

for the Administration to take against errant drivers, business firms, and others licensed by the Administration and in violation of State motor vehicle laws.

DIVISION OF FINANCIAL RESPONSIBILITY

Leonard W. Kestler, *Director*

Telephone: 768-7246

The prime function of the Financial Responsibility Division is the enforcement of compulsory insurance. Under the compulsory insurance law, all Maryland licensed insurance companies are required to notify the Motor Vehicle Administration of cancellations or terminations of liability insurance policies, and of excluded drivers. The Division is required to maintain an active file with the names of all uninsured motorists required to recertify the statutory minimum motor vehicle liability requirements. Their failure to present required evidence of insurance results in the suspension of vehicle tags.

In addition to the enforcement of the compulsory insurance law, the Division receives motor vehicle accident reports from motorists involved in accidents that have resulted in personal injury or property damage in excess of \$100 and that have not been investigated by police authorities.

DIVISION OF DRIVER CONTROL

Victoria D. Hose, *Director*

Telephone: 768-7681

This Division comprises the Driver Review and Reinstatement Section, the Driver Rehabilitation Section, and the Alcohol Safety and Action Program. The Rehabilitation Clinic was established in 1962 to improve the attitudes of problem drivers. It consists of four two-hour sessions held at Glen Burnie or the regional offices.

The Driver Review and Reinstatement Program was established to assist further in rehabilitating unsafe drivers and in identifying persons who demonstrate dangerous attitudes about driving. Based on hearings held for errant drivers, license reviewers recommend administrative action regarding an individual's driving privileges.

The Division is assisted by the Medical Advisory Board, which consists of twenty-five physicians appointed by the Motor Vehicle Administrator to advise him on the medical aspects of driver licensing. Whenever an individual's physical or mental condition may affect his driving

ability, the Administrator relies on the Board for professional guidance.

TOLL FACILITIES ADMINISTRATION

Gary A. Smith, *Administrator of Toll Facilities*

William R. Fletcher, *Associate Administrator, Bridges*

Joseph R. Hartman, *Associate Administrator, Turnpikes*

Bernard W. Jedrowicz, *Associate Administrator, Tunnels*

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TTY for the Deaf: 1-800-492-4575

The Administration operates and maintains four toll bridges, the Baltimore Harbor Tunnel (under Baltimore's harbor), and the John F. Kennedy Memorial Highway. These facilities were constructed with proceeds from the sale of revenue bonds authorized under the Revenue Bond Act of 1937 (Code 1957, Article 89B, secs. 163-181), and by Chapter 1, Acts of the Special Session of 1956 (Code 1957, Article 89B, secs. 141-162A).

Currently, the facilities handle some 68.5 million toll transactions annually and produce revenue of more than \$61,600,000, which is used for debt service after deduction of maintenance and operating costs.

The administrative offices, central supply depot, and maintenance activities of these facilities are centralized at the Francis Scott Key Bridge over Baltimore's outer harbor. The 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 (Route 695).

The 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, and is located on two principal motor arteries, U.S. 301 and U.S. 50. At the request of the General Assembly, the State Roads Commission in 1967 renamed the Chesapeake Bay Toll Bridge the William Preston Lane, Jr., Memorial Bridge (Res. No. 21, Acts of 1967).