

operation of the Anacostia River Flood Control and Navigation Project. As of June 30, 1978, the water system and sewerage system of the Commission contained 3,373 and 3,314 miles of mains, respectively.

Two major sources of water now supply the Washington Suburban Sanitary Commission system. The Patuxent River, which the Commission has impounded with the construction of two dams near Brighton in Montgomery County and Laurel in Prince George's County, gives the Commission a yield of up to sixty-five million gallons a day through the Patuxent Filtration Plant. The Potomac River supplies raw water to the Potomac River Filtration Plant. This facility was opened in 1961 and has a capacity of almost 200 million gallons a day. The Potomac River plant will be expanded in stages to reach a peak production capacity of up to 400 million gallons a day. It serves both counties.

Much of the sewage from the Commission service area is transported through trunk sewers into the District of Columbia and is treated at the District's Blue Plains Pollution Control Plant. The Commission pays for this service on a metered volume basis, and it also contributes its share to capital improvement of the Blue Plains facility. Sewage disposal plants operated by the Washington Suburban Sanitary Commission are near Laurel, at Piscataway Bay, and at the Western Branch of the Patuxent River. The Commission also operates several smaller interim wastewater plants.

Ten-Year Water and Sewer Plans for Montgomery and Prince George's counties, formerly drafted by the Washington Suburban Sanitary Commission, are now prepared by the respective county governments. The Washington Suburban Sanitary Commission annual budget also is subject to joint approval by the governing bodies of Montgomery and Prince George's counties. The Washington Suburban Sanitary Commission has the responsibility for setting customer rates pertinent to Washington Suburban Sanitary Commission functions in its Suburban Maryland service area. Significant legislative enactments by the Maryland General Assembly include: Acts 1918, Ch. 122; Acts 1929, Ch. 362; Acts 1937, Ch. 391; Acts 1943, Ch. 451; Acts 1947, Ch. 733; Acts 1949, Ch. 728; Acts 1953, Ch. 430, 434; Acts 1955, Ch. 79, 117; Acts 1957, Ch. 624; Acts 1959, Ch. 618; Acts 1961, Ch. 740; Acts 1963, Ch. 483, 828; Acts 1965, Ch. 819, 834, 896; Acts 1966, Ch. 679; Acts 1967, Ch. 53, 54; Acts 1968, Ch. 628, 703; Acts 1969, Ch. 700; Acts 1970, Ch. 337, 468, 513; Acts 1971, Ch. 113, 115, 714;

Acts 1972, Ch. 96, 506; Acts 1973, Ch. 194, 500; Acts 1975, Ch. 498, 813; Acts 1976, Ch. 806, 848; Acts 1977, Ch. 159, 160, 287, 612, 657, 683; Acts 1978, Ch. 515, 754, 884, 966.

WASHINGTON SUBURBAN TRANSIT COMMISSION

Chairperson: Cleatus E. Barnett, *Montgomery County*

Vice-Chairperson: Carlton R. Sickles, *Prince George's County*

Commissioners from Montgomery County: Rose C. Kramer, Robert W. Wilson

Commissioners from Prince George's County: Francis G. Francois, one vacancy

Ex Officio commissioner: James J. O'Donnell, *Secretary, Maryland Department of Transportation*

Secretary-Treasurer: Gloria B. Fischer

Executive Secretary: Gloria B. Fischer

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The Washington Suburban Transit Commission, created by Chapter 870, Acts of 1965, consists of seven commissioners, three of whom are appointed by the Montgomery County Executive, three by the Prince George's County Executive, and the Secretary of Transportation, who serves ex officio. Commissioners who are appointed serve at the pleasure of the Executive, and commissioners who are not appointed from among the members of the governing bodies serve for a period of three years. By law, chairpersonship of the Commission rotates on an annual basis between Montgomery and Prince George's counties.

The Commission was established for the purpose of administering the activities and functions of the Washington Suburban Transit District, with powers to develop, on a bi-county basis, a transportation system including mass transit facilities for the needs and growth of both counties. The Commission appoints two of its members and two alternates to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA), the interstate agency charged with the overall responsibility of planning, financing, and operating the regional rapid rail and bus