

the Mass Transit Administration's metropolitan service area, which encompasses Anne Arundel County, Baltimore City, and Baltimore County. In addition, the Mass Transit Administration administers a program to provide technical and financial assistance for the development or improvement of public transportation facilities in small urban areas throughout the State of Maryland.

Prior to its incorporation into the Department of Transportation in July of 1971, the Mass Transit Administration functioned as the Metropolitan Transit Authority, which was originally established by Chapter 160, Acts of 1969, succeeding a former Authority created by Chapter 670, Acts of 1961.

The Mass Transit Administration fleet, which numbers over 1,000 buses, travels in excess of 26 million miles a year throughout the metropolitan service area.

The Section A rapid transit system is the first segment of the Baltimore Region Rapid Transit System to be implemented. Section A extends from Reisterstown Road Plaza to Charles Center (Code Transportation Article, secs. 7-101 through 7-706).

## MARYLAND PORT ADMINISTRATION

W. G. Halpin, *Port Administrator*

Robert Green, *Deputy Port Administrator*

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The Maryland Port Administration was created on July 1, 1971, as a part of the Maryland Department of Transportation, succeeding the Maryland Port Authority, a semiautonomous State agency established by Chapter 2, Acts of the Special Session of 1956. It adopted its present name by Chapter 526, Acts of 1970, which provided for the transfer of the rights, duties, powers, and obligations of the Authority to the Administration. Not included are those powers and duties that were transferred to the Maryland Transportation Authority. By Chapter 280, Acts of the General Assembly of 1979, the operation of the port of Cambridge came under the operational control of the Maryland Port Administration.

The Administration endeavors to promote and increase waterborne commerce in Maryland. To this end the Administration maintains field offices in Pittsburgh, Chicago, New York, Brussels, London, Tokyo, and Hong Kong, as well as in Baltimore.

When the Administration's predecessor agency was created in 1956, the primary objective of the General Assembly was to improve the facilities and strengthen the workings of the private operator. If private facilities were found inadequate, however, or inadequately operated at any time, the Authority was empowered to construct, and if necessary operate, supplementary public facilities (Code Transportation Article, secs. 6-101 through 6-502). This power was transferred to the Administration in 1970.

From 1956 through fiscal year 1980, the Port Administration invested some \$198,000,000 in modernizing and constructing international general cargo facilities in the port of Baltimore and expended another \$2,000,000 in new port facilities at Cambridge and Crisfield on Maryland's Eastern Shore.

## STATE AVIATION ADMINISTRATION

T. James Truby, *Administrator*

Vacancy, *Deputy Administrator*

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The State Aviation Administration was created by Chapter 526, Acts of 1970, as a unit of the Department of Transportation, replacing the State Aviation Commission established by Chapter 318, Acts of 1939. It is responsible for developing and operating airports and for fostering and regulating aeronautical activity within the State. The Administrator is appointed by the Sec-