HOW WILL MONTGOMERY COUNTY USE THIS REVENUE?

The county will create an overall package of transportation funding that will directly address the following goals from our comprehensive plan, Montco 2040: A Shared Vision:

- Modernizing our own network of roads and bridges
- Improving access to businesses
- Enhancing the quality of our transportation system by increasing road connectivity, upgrading traffic signal technology, and eliminating bottlenecks

By 2017...

3x the number of bridges started than already planned

73% of the county’s structurally deficient bridges completed or underway

To further these goals, the county can invest in:

County Bridges – The revenue can be used to design and replace additional structurally deficient bridges recommended by the county’s bridge engineer.

County Roads – The revenue can also be used to resurface county roads, install safety measures such as guiderails, and replace aging equipment like snowplows and road sealers.

Municipal Partnerships – A portion of this revenue can be used to help our townships and boroughs better compete for PennDOT grants that improve municipally-owned signals, roads, or bridges.

WHAT IS THE NEW COUNTY VEHICLE REGISTRATION REVENUE?

Improving our Roads, Bridges, and Signals

The Commonwealth’s 2013 transportation funding law (Act 89) contains a provision that authorizes Pennsylvania’s counties to add $5 to each annual vehicle registration to fund critical county infrastructure. The money can only be used for the maintenance and improvements of roads, bridges, and traffic signals in Montgomery County.
**Recent Investment in Montgomery County-Owned Structurally-Deficient Bridges**

**Montgomery County is fixing its bridges**

In 2012, 62 of the county’s 133 bridges were deemed structurally deficient. To be classified as structurally deficient, a bridge’s deck, superstructure, or substructure must be rated in “poor” condition according to the National Bridge Inventory rating scale. Structurally deficient bridges, by definition, are safe but they require significant maintenance, rehabilitation, or replacement.

Most of our structurally deficient bridges have weight requirements that limit the ability of fire trucks, school buses, and commercial vehicles to cross them. This costs businesses money, is a hassle to commuters, and can limit the ability of first responders to get to emergencies quickly.

Since 2012, when the county only had 7 bridge projects in design, the Commissioners have undertaken an aggressive effort to repair as many bridges as possible. To date, 7 bridges have been repaired and another 26 are either in design or under construction, meaning that 33 of the 62 structurally deficient bridges have been fixed or will be soon.

In 2017, 4 bridges are planned to begin design. With the additional funding the county could add 8 more, bringing the total to 12. That means 45 of the county’s 62 structurally deficient bridges (73%) would be completed, in design, or under construction.
HOW MUCH CAN MONTGOMERY COUNTY EXPECT?

According to the latest PennDOT registration data there are 693,191 vehicles in the County. This is third in the Commonwealth, behind only Allegheny (948,092) and Philadelphia (742,827).

Because some types of vehicles receive multi-year registrations, about 650,000 eligible registrations occur annually. The new revenue will generate approximately $3.25 million to the county each year.


Three main benefits to the new registration revenue:

1. Creates a steady stream of transportation funding raised by those who use the system and kept entirely in Montgomery County.
2. State law restricts the funds to road, bridge, and signal projects.
3. Decreases our dependence on the general fund to finance our road and bridge repairs with a dedicated revenue source separate from real estate taxes.

Nearby County Summary (As of 2016)

<table>
<thead>
<tr>
<th>County</th>
<th>Bridges Owned</th>
<th>Structurally Deficient (SD)</th>
<th>Expected Annual Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bucks</td>
<td>115</td>
<td>50</td>
<td>$2.9 million</td>
</tr>
<tr>
<td>Chester</td>
<td>94</td>
<td>30</td>
<td>$2.2 million</td>
</tr>
<tr>
<td>Montgomery</td>
<td>133</td>
<td>55</td>
<td>$3.25 million</td>
</tr>
</tbody>
</table>

WHAT OTHER COUNTIES HAVE APPROVED IT?

So far, 12 counties have passed an ordinance enacting this provision, including neighboring Bucks, Chester, and Philadelphia.