

Chapter 160, Acts of 1969, succeeding a former Authority created by Chapter 670, Acts of 1961. The Mass Transit Administration operates transit facilities in the Baltimore Metropolitan Area, which includes Baltimore City and County, and Anne Arundel County.

The former General Manager of the Metropolitan Transit Authority became Mass Transit Administrator on July 1, 1971, and serves at the pleasure of the Secretary of Transportation.

In addition to the operation, maintenance and improvement of transit facilities, the Administration is in the process of planning a rapid transit system for the Baltimore Metropolitan area (Code 1957, 1971 Repl. Vol., 1971 Supp., Art. 41, secs. 207A and 207D; 1968 Repl. Vol., 1971 Supp., Art. 64B).

Appropriations	1971	1972
General Funds	\$ 952,875
Special Funds	\$29,926,300
Federal Funds	3,767,000
Total	\$ 952,875	\$33,693,300
Staff: 1,800.		

MARYLAND PORT ADMINISTRATION

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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 semi-autonomous 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 which were transferred to the Maryland Transportation Authority. The former Executive Director of the Authority was appointed the Maryland Port Administrator and serves at the pleasure of the Secretary of Transportation.

The Administration endeavors to promote and increase commerce within its territorial jurisdiction through public relations programs, publication of literature, purchase of advertising, solicitation of business by correspondence and traveling representatives, and participation in, and cooperation with, civic, technical, professional, and business organizations and associations. To this end, the Administration maintains field offices in Pittsburgh, Chicago, New York, Brussels, Belgium, and London, England, and Tokyo 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 inadequate, however, or inadequately operated at any time, the Authority was empowered to construct, and if necessary operate, supplementary public facilities (Code 1957, 1968 Repl. Vol., 1970 Supp., Art. 62B). This power was transferred to the Administration in 1970.

During the 15-year life of the Authority, its investment in modernizing and expanding general cargo facilities in the port of Baltimore amounted to \$58,830,000. During this period, sixteen new or com-