

(c) The desired regional transit system cannot be achieved by the unilateral action of any one of Baltimore City, Baltimore County, or Anne Arundel County, but requires action by this State through a State agency that is politically responsive to local needs and will assure that the development of the regional transit system fosters general development plans for this State, the region, and the local development plans of the participating political subdivisions.

(d) (1) In this subsection, "net project costs" means that part of the capital costs that is incurred in constructing and acquiring transit facilities eligible for assistance under the federal Urban Mass Transportation Act of 1964 and that cannot be reasonably financed from revenues.

(2) It is the policy of this title that:

(i) Consistent with the alleviation of traffic congestion in the District and the attainment of a balanced transportation system using each mode of transportation to its best advantage, all costs incurred to construct, acquire, operate, and maintain transit facilities for the regional transit system shall be 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) (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) 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) Adequate provisions should be made for the protection of transit labor in the development and operation of the regional system.

(H) THE PUBLIC INTEREST REQUIRES THE DEVELOPMENT OF