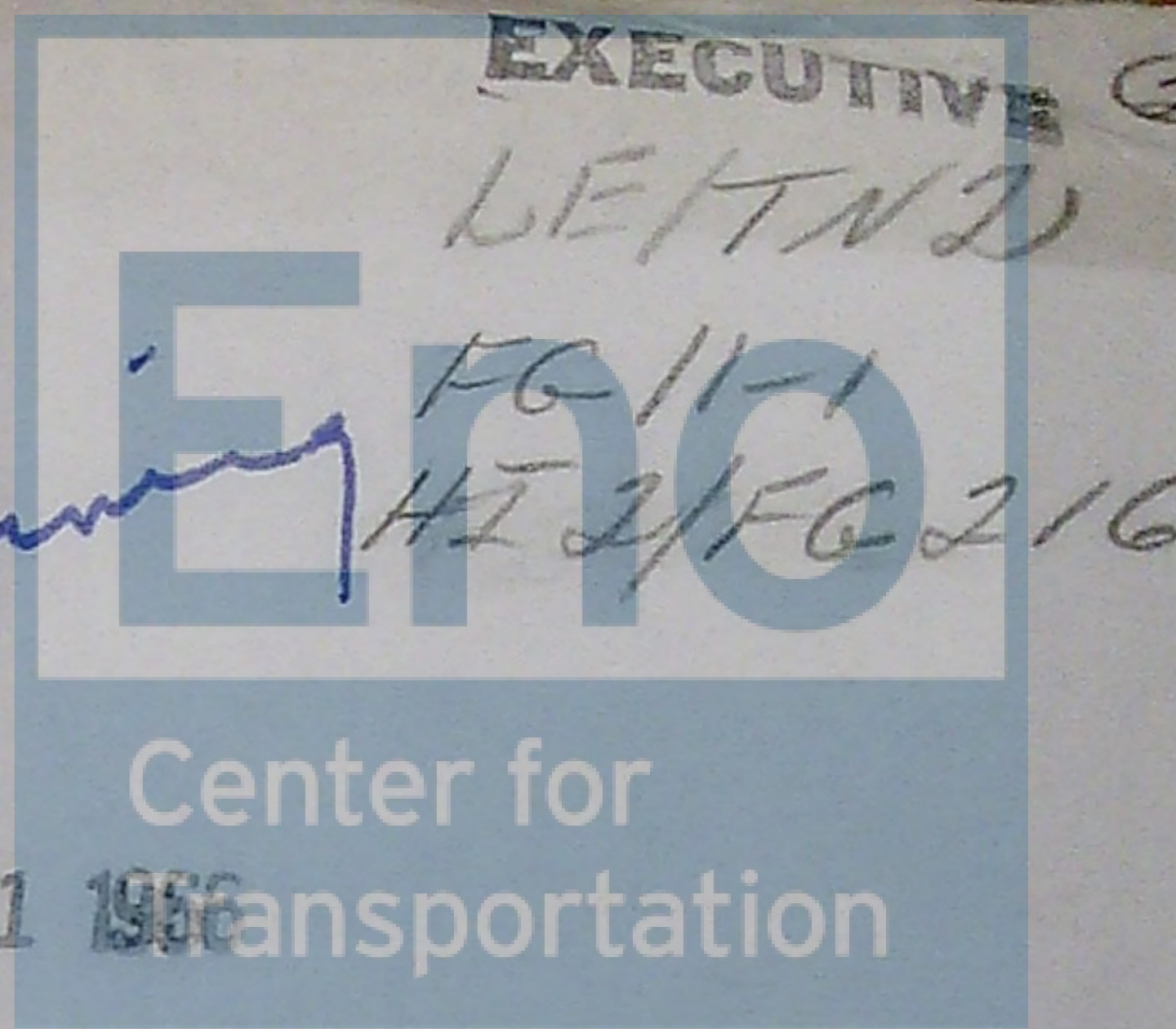


EXECUTIVE OFFICE OF THE PRESIDENT  
BUREAU OF THE BUDGET  
WASHINGTON 25, D.C.



MEMORANDUM FOR THE PRESIDENT

Subject: Enrolled Bill S. 3488 - Washington Metropolitan Area Transit Authority Compact  
Sponsors - Sen. Robertson (D) Virginia, and four others

Last Day for Action

Purpose

Grants the consent of Congress to the amendment to the Washington Area Transit Regulation Compact negotiated by Virginia, Maryland and the District of Columbia to establish an interstate authority to plan, construct and provide for the operation of a rapid transit system for the National Capital Region and enacts the amendment as a law of the District of Columbia.

Agency Recommendations

Bureau of the Budget	Approval
District of Columbia Government	Approval
National Capital Transportation Agency	Approval
Department of Housing and Urban Development	Approval
Advisor for National Capital Affairs	Approval
Department of Commerce	No objection
National Capital Planning Commission	No recommendation

Discussion

Enactment of this legislation was recommended in your letter of June 6, 1966, to the Vice President and the Speaker of the House.

The Congress enacted legislation in 1952 authorizing a general transportation survey of the National Capital Region. In 1960, on the basis of that survey's recommendation that rail rapid transit facilities



should constitute an integral part of a balanced transportation system, the Congress created the National Capital Transportation Agency to begin planning such a system. At the same time it indicated that the ultimate goal should be an interstate authority to which responsibility for the system could be transferred. In 1965, the Congress authorized construction of the portion of the planned system which lies within the District of Columbia, and the National Capital Transportation Agency has moved ahead on this portion of the system. The enrolled bill constitutes the necessary next steps in the development of the regional system by granting Congressional consent to the creation of the Washington Metropolitan Area Transit Authority and providing for the transfer of the functions and duties of the National Capital Transportation Agency to the Authority on September 30, 1967.

The new Title added to the existing compact which is embodied in this consent legislation was negotiated by a commission composed of representatives of the three local jurisdictions and the Federal Government. It establishes the framework and machinery for the development of the physical and financial plans and their implementation. The compact and the consent legislation accomplish this by replacing the National Capital Transportation Agency with the Washington Metropolitan Area Transit Authority governed by a six-member Board of Directors, with two from each of the three local jurisdictions.

The Federal Government was guided by three principles as it participated in the drafting of the compact and the consent legislation.

First, the Federal Government should not involve itself in a permanent way with the planning, construction and day-to-day operation of the local system. However, a policy of local responsibility does not rule out steps to protect the Federal Government's legitimate concern for the proper development of the National Capital Region and the consent legislation contains adequate provisions in this respect. It states the sense of the Congress that transit plans should conform to the fullest extent practicable to plans for the development of the National Capital and the National Capital Region. It provides that the Federal contributions authorized by the 1965 Act will be appropriated to the Department of Housing and Urban Development for payment to the Transit Authority. This will permit the Executive Branch and the Congress through the budget and appropriation process to review the Transit Authority's plans and operations in relation to the plans of the National Capital Planning Commission and the interests of other Federal agencies. The bill also explicitly states the right of the President and the Congress to require the disclosure and submission of information



and records as need arises. The General Accounting Office is also granted access to the books, accounts and records of the Authority. The appropriation of the District's contribution also affords an opportunity for Federal review of the plans as does any further Federal participation under the Urban Mass Transportation Act or otherwise.

Second, the compact is properly limited to the establishment of the Authority and the definition of its powers and responsibilities for expanding the presently authorized "core" system in the District into a regional system. No changes are required in the basic system and funds already authorized for it are to be used only for the purposes for which they were originally approved.

Third, the transfer of functions and property from the National Capital Transportation Agency to the new Transit Authority should be accomplished in a timely, efficient and orderly manner. To this end, the bill provides for such transfer on September 30, 1967. It is believed that this date is soon enough to avoid duplication of effort by the two agencies and, at the same time, provides sufficient time to complete development of plans for a regional system. The three jurisdictions have nominated the individuals whom they will appoint to the Board of Directors of the Authority and this "shadow board," as it is called, has been at work for some months on these plans. Funds from the sale of the revenue bonds which the compact authorizes the Authority to issue will be required by mid-1968, and the Authority should assume its responsibilities far enough in advance of that time to enable it to make the necessary financial arrangements.

The legislatures of Maryland and Virginia have ratified the compact and the enrolled bill, in addition to granting Federal consent to the compact, enacts it as a law of the District of Columbia. The compact and the consent legislation have been strongly supported by Federal officials and by public officials of the District, Maryland and Virginia. We believe that it provides the appropriate machinery for expanding the "core" rapid transit system into a regional system.

(signed) WILFRED H. ROMMEL

Assistant Director for  
Legislative Reference

Enclosures