

(Chapter 356, Acts of 1937). This led to the Susquehanna and Potomac River Bridges, the Baltimore Harbor Tunnel, and the Chesapeake Bay Bridge.

Airports. Although possibly the first recorded manned flight occurred over Baltimore in a balloon in 1784, Maryland did not pass its Uniform State Law for Aeronautics until 1927 (Chapter 637, Acts of 1927), followed by the creation of the State Aviation Commission in 1929 (Chapter 318, Acts of 1929). The Commission licensed aviators and airships, set air traffic rules, regulated the construction and operation of airfields, and otherwise conformed to federal regulations. The Commission became an Administration in 1970 when the Department of Transportation was formed and in 1972 took over operation of Friendship International Airport (now BWI) after its purchase by the State. The Administration at that time went from three employees to over two hundred.

Port of Baltimore. As Baltimore grew into a city during the Revolutionary War, the Port of Baltimore became a center for the trade with the West Indies that supported the war effort. Wardens of the Port were authorized in 1783 to oversee construction of wharves, clear waterways, and collect duties from vessels entering and clearing the port (Chapter 24, Acts of 1783). By the 1780s, Baltimore began to trade with China and, during the nineteenth century, Baltimore clipper ships sped around the world and developed a particularly lucrative trade with South America.

Although Baltimore was a port long before it was a city, the State delayed its role in port development until 1827. Then the Governor began annually to appoint State wharfingers to take charge of State-owned or leased docks, particularly those adjacent to the State Tobacco Warehouse. Yet, considerable time elapsed before Maryland had a State agency to oversee port operations. The Maryland Port Authority assumed that role in 1956 (Chapter 2, Acts of Special Session of 1956). The Authority's prime concern was to keep the port competitive by improving and modernizing its facilities and by promoting it worldwide. The Authority was replaced by the Maryland Port Administration in 1970.

Public Transportation. Another twentieth century concern was the development of public transportation, or mass transit. As metropolitan areas grew, private companies were not adequate to the task. The Baltimore Metropolitan Area Mass Transit Legislative Commission studied the problem and recommended creation of the Mass Transit Administration in 1969 (Chapter 766, Acts of 1961; Chapter 160, 1969). In 1992, the Mass Transit Administration also assumed functions of the State Railroad Administration.

OFFICE OF THE SECRETARY

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Appointed by the Governor, the Secretary of Transportation heads the Department. Reporting directly to the Secretary are the Deputy Secretary and the offices of Public Affairs; Management Services and Audits; Finance; Systems Planning and Evaluation; Minority Business Enterprise and Equal Opportunity; and Administrative Services (Code Transportation Article, sec. 2-102).

The Secretary chairs the Maryland Transportation Authority; the Maryland Port Commission; the Task Force on Chesapeake Bay Ferries; the Maryland Greenways Commission; and the Governor's Motor Carrier Task Force for Safety and Uniformity. The Secretary also serves on the Governor's Executive Council; the Governor's International Cabinet; the Governor's Subcabinet for Energy Management; the Transportation Professional Services Selection Board; the Interdepartmental Advisory Committee for Minority Affairs; the Procurement Advisory Council; the Maryland Advisory Council on Historic Preservation; the Governor's Drug and Alcohol Abuse Commission; the Governor's Commission on Growth in the Chesapeake Region; the Interagency Committee on

Aging Services; the Capital Debt Affordability Committee; and the Maryland Economic Development Corporation.

Under direction of the Secretary, the Department of Transportation oversees the Maryland Transportation Authority and five administrations concerned with State responsibilities for highways, ports, motor vehicles, mass transit, and aviation. Providing the Secretary with advice, guidance, and direction in a variety of transportation matters are the Maryland Transportation Commission, the Board of Review, the Transportation Professional Services Selection Board, the Board of Airport Zoning Appeals, and the State Roads Commission (Code Transportation Article, secs. 2-101 through 2-103).

MARYLAND TRANSPORTATION COMMISSION

David L. Winstead, *Chairperson*, 1991

Julianne Stoll, *Secretary*
 (410) 859-7260

Formed in 1970, the Maryland Transportation Commission studies the entire State transportation system (Chapter 526, Acts of 1970). It advises the Secretary of Transportation and Department administrators on policy and programs.

The Commission has seventeen members. Ten are appointed for three-year terms by the Governor