

and Safety which includes both short and long-range planning, urban transportation planning, traffic planning, programming and scheduling and traffic safety; Development, including locations, surveys, highway and bridge design and right-of-way acquisition; and Operations, which includes the field-oriented operations such as construction, maintenance, materials testing, research, traffic operations, and central supplies.

The Commission's activities are primarily centralized in its Baltimore offices. For operational purposes, however, the State is divided into seven engineering districts, which are:

- District No. 1, Salisbury: Carroll L. Brewington, Acting District Engineer, Telephone: 742-2102 (Dorchester, Somerset, Wicomico, Worcester counties)
- District No. 2, Chestertown: C. Roland Sharretts, District Engineer, Telephone: 778-3061 (Caroline, Cecil, Kent, Queen Anne's, Talbot counties)
- District No. 3, Greenbelt: William L. Shook, District Engineer, Telephone: 345-7100 (Montgomery and Prince George's counties)
- District No. 4, Brooklandville: Wilmer N. Barnes, Acting District Engineer, Telephone: 828-8900 (Baltimore and Harford counties)
- District No. 5, Prince Frederick: M. C. Thompson, Jr., District Engineer, Telephone: 535-1740 (Anne Arundel, Calvert, Charles, and St. Mary's counties)
- District No. 6, Cumberland: John D. Bushby, District Engineer, Telephone: 729-1600 (Allegany, Garrett and Washington counties)
- District No. 7, Frederick: Thomas G. Mohler, District Engineer, Telephone: 662-1171 (Carroll, Frederick and Howard counties)

The Office of Administration is responsible for the development and application of management plans and administrative procedures; personnel administration; communications facilities; office, reproduction and data processing services; public information services; the preparation of engineering agreements; and the enforcement of outdoor advertising regulations.

Financing the State Roads System

The State Roads Commission operates on Special and Capital Funds. The Special Funds include a portion of the Gasoline Tax, a portion of the Motor Vehicle Revenues (registration fees), the Excise Tax on the Issuance of Certificate of Title to Motor Vehicles, and Federal Aid appropriations.

State Highway Construction Bonds provide the Capital Funds. These were authorized under the issues provided by the 1947, 1953 and 1966 legislatures. The aggregate principal amount of bonds issued under Sections 191, 199, and 211A of Article 89B of the Code, outstanding and unpaid, is limited to \$360,000,000. The total principal amount of bonds which may be issued under these sections, however, is not limited to that amount. As of August 22, 1967, State Highway Construction Bonds at a total par value of \$449,500,000 will have been issued, of which amount \$280,767,000 is outstanding.

The State Highway Construction Bonds are secured by a pledge of appropriate portions of the Commission's share of the Gasoline Tax Fund and the Excise Tax on Issuance of Certificate of Title to Motor Vehicles. The remainder of such revenues, together with Federal appropriations and proceeds from the sale of State Highway Construction Bonds is available for construction purposes.