

activities and income of the Authority from taxation by the signatories and the political subdivisions thereof; to grant the Authority the power of eminent domain; to exempt the Authority, its Contractor and the transit service rendered with the transit facilities owned OR CONTROLLED by the Authority from regulation by the signatories; to provide jurisdiction for actions by or against the Authority; to generally relate to the operation by the Authority of transit facilities and services in the zone; to provide for the execution of this Title; to provide for the enlargement of the zone, withdrawal of any signatory, duration and amendment of this Title; and to provide that the effectiveness of this Title shall be dependent upon the consent of the Congress of the United States; and relating generally to the Washington Metropolitan Area Transit Regulation Compact.

SECTION 1. *Be it enacted by the General Assembly of Maryland,* That new Sections 317-1 to 317-86, inclusive, be and they are hereby added to Article 41 of the Annotated Code of Maryland (1957 Edition and 1964 Supplement), title "Governor—Executive and Administrative Departments," subtitle "26. Washington Metropolitan Area Transit Regulation Compact," to follow immediately after Section 317 thereof, and all to read as follows:

#### WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY COMPACT

WHEREAS, Maryland, Virginia and the District of Columbia heretofore have entered into the Washington Metropolitan Area Transit Regulation Compact (Virginia—Ch. 627, 1958 Acts of Assembly; Maryland—Ch. 613, Acts of General Assembly 1959; District of Columbia—Resolution of the Board of Commissioners adopted December 22, 1960), with the consent of the Congress (J.R., September 15, 1960, P.L. 86-794, 74 Stat. 1031, as amended by 76 Stat. 764), as a first step toward the improvement of transit service in the metropolitan area of Washington, D. C.;

WHEREAS, in said Compact each of the signatories pledged to each of the other signatory parties faithful cooperation in the solution and control of transit and traffic problems within said metropolitan area and, in order to effect such purposes, agreed to enact any necessary legislation to achieve the objectives of the Compact to the mutual benefit of the citizens living within said metropolitan area and for the advancement of the interests of the signatories;

WHEREAS, it has been established by a decade of studies that a regional system of improved and expanded transit facilities, including grade-separated rail facilities in congested areas, is essential in said metropolitan area for the satisfactory movement of people and goods, the alleviation of present and future traffic congestion, the economic welfare and vitality of all parts of the area, the effectiveness of the departments and agencies of the Federal government located within the area, the orderly growth and development of the District of Columbia and the Maryland and Virginia portions of the area, the comfort and convenience of the residents of and visitors to the area, and the preservation of the beauty and dignity of the Nation's Capital;