

On October 1, 1968, Bridge and Tunnel Revenue Bonds were issued to provide funds for the construction costs of a parallel bridge across the Chesapeake Bay, a crossing of the Patapsco River (Baltimore Outer Harbor) from Hawkins Point to Sparrows Point, and a connection between U.S. Route 1 and Interstate Route 95 near Elkridge.

On June 28, 1973, the parallel Bay Bridge was opened to traffic. The existing toll plaza was widened from six to ten lanes (later expanded to fourteen) and the administration building and maintenance facilities were enlarged.

The Susquehanna River Toll Bridge spans the Susquehanna River from a point near Perryville, Cecil County, to a point near Havre de Grace, Harford County. It is 7,613 feet long (1.4 miles) and was opened to traffic on August 28, 1940.

The Governor Harry W. Nice Memorial Bridge across the Potomac River in Charles County was opened to traffic in December of 1940. It is on U.S. 301 between Maryland and Virginia. Originally named the Potomac River Toll Bridge, the 1.7 mile structure was renamed the Governor Harry W. Nice Memorial Bridge in 1967 by the State Roads Commission.

The Baltimore Harbor Tunnel and its eighteen-mile thruway opened to traffic on November 30, 1957. It provides a major north-south bypass of Baltimore City, and is designated I-895.

The John F. Kennedy Memorial Highway (formerly Northeastern Expressway) was constructed with revenue bond proceeds authorized by Chapter 1, Acts of the Special Session of 1956 (Code 1957, Article 89B, secs. 141-162A). This toll road, a part of Interstate Route 95, was opened to traffic on November 14, 1963. Its forty-two miles extend from the Delaware State line to White Marsh Boulevard, north of Baltimore. Combined with the New Jersey Turnpike, the Delaware Memorial Bridge, the Delaware Turnpike, and the Baltimore Harbor Tunnel, this highway is an integral segment of the major north-south traffic corridor along the East Coast.

Administrative offices of the John F. Kennedy Memorial Highway are located at the Perryville Plaza Barrier, where tolls for through traffic are collected.

The State's four toll bridges, tunnel, and toll road are financed, constructed, operated, and maintained solely through the tolls charged to users. These facilities do not rely on any State or local tax revenues for support (Code Transportation Article, secs. 4-101 through 4-404).

Current traffic and roadway condition reports for all State toll facilities may be obtained by

calling 355-2080 or 2081 in the Baltimore Metropolitan area. Information on Toll Facilities Administration operations is available through the Agency's Public Affairs office, telephone 288-6400 ext. 204.

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The Mass Transit Administration was created as part of the Department of Transportation by Chapter 526, Acts of 1970, as amended by Chapter 253, Acts of 1971. As the public transit arm of the Department, the Administration operates and maintains the public bus system and is responsible for the development and implementation of the Baltimore Metro. These operational and developmental activities are conducted within the Mass Transit Administration's metropolitan service area, which encompasses Anne Arundel County, Baltimore City, and Baltimore County. In addition, the agency administers a program to provide technical and financial assistance for the development or improvement of public transportation programs in small urban areas throughout the State.

Prior to its incorporation into the Department of Transportation in July of 1971, the Mass Transit Administration functioned as the Metropolitan