

# Act 89, Title 75 §1935

## \$5 COUNTY FEE FOR LOCAL USE

Muhlenberg Township  
September 12, 2016  
7:00 P.M.

Berks Patriots  
Leesport Auction House  
September 15, 2016  
6:30 P.M.

Birdsboro Borough  
September 22, 2016  
7:00 P.M.



# Introductions

- Kevin S. Barnhardt, Berks County Commissioner
- Christian Y. Leinbach, Berks County Commissioner
- Ryan Hunter, Director of Facilities & Operations
- Alan Piper, Transportation Planner

# Fee Establishment & Receipt

- Effective 12/31/2014 counties, upon enacting an ordinance, may impose a \$5.00 fee for each nonexempt vehicle registered to an address in the county.
- The effective date of imposition must be a minimum of 90 days after PennDOT receives a copy of the ordinance.
- PennDOT will collect the \$5.00 fee at the time of vehicle registration. The fee cannot be more or less than \$5.00 per registration.
- PennDOT will distribute the fees collected to participating Counties based upon the amount collected within each County.
- The funds will be distributed by the Center for Program Development in June and December of each effective year.

# Fee Revenue Uses and Disbursement

- Fund use is limited to the construction, reconstruction, maintenance, safety improvements and repairs to public highways and bridges.
- Fees can be allocated as grants to municipalities or retained exclusively for County use.

# How Would Berks Benefit?

- In 2014 PennDOT records counted approx. 383,500 non-exempt vehicles in Berks.
- This will realize potential funding to be used for bridge projects on the following scale:
  - Estimated \$5 Fee annual yield at 100% - \$1,917,519
  - Estimated \$5 Fee annual yield at 70% - \$1,342,317

# What Are Other Counties Doing?

ENACTED:

Allegheny  
Blair  
Bucks  
Cambria

Chester  
Cumberland  
Dauphin  
Fulton

Philadelphia  
Westmoreland  
York

- Funding is being used exclusively for County bridge improvement projects
- Revenues are commensurate with number of registrations

# \$5 Fee Revenue – The Need

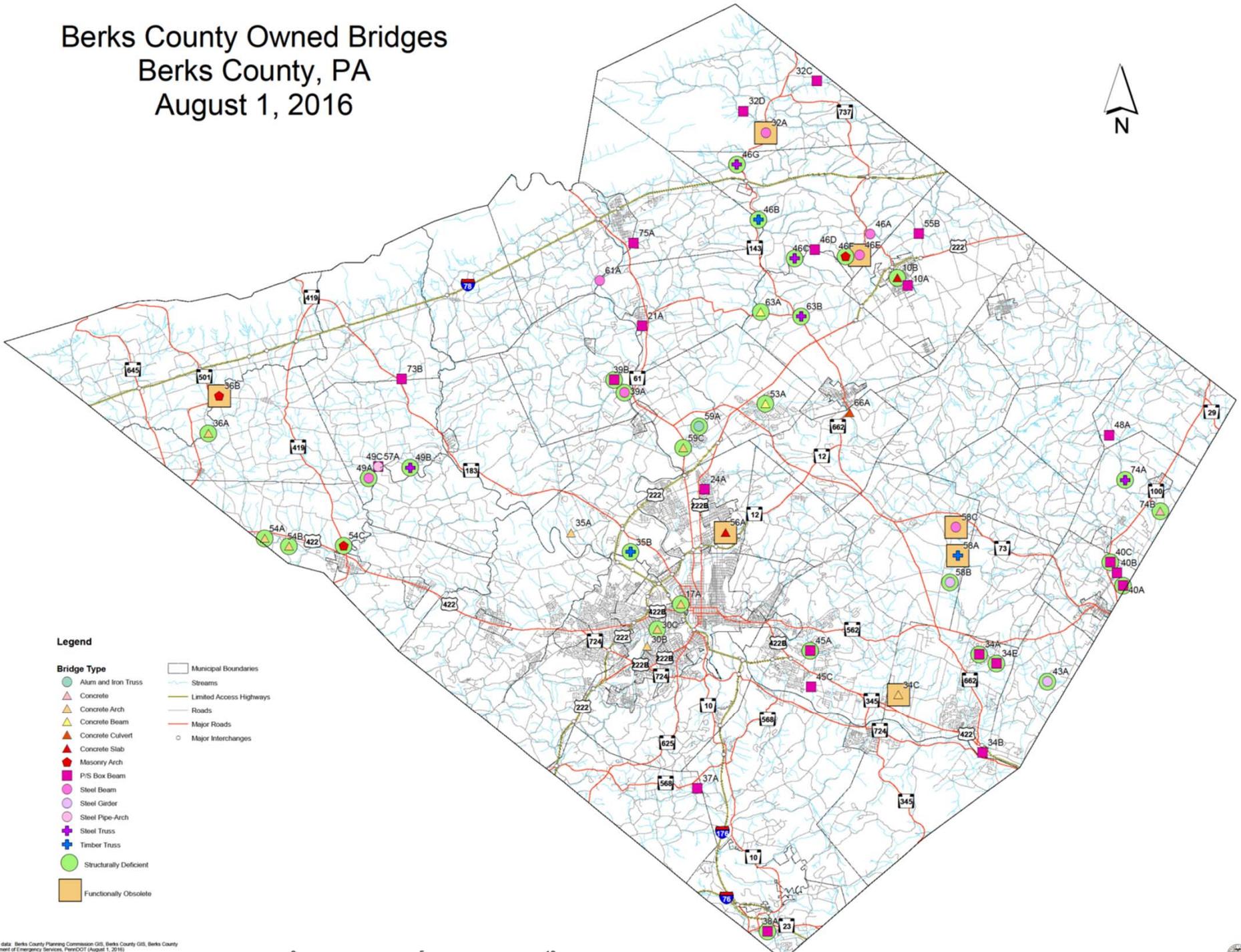
- Berks County owns **fifty-nine (59)** bridges
- The designated service life of a bridge is 50 years
  - 5 (9%) of the County's bridges are less than 10 years old
  - 19 (32%) are 10-50 years old
  - 6 (10%) are 50-75 years old
  - 10 (17%) are 75-100 years old
  - **19 (32%) are over 100 years old!**
- 31 (53%) of the County's Bridges are Structurally Deficient
- 7 (12%) of the County's Bridges are Functionally Obsolete



# Berks County Owned Bridges

## Berks County, PA

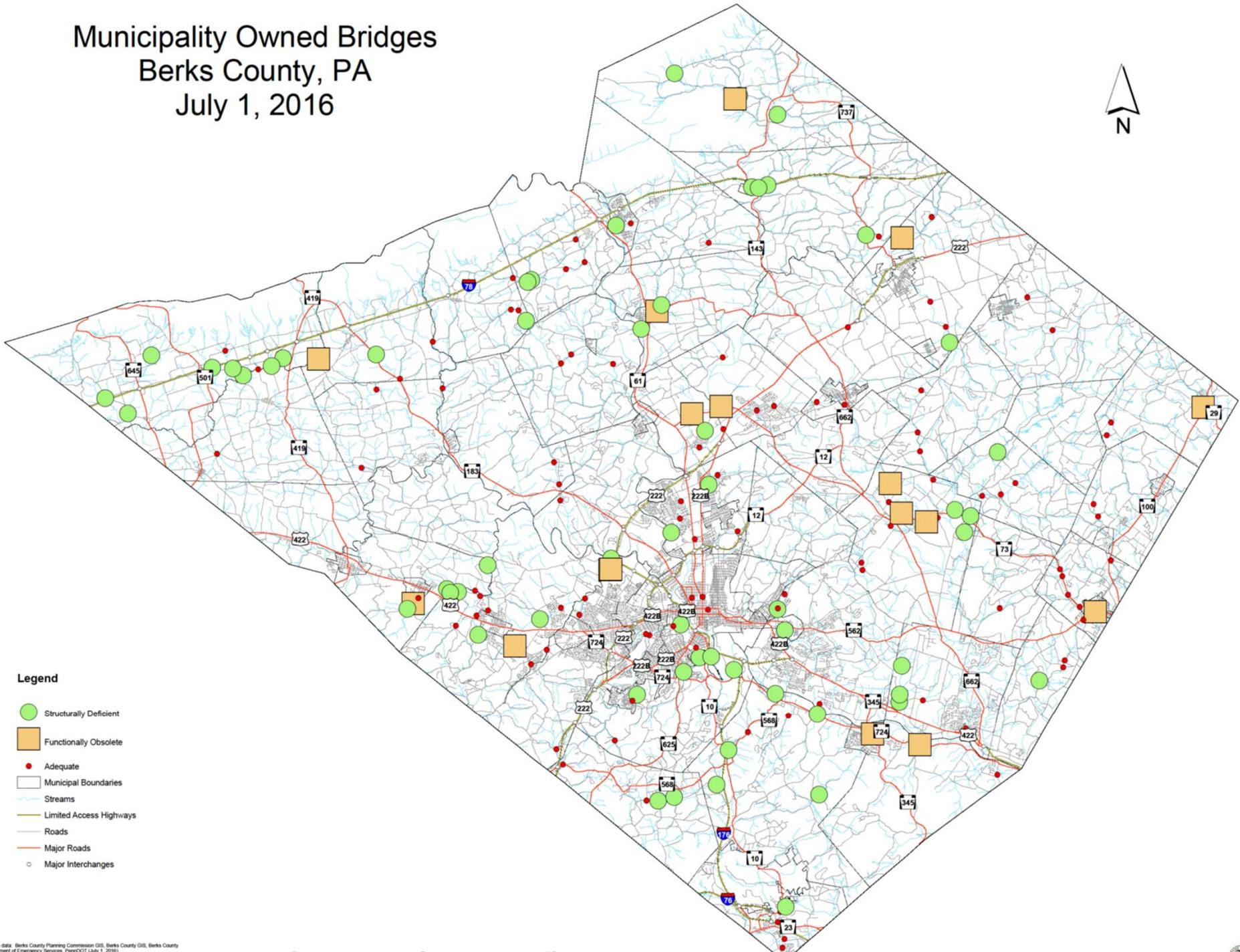
### August 1, 2016



# Municipality Owned Bridges

## Berks County, PA

July 1, 2016

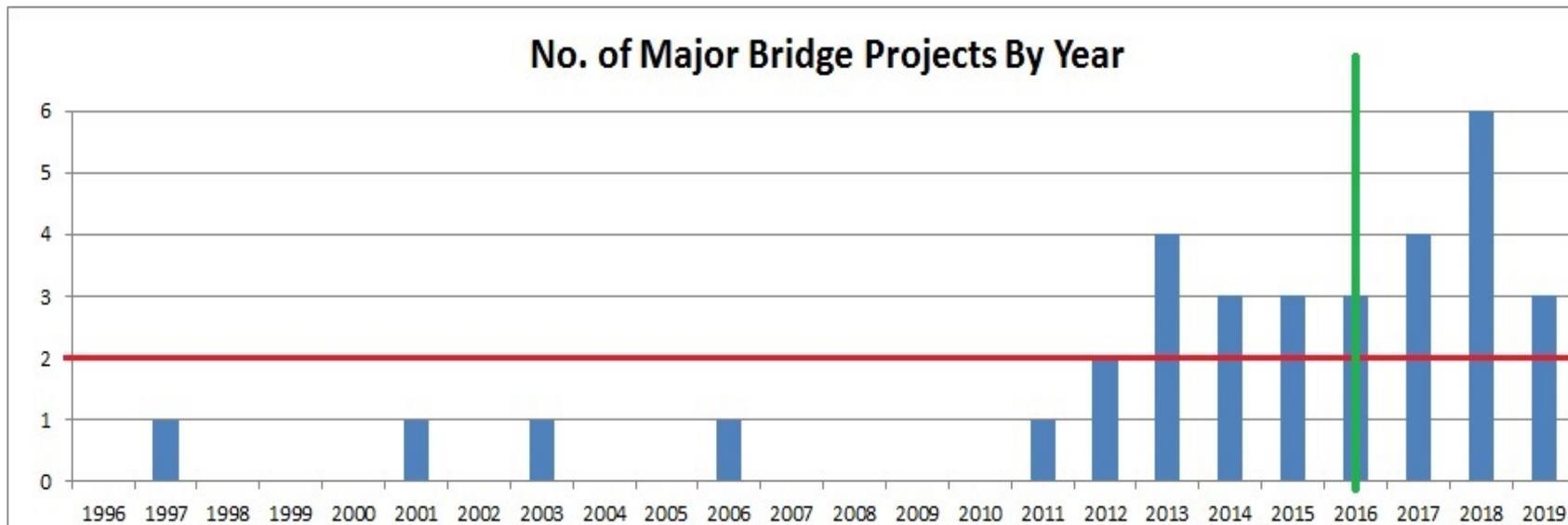


### Legend

- Structurally Deficient
- Functionally Obsolete
- Adequate
- Municipal Boundaries
- Streams
- Limited Access Highways
- Roads
- Major Roads
- Major Interchanges

# Recent Capital Activity

To maintain the County's bridge inventory, planning goals are two (2) bridges per year with a long-term disposition.



Bridge 24A  
Temple Bridge

Water Street,  
Muhlenberg Twp.

BEFORE



AFTER



# Current Funding

- Liquid Fuels Tax Fund
  - 2016 funding of \$852,795.34
  - Supports basic maintenance and operating budget
- Act 13 Marcellus Shale Funding (SD Bridges only)
  - 2016 funding of \$545,127.44
- Act 44
  - 2016 funding of \$130,509.74
- 12 Year Transportation Improvement Plan (TIP)
  - Project-specific Federal Allocations
  - Typically 80% Federal, 15% State, 5% Local

**Deterioration is Outpacing Replacement & Rehabilitation Efforts**

# Benefits of \$5 Fee Funding

- Would likely fund one major replacement or several minor rehabilitation projects per year
- Not constrained by as much regulatory oversight as some other forms of transportation funding, e.g. Liquid Fuels
- Recurring and stable revenue
- Revenue that is equitably generated by those using the roads and bridges for which it is intended

# Questions and Answers



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