

HARBOR DEVELOPMENT DEPARTMENT	
Frank L. Hamons, Jr., <i>Manager</i>	
..... (410) 631-1102	
MARKET PLANNING	
..... (410) 385-4438	
PUBLIC INVOLVEMENT	
Tricia Flawinski ..... (410) 385-4481	
STRATEGIC PLANNING	
Eldon Miller ..... (410) 385-4438	
<b>MARYLAND TRANSPORTATION AUTHORITY</b>	
(JJ00, formerly 29.10.00)	
FY1996 appropriation nonbudgeted income from	
toll revenues & bond proceeds	
FY1996 authorized positions ..... 1,362	
Stephen L. Reich, <i>Executive Secretary</i> (410) 288-8410	
Steven W. Vanderbosch, <i>Counsel</i> . . . (410) 288-8490	
<i>Chair</i> : David L. Winstead, Secretary of Transportation	
<i>Appointed by Governor with Senate advice &amp; consent</i> :	
Richard H. Trainor, 1997; Walter E. Woodford, Jr.,	
1997; Carolyn Wilson Evans, Esq., 1998; Louise P.	
Hoblitzell, 1998; William E. Freas, Jr., 1999; Alvin J.	
Nichols, Jr., 1999.	
OFFICE OF FAIR PRACTICES	
W. Franklin Bowles, <i>Director</i>	
..... (410) 288-8431	
OFFICE OF MEDIA & CUSTOMER	
RELATIONS	
Lori A. Vidil, <i>Director</i> . (410) 288-8407	
<b>DIVISION OF ADMINISTRATION</b>	
William E. Tarr, Jr., <i>Director</i> . . . (410) 288-8401	
<b>DIVISION OF ENGINEERING</b>	
Faysal Thameen, <i>Director</i> . . . . . (410) 288-8470	
<b>DIVISION OF FINANCE</b>	
Fredric J. Barron, <i>Director</i> . . . . . (410) 288-8450	
<b>OPERATIONS</b>	
Janet L. Davis, <i>Director</i> . . . . . (410) 288-8420	
CENTRAL REGION	
Timothy J. Reilly, <i>Administrator</i>	
..... (410) 354-8664	
OPERATIONS	
Howard W. Moore, <i>Assistant</i>	
<i>Administrator</i> . . . . . (410) 354-8663	
MAINTENANCE	
David L. Roehmer, <i>Assistant</i>	
<i>Administrator</i> . . . . . (410) 354-8663	
NORTHERN REGION	
John E. (Jack) Krummel, <i>Administrator</i>	
..... (410) 575-6518	
OPERATIONS	
David A. Williams, <i>Assistant</i>	
<i>Administrator</i> . . . . . (410) 575-6518	
MAINTENANCE	
David A. Wildroutd, <i>Assistant</i>	
<i>Administrator</i> . . . . . (410) 575-6518	
SOUTHERN REGION	
Robert C. Alter, <i>Administrator</i>	
..... (410) 974-1123	
OPERATIONS	
Louis O. Kelley, <i>Assistant Administrator</i>	
..... (410) 974-1179	
MAINTENANCE	
Charles F. Raycob, <i>Assistant</i>	
<i>Administrator</i> . . . . . (410) 974-1386	
HARRY W. NICE MEMORIAL BRIDGE	
Bernard W. Jedrowicz,	
<i>Superintendent</i> (301) 259-4444	
<b>MARYLAND TRANSPORTATION AUTHORITY</b>	
<b>POLICE</b>	
Edward Hechmer, <i>Chief</i> . . . . . (410) 288-8566	

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### ORIGIN & FUNCTIONS

Established in 1970, the Department of Transportation provides Maryland citizens with a transportation network encompassing aviation, highway, marine, mass transit, motor vehicle, railroad and toll facilities (Chapter 526, Acts of 1970). Because transportation's role in the State's economic development always has been vital, the evolution of Maryland's transportation systems directly reflects Maryland's growth.

The Department of Transportation was formed by the consolidation of independent State agencies, each responsible for a specific transportation sphere. Despite State support for the expansion of transportation networks, none of these agencies was created prior to 1900. Yet, because the ability of citizens to travel from place to place affected the conduct of government, defense, and trade, Maryland government's concern with ensuring modes of transportation dates from the seventeenth century.

In the colonial period, ships brought settlers and provided a link to Europe, the Caribbean, and Africa. Maryland's abundant waterways, including Chesapeake Bay and navigable tidal rivers and creeks, served travel and communication needs until settlement moved inland. Ferries were the first form of transport covered by law. An act of 1638/9 provided for a ferry across St. George's River to enable persons to attend provincial assemblies in St. Mary's City; toll was set at one pound of tobacco. By 1658, a more general need for ferries was expressed, and the Assembly required each county, except Kent, to maintain a ferry out of the county tax levy. The 1658 act made the county courts responsible for ferries, though ferry operations soon were assumed by private enterprise. The county courts later became responsible for roads as well, and over the next two centuries, while the legislature authorized the laying out, building, and repairing of roads and bridges, both public and private, the counties, through commissioners or elected road commissioners, actually built and paid for them.

*Public Roads.* Maryland's first road law was passed in 1666. It ordered county commissioners to make highways and paths passable for persons on horse and foot by 1668. In each county, overseers were to be appointed, and either tobacco or labor was to be assessed against county taxables. Compelling county residents to work a certain number of days per year on county roads was rooted in English feudal custom,