefit to the Cemetery.

In recent years, the number of visitors to Arlington Cemetery has increased dramatically, numbering some 4,000,000 annually. This has created serious problems with vehicular traffic. While the problem has been alleviated, in part, by the establishment of a traffic control plan and the utilization of Tourmobile buses, we feel that only a mass transit system such as METRO can accommodate the increasing numbers of American and international visitors to this historic site.

The proposed rapid transit station can be effectively located at Arlington on an approved north-south METRO rail line. Passengers will enter and exit on Memorial Drive. The Station provides a convenient link-up to Tourmobile service to and from the Cemetery and will provide rapid transit to the west end of the Mall. A more orderly flow of vehicular and pedestrian traffic will greatly enhance the dignity and facilitate the proper care of this national shrine.

The Department of the Army has participated from the outset in the development of the plans for the Arlington METRO station. As part of the President's Washington Bicentennial Program, the Army urges favorable action on this legislation.

Sincerely yours,

CHARLES R. FORD,
Chief, Office of Civil Functions.

U.S. DEPARTMENT OF THE INTERIOR,
OFFICE OF THE SECRETARY,
Washington, D.C., September 22, 1972.

HON. THOMAS F. EAGLETON,
Chairman, Committee on the District of Columbia,
U.S. Senate, Washington, D.C.

DEAR MR. CHAIRMAN: There is pending before your Committee a bill S. 3966, to authorize funds to construct two METRO rapid transit facilities—a METRO station at Arlington National Cemetery and an additional entrance to the Smithsonian METRO station. I urge prompt enactment of the bill in order to have these facilities in operation by the 1976 Bicentennial.

As custodians of the Federal parks and memorials served by these facilities, we envision a serious need for METRO service at the locations contemplated. They will serve the most popular visitor attractions in the Nation's Capital. A sharp increase in national and international visitation is expected in 1976. The Mall Entrance to Smithsonian station will bring visitors rapidly and safely to the most popular of the Mall's attractions, the Washington Monument and Smithsonian museums. It will offer an excellent opportunity to orient the visitor to area attractions. The Arlington Cemetery METRO Station will facilitate the flow of visitors in the congested west Mall and Memorial Bridge area.

Both facilities offer superb connections to the popular Tourmobile service in the Mall and monuments area. The Tourmobile offers an interpretive tour of the central visitor attractions. This ongoing surface transportation system, in conjunction with METRO, is an extremely important element in the successful handling of visitation during the Bicentennial year.

It is clear that these two METRO facilities will also be of continuing benefit. They are elements of the comprehensive transportation planning for the region envisioned in the President's Washington Bicentennial Program intended to be of lasting value to residents and visitors alike. They will lessen or eliminate the need for costly underground parking structures in the Mall area and will provide an attractive alternative means of transportation to visitors. Timely construction of a significant portion of the METRO system for the Bicentennial is, with other significant transportation improvements, vital to the proper care and use of our national parks, memorials, and recreation areas in Washington.

I urge prompt enactment of this legislation.

The Office of Management and Budget has advised that there is no objection to the presentation of this letter from the standpoint of the Administration's program.

Sincerely yours,

CURTIS BOHLEN,
Acting Assistant Secretary of the Interior.

The CHAIRMAN. We have exhausted our list of announced witnesses. Is there anyone else who wishes to add something for or against this bill?

If not, that concludes the hearings on S. 3966.

Thank you very much.

(Whereupon, the hearing was concluded at 10:45 a.m.)