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File
B. Cant

SMITHSONIAN INSTITUTION

Washington, D. C. 20560
U.S.A.

October 24, 1974

Honorable Leonard Garment
Special Assistant to the President
The White House
Washington, D. C. 20500

Dear Leonard:

This will respond to your request for some specific suggestions on the problem of accommodating our Bicentennial visitors to Washington, as we discussed it on the telephone this week.

Our present concern is simple -- to make it as easy as possible for the millions of Bicentennial visitors in 1976 to arrive at the Mall area in the heart of Washington, see what they have come to see, and depart. Ten of our Smithsonian museums are in this area, as well as the outdoor Festival of American Folklife which will run for several weeks in the summer of 1976. Each of the museums will have special exhibitions and programs for the Bicentennial, and one of them, the new National Air and Space Museum, will open that summer. We now expect nearly 23 million admissions to the Smithsonian downtown museums in 1976, representing about ten million visitors. Of these we expect about six million visitors in the peak months from April through August. This is about half as many again as in our highest previous year. Other major visitor attractions in the same area, the White House, the Capitol, the Archives, the memorials and the rest will, of course, add to the number.

Working out the solution has not been simple. The Smithsonian runs a large part of the visitor attractions, but has little control over the means of visitor access. No one means of access, whether parking, or bus service, or rapid transit, will suffice. We have worked constructively with the National Park Service and the D.C. Department of Highways and Traffic to improve available parking and other visitor conveniences. We have emphasized to the Department of the Interior, to the Congress, and to others the importance of reestablishing the National Visitor Center project at Union Station. In addition, I recommend the following specific actions for your consideration:



1. Current and future parking space reservations for visitors in the Mall area should be rigidly enforced against commuter encroachment, a responsibility shared by the Park Police and the D.C. Police Department.
2. Widespread, current, and coordinated information should be provided to the public on availability and location of parking and access facilities for the Mall visitor.
3. Cheap direct bus shuttle service should be provided within the Mall area for the visitor after parking his automobile. This would cover East and West Potomac Parks and the Visitor Center, when completed, and would connect them with the visitor attractions on the Mall. The present Tourmobile service does not address this need.
4. Adams and Washington Drives, down the center of the Mall, are now planned for removal and replacement with pedestrian walkways in the National Park Service's Bicentennial redesign of the Mall. Parking should be permitted along these walkways for the 1976 peak season at least.
5. Major grass areas in East and West Potomac Parks should also be opened to parking for the peak season of 1976. An example is the old polo ground in West Potomac Park.
6. The maximum number of fringe parking areas should be developed for visitors, linked by direct bus shuttle or Metro (if available) to the Mall. The Metropolitan Council of Governments' study of Bicentennial visitors has identified 21 such fringe parking areas around the city. At present the Park Service is considering only one, at RFK Stadium.
7. Government commuter parking lots close to the Mall, such as those in the Federal Triangle, should be opened to visitors on weekends and holidays.

If we are able to obtain these improvements for 1976, with the necessary accompaniments of public information and traffic control, we should be able to welcome our Bicentennial visitors without the fear that they will immobilize us and themselves in a blockade of frustrated people and traffic.

Sincerely yours,

S. Elliot Rhyler



OCT 31 1974

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MEMORANDUM

THE WHITE HOUSE
WASHINGTON

October 31, 1974

MEMORANDUM TO: DON RUMSFELD

FROM: LEN GARMENT

SUBJECT: Ripley letter re Bicentennial Visitors to Washington

Dillon Ripley's letter about visitors for the Bicentennial is being widely circulated around the Executive Branch, but I think you should know about it with a view to making sure that attention is being given to this problem. It could be a mess.

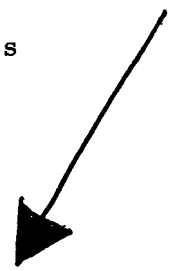
By the way, Ripley told me he would like to see you briefly to discuss this. You might want to have him in. He knows a lot about rare birds.

Encl.



H/K

Jack Marshall handle - Don R.
will see Dillon - set up app + - on 11/21 at 3:15





SMITHSONIAN INSTITUTION

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U.S.A.

October 24, 1974

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Special Assistant to the President
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If we are able to obtain these improvements for 1976, with the necessary accompaniments of public information and traffic control, we should be able to welcome our Bicentennial visitors without the fear that they will immobilize us and themselves in a blockade of frustrated people and traffic.

Sincerely yours,



S. Dillon Ripley
Secretary



THE WHITE HOUSE

WASHINGTON

December 5, 1974

Dear Rog:

I know you are well aware of the numerous accommodations that must be made for the reception of millions of visitors to Washington in 1976. Among these is the general question of automobile parking and, in particular, a situation regarding the Mall parking facilities.

Dillion Ripley is extremely concerned about the project of the National Park Service to remove two of the existing paved roadways on the Mall, Adams and Washington Drives, and to replace them with pedestrian walkways. Many people, including Ripley himself, agree of course with the ultimate objective of freeing the Mall of parked automobiles to enhance its aesthetic quality. However, I think very serious consideration should be given now to deferring the Mall improvement program until after 1976, assuming that provision can be made for adequate replacement parking at that time.

The timing of this project is especially unfortunate in that despite your monumental efforts, progress on the National Visitors Center has been repeatedly delayed. That facility realistically can not be expected to be in service as a parking facility for much of the Bicentennial year.

It seems to me that it would be better to defer the Mall project rather than pursue it now and thereby eliminate the 700 spaces which accommodate approximately 2100 vehicles and 6300 people each day. This represents about one-half of the current parking capacity of the Mall.

Most Americans still consider the automobile to be the pre-eminent means of travel and a major reduction in convenient parking for visitors would surely have sizeable repercussions.

I understand that the construction cost is \$3.5 million, which may further suggest the need for reconsideration since other projects, however well justified, are being reduced or deferred in keeping with our efforts to control inflationary pressures in the economy.

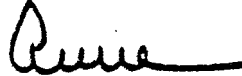


2

Since some preliminary work under the construction contract has started, time is of the essence. I would appreciate your views on this situation.

With warm regards,

Sincerely,



Mrs. Tobin Armstrong
Counsellor to the President

Honorable Rogers C. B. Morton
Secretary of the Interior
Washington, D. C. 20240

bc: Mr. John Marsh



Some items in this folder were not digitized because it contains copyrighted materials. Please contact the Gerald R. Ford Presidential Library for access to these materials.

THE WHITE HOUSE
WASHINGTON

Save for apt.
that has been set
up for Dick.



MEMORANDUM

THE WHITE HOUSE

WASHINGTON

January 13, 1975

MEMORANDUM TO: JACK MARSH

FROM: RUSS ROURKE *R*

At your convenience, Dick Lukstat would like to discuss the following matters:

- 1) He would recommend that the Vice President conduct the swearing-in ceremony with Marge Lynch.
- 2) Wants to discuss the Mall parking situation... newspaper clippings attached.
- 3) He would like as much time as you can afford to discuss the Bicentennial program itself.

R- Get Dick in. m



**Parking
On Mall
Will End**

By Paul Hodge

Russ Pourke

THE WHITE HOUSE
WASHINGTON

January 16, 1975

MEMORANDUM FOR: JACK MARSH
FROM: DICK LUKSTAT *DKL*
SUBJECT: D.C. TRANSPORTATION FOR
BICENTENNIAL

The Bicentennial transportation plan for D.C. is yet to be resolved although a three-lot fringe parking and shuttle-bus system has been developed. (Detailed background attached) Implementation of this system hinges on obtaining DOD commitments on two of the three necessary parking lots. Additionally, the appointment of an individual to be responsible for the coordination and implementation of the transportation plan is a must.

Proposed Actions:

Since time is of the essence in moving ahead with the D.C. Bicentennial transportation plan, the following course of action is proposed as the most expeditious.

1. That you meet as soon as possible with Secretary of Defense Schlesinger. A commitment to and authorization for visitor parking spaces is needed as follows:

- a. Pentagon North Parking Lot
1,250 spaces
- b. South Post, Fort Myer
2,000 spaces

2. That you request Secretary Schlesinger's support for a request to the Senate and House Armed Services Committees for legislative authority to utilize the Bolling/Anacostia complex for 3,000 visitor parking spaces for the Bicentennial period.

(The availability of the above-cited parking spaces is fundamental to the three-lot fringe parking system as proposed.)



3. That you appoint a senior-level person from Department of Transportation to implement the transportation plan. DOT will be requesting the FY-76 budget money for the D.C. Bicentennial transportation system. Deputy Under Secretary Ted Lutz comes highly recommended by a number of individuals in the transportation area.

Finally, the controversy over the removal of some 600 parking spaces in the Mall continues. Dillon Ripley has discussed this with you and Anne Armstrong wrote Secretary Morton requesting a deferral on this until 1977. (Letter attached) There has been no response to this request.

At this point, an early meeting between you and Secretary Morton would be required to resolve the issue.



December 5, 1974

Dear Rog:

I know you are well aware of the numerous accommodations that must be made for the reception of millions of visitors to Washington in 1976. Among these is the general question of automobile parking and, in particular, a situation regarding the Mall parking facilities.

Dillon Ripley is extremely concerned about the project of the National Park Service to remove two of the existing paved roadways on the Mall, Adams and Washington Drives, and to replace them with pedestrian walkways. Many people, including Ripley himself, agree of course with the ultimate objective of freeing the Mall of parked automobiles to enhance its aesthetic quality. However, I think very serious consideration should be given now to deferring the Mall improvement program until after 1976, assuming that provision can be made for adequate replacement parking at that time.

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It seems to me that it would be better to defer the Mall project rather than pursue it now and thereby eliminate the 700 spaces which accommodate approximately 2100 vehicles and 6300 people each day. This represents about one-half of the current parking capacity of the Mall.

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I understand that the construction cost is \$3.5 million, which may further suggest the need for reconsideration since other projects, however well justified, are being reduced or deferred in keeping with our efforts to control inflationary pressures in the economy.



Since some preliminary work under the construction contract has started, time is of the essence. I would appreciate your views on this situation.

With warm regards,

Sincerely,

(s)

Mrs. Tobin Armstrong
Counsellor to the President

Honorable Rogers C. B. Morton
Secretary of the Interior
Washington, D. C. 20240

RHL:cph



Bicentennial Transportation Program
for the National Capital Area

Description

In order to alleviate the impact of serious traffic congestion and inadequate parking in downtown Washington, D.C. during the Bicentennial celebration in 1976, a combined fringe parking lot-special bus service program is proposed for Section 6 (UMTA Demonstrations) in the Department of Transportation's Fiscal Year 1976 budget. Total program costs are estimated to be some \$10 million.

The plan proposes using three close-in high density parking lots with Metrobus shuttle service to and from the Mall area. A one-day pass sold at a parking lot kiosk is envisioned as the method of fare collection. Special express bus service to 17 major hotel/motel corridors within the region is also proposed. A comprehensive marketing and advertising effort would be undertaken. Local responsibility for the administration and operation of the program would rest with WMATA.

Need

It is projected that approximately 35 million tourists will visit the Nation's Capital during the Bicentennial period and some 70 percent of these would arrive by automobile. During the peak visitor period (April to September) in 1976, some 202,000 persons in approximately 63,000 cars per day would visit Washington.

A severe parking shortage for the Bicentennial visitor is anticipated. While some 63,000 cars per day have been projected as competing for parking spaces in the Mall/downtown area, there are currently only some 3,000 Mall area parking spaces. By 1976, this number will be cut in half to 1,500 because of the National Park Service's plans to rebuild the Mall for predominately pedestrian use. The current efforts by the District of Columbia Government to prohibit non-residential parking in such areas as Capitol Hill and the Southwest will also limit the amount of available parking.

In the recognition of the logistical/transportation problems facing such centers of national Bicentennial interest as Washington, D.C. and Philadelphia, the White House Interagency Committee on the Bicentennial established a subcommittee chaired by the Deputy Under Secretary of Transportation to study these visitor impact problems.



The result of this subcommittee's efforts was the recommendation that logistical support funds from the Federal Government be provided through normal program approval actions and that a special Federal/local effort would have to be made in behalf of Washington, D.C. This proposed transportation program was a key element of that recommended special effort.

Proposed Program

The COG/WMATA comprehensive study recommended a transit support program with two basic elements: (1) a fringe parking lot system with express bus service to the Mall and (2) a special bus service program to the major hotel/motel concentrations within the metropolitan area. An extensive marketing and advertising program is a major part of the total project. The General Manager of WMATA has agreed that METRO would assume full management and operating responsibility for the program.

Fringe Parking

The previously mentioned COG/WMATA study published in December 1973 recommended a comprehensive system of fringe parking lots inside or near the Capital Beltway. Three alternative plans were suggested using as many as 21 lots. The study recommendation, however, was extremely costly (\$21 million) and as a result, WMATA and D.C. Government staff began a revaluation of the fringe lot proposal.

The result of that revaluation is the recommendation that three close-in locations be used to serve as both an intercept for potential driving visitors to the Mall and as an overspill parking system for tourists who couldn't find parking downtown. The three locations are: RFK Stadium (6,000 spaces), Anacostia Naval Air Station (3,000), and the Pentagon area (3,000). A supplement to these 12,000 spaces is the potential use of five future METRO station sites for some 4,000 parking spaces. These potential sites are: Huntington, Dunn Loring, Springfield, New Carrollton and Glenmont.

The three high density lots were chosen because of their close-in location, resulting in substantially lower capital and bus operating costs than previously projected in the earlier study. Negotiations are currently underway between the National Park Service and the Stadium/Armory Board for the use of RFK Stadium parking during calendar year 1975. A \$364,000 UMTA demonstration grant will provide funds for a visitor shuttle service between RFK and the Mall while reconstruction of the Mall takes place. A firm agreement to use RFK parking should be reached shortly.



The use of the Anacostia Naval Air Station and the Pentagon north parking lot is dependent upon agreement with the Department of Defense. Informal discussions with DOD representatives have been inconclusive but there is strong feeling at OMB, and the American Revolution Bicentennial Administration (ARBA) that some interim use agreement is possible. After several discussions with GSA staff, there appears to be good reason to believe that some 1,200 spaces at the Pentagon north parking lot can be made available. An additional 2,000 spaces at the former Ft. Myer South Post (Arlington Cemetary expansion) has also been requested.



THE WHITE HOUSE

WASHINGTON

January 16, 1975

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FROM: DICK LUKSTAT
SUBJECT: D.C. TRANSPORTATION FOR
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Proposed Actions:

Since time is of the essence in moving ahead with the D.C. Bicentennial transportation plan, the following course of action is proposed as the most expeditious.

1. That you meet as soon as possible with Secretary of Defense Schlesinger. A commitment to and authorization for visitor parking spaces is needed as follows:

- a. Pentagon North Parking Lot
1,250 spaces
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2,000 spaces

2. That you request Secretary Schlesinger's support for a request to the Senate and House Armed Services Committees for legislative authority to utilize the Bolling/Anacostia complex for 3,000 visitor parking spaces for the Bicentennial period.

(The availability of the above-cited parking spaces is fundamental to the three-lot fringe parking system as proposed.)



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FIGURE 1
PARKING LOTS & ACCESS ROUTES
3 LOT PLAN

- PROPOSED FRINGE PARKING LOTS
- ACCESS ROUTES TO FRINGE LOTS
- NATIONAL VISITOR CENTER AND MALL AREA



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for the National Capital Area

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December 5, 1974

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The timing of this project is especially unfortunate in that despite your monumental efforts, progress on the National Visitors Center has been repeatedly delayed. That facility realistically can not be expected to be in service as a parking facility for much of the Bicentennial year.

It seems to me that it would be better to defer the Mall project rather than pursue it now and thereby eliminate the 700 spaces which accommodate approximately 2100 vehicles and 6300 people each day. This represents about one-half of the current parking capacity of the Mall.

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With warm regards,

Sincerely,

(s)

Mrs. Tobin Armstrong
Counsellor to the President

Honorable Rogers C. B. Morton
Secretary of the Interior
Washington, D. C. 20240

RHL:cph



*Crossed
Bicentennial*

January 23, 1975

Schlesinger

Dear Jim:

As you might know, I now have certain responsibilities for the Bicentennial in addition to my other duties as Councillor.

One of my particular concerns in this area is the planned transportation system for visitors to the Nation's Capital. Frankly, I feel a tremendous amount of effort is required if a satisfactory transportation plan is to be implemented in time to serve the millions of Americans coming here in 1976.

There is a basic transportation plan recommended and agreed upon by the Federal Agency Bicentennial Task Force. Current planning calls for three lots (12,000 spaces), and a combination of special bus services at standard fares. These lots use cost-free land under Federal or Washington Metropolitan Area Transit Authority (WMATA) control and lie as close as possible to the Mall/Monuments area. The three lots presently anticipated are at RFK Stadium, the unused Naval Air Station at Bolling-Anacostia S.E., and a combination of spaces at the Pentagon and South Post-Fort Myer.

I feel it imperative that the Federal establishment have a well-conceived and well-phased plan to present to the Congress as early as March 1975, when the Department of Transportation must discuss its appropriation requests. Therefore, I am asking for your assistance as follows:

- 1) Authorization from the Department of Defense to utilize 1,250 parking spaces in the North Pentagon parking lot. (GSA has indicated this number will be available upon completion of Metro construction.)



2) Authorization from the Department of Defense to create a 2,000 space temporary parking lot on South Post-Fort Myer. (I understand this space is ultimately to be used for an expansion of Arlington Cemetery.)

3) Support from the Department of Defense in obtaining legislative authority for utilizing the Bolling/Anacostia complex for 3,000 visitors' parking spaces.

Your consideration of these matters will be sincerely appreciated.

With warm regards.

Sincerely,

John O. Marsh, Jr.
Counsellor to the President

Honorable James R. Schlesinger
Secretary of Defense
Department of Defense
Washington, D. C. 20301

cc: Dick Lukstat

RHL/sjd



*Crossed
Schlesinger*

January 23, 1975

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Honorable James R. Schlesinger
Secretary of Defense
Department of Defense
Washington, D. C. 20301

bc: Dick Lukstat

RHL/sjd



*Crossed -
Morton*

January 23, 1975

Dear Rogi:

As you know, I now have certain responsibilities in the Bicentennial area in addition to my other duties as Counsellor since Anne Armstrong left in December.

While I have not yet had the opportunity to become very deeply involved in the overall Bicentennial program, I am particularly concerned with the transportation system proposed for the District of Columbia.

On December 5, Anne wrote to you requesting a deferral until 1977 in the removal of some 600 visitor parking spaces from the Mall area. I urge your earliest consideration to that request.

Although I realize the removal of the spaces had been planned for some years, I feel the current situation warrants another hard look. The vastly reduced parking capacity at the National Visitor Center, the elimination of planned underground parking at the Mall and potentially reduced Metro service all affect this situation. And, needless to say, the saving of some \$3 million in Federal expenditures to remove the Mall spaces at this time also should be taken into consideration.

Your personal attention to this matter would be greatly appreciated.

With warm regards.

Sincerely,

John O. Marsh, Jr.
Counsellor to the President

Honorable Rogers C. B. Morton
Secretary of the Interior
Department of the Interior
Washington, D. C. 20240

bc: Dick Lukstat
RHL/sjd



Dear Rog:

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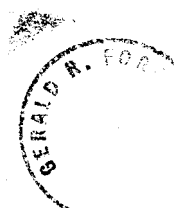
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Sincerely,

John O. Marsh, Jr.
Counsellor to the President

Honorable Rogers C. B. Morton
Secretary of the Interior
Department of the Interior
Washington, D. C. 20240



December 5, 1974

Dear Rog:

I know you are well aware of the numerous accommodations that must be made for the reception of millions of visitors to Washington in 1976. Among these is the general question of automobile parking and, in particular, a situation regarding the Mall parking facilities.

Dillon Ripley is extremely concerned about the project of the National Park Service to remove two of the existing paved roadways on the Mall, Adams and Washington Drives, and to replace them with pedestrian walkways. Many people, including Ripley himself, agree of course with the ultimate objective of freeing the Mall of parked automobiles to enhance its aesthetic quality. However, I think very serious consideration should be given now to deferring the Mall improvement program until after 1976, assuming that provision can be made for adequate replacement parking at that time.

The timing of this project is especially unfortunate in that despite your monumental efforts, progress on the National Visitors Center has been repeatedly delayed. That facility realistically can not be expected to be in service as a parking facility for much of the Bicentennial year.

It seems to me that it would be better to defer the Mall project rather than pursue it now and thereby eliminate the 700 spaces which accommodate approximately 2100 vehicles and 6300 people each day. This represents about one-half of the current parking capacity of the Mall.

Most Americans still consider the automobile to be the pre-eminent means of travel and a major reduction in convenient parking for visitors would surely have sizeable repercussions.

I understand that the construction cost is \$3.5 million, which may further suggest the need for reconsideration since other projects, however well justified, are being reduced or deferred in keeping with our efforts to control inflationary pressures in the economy.



Since some preliminary work under the construction contract has started, time is of the essence. I would appreciate your views on this situation.

With warm regards,

Sincerely,

(s)

Mrs. Tobin Armstrong
Counsellor to the President

4

Honorable Rogers C. B. Morton
Secretary of the Interior
Washington, D. C. 20240

RHL:cph



MAY 1975

*crossed
Sub
bicentennial*

January 23, 1975

Dear Reg:

As you know, I now have certain responsibilities in the Bicentennial area in addition to my other duties as Counsellor since Anne Armstrong left in December.

While I have not yet had the opportunity to become very deeply involved in the overall Bicentennial program, I am particularly concerned with the transportation system proposed for the District of Columbia.

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John O. Marsh, Jr.
Counsellor to the President

Honorable Rogers C. B. Morton
Secretary of the Interior
Department of the Interior
Washington, D. C. 20240

bc: Dick Lukstat
RHL/sjd



JAN 29 1975



SMITHSONIAN INSTITUTION

Washington, D.C. 20560

U.S.A.

January 28, 1975

Honorable Rogers C. B. Morton
Secretary of the Interior
Washington, D. C. 20240

Dear Rog:

This is to inform you of action taken by the Board of Regents of the Smithsonian Institution relating to the proposed ban on Mall parking at their regular meeting on January 24, 1975.

Specifically, the Regents delegated to their Executive Committee authority "to represent the position of the Board of Regents in intervening in behalf of the Smithsonian Institution to alleviate the problems being created by the Mall parking ban and to seek immediate answers to questions primarily posed to the National Park Service concerning substitute parking closer to the museums on the Mall [as alternatives to R.F.K. Stadium parking]."

Sincerely yours,

S. Dillon Ripley
Secretary

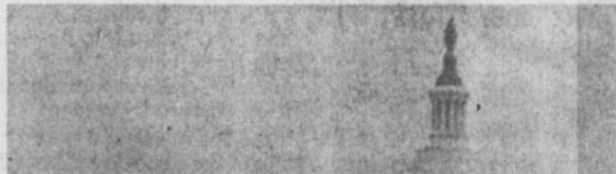
cc: Mr. John O. Marsh, Jr.



Court Delays Ban On Mall Parking

By Timothy S. Robinson
Washington Post Staff Writer

U.S. District Judge Joseph C. Waddy yesterday delayed for at least one week the National Park Service's plan to forbid traffic and parking



JCM?
200
1/31

THE WHITE HOUSE
WASHINGTON

M

Date 2-7-74 [1975]

2:30 p.m.

FOR: JACK Marsh

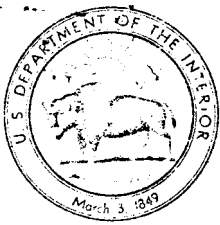
FROM: Richard H. Lukstat

Dick

The attached may be of interest
to you.

It's Secretary Morton's reply
to Anne Armstrong's letter of Dec 5.
As you know, the case is
being heard today — so
far, no decision.

Wentworth



THE SECRETARY OF THE INTERIOR
WASHINGTON

January 22, 1975

Dear Anne:

Although I realize that you officially do not have to be concerned with such matters, I wanted to answer your letter of December concerning the problem of removing some parking on the Mall which is part of our plans to prepare for the Bicentennial.

I can assure you that we have given very earnest consideration to your suggestion to defer the Mall improvement program until after 1976. As you know, the funding necessary for this project was reviewed very carefully in relation to overall national priorities before being included in the Bicentennial program. We have at hand solutions to several of the factors which have caused repeated delays.

First of all, we now know that the National Visitor Center can be made available during the Bicentennial year. The problems that necessitated work stoppage have been resolved, and our contractor is busy resuming his construction schedule.

Secondly, the fringe parking-shuttle service between the Robert F. Kennedy Memorial Stadium and the Mall is being implemented and will begin prior to the removal of any Mall parking.

Funds to carry out the plan that the Smithsonian, National Gallery of Art, the National Capital Planning Commission, Fine Arts Commission, and the President's Council on Historic Preservation have all enthusiastically endorsed may not be forthcoming after the Bicentennial. I can certainly give no assurance that the Department of the Interior will be able to support a future budget request for the funds necessary to complete the project that we now presently have underway. Adherence to the Administration's policy for use of a fringe parking system,

established in the Bicentennial message of February 4, 1972, seems the most reasonable and effective alternative for the relatively few parking spaces that will be lost due to this construction.

I hope that we can all pull together to effect these Bicentennial plans. Please let me know if you have further questions on this matter.

Anne, I hope that you won't ever hesitate to get in touch with me if I can be of any assistance to you here in Washington.

Warm personal regards.

Yours sincerely,



Rogers C. B. Morton

Mrs. Tobin Armstrong
Armstrong
Texas 78338



bicentennial

February 13, 1975

MEMORANDUM FOR: DICK LUKSTAT

FROM: JACK MARSH

Please give me your thoughts and suggestions on the attached.

Thanks.



February 13, 1975

Dear Tom:

Just a short note to acknowledge and thank you for your letter in reference to the parking situation in connection with the Bicentennial.

I deeply appreciate the cooperation of the Department and particularly your interest in this.

Sincerely,

John O. Marsh, Jr.
Counsellor to the President

Mr. Thomas K. Latimer
The Special Assistant
Office of the Secretary of Defense
Washington, D. C. 20301



FEB 11 1975



OFFICE OF THE SECRETARY OF DEFENSE
WASHINGTON, D.C. 20301

10 FEB 1975

Honorable John O. Marsh, Jr.
Counsellor to the President
The White House
Washington, D. C. 20500

Dear Jack:

In response to your letter of January 23, 1975, to Secretary Schlesinger, we have taken a close look at our capability to handle some 6,000 of the 12,000 private car parking spaces required for the 1976 Bicentennial celebration and believe that we can satisfy all or the greater portion of the requirement levied upon us. While we will be suggesting a somewhat different approach from the one outlined in your letter, I believe that our plan will prove more manageable, timely, cost effective and beneficial to our out-of-town visitors.

Essentially our plan would be to scrap the 3,000 car Bolling/Anacostia segment of the proposal and, in lieu thereof, to make available within the Pentagon/Fort Myer South Post Complex existing paved parking and land suitable to accommodate a total of 6,000 cars at any one-time. Further, if it is found feasible from an engineering standpoint, it would be our preference to concentrate all 6,000 parking spaces at South Post to gain the advantages which would accrue from one Virginia location, enumerated below, and to avoid the access problems involved in utilizing Pentagon parking.

The advantages of this approach are as follows:

. The Government would avoid the high cost of improving, and eventually restoring for planned follow-on use, the only available portion of the Bolling/Anacostia Complex --- a semi-improved, low lying area at the northerly boundary of the Anacostia Naval Station immediately west of the Naval Photographic Center and north of the Presidential helicopter compound. This area has extremely poor access from the already saturated Douglas Bridge and Route 295 and, even with adequate posting, would create serious problems for the average driver not familiar with the area. Construction is now ongoing at Bolling/Anacostia with attendant confusion, dust and pilferage and the introduction of a visitor and his family into this area, albeit temporarily, would be doing them a disservice. Preliminary engineering estimates place the cost of needed fill, pavement and fencing and exclusive of site restoration at a minimum \$976,000 - a substantial proportion of the \$10,000,000 being sought by Department of Transportation. Deletion of the Bolling/Anacostia proposal would also



negate the need for special legislation to overcome the "Rivers" Amendment (Section 610b, PL 93-166) --- which legislation could prove acrimonious in debate, time consuming and uncertain of the desired result.


. Concentration of parking in two major lots would still service both sides of the National Capital Region hemisphere created by the Potomac River. Visitors from the west and south would probably gravitate to the Fort Myer lots from existing good road networks while those from the north would establish their first base of exploration from the RFK lots. Savings should result from fewer shuttle routes, less guides and security personnel and other factors relative to two versus three disparate locations.

. The counterproposal also takes advantage of the existing visitors' facility and parking area at Fort Myer/Arlington National Cemetery and the fact that the Cemetery and the Kennedy gravesites are probably on everyone's agendas. Cost savings are also apparent when one contrasts the expense of new pavement for two locations (Fort Myer and Bolling/Anacostia) with the efficiency and unit cost of laying pavement under one contract at a homogeneous location.

. Access to the City via the Memorial, Key and Roosevelt Bridges is superior to the South Capitol Street corridor while the consolidated Pentagon/Fort Myer lot also enjoys easier access to I95 and other trunk routes than does the Bolling/Anacostia one.

For these and other reasons we would prefer the consolidation plan and would urge your support. If acceptable to you and to the Agencies and Governments involved, we are prepared to issue whatever authorizations are needed. We understand that the plan will be accomplished solely with funds budgeted by the Department of Transportation, that the land at Fort Myer/Arlington Cemetery be restored at the end of the 1976 Bicentennial year, and that whatever Environmental Impact, planning or local governmental approvals are needed are obtained by Department of Transportation, Department of Interior, or the cognizant authority for the Bicentennial transportation plan.

Sincerely,


Thomas K. Latimer
The Special Assistant



*crossed
Dugas (backup)*

March 5, 1975

Dear Mr. Dugas:

Thank you for attending last month's meeting on Bicentennial transportation planning for Washington. I regret NOT being there as I had planned; however, I appreciate your being there to hear what the Federal, District, and regional governments cooperatively must do to accommodate the millions of additional visitors expected in Washington in 1976.

I feel certain that adequately planned and executed transit services along those lines discussed at the meeting will benefit both the visitor and the City. These services, for which the President is asking the Congress for an additional \$10 million in his 1976 budget, should neither unduly burden the City's services nor disrupt its daily residential and business life. The full support of the District Government to this proposed program, within the timetable outlined on February 3, 1975 will help bring it to fruition.

Various committees of the Congress will no doubt be interested in the preparedness of the Nation's Capital for 1976. I understand that the District's own Congressional budget process will be starting shortly after the Federal Departments begin their testimony. In this regard, I hope that the District and the Federal Government provide a clear presentation to the Congress of the logistical problems facing the City and the Federal establishment and of our common solutions to them.

I look forward to meeting with you in the near future.

Sincerely,

John O. Marsh, Jr.
Counsellor to the President

Honorable Julian Dugas
City Administrator
District of Columbia
14th and E Streets, NW
Washington, D. C. 20004

RHL/sjd
cc: Dick Lukstat

