

## STATE AVIATION ADMINISTRATION

Theodore E. Mathison, *Administrator*  
Nicholas J. Schaus, *Deputy Administrator*

P.O. Box 8766  
BWI Airport, MD 21240 859-7100

Martin State Airport  
P.O. Box 1  
701 Wilson Point Rd.  
Baltimore, MD 21220 682-8800

The State Aviation Administration originated in 1929 when the State Aviation Commission was established (Chapter 318, Acts of 1929). The Administration replaced the Commission and became a unit of the Department of Transportation in 1970 (Chapter 526, Acts of 1970). The Administration develops and operates airports. It also fosters and regulates aeronautical activity within the State.

By Chapter 180, Acts of 1972, the operation of Baltimore/Washington International (BWI) Airport, the State's major air carrier facility, was assigned to the State Aviation Administration. The Act authorized the State to purchase Baltimore/Washington International Airport from Baltimore City. The same Act abolished the Friendship International Airport Authority, originally created in 1970 (Chapter 529, Acts of 1970). Friendship Airport was renamed BWI in 1973.

The Administration also supervises the operation of the Martin State Airport in Baltimore County.

The Administration inspects and licenses commercial airports, air schools, and air school instructors for safe operation. It fosters safety in aviation through educational seminars for pilots and mechanics, and through its publications: the newsletter, *Flight Plan*, and a combined Maryland airports directory and aeronautical chart.

The Administration provides technical and financial assistance to airport sponsors and owners in the preparation of master plans and in improvements to facilities. Standardized runway markings are applied and maintained at airports throughout the State. A Maryland Aviation System Plan has been prepared in cooperation with the Planning and Development staff in the Secretary's Office and other State and local agencies (Code Transportation Article, secs. 5-101 through 5-1105).

The Administration functions through four Offices: Business Administration; Marketing and Development; Planning and Engineering; and Airport Operations.

The Administrator is appointed by the Secretary of Transportation with the Governor's approval.

## MARYLAND TRANSPORTATION AUTHORITY

*Chairperson:*

Richard H. Trainor, *Secretary of Transportation*

Appointed by Governor with Senate advice & consent: Arthur M. Gompf, 1989; Louise P. Hoblitzell, 1989; J. Owen Cole, 1990; Daniel F. McMullen III, 1990; Ronald L. Freeland, 1991; Robert R. Neall, 1991.

Anthony P. Frate, *Executive Secretary*  
Wayne A. McDaniel, *Operations Director*

P.O. Box 9088  
Dundalk, MD 21222 563-7100  
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The Maryland Transportation Authority governs and sets policy for the State's toll projects. The Authority was created in 1970 (Chapter 526, Acts of 1970). It consists of the Secretary of Transportation as chairperson and six public members appointed for three-year terms by the Governor with Senate advice and consent (Code Transportation Article, secs. 4-201 through 4-404).

The Transportation Authority operates and maintains four toll bridges, the Baltimore Harbor Tunnel, the Fort McHenry Tunnel, 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 and by Chapter 1, Acts of the Special Session of 1956.

Administrative, supply, and maintenance activities of the Authority are centralized at the Francis Scott Key Bridge over Baltimore's outer harbor.

*Francis Scott Key Bridge* connects Sollers Point in Baltimore County with Hawkins Point in Baltimore City. Opened to traffic in March 1977, the Bridge forms the final link in the 52-mile Baltimore Beltway (Interstate 695).

*William Preston Lane, Jr., Memorial Bridge*, also known as *Chesapeake Bay 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. At the request of the General Assembly, the State Roads Commission in 1967 renamed the Chesapeake Bay Toll Bridge as the William Preston Lane, Jr., Memorial Bridge (Joint Resolution no. 21, Acts of 1967).