

(b) The determinations of the Secretary, Administration, or Maryland Transportation Authority as to the type of service performed or the rentals, rates, fees, fares, and other charges imposed are not subject to judicial review or to the processes of any court.

(c) Notwithstanding any other provision of this title or the Public Service Commission Law, the Public Service Commission does not have any jurisdiction over transit facilities owned or controlled by the Administration or over any contractor operating these facilities.

(d) Except as provided in this title, the Administration does not have any jurisdiction over transportation in the District by private carriers.

~~7-902.~~

~~(a) The Administration shall continue to operate the following passenger railroad services at levels of service at least equivalent to the level of service established as of July 1, 1981:~~

- ~~(1) The CSX line between Brunswick and the District of Columbia;~~
- ~~(2) The Amtrak line between Penn Station in Baltimore and the District of Columbia; and~~
- ~~(3) The CSX line between Camden Station in Baltimore and the District of Columbia.~~

~~(b) [The] EXCEPT AS PROVIDED IN SUBSECTION (C) OF THIS SECTION, THE Administration shall recover at least 50 percent of total operating costs for all passenger railroad services under its control from fares and operating revenues. Notwithstanding § 7-208 of this title, the Mass Transit Administration shall calculate for passenger rail services a separate farebox recovery ratio for the administrative purposes of determining a separate cost recovery ratio for each of the aforementioned transit modes from the calculation for mass transit, Metro, and light rail.~~

~~(c) THE ADMINISTRATION MAY EXEMPT A MASS TRANSIT BUS OR RAIL SERVICE THAT HAS BEEN IN OPERATION FOR LESS THAN 3 YEARS FROM THE REQUIREMENTS OF SUBSECTION (B) OF THIS SECTION.~~

~~(d) THE ANNUAL COST OF ALL MASS TRANSIT BUS AND RAIL SERVICE, INCLUDING THE MASS TRANSIT BUS AND RAIL SERVICES DESCRIBED IN SUBSECTION (C) OF THIS SECTION, MAY NOT EXCEED THE BUDGET APPROPRIATION FOR THE FISCAL YEAR.~~

~~10-205.~~

(a) In accordance with and subject to the principle that, if there is substantial State financial support for the planned rapid rail mass transit system in one metropolitan area of this State, there should be substantial State financial support for the planned rapid rail mass transit system in the other metropolitan area of this State, and subject to the appropriation requirements and budgetary provisions of § 3-216(d) of this article, the Department shall provide for grants to the Washington Suburban Transit District in an amount equal to the current expenditures required of the Washington Suburban Transit