

Eno

MEMORANDUM FOR THE RECORD

July 13, 1959

Center for
Meeting:
Transportation

July 9, 1959 - 12:02 p.m. to 12:20 p.m.

The President, Commissioner David B. Karrick
Commissioner Robert E. McLaughlin, General A. C.
Welling, Mr. Max Wehrly, Mr. Herbert W. Wells,
Judge H. Lester Hooker, Mr. Albert Sklar, Mr.
William E. Finley, Mr. Robert A. Keith, Mr. Richard
H. Kraft, Mr. Harland Bartholomew, Mr. Donald E.
Gingery, Mr. Kendall and Mr. Merriam.

The purpose of this meeting was to present to the President the results of the Mass Transportation Survey of the Washington Metropolitan Area. The President opened the meeting by asking what progress had been made in selecting a route for U.S. 240. General Welling reported that the River Route was well into the planning stage. The President noted that he had personal interest in this because on his trips to and from Gettysburg he could easily see the bottlenecks in the present routing.

Mr. Bartholomew then gave a brief summary of the Mass Transportation Plan, and indicated that about \$1.8 billion was for highways and another \$0.5 billion for a rapid transit-subway system. He emphasized that of the total expenditures about \$1 billion would be required in new money over a twenty-year period. The remainder of the estimated cost has already been programmed in one way or another.

The President then stated his concern that too much of the interstate highway money might be going into connections in the cities. He said that it was not his understanding that the Federal Government would pay 90 per cent of the cost of these connections.

The President also asked whether the committee had considered the possibility of a special tax on automobiles coming into the central areas of cities, it being his observation that it was very wasteful to have an average of just over one man per \$3,000 car driving into the central area and taking all the space required to park the car. Mr. Bartholomew

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said that, in effect, this suggestion was followed, although the tax would be in the form of parking requirements rather than as a special tax. Mr. Bartholomew further indicated that the plan envisaged large parking lots in the outlying areas where people could transfer to buses and subways.

Mr. Bartholomew pointed out that there was no existing agency capable of acting in the two States and the District, and the President indicated his willingness to recommend legislation which would develop some kind of interstate authority.

The President concluded the meeting by reminding the members of the Committee of the necessity of keeping the value of the dollar stable so that the estimated cost of this program would not skyrocket.



Robert E. Merriam