

Receipts and Disbursements for Fiscal Year Ending April 30, 1965

<i>Fund</i>	<i>Balance May 1, 1964</i>	<i>Receipts</i>	<i>Disbursements</i>	<i>Balance April 30, 1965</i>
Administration:				
Regular A/C	\$ 236,855.67	\$ 1,328,769.46	\$ 1,270,440.85	\$ 295,184.28
Urban Planning	9,563.75	.....	.....	9,563.75
Zoning Amend- ment Fees	18,000.00	44,850.00	11,970.00	50,880.00
Parks:				
Regular A/C	(138,001.64)	4,328,994.41	3,929,462.75	261,530.02
Upper County	29,191.01	85,119.83	44,969.58	69,341.26
Upper Rock Creek Watershed	.....	50,000.00	5,884.79	44,115.21
Special Land Acquisition	717,510.95	371,031.39	1,837.28	1,086,705.06
Bond Proceeds	832,156.11	5,533,698.26	2,921,385.07	3,444,469.30
Copper- Cramton	807,958.07	34,391.71	45,170.42	797,179.36
Special Bond Issues				
Debt Service	325,505.98	126,579.41	88,983.00	363,102.39
Reserve for:				
Future Debt Service	194,848.92	7,000.00	.....	201,848.92
Self-Insurance	185,412.50	64,800.00	.....	250,212.50
Totals	\$3,219,001.32	\$11,975,234.47	\$8,320,103.74	\$6,874,132.05
Staff: 429.				

METROPOLITAN TRANSIT AUTHORITY

Chairman: Philip Heller Sachs, 1969
 Vice Chairman: John Purley Cooper, Jr., 1970
 Robert W. Germann, 1965, Howard C. Bregel, 1966; W. Arthur
 Grotz, 1967; John A. Seamon, 1968; Alfred F. Szulinski, 1968.
 Clayton S. Steele, Executive Director
 Allan L. Dell, Secretary-Treasurer
 John J. Ghingher, Jr., General Counsel

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The Metropolitan Transit Authority was created by Chapter 670, Acts of 1961, as an instrumentality of the State of Maryland to improve the mass transportation facilities in the Baltimore metropolitan area. The Authority may license and regulate all mass transit and facilities which operate within its jurisdiction comprising Baltimore City and the metropolitan areas in Baltimore and Anne Arundel counties adjoining the city. Chapter 886, Acts of 1963, added the third and fifth election districts of Anne Arundel County and that portion of the fourth election district lying north and east of State Highway #175. The Authority is also charged with the responsibility of establishing an efficient, rapid and coordinated mass transportation system for the Baltimore metropolitan area. It will develop an overall plan to accomplish that objective. It is further required to use its efforts to improve the service offered by privately-owned mass transportation