

COVERED, AS FAR AS PRACTICABLE, BY FARES CHARGED FOR THE SERVICES PERFORMED BY THE TRANSIT FACILITIES OWNED OR CONTROLLED BY THE ADMINISTRATION; AND

(II) AT LEAST TWO-THIRDS OF THE NET PROJECT COSTS FOR THESE TRANSIT FACILITIES SHALL BE PAID BY GRANTS CONTRIBUTED BY THE FEDERAL GOVERNMENT.

(E) UNIFIED AND COORDINATED SYSTEM; UTILIZATION OF PRIVATE CARRIERS.

(1) THE PUBLIC INTEREST IN EFFICIENT AND ECONOMICAL TRANSIT SERVICE REQUIRES THAT THE TRANSIT FACILITIES OPERATED BY PRIVATE CARRIERS BE OPERATED TO PROVIDE, WITH THE TRANSIT FACILITIES OWNED OR CONTROLLED BY THE ADMINISTRATION, A UNIFIED AND COORDINATED REGIONAL TRANSIT SYSTEM WITHOUT UNNECESSARY DUPLICATING OR COMPETING SERVICE.

(2) SUBJECT TO THIS STANDARD, IT IS THE POLICY OF THIS TITLE TO UTILIZE PRIVATE CARRIERS TO THE FULLEST EXTENT PRACTICABLE IN PROVIDING TRANSIT SERVICE.

(F) PARITY WITH WASHINGTON SUBURBAN TRANSIT DISTRICT.

ADEQUATE PROVISIONS SHOULD BE MADE FOR ASSURING THAT, IF ALLOCATION OF STATE FINANCIAL RESOURCES FOR THE BENEFIT OF THIS REGIONAL SYSTEM IS MADE, IT WILL BE ACCOMPANIED BY A PARITY ALLOCATION FOR THE BENEFIT OF TAXPAYERS SUPPORTING TRANSIT FACILITIES IN THE POLITICAL SUBDIVISIONS OF THE WASHINGTON SUBURBAN TRANSIT DISTRICT.

(G) PROTECTION OF TRANSIT LABOR.

ADEQUATE PROVISIONS SHOULD BE MADE FOR THE PROTECTION OF TRANSIT LABOR IN THE DEVELOPMENT AND OPERATION OF THE REGIONAL SYSTEM.

REVISOR'S NOTE: This section combines and reorganizes without substantive change the provisions of present Art. 64B, §§1, 2(e), 12, and 28.

The definition of "net project costs", which presently appears as Art. 64B, §2(e), is transferred to subsection (d) of this section since that subsection is the only place in this title where the term is used. The word "capital" is added to make clear that the "costs" referred to are "capital costs" as opposed to operational costs. This assures that the term is not read to limit State participation in federal operating assistance programs, such as that created by the National Mass Transit Assistance Act of 1974, which amended the Urban Mass Transportation Act of 1964. Although this distinction already