

**STATEMENT OF DONALD S. DAWSON, ESQ., SPECIAL COUNSEL, ON
BEHALF OF O. ROY CHALK, PRESIDENT, D.C. TRANSIT SYSTEM,
INC.; ACCOMPANIED BY MANUEL J. DAVIS, ESQ., COUNSEL**

Mr. DAWSON. Mr. Chairman and members of the committee, my name is Donald S. Dawson. I am special counsel for the D.C. Transit System and I am appearing here at the request of Mr. O. Roy Chalk, the president of the company, who wanted to be here but unfortunately, because of the illness of his wife, was prevented from doing so.

Mr. Manuel J. Davis, counsel for the company, is at my left.

Mr. GRAY. Let me state, Mr. Chalk has sent two very able representatives.

The committee knows Mr. Dawson was an assistant at the White House during the Truman administration and is held in very high regard.

We are delighted to see both of you.

Mr. DAWSON. Thank you, Mr. Chairman.

I have a prepared statement that I would like to ask permission to insert in the record and I will paraphrase it.

Mr. GRAY. Without objection, it will be included in full.

(The prepared statement follows:)

**STATEMENT OF DONALD S. DAWSON, SPECIAL COUNSEL FOR D.C.
TRANSIT SYSTEMS, INC.**

Mr. Chairman and members of the subcommittee, my name is Donald S. Dawson. I am Special Counsel for D.C. Transit System, Inc. and I am appearing at the request of Mr. O. Roy Chalk, President of the Company, who was planning to be here but is unable to do so.

I appreciate the opportunity to appear before you this morning to testify on H.R. 12686, the "National Visitor Center Act of 1967".

Let me make it clear at the outset that D.C. Transit is in favor of the general purpose of this legislation. Each year millions of visitors come to our capital city to view its numerous national buildings, monuments, memorials, and museums. According to the estimates of the National Park Service some 15 million visitors are expected this year, a figure which is expected to grow to 35 million by 1980. These visitors are in dire need of a place to go for information on sightseeing, rooms, and restaurants, for parking cars, and for temporary rest from the rigors of traveling.

Any sightseer who has ever tried to park his car in the Mall area, the chief tourist attraction, will wholeheartedly support the proposed construction of a parking facility adjacent to the visitors center. As operator of the primary public transportation system in the Capital, Mr. Chalk desires that I assure you that a special minibus shuttle service or any other needed service, offering frequent departures, will be provided by D.C. Transit from such parking facility to the Mall area to encourage visitors to leave their cars at the National Visitor Center, thereby reducing the growing traffic congestion in downtown Washington.

D.C. Transit is deeply concerned about Section 5 of this bill, however. This section has no direct bearing on the general purpose of H.R. 12686 of authorizing the construction of a National Visitor Center and a parking facility adjacent thereto. This section seemingly is an attempt to circumvent a recent decision of the United States Court of Appeals for the District of Columbia, a recent executive memorandum, and a congressionally-approved transportation compact. Additionally, this section may well result in an infringement of D.C. Transit's congressionally-approved Franchise, depriving the Company of sorely needed revenues.

In *Washington Metropolitan Area Transit Commission, et al. vs. Universal Interpretive Shuttle Corporation*, Cases Nos. 20,975-8, the Court of Appeals considered, among other things, the authority of the Secretary of the Interior under