

Baltimore/Washington International (BWI) Airport, the State's major air carrier facility, is operated by the Administration. BWI Airport formerly was Friendship International Airport, which began operation in 1950. In 1972, the State was authorized to purchase Friendship International Airport from Baltimore City (Chapter 180, Acts of 1972). The Airport was renamed BWI in 1973. The Administration also supervises the operation of the Martin State Airport in Baltimore County.

The Administration inspects and licenses commercial airports, air schools, and air school instructors for safe operation. It fosters safety in aviation through educational seminars for pilots and mechanics, and through its publications including a combined Maryland airports directory and aeronautical chart.

The Administration provides technical and financial assistance to airport sponsors and owners in the preparation of master plans and in improvements to facilities. Standardized runway markings are applied and maintained at airports throughout the State. A Maryland Aviation System Plan has been prepared in cooperation with the Planning and Development staff in the Secretary's Office and other State and local agencies (Code Transportation Article, secs. 5-101 through 5-1105).

The Administration works through four offices: Business Administration; Marketing and Development; Planning and Engineering; and Airport Operations.

The Maryland Aviation Administrator is appointed by the Secretary of Transportation with the Governor's approval.

MARYLAND TRANSPORTATION AUTHORITY

Chairperson: O. James Lighthizer, Secretary of Transportation

Appointed by Governor with Senate advice & consent:
Ronald L. Freeland, 1991; Robert R. Neall, 1991;
T. Scott Cushing, 1992; Louise P. Hoblitzell,
1992; J. Owen Cole, 1993; Daniel F. McMullen
III, 1993.

John A. Agro, Jr., *Executive Secretary*

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The Maryland Transportation Authority governs and sets policy for the State's toll roads, bridges, and tunnels (Code Transportation Article,

secs. 4-201 through 4-404). The Authority was created in 1970 (Chapter 526, Acts of 1970).

The Transportation Authority operates and maintains four toll bridges, the Baltimore Harbor Tunnel, the Fort McHenry Tunnel, and the John F. Kennedy Memorial Highway. These facilities were constructed with proceeds from the sale of revenue bonds and from toll revenues. They are operated and maintained solely through the tolls charged to users.

The Authority consists of the Secretary of Transportation as chairperson and six public members appointed for three-year terms by the Governor with Senate advice and consent (Code Transportation Article, secs. 4-101 through 4-404).

Administrative, supply, engineering and finance operations of the Authority are centralized at the Francis Scott Key Bridge over Baltimore's outer harbor.

BRIDGES ADMINISTRATOR

Janet L. Davis

563-7122

The Office of MdTA Administrator, Bridges originated in 1975 as the Administrator of Toll Facilities. The title was changed to Administrator, Bridges in May 1985, and to MdTA Administrator, Bridges in November 1987. The Administrator directs and manages the collection, safeguarding, and disposition of tolls; control and movement of traffic; and the physical maintenance of roads, structures, and facilities of toll bridges and approaches.

Francis Scott Key Bridge was opened to traffic in March of 1977 and connects Sollers Point in Baltimore County with Hawkins Point in Baltimore City. It also is the final link in the 52-mile Baltimore Beltway (Interstate 695).

William Preston Lane, Jr., Memorial Bridge is one of the longest over-water steel structures in the world. It spans 4.35 miles of the Chesapeake Bay between Sandy Point on the Western Shore to a point near Stevensville on the Eastern Shore. Traffic lanes between the suspension towers are 2,922-1/2 feet in length and 198-1/2 feet above the Bay. The Bridge rises to a total height of 354 feet. This span was opened to traffic on July 30, 1952. At the request of the General Assembly, the State Roads Commission in 1967 renamed the Chesapeake Bay Toll Bridge as the William Preston Lane, Jr., Memorial Bridge (Joint Resolution no. 21, Acts of 1967).

In 1968, Bridge and Tunnel Revenue Bonds were issued to construct 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 on the Harbor Tunnel Thruway between U.S. Route 1 and Interstate 95 near Elkridge. On June 28, 1973, the parallel Bay Bridge was opened to traffic. Also named the William Preston Lane, Jr., Memorial