

legislative bills referred to herein, which Commission is requested to make its report to the General Assembly by the time of the 1964 Session with its findings and recommendations; and be it further

*Resolved*, That a copy of this Resolution is sent to the ~~Governor of Maryland~~ LEGISLATIVE COUNCIL.

Approved May 6, 1963.

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No. 47

(Senate Joint Resolution 29)

Senate Joint Resolution, Memorializing the Congress of the United States to amend Public Local Law 86-669, enacted July 14, 1960, such law being a part of the National Capital Transportation Act of 1960, to permit the District of Columbia to proceed with the planning and construction of that portion of Interstate Route 70S within the District of Columbia in order that the State of Maryland may complete the construction of Interstate Route 70S through that State to the District of Columbia line.

WHEREAS, The Congress of the United States in 1960 enacted the National Capital Transportation Act of 1960, and Section 204(b) (2) of such Act prohibits the District of Columbia from spending Federal Funds for INTERSTATE highway purposes in the corridor west of 12th Street, N. W. in the District of Columbia; and

WHEREAS, The State of Maryland has completed Interstate Route 70S from Frederick southward toward Washington, D.C., to the Pooks Hill Interchange near Bethesda; and

WHEREAS, Maryland cannot plan, design and construct such Route 70S to the District of Columbia line until the District of Columbia plans and designs Route 70S within the said District of Columbia from downtown Washington northward to the Maryland line; and

WHEREAS, Rights of way necessary for the completion of Route 70S through Maryland from its present terminus to the District of Columbia line are becoming more expensive because of the construction or threatened construction of new buildings in the path of such Route 70S; and

WHEREAS, It is the considered opinion of the General Assembly of Maryland that the Congress should amend said National Capital Transportation Act of 1960 to permit the District of Columbia to proceed with the construction of such Route 70S within the District of Columbia in order that the State of Maryland may complete Route 70S in Maryland to the District of Columbia line; now, therefore, be it

*Resolved by the General Assembly of Maryland*, That the Congress of the United States is urged to amend Public Law 86-669, the National Capital Transportation Act of 1960, to permit the District of