

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

**RESOLUTION NO. 31-2014**

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

**Synopsis:** A Resolution to request Maryland Transportation Authority to implement an option to the Hatem Discount Plan A or B for multi-axles, also known as third, fourth and fifth axle vehicles on Hatem 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 \_\_\_\_\_ and concluded on \_\_\_\_\_.

**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**  
**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-of-state  
4   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 for  
6   residents and businesses alike; and  
7   **WHEREAS**, among Maryland’s twenty-three Counties and Baltimore City, MDTA tolls collected in Cecil  
8   County accounted for \$107,887,281, in FY 2010, which represented 35.60% of the Maryland statewide  
9   total; and  
10   **WHEREAS**, in January 2007, the Sage Policy Group conducted a Cecil County Growth Study validating the  
11   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 to the  
13   Revised Toll Increase Plan passed by the Maryland Toll Authority on September 22, 2011; and  
14   **WHEREAS**, Appendices A through D of the Resolution provide the evidence of economic hardship of the  
15   tolls to Cecil County's economy; and  
16   **WHEREAS**, on a cost per mile basis, the base tolls on the Hatem Bridge when compared to those on the  
17   Bay Bridge is disproportionate and inequitable; and  
18   **WHEREAS**, the multi-axle discounts were discontinued after November 1, 2011 resulting in an increase of  
19   \$12 per trip for 3-axle vehicles, \$18 for 4-axle vehicles; and  
20   **WHEREAS**, Cecil County is requesting coordination with the Maryland Toll Authority to seek remedies in  
21   addressing the barrier to Cecil County's economic viability as well as travel across the Susquehanna River;  
22   and  
23   **WHEREAS**, implementing a discount plan for the multi-axle vehicles will increase Maryland Toll Authority  
24   revenue by attracting vehicles back to the Hatem Bridge.  
25   **NOW, THEREFORE, BE IT RESOLVED** that the County Council of Cecil County, Maryland, requests to be put  
26   on the first available Maryland Transportation Authority Meeting Agenda to seek remedies to the  
27   economic burden realized from the tolls.

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INTRODUCED: \_\_\_\_\_ May 20, 2014 \_\_\_\_\_

ADOPTED: \_\_\_\_\_

\_\_\_\_\_  
President of the Council

ATTEST:

\_\_\_\_\_  
Council Manager