

BEFORE THE
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

In the Matter of:

The Recordation for)	
Posterity the History of)	
the Creation of the)	
Washington Metropolitan Area)	General Order No. 1
Transit Commission)	Served March 22, 1961

It appearing that the creation of the Washington Metropolitan Area Transit Commission has established an historical landmark in the field of urban transportation regulation in the United States of America, and it being considered appropriate to record in the annals of the Washington Metropolitan Area Transit Commission for posterity the history of the creation of said Commission;

IT IS ORDERED that the following historical statement be, and the same is, hereby recorded as a matter of record in the annals of the Washington Metropolitan Area Transit Commission:

The Washington Metropolitan Area Transit Commission was created by the Washington Metropolitan Area Transit Regulation Compact entered into by and between the District of Columbia, the State of Maryland and the Commonwealth of Virginia. The Compact is the product of the efforts of public spirited citizens of Virginia, Maryland and the District of Columbia and the Federal Government to improve the mass transportation of persons in the metropolitan area of Washington, D. C.

The 84th Congress appropriated funds to enable the National Capital Planning Commission and the National Capital Regional Planning Council --

to jointly conduct a survey of the present and future mass transportation needs of the National Capital region * * * and to report their findings and recommendations to the President. * * * (2d Supplemental Appropriations Act of 1955 (69 Stat. 33).

In the early part of 1954, the Legislatures of Maryland (Maryland H. J. Res. 12, April 2, 1954) and Virginia (Virginia H. J. Res. 77, March 22, 1954) and the Board of Commissioners (D. C. Order 54-2065, September 27, 1954) of the District of Columbia adopted resolutions creating a Joint Commission to study passenger carrier facilities and services in the Washington Metropolitan area. The commission was composed of a member of the Senate and of the House of the Legislatures of Maryland and Virginia and a member of the Public Service Commission of Maryland and the State Corporation Commission of Virginia and three representatives of the District of Columbia Government. The joint commission was directed, among other things, to consider (1) the adequacy of present passenger carrier services in the Washington Metropolitan area, and (2) whether joint action by the State of Maryland, the District of Columbia, and the Commonwealth of Virginia is necessary or desirable in connection with the regulation of passenger carrier facilities operating in such area.

This Joint Commission worked with the National Capital Planning Commission and the National Capital Planning Regional Council and a joint steering committee was created by the groups to coordinate their activities. The mass transit study gave consideration to the problem of regulation of privately owned transit, and in December 1955, the Commission and Council transmitted to the President and published a consultant's report on transit regulation for the Metropolitan Area of Washington, D. C. (hearings, House Committee on the Judiciary, Serial 11, Pt. 1, 86th Cong. pp. 43-101). This report canvassed and analyzed the alternative means of regulating privately operated transit and recommended the creation, by interstate compact between the States of Virginia and Maryland and the District of Columbia, of a transit regulatory commission with jurisdiction coextensive with the metropolitan area to provide unified and centralized regulation in substitution for the existing regulation by multiple agencies.

The Joint Commission adopted these recommendations, and, beginning in the latter part of 1957 and extending over a period of several months, the Joint Commission successfully negotiated the Compact. The Compact first was enacted by Virginia (ch. 627, 1958 Acts of Assembly) and, thereafter, by Maryland (ch. 613, Acts of General Assembly 1959). The 86th Congress granted its consent to the States of Virginia and Maryland and to the District of Columbia to enter into the Compact and authorized and directed the Commissioners of the District of Columbia to enter into and execute the Compact (Public Law 86-794, 74 Stat. 1031).

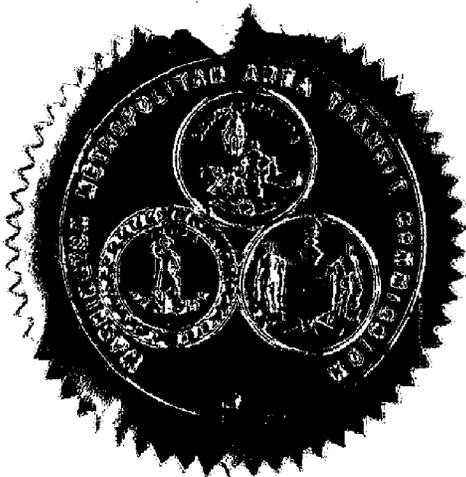
Pursuant to this authority the Commissioners of the District of Columbia adopted the Compact by resolution of the Board of Commissioners dated December 22, 1960.

In a public ceremony held in the City of Washington, D. C., on December 22, 1960, J. Lindsay Almond, Jr., Governor of the Commonwealth of Virginia, J. Millard Tawes, Governor of the State of Maryland, and Robert E. McLaughlin, Mark Sullivan, Jr., and Frederick J. Clarke, Brigadier General, U. S. Army, Member of the Board of Commissioners of the District of Columbia, executed the Compact.

Following the signing of the Compact, the Governor of Virginia appointed Judge H. Lester Hooker, member of the Virginia State Corporation Commission, to represent Virginia on the Commission; the Governor of Maryland appointed Commissioner Albert L. Sklar of the Maryland Public Service Commission to represent Maryland on the Commission; and the District of Columbia Board of Commissioners appointed Brig. Gen. F. J. Clarke, Engineer Commissioner of the District of Columbia Board of Commissioners and member of the District of Columbia Public Utilities Commission to represent the District of Columbia on the Commission.

In accordance with the provisions of Article VIII of the Compact, which provides that the Compact shall become effective ninety (90) days after its adoption by the signatories and consent thereto by the Congress, the Compact became legally effective on March 22, 1961, and, on that date, the Washington Metropolitan Area Transit Commission assumed the jurisdiction conferred upon it under the Compact and commenced operation.

Under our hand this 22nd day of March 1961.



F. J. Clarke

Chairman

Albert L. Sklar

Vice Chairman

H. Lester Hooker

Commissioner