

must belong to whichever of the two leading political parties in the State is not the party of the Governor (Code Transportation Article, secs. 8-210 through 8-218).

The basic function of the State Highway Administration is to construct and maintain an adequate State highway system. The State Highway Administration also maintains, constructs, and administers the road system of six of the twenty-three counties of the State. These counties are Cecil, Kent, Talbot, Calvert, Charles, and St. Mary's.

The Administration's main offices are located in Baltimore. For operational purposes, however, the State is divided into seven engineering districts.

DISTRICT ENGINEERS

District No. 1, Salisbury:

(Dorchester, Somerset, Wicomico, and Worcester Counties)

James W. Magill, *District Engineer*
Telephone: 742-2101

District No. 2, Chestertown:

(Caroline, Cecil, Kent, Queen Anne's, and Talbot Counties)

James M. Wright, *District Engineer*
Telephone: 778-3061

District No. 3, Greenbelt:

(Montgomery and Prince George's Counties)

Eugene T. Camponeschi, *District Engineer*
Telephone: 345-7100

District No. 4, Brooklandville:

(Baltimore and Harford Counties)

Harry J. McCullough, *District Engineer*
Telephone: 321-3461

District No. 5, Annapolis:

(Anne Arundel, Calvert, Charles, and St. Mary's Counties)

Edward H. Meehan, *District Engineer*
Telephone: 841-5460

District No. 6, Cumberland:

(Allegany, Garrett, and Washington Counties)

Wallace T. Beaulieu, *District Engineer*
Telephone: 777-2145

District No. 7, Frederick:

(Carroll, Frederick, and Howard Counties)

Carl E. Raith, *District Engineer*
Telephone: 662-1171

Right-of-way and legal offices are maintained in each of the engineering districts.

MARYLAND PORT ADMINISTRATION

W. G. Halpin, *Port Administrator*

Robert Green, *Deputy Port Administrator*

Donald Klein, *Director, Port Promotion and Public Information Officer*

World Trade Center
Baltimore 21202

Telephone: 659-4550

The Maryland Port Administration was created on July 1, 1971, as a part of the 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.

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