

**COUNTY COUNCIL OF CECIL COUNTY, MARYLAND
LEGISLATIVE SESSION 2014-09**

RESOLUTION NO. 31-2014 AS AMENDED

Title of Resolution: Economic Relief -- Multi-Axle - Hatem Bridge

Synopsis: A Resolution to request Maryland Transportation Authority to implement additional discount options for multiple axles on the Hatem Bridge and Tydings Bridge.

Introduced by: _____ Councilwoman Broomell

Introduced and order posted on: _____ May 20, 2014

Public hearing scheduled on: _____ June 17, 2014 _____ at _____ 7:00 p.m.

Consideration scheduled on: _____ July 1, 2014

PUBLIC HEARING

Notice of time and place of public hearing and title of Resolution having been posted by May 21, 2014 at the County Administration Building, 200 Chesapeake Blvd, Elkton and having been published according to Charter on May 28, 2014 and June 4, 2014, a public hearing was held on June 17, 2014 and concluded on July 1, 2014.

By: _____
Council Manager

Explanation: CAPITALS INDICATE MATTER ADDED TO EXISTING ORDINANCE.
{Brackets} indicate matter deleted from existing ordinance.
Underlining indicates language added to ordinance by amendment.
~~Strike through~~ indicates language stricken out of an Ordinance by amendment.

RESOLUTION NO. 31-2014 As Amended
Economic Relief - Multi-Axle - Hatem Bridge

1 **WHEREAS**, Cecil County is located in a unique corner of the State and is separated from the rest of
2 Maryland by the Susquehanna River and the Sassafras River; and

3 **WHEREAS**, the Northeast Transportation Corridor bisects Cecil County bringing thousands of out-
4 of-state and out-of-county residents along Interstate 95 and US Route 40; and

5 **WHEREAS**, the Hatem Bridge is the continuation of Main Street from Perryville to Havre de Grace
6 for residents and businesses alike; and

7 **WHEREAS**, among Maryland's twenty-three Counties and Baltimore City, MDTA tolls collected in
8 Cecil County accounted for \$107,887,281, in FY 2010, which represented 35.60% of the Maryland
9 statewide total; and

10 **WHEREAS**, in January 2007, the Sage Policy Group conducted a Cecil County Growth Study
11 validating the negative impact of the Hatem Bridge and Tydings Bridge tolls in Cecil County; and

12 **WHEREAS**, the Board of Cecil County Commissioners unanimously passed a Resolution in objection
13 to the Revised Toll Increase Plan passed by the Maryland Transportation Authority on September 22,
14 2011; and

15 **WHEREAS**, Appendices A through D of the Resolution provide the evidence of economic hardship
16 of the tolls to Cecil County's economy; and

17 **WHEREAS**, on a cost per mile basis, the base tolls on the Hatem Bridge when compared to those
18 on the Bay Bridge is disproportionate and inequitable; and

19 **WHEREAS**, the multi-axle discounts were discontinued after July 1, 2013, resulting in an increase
20 700% for third axle vehicles paid by EZpass and 1100% for third axle vehicles paid by electronic tolling;
21 and

22 **WHEREAS**, Cecil County is requesting coordination with the Maryland Transportation Authority to
23 seek remedies in addressing the barrier to Cecil County's economic viability as well as travel across the
24 Susquehanna River; and

25 **NOW, THEREFORE, BE IT RESOLVED** that the County Council of Cecil County, Maryland, requests
26 to be put on the first available Maryland Transportation Authority Meeting Agenda to seek remedies to
27 the economic burden realized from the tolls.

28 **AND, BE IT FURTHER RESOLVED THAT** the County Council of Cecil County, Maryland, propose
29 three options for discussion with the Maryland Transportation Authority:

