

HOUSE TRANSPORTATION COMMITTEE

PUBLIC HEARINGS

HB527, PN554

MAJORITY CAUCUS ROOM  
Main Capitol Building,  
Harrisburg, Pennsylvania

TESTIMONY HEARING SCHEDULE

Wednesday, May 20, 1981

1:00PM	-	1:15PM	Meeting Opening
1:15PM	-	1:45PM	Thomas D. Larson, PE, Secretary, Pennsylvania Department of Transportation
1:45PM	-	2:15PM	Frederic L. Pryor, Professor of Economics Swarthmore College
2:15PM	-	2:45PM	Gallen K. Heckman, President Penna. Assoc. of Township Supervisors
2:45PM	-	3:15PM	Paul Hubner, Supervisor Haycock Twp., Bucks County
3:15PM	-	3:30PM	Break
3:30PM	-	4:00PM	Daniel Babnis, Supervisor, Jefferson Twp., Mercer County
4:00PM	-	4:30PM	Leslie Spaulding, Executive Director, Mercer County Regional Planning Commission
4:30PM	-	5:00PM	Fred L. Baker, Supervisor, Buffalo Twp., Armstrong County
5:00PM	-	5:30PM	John Skiavo, Supervisor, Hempfield Twp., Westmoreland County

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TESTIMONY HEARING SCHEDULE

Thursday, May 21, 1981

9:45AM	-	10:00AM	Opening
10:00AM	-	10:30AM	Merve Adams, Supervisor, Upper Dauphin Twp., Dauphin County
10:30AM	-	11:00AM	Don Bryan, Deputy Secretary, Local and Area Transportation
11:00AM	-	11:30AM	John Weigle, Township Manager, Derry Twp., Dauphin County
11:30AM	-	12:00Noon	Robert Middleton, Legislative Director, Penna. AAA Federation
12:Noon	-	12:45PM	Lunch Recess
12:45PM	-	1:15PM	Gerald Godwin, Legislative Director, Penna. State Assoc. of Boroughs
1:15PM	-	1:45PM	Gerald Blanchfield, Supervisor, Harbor Creek Twp., Erie County
1:45PM	-	2:15PM	Leon Ritz & Herbert Lucas, Supervisors, Bethel Twp, Fulton County
2:15PM	-	2:45PM	Jack Gardner, Legislative Director, Penna. League of Cities
2:45PM	-	3:15PM	Margaret Dissinger, Supervisor, Upper Makefield Twp., Bucks County
3:15PM	-		Open-

THE GENERAL ASSEMBLY OF PENNSYLVANIA

**HOUSE BILL**

No. **527**

Session of  
1981

INTRODUCED BY WILSON, PUNT, DININNI, PETRARCA AND KOLTER, FEBRUARY 10, 1981

REFERRED TO COMMITTEE ON TRANSPORTATION, FEBRUARY 10, 1981

AN ACT

1 Establishing the Highway Transfer Board, providing for its  
2 powers and establishing a procedure for the transfer of  
3 certain highways and bridges between the Commonwealth and  
4 municipalities.

5 The General Assembly hereby declares that the objective of  
6 this act is to better provide for the adequate, efficient and  
7 continuing care of all classes of highways in the Commonwealth  
8 by placing responsibility with local governing bodies for those  
9 highways which are primarily used for local travel, thus  
10 permitting the Commonwealth to concentrate its attention on  
11 highways intended primarily for intercommunity, interregional or  
12 interstate traffic. The immediate purpose is to establish an  
13 administrative process for the return to municipal  
14 responsibility of certain State highways and bridges between the  
15 Commonwealth and municipalities, both individually and  
16 cooperatively.

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- 5 Section 7. Acceptance or rejection of transfer.
- 6 Section 8. Board of arbitration.
- 7 Section 9. Publication.
- 8 Section 10. Terms of transfer.
- 9 Section 11. Periodic review.
- 10 Section 12. Effective date.

11 The General Assembly of the Commonwealth of Pennsylvania  
12 hereby enacts as follows:

13 Section 1. Short title.

14 This act shall be known and may be cited as the "Highway  
15 Transfer Law."

16 Section 2. Definitions.

17 The following words and phrases as used in this act shall  
18 have the meanings given them in this section unless the context  
19 clearly indicates otherwise:

20 "Board" or "transfer board." The Highway Transfer Board.

21 "Class Six Highways and roads." Those highways and roads  
22 designated by the department or the municipalities for return to  
23 municipal responsibility.

24 "Department." The Department of Transportation.

25 "Municipality." A county, city, borough, incorporated town  
26 or township.

27 "Secretary." The Secretary of Transportation.

28 Section 3. Application of act.

29 (a) Inclusion.--This act shall apply to all State highways  
30 designated by the department or a municipality as a Class Six

1 Highway.

2 (b) Exclusion.--This act shall not apply to any bridge, the  
3 deck of which exceeds the length of eight feet.

4 Section 4. Highway Transfer Board.

5 (a) Establishment.--There is hereby established an  
6 independent board to be known as the Highway Transfer Board.

7 (b) Composition.--The board shall be composed of eight  
8 members, four appointed by the Governor, one appointed by the  
9 Pennsylvania League of Cities, one appointed by the Pennsylvania  
10 State Association of Boroughs, one appointed by the Pennsylvania  
11 State Association of Township Supervisors and one appointed by  
12 the Pennsylvania State Association of Township Commissioners.

13 (c) Certain employment prohibited.--No person shall be  
14 employed by any of the associations listed in subsection (b) or  
15 by the Department of Transportation for a period of two years  
16 after leaving the board.

17 (d) Rules and regulations.--The board may, in the manner  
18 provided by law, promulgate those rules, regulations and forms  
19 necessary to carry out this act.

20 (e) Compensation and expenses.--The members of the board,  
21 except those who are Commonwealth employees, shall be entitled  
22 to receive \$100 per diem for each day spent in the performance  
23 of their duties. All members shall be entitled to reimbursement  
24 for actual and necessary expenses incurred in performance of  
25 their duties according to the rules of the Executive Board.

26 (f) Staff.--Necessary staff and clerical services shall be  
27 provided by the department.

28 Section 5. Description of Class Six Highways.

29 Within six months of the effective date of this act, the  
30 department and the municipalities shall describe to the board

1 all recommended Class Six Highways. This description shall be  
2 categorized by municipality and included on a map showing  
3 location, length and type of roadway.

4 Section 6. Notice to municipalities.

5 Upon receipt of description as set forth in section 5 the  
6 board shall notify each municipality of the board's intent to  
7 transfer to it all Class Six Highways located therein. This  
8 notice shall be made by certified or registered mail, return  
9 receipt requested, and shall include a copy of the department's  
10 highway description and map.

11 Section 7. Acceptance or rejection of transfer.

12 Each municipality shall have three months, following the date  
13 of the receipt of notice, to accept or reject the proposed  
14 highway transfer. If a municipality rejects a proposed transfer,  
15 in whole or in part, the matter shall be settled at binding  
16 arbitration as provided for herein.

17 Section 8. Board of arbitration.

18 (a) Composition.--A board of arbitration shall consist of  
19 three members: one selected by the department, one selected by  
20 the respective State association for the municipality involved,  
21 and one member who shall be selected by the first two members  
22 and who shall be the chairman. If these members cannot agree on  
23 the third member in ten days, the American Arbitration  
24 Association shall appoint the third member, who shall be  
25 chairman.

26 (b) Convening of board.--The arbitration board shall be  
27 convened within 30 days of the notice to the transfer board of  
28 the rejection by the municipality. These arrangements shall be  
29 made by the transfer board.

30 (c) Decision.--The decision of the majority of the

1 arbitration board shall be final and shall be binding on the  
2 department and on the municipality involved. The decision shall  
3 be in writing with copies forwarded to the department, the  
4 municipality and the transfer board. No appeal from this  
5 decision shall be taken to any court.

6 (d) Compensation.--The compensation, if any, of the  
7 arbitrator appointed by the municipal association shall be paid  
8 by the association. The compensation of the other two  
9 arbitrators as well as stenographic and other administrative  
10 expenses incurred by the arbitration board shall be paid by the  
11 department.

12 Section 9. Publication.

13 The board shall from time to time certify to the Legislative  
14 Reference Bureau a list of highways transferred and the bureau  
15 shall cause such list to be published in the Pennsylvania  
16 Bulletin and the Pennsylvania Code. The list shall also be  
17 certified to the office of recorder of deeds of the county  
18 wherein the participating municipalities are located.

19 Section 10. Terms of transfer.

20 (a) Public liability.--Upon transfer of any highway the  
21 municipality shall assume the same public liability for the  
22 transferred highway as for those already under municipal  
23 jurisdiction.

24 (b) Funding.--Each transferee municipality shall be entitled  
25 to funding for highway maintenance in the amount of \$2,500 per  
26 lineal mile of transferred highway per year. This amount shall  
27 be adjusted annually by the department in proportion to the  
28 percentage change in the Annual Federal Highway Construction  
29 Composite Index. No funds whatsoever shall be allocated to  
30 municipalities for the maintenance of highways transferred

1 hereunder out of the act of June 1, 1956 (1955 P.L.1944,  
2 No.655), referred to as the Liquid Fuels Tax Municipal  
3 Allocation Law.

4 (c) Appropriation.--The General Assembly shall annually  
5 appropriate moneys from the Motor License Fund to fund the  
6 provisions of subsection (b).

7 Section 11. Periodic review.

8 Every five years, the Transportation Committees of the House  
9 of Representatives and the Senate shall hold joint public  
10 hearings and jointly review the performance and effectiveness of  
11 the Highway Transfer Board and the program of highway transfer  
12 established by this act. The committees shall make a joint  
13 report to the Speaker of the House of Representatives, the  
14 President pro tempore of the Senate and to the House and Senate  
15 Appropriations Committees.

16 Section 12. Effective date.

17 This act shall take effect July 1 of the next fiscal year  
18 following the date of final enactment except that vacancies on  
19 the Highway Transfer Board may be filled beginning 60 days prior  
20 to such effective date.



May 20, 1981

NOTEDraft.

Subject: Fiscal Note  
House Bill 527  
Printer's No. 554

To: Mr. Earl H. Brown  
Executive Director  
House Appropriations Committee

From: Robert A. Bittenbender  
Deputy Secretary for Budget  
Office of Budget and Administration

House Bill 527 would enact the Highway Transfer Law to provide for the transfer of 12,100 miles of Class Six Highways from the Commonwealth to local municipalities through the establishment of a Highway Transfer Board, consisting of four appointees of the Governor and four local government appointees.

Within six months of the effective date of this act, the Board is to notify the respective local municipalities of the roads recommended for transfer. Each municipality will then have three months to accept or reject the highway transfer. If a particular municipality rejects a proposed transfer, the matter will then be settled in binding arbitration.

The fiscal impact of this bill as indicated below represents the maximum savings which could be realized by the Commonwealth.

	<u>1981-82</u>	<u>1982-83</u>	<u>1983-84</u>
Maximum	<i>to mes. only</i>		
Estimated			
Savings	\$7,865,000	\$18,089,500	\$20,802,925

The annual estimated savings are based on the difference between what PennDOT now pays to maintain Class Six Highways (\$3,800/mile) and what PennDOT would have to continue to pay for annual maintenance under the provisions of House Bill 527 (\$2,500/mile) resulting in a net savings of \$1,300 per mile, multiplied by the number of miles transferred per year. To this figure would be added a 15% annual charge in the Federal Highway Construction Composite Index calculated on the total amount of savings from the previous year. This would occur since the State would be saving that part of this index which would have been payable on the net \$1,300/mile savings. Therefore, the maximum estimated savings for FY 1981-82 as indicated above are based on 12,100 miles of presently designated Class Six Highways multiplied by \$1,300 net savings, divided in half since the roads probably will not be transferred in the first six months due to the time

Mr. Earl H. Brown  
May 20, 1981  
Page Two

frame of the Board for selection of roads for transfer. The 12,100 figure represents the maximum number of roads which the Board could recommend for transfer. Further, this estimate assumes that no local municipality would reject any of the recommended road transfers.

Since it is highly probable that some local municipalities will not accept all of the recommended road transfers, the actual savings to the Commonwealth would be somewhat lower than the maximum estimated savings. Since it is not known exactly how many of the total 12,100 miles of road will be transferred, the actual savings to the Commonwealth for the first year could range anywhere from \$0 to \$7,865,000.

RAB/EJC/GML/dlp

cc: Mr. Michael Hershock  
Ms. Judy Souleret  
Mr. Edward J. Connare  
Mr. John Ross



HOUSE OF REPRESENTATIVES  
COMMONWEALTH OF PENNSYLVANIA

BILL ANALYSIS

COMMITTEE: TRANSPORTATION

HOUSE BILL: 527

PRINTER'S NO.: 554

SENATE BILL: \_\_\_\_\_

PRINTER'S NO.: \_\_\_\_\_

CHIEF SPONSOR: Wilson

PREPARED BY:

NAME: Paul J. Landis

TELEPHONE: 783-8758

DATE: 3/12/81

A. EXISTING LAW

Present law by past legislative action has increased the Commonwealth's (state maintained) highways to approximately 45,000 miles. This increase has been caused by past acts of the Legislature which added highways to the road system for possibly political reasons as well as the federal sponsored program of 90/10 financing from the Highway Trust Fund to build the National Inter-state System of Defense Highways.

The present system of returning highways to local control is by individual bills passed by the General Assembly. This is done after an agreement has been completed and signed between the Department of Transportation and the municipality involved. This system returns approximately 45-50 miles per legislative session at the most.

B. PROBLEM OR DEFICIENCY IN THE LAW.

The present system of requiring individual legislation for the return of a road is extremely cumbersome. The roads that are in question are by location and use a road of primarily local nature not having any great bearing on what should be considered a truly State highway. They are the Class 6 road with most of them located in the rural Second Class Townships. The departments' present financial situation makes it nearly impossible for these roads to be maintained in a manner that is required, they are the last to receive maintenance most of the time. The 13,000 miles projected to be returned over a period of years will greatly reduce the impact this maintenance has on the MLF dollars.

C. OBJECTIVES OF THE SPONSOR.

The sponsor has introduced this legislation to bring to the fore a program which has been recommended by the Pennsylvania Economy League in past years and has been promoted by the Department of Transportation. Negotiations on this program have been going on for the past three years between the department and local government organizations. Passage of this legislation will enable the department to concentrate its funds on those roads that are truly State in nature.

The bill will no doubt bring to the front the items which have been holding up the program in the past. The bill will create a Highway Transfer Board which will review the Class 6 highways as established by the local municipalities and the department. When the review is completed the Board will notify both parties the roads that will be turned back. The municipality and the department will then advise the Board of the roads the local municipality has agreed to assume or has rejected. Once rejected the matter will be referred to binding arbitration.

The terms of the transfer shall include an assumption of public liability by the local municipality for the transferred road. The department will in return for the deletion of the road from the system pay annually to the local municipality the sum of \$2500 per lineal mile which will be adjusted annually to the percentage change in the Annual Federal Highway Construction Composite Index. Roads which are under this program will not be included by the municipality in the reimbursement program of liquid fuels money as established in the act entitled "Liquid Fuels Tax Municipal Allocation Law."

The bill also requires the Highway Transfer Board to report to the Transportation Committees of the House and Senate of the progress as well as the same committees holding joint public hearings every five years to review the program and then to report to the Speaker of the House, President pro-tempore of the Senate and the Appropriations Committees of the House and Senate its findings.

The bill if passed will become effective on July 1, of the fiscal year next after passage and enactment.

It is felt that the local governments with the funding in the bill will best be able to maintain these roads.

The sponsor has also requested that before the bill is released from the Transportation Committee a series of public hearings be held within the Commonwealth to seek the opinion of the affected municipalities (those with Class 6 roads) and if necessary amend the legislation so that it will pass with the support of all interest parties.

D. ISSUES AND POLICY QUESTIONS.

Past floor debate on PennDot budgets and funding has indicated some sentiment for such legislation, the issue is such that the legislation must have the support of both the local government associations and the Administration.

Public hearing should develop positions on this mandatory arbitration for rejected roads as well as who would be responsible for the bridges presently situated on the routes in question:

E. INTERESTED GROUPS.

The parties affected are definitely interested in the outcome of the legislation. Local governments have indicated through their associations interest in the concept but not necessary the recommendations indicated in past studies by the department (PEL and internal).

F. FISCAL NOTE

Note has been requested for the legislation as written which indicates \$2500 per lineal mile with an inflation index for future annual payments.

G. WHO WILL BE AFFECTED AND HOW.

The department will benefit from a 1/3 reduction in the highways it is obligated to maintain with its limited funds.

The local municipalities will gain 13,000 miles on their systems with a guaranteed annual payment to maintain these roads. This payment should offset any increased local taxes for the maintenance of these roads. The locals will also be able to direct the maintenance program to those roads that need the work done immediately. The only adverse impact would be in those rural areas where the local municipality does not maintain a highway department sufficient to maintain a substantial increase in their highway system.

H. AMENDMENTS SUGGESTED.

None at the present time, the public hearings which will be held should develop some areas that should be either deleted, agreed upon or a negotiated compromise developed.

# PA Abstract - 1980

TABLE 304:  
MILEAGE OF THE STATE HIGHWAY SYSTEM BY LOCATION IN TOWNSHIPS, BOROUGHS, AND CITIES IN PENNSYLVANIA, BY COUNTY: 1979  
(As of January 1)

County	Mileage of the state highway system by location				
	Total	Townships		Boroughs	Cities
		First class	Second class		
<b>Total</b>	<b>45,005.6</b>	<b>1,931.5</b>	<b>38,853.1</b>	<b>3,044.9</b>	<b>1,176.2</b>
Adams	607.3	-	577.1	30.2	-
Allegheny	1,326.3	410.1	411.8	373.0	131.4
Armstrong	806.8	-	775.6	29.9	1.3
Beaver	652.2	59.5	420.0	167.6	5.0
Bedford	849.4	-	833.6	15.8	-
Berks	1,098.4	68.8	930.6	69.3	29.8
Blair	448.1	-	401.8	21.6	24.7
Bradford	1,046.8	-	1,007.2	39.7	-
Bucks	1,033.0	29.4	931.0	72.6	-
Butler	857.0	39.8	757.1	52.8	7.2
Cambria	683.8	5.6	597.6	58.6	22.0
Cameron	118.5	-	112.6	5.8	-
Carbon	275.6	-	214.3	61.3	-
Centre	630.3	-	601.8	28.5	-
Chester	1,207.5	22.4	1,127.1	52.3	5.7
Clarion	620.0	-	598.1	22.0	-
Clearfield	891.0	-	834.3	50.2	6.5
Columbia	373.2	-	354.2	12.0	7.0
Crawford	586.8	-	553.4	33.4	-
Cumberland	1,014.0	-	955.6	38.5	19.9
Dauphin	650.6	116.1	479.7	54.8	-
Delaware	606.6	91.3	453.6	35.1	26.6
Elk	457.4	212.5	162.1	62.3	20.4
Erle	310.5	-	291.1	19.4	-
Fayette	874.6	3.9	773.1	49.3	48.3
Forest	811.1	-	764.7	31.4	15.0
Franklin	206.3	-	203.3	3.0	-
Fulton	651.7	-	624.0	27.7	-
Greene	368.2	-	366.5	1.7	-
Huntingdon	643.8	-	633.7	10.0	-
Indiana	661.1	-	635.6	25.5	-
Jefferson	945.0	-	914.9	30.2	-
Juniata	622.8	-	579.6	43.2	-
Lackawanna	387.4	-	380.8	6.6	-
Lancaster	564.3	-	389.7	116.9	57.7
Lawrence	1,324.5	54.6	1,176.8	74.2	19.0
Lebanon	449.1	-	399.2	28.7	21.2
Lehigh	437.3	4.3	397.6	25.1	10.3
Luzerne	556.6	85.2	410.8	18.0	42.6
Lycoming	956.9	78.7	709.6	128.5	40.0
McKean	869.4	-	810.6	32.4	26.5
Mercer	441.6	-	411.0	19.0	11.6
Mifflin	836.8	44.3	726.7	47.5	18.3
Monroe	273.4	-	258.2	15.2	-
Montgomery	591.0	-	561.5	29.5	-
Montour	845.0	275.3	502.4	67.4	-
Northampton	203.6	-	198.1	5.4	-
Northumberland	557.0	29.2	439.4	53.1	35.4
Perry	604.1	24.2	536.1	34.3	9.6
Philadelphia	482.1	-	464.9	17.2	-
Pike	397.7	-	-	-	397.7
Potter	365.1	-	361.0	4.2	-
Schuylkill	533.2	-	506.1	27.1	-
Snyder	739.2	-	659.0	69.7	10.5
Somerset	366.3	-	335.6	30.8	-
Sullivan	981.4	-	928.1	53.3	-
Susquehanna	291.8	-	276.9	15.0	-
Tioga	987.0	-	945.2	41.8	-
Union	790.8	-	756.5	34.2	-
Venango	296.2	-	284.6	11.6	-
Warren	546.5	-	470.8	56.5	19.2
Washington	538.2	-	514.5	23.7	-
Wayne	1,164.7	11.7	999.8	134.9	18.3
Westmoreland	747.5	-	711.0	36.6	-
York	1,293.9	174.8	1,004.4	58.8	55.9
	371.4	-	354.7	16.7	-
	1,279.0	89.8	1,095.3	82.2	11.6

Detail may not add to total because of rounding.

Dash (-) represents zero.

Note - Does not include non-state highway mileage listed below:

- 4,509.0 miles of first class township roads
- 47,063.2 miles of second class township roads
- 9,499.4 miles of borough streets
- 6,786.6 miles of city streets
- 31.4 miles of town streets
- 712.9 miles of county roads

- 3,558.0 miles of state park, forestry, reservation and institutional roads
- 808.0 miles of national park, forestry, and reservation
- 478.4 miles of turnpike and toll bridges
- 41.6 miles under Army Corp of Engineers
- 1.0 automobile ferry

Source: Pennsylvania Department of Transportation, Bureau of Planning.

TESTIMONY AND LETTERS  
RECEIVED IN LIEU OF  
APPEARING AT THE PUBLIC  
HEARINGS ON HOUSE BILL 527

RECEIVED BY COMMITTEE STAFF  
THRU JUNE 1, 1981

BARRETT TOWNSHIP SUPERVISORS

BOX 214, MOUNTAINHOME

PENNSYLVANIA 18342

May 14, 1981

Mr. Paul J. Landis, Jr. Representative  
House Transportation Committee  
P.O. Box 106  
Main Capital Bldg.  
Harrisburg, Pa. 17120

Re: Turn Back of Roads  
House Bill #527

Dear Mr. Landis:


Further to our conversation of this morning. At our regular meeting of May 13, 1981 we discussed the above House bill #527 and the States' intention to turn back roads under binding arbitration.

The Supervisors are unanimous in opposing any turn back of roads to Barrett Township without those roads first being brought up to the standards of the Township roads now maintained by us. In our Township, the roads that you would be asking us to take over are all in poor shape; they all need resurfacing and extensive shoulder, ditch and culvert work since the runoff in many places runs over the road or runs down the road causing washout problems and icing problems in the winter.

The Supervisors are also unanimous in opposition to the \$2,500 per mile maintenance appropriation. This may be sufficient in the Southern part of the State but it is not sufficient for Townships that are in the Northern tier and have the severe winters that we normally experience.

Again we would like to register our complete opposition to this plan as proposed.

Sincerely,

  
James A. Manhart  
Secretary-Treasurer

cc: Kenneth Greider  
cc: Edward K. Price  
cc: William Everett



26

CARBON COUNTY ASSOCIATION OF SUPERVISORS  
Ashfield, PA 18212

Morgan Kemmerer, Secretary

May 19, 1981

House Transportation Committee  
Post Office Box 106  
Main Capital Building  
Harrisburg, PA 17120

ATTENTION: Honorable Paul J. Landis, Jr.

Subject: House Bill No. 527  
Printers No. 554 -- Turnback of Roads

Dear Mr. Landis:

This letter is respectfully submitted to the House Transportation Committee by the Carbon County Association of Township Supervisors in lieu of formal testimony presented to you by this Association at the hearing scheduled May 20 & 21, 1981.

The Carbon County Association of Township Supervisors (hereinafter referred to as "SUPERVISORS") is unalterably opposed to House Bill No. 527 and more specifically is opposed to the turnback of roads to the Townships for the reasons set forth herein in more detail.

1. Bridge Maintenance. Many state roads in the Carbon County area have bridges (or underpasses) which must be maintained. Some of the bridges in this area exceed more than 200 feet in length. Some of these structures in this area go over or under the Northeast Extension of the Pennsylvania Turnpike and/or Interstate Highway 80. Many of these bridges are old, some in excess of 25 years. It will be absolutely impossible for a second class township such as Lausanne, Lehigh, Packer, East Penn, Penn Forest, to name some of the townships (having populations of anywhere from 200 to 300 to 1,200 to 1,500 people) maintaining these structures. The cost per mile allocation being discussed now in your Legislation would not begin to pay for the maintenance of the apron to one of these bridges let alone the structural under pinning.

2. House Bill No. 527 makes no mention of the condition of the roads to be reverted to the local municipalities. It goes without saying that a road presently in bad condition would require substantial capi-

tal costs whereas one in relatively good condition would simply require maintenance costs. No distinction is made as to the condition in the reverted road.

3. The allowance of \$2,500.00 per mile is not clear. This could mean straight mileage or a combination of mileage and population or a ratio formula. The smaller townships seem to have a larger amount of state mileage and are the least likely and capable of affording continued maintenance.

4. We are advised that PennDOT presently appropriates to Class 6 roads \$3,200.00 per mile. If that is correct, \$2,500.00 is a reduction of more than 21% in a time when the inflation rate cost will escalate not deescalate.

5. While House Bill No. 527 does not make it clear whether the acceptance of these roads is mandatory or voluntary on the part of a township, arbitration certainly implies that there is a mandatory task. If a township wishes to take over a state highway, we would not oppose legislation so authorizing that transfer. We do not believe that the State should be in a position to compel a township to accept the financial burden which it cannot make.

6. House Bill No. 527 provides for fixed reimbursement or appropriation. It goes without saying this is unrealistic. The township costs of maintenance will escalate along with the cost of living and allocations should be made in accordance with the increased revenues attributable to inflation.

7. The Highway Transfer Committee to be made up of eight (8) members, four appointed by the Governor, one from the Pennsylvania League of Cities, one from the State Association of Boroughs, one from the State Association of Township Supervisors, and one from the Pennsylvania State Association of Township Commissioners provides for an improperly weighted committee. The concentrated tax base would be in areas of higher population. The rural township tax base would be at a much much lower rate of assessment than either of the other representatives. It would be improper for a committee of this type to thoroughly represent the problems from this transfer when the problems are not in common. The likelihood of the economic burden is much more prevalent in rural second class townships than any of the other categories.

8. The townships presently are maintaining a vast network of public roads. This is made possible to a large extent through not just state appropriations but federal revenue sharing programs. With the very real likelihood that these federal programs will be cut back, the townships will have an extreme burden in maintaining their present highway networks. House Bill No. 527 does not address itself to increased allocations for existing township roads and very frankly the rural second class township presently anticipate a financial bind as the next several years pass.

9. Many of the roads which are now part of the state system were at one time township roads. When the state took these roads over in the 1930's the highway system generally was being improved with the advent of increased automobile traffic. The townships were not able to meet that financial impact with the urgency that was demanded of the highway program and therefore the State was the logical governmental unit to coordinate and assign priorities to the improved highway system. During that same period of time the townships, although much more gradually, also upgraded its road systems and therefore the question of road origin should really have no bearing on the present impact of the maintenance of this system.

10. The conceptual philosophy of the State in the early 1930's was that the townships were unable to properly administer the funds necessary to construct and maintain the roads and bridges necessary to accommodate increased vehicular traffic. There is no question but that the polarization of design was required. With the passage of the Liquid Fuels Act in 1955, this theory was revised and it is quite clear that the townships within the perimeters of their financial ability have been able to construct and maintain a portion of the highway network in their township. It is not at this stage or date possible to take over the tremendous expensive improvements such as bridges, culverts and the like which have been placed into the highway program by the State.

11. Many of the roads which are now state roads were county roads and to some extent county bridges. The County is not being asked to take back these roads or bridges but on the contrary that burden is now being placed on the township. In reality the township road system presently exceeds the state road system in this Commonwealth. The massive road system now maintained by the townships cannot be further burdened.

12. It is apparent that one of the philosophies in the State maintenance of roads (such as the use of Liquid Fuels Money) has been that those people who use the road should properly pay for the road. The allocations being made by House Bill No. 527 are not in keeping with this theory and many of the rural second class townships will have to increase local tax millage (real estate taxes which can least afford increase) in order to maintain public highways which are being used for traffic other than local township traffic. It is axiomatic that the State is far better able to create the monetary reserves necessary to maintain a statewide road system than the individual townships through which the roads traverse.

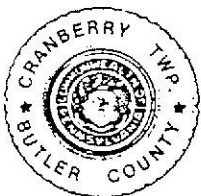
We appreciate the opportunity to express our thoughts and as the Carbon County Association of Township Supervisors we wish to emphasize that the rural townships cannot assume the burden that is being imposed upon them by House Bill No. 527.

Respectfully submitted,

*Eugene R. Strohl President*

Eugene R. Strohl,  
President

CC: Representative McCall  
Pa. State Association of Township Supervisors



# TOWNSHIP OF CRANBERRY

Address Reply To:

Phone (412) 776-4806

R.D. 5, 1506 Rochester Road, Mars, Pa. 16046

May 13, 1981

House Transportation Committee  
 Mr. Paul J. Landis, Jr.  
 P.O. Box 106  
 Main Capital Building  
 Harrisburg, PA 17120

Dear Sirs:

The Cranberry Township Board of Supervisors, Butler County, ask that the following be entered into the record for the public hearing regarding House Bill 527.

The Board appreciates the financial plight that the Penn. Department of Transportation finds itself in and their desire to rid themselves of all of their liabilities such as deteriorating roads. However, if the solution is to transfer the burden to local government, then serious consideration must be given to the fiscal capacity of small communities to accept such obligations.

Within Cranberry Township there are approximately 13.9 miles of state roads. Using cost estimates supplied by PennDOT the expense of upgrading these roads to state standards would amount to a minimum of \$3,475,000. The token \$2,500/mile/year proposed would not amount to much more than painting a center line on 4 miles of road. Our entire municipal budget for 1981 is only \$1,217,000. It would take 100 years of the \$2,500/mile allocation to rebuild one mile of road at 1981 costs.

PennDOT has demonstrated that it can not maintain its roads but why would anyone think that a local government could afford a capital improvement program that would spell fiscal suicide? Why wreck the financial solvency of hundreds of communities just so one level of government can be better able to handle their current expenditures?

The arbitration board proposal is the equivalent of a fixed jury. Local municipalities are forced to negotiate with a body of government they do not want to negotiate with over items that they have no interest in. The base number of \$2,500/mile/year appears to have been set purposely low so that any negotiation would have no chance of really ever dealing with the actual costs of rehabilitation. It seems appropriate that the money that will be wastefully spent by the State of Penna. and all of the organizations for arbitrators should be donated to the general fund so the \$2,500 base could be upgraded.

In summary, to force a local government to accept the astronomical expenses of restoring state roads is immoral and shows no responsibility to the citizens of the Commonwealth.

Yours truly,

Allan J. TeDesco  
 Township Manager/Secretary

## GILPIN TOWNSHIP SUPERVISORS

R. D. 1, BOX 132  
LEECHBURG, PENNA. 15656

May 7, 1981

House Transportation Committee  
Paul J. Landis, Jr.  
P. O. Box 106  
Main Capital Building  
Harrisburg, Pennsylvania 17120

Dear Mr. Landis:

I am writing this letter in regards to the Public Hearing on House Bill 527 scheduled for May 20, 1981.

Gilpin Township with a population of 2,961 and an annually declining Liquid Fuel Tax Revenue, is experiencing difficulty in maintaining its presently owned 28.89 miles of township roads.

The Gilpin Township Board of Supervisors wish to go on record as being opposed to this legislation (H.B. 527) as presently proposed.

We specifically object to the following aspects of this Bill:

1. There is no provision in this legislation for the up-grading of roads targeted for turn-back to the municipalities.
2. Proposal to Mandate binding arbitration in turn-back disputes.
3. Appropriation of \$2,500 per mile is insufficient revenue to properly maintain turn-back roads.

The Gilpin Township Board of Supervisors strongly urges that the House Transportation Committee, reconsider House Bill 527, to include provisions that will not over-burden local municipalities in the maintenance of streets, roads and bridges.

Respectfully,

*Peter P. Bosin*

Peter P. Bosin, Chairman  
Gilpin Township Board of Supervisors

cc: Patrick Stapleton  
Henry Livengood

# Greenfield Township Supervisors

Marjorie Magoon, Secretary

11184 Rich Hill Road, North East, Pa. 16428

(814) 725-9110

May 5, 1981

Paul J. Landis, Jr.  
P. O. Box 106  
Main Capitol Building  
Harrisburg, Pa. 17120

Dear Sir;

The Board of Supervisors of Greenfield Township are very concerned about the conditions of the state roads in the township, particularly in view of the hearing on H. B. 527 on May 20th.

The cost of maintaining a mile of road in Greenfield Township averages \$3000.00. Greenfield has some rather unique problems, we have to import all our gravel (adding to its cost), there are no gravel pits with acceptable quality gravel for road building within the township, our roads were built on a wet clay base with little or no sub-soil drainage, the frost damage is excessive each year, and to top it all off we are in the heaviest hit portion of the snow belt. These conditions combined with the fact that the only tax base is the people who live here, there being no industrial and very little commercial base, makes the acceptance of any road a severe hardship.

The Board of Supervisors could not under any circumstances accept any hard surface road i. e. Williams or Wilson Rd., we have no equipment for maintaining this type road and we cannot afford to purchase it. The \$2500.00 offered wouldn't purchase the topping materials let alone the equipment necessary to apply and maintain it.

Inflation/fuel costs have hit us so hard we can't even maintain a capitol fund for the replacement of equipment we have now i. e. a 1955 and a 1959 snowplow.

Please keep these conditions in mind when considering H. B. 527.  
Thank you.

Sincerely,

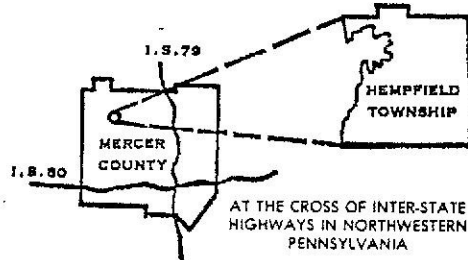
*Marjorie Magoon*  
Marjorie Magoon, Secretary

HEMPFIELD TOWNSHIP  
MERCER COUNTY, PENNSYLVANIA

BOARD OF SUPERVISORS:  
RUSSELL L. DAWES  
MYRON W. BOLIVER  
GARY E. HITTLE

PAUL E. FISHER  
Township Secretary/Treasurer  
Receiver of Wage Taxes

DONALD R. McKAY  
Township Solicitor  
Sharon, Pa.



HEMPFIELD TOWNSHIP MUNICIPAL BUILDING  
278 South Mercer Street  
Greenville, Pa. 16125  
Telephone 588-5032  
Area Code 412

May 18, 1981

Honorable Rudolph Dininni, Chairman  
House Transportation Committee  
P.O. Box 106  
House Of Representatives  
Main Capitol Building  
Harrisburg, PA. 17120

Dear Representative Dininni:

This is in reference to the public hearing of the Transportation Committee scheduled for May 20, 1981, on House Bill 527 which proposes the establishment of procedures for the turnback of roads and highways to local governments by the Pennsylvania Department of Transportation. By a letter dated April 3, 1980 from the District Office of PennDOT, the Supervisors received a listing and map showing four (4) roads in our Township, totalling approximately 5½ miles, which the Department proposed for turnback to the local government. These roads are, without question, in the most deplorable condition of any streets or roads in our Township. None of these roads have received proper maintenance over the past many years and, in every case, extensive ditching, berming and total resurfacing is needed, and one road in particular should, by all means, be widened. For Hempfield Township to accept turnback of these roads in their present condition would be financially disastrous.

The Hempfield Township Supervisors wish to hereby respectfully express their strenuous objection to House Bill 527 in its present form and, in particular, to the total lack of any provision in the legislation for the upgrading of any road targeted for turnback. In our case, and we feel sure in the case of other municipalities, it would be financially impossible for the Township to undertake the rebuilding of these roads. The Hempfield Township Supervisors sincerely hope that this problem will be given serious consideration by your Committee.

Very truly yours,

Gary E. Hittle  
Vice Chairman  
Hempfield Township Supervisors

GEH:km

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L.D. 1

Union Dale, Pa. 18470.

May 16, 1981

Dear Honorable Dinne,

I, Stanley Vauter, chairman of the board of supervisors of Herrick township, township of the second class, Susquehanna county, strongly object to any state roads being turned over to or back to the township. Small townships such as ours would be hurt tremendously by such action. The state roads in our township have been so vastly neglected in the past few years, they're barely fit to travel. But even if the state roads were returned to excellent condition and then given to the township to maintain, it would be too great a financial burden for small townships such as ours. We do not have the equipment to repair paved roads and with prices what they are today, to purchase such would create extraordinary expenditures. It is next to impossible to get the manpower needed to keep the township roads in shape because of low wages and short working periods.

There would still not be enough work to create any fulltime positions therefore creating a greater problem.

Sincerely,  
Stanley Lauter

P.S. I am aware the state would contribute funds to help a township maintain those roads returned, but that certainly would not be adequate.

NORTH ABINGTON TOWNSHIP  
DALTON, PENNA. 18414  
R. D. 1

May 13, 1981

Mr. Frank Serafini  
House of Representatives  
State Capitol Building  
Harrisburg, Pennsylvania 17120

Dear Mr. Serafini:

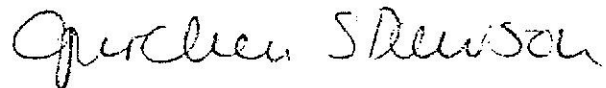
I am writing to ask for your support to defeat House Bill #527. We do not think the proposed State Road Turnback Program is fair or equitable.

66% of our 1981 township budget has been allocated to highway maintenance. This year, our cost per mile, for basic maintenance will be \$3,668.00. This amount is for plowing, cindering, patching, some grading and drainage work.

Using this figure as a guide, it is obvious that we would not be able to adequately maintain a more heavily travelled state road for \$2,500.00 per year/mile, particularly since no upgrading would be provided by the state.

I hope that you will support us and other local governments by using your influence to help defeat this bill.

Very truly yours,



Gretchen S. Dawson, Chairman  
Township Board of Supervisors

GSD/bar

cc: Paul J. Landis, Jr.

MeHoopany RA #2  
May 6, 1981

Paul J. Linds Jr.  
House of Trans. Committee  
P.O. Box 106  
Main Capitol Bldg.  
Harrisburg, Pa 17120

WYOMING COUNTY

Dear Sir:

I am writing on be-half of the  
North Branch Township Supervisors  
in reference to the Township taking  
over State Roads.

The supervisors view point  
on the matter is that all roads  
taken over by the township should  
be up-graded before they are  
turned over.

\$5,500 per mile of road  
is not much money for  
up keep and repairs of any  
extent, especially if do not have  
large equipment to do with.  
Sincerely

Mrs. Alfreda Stetwell  
Secretary

# RUSH TOWNSHIP

R. D. NO. 5

DANVILLE, PA. 17821

Nov 17, 1981

Merle H. Phillips, Member  
109th Legislative District  
Harrisburg, Pa. 17120

Dear Mr. Phillips:

The Rush Township Board of Supervisors would like to offer their comments on House Bill #027.

We would not to have the proposed turnback of the sixth class roads in our Township. The list of these roads indicate some of the worst roads when there is a heavy snow. In fact, if it were to drift the Township would not have the necessary equipment to deal with an even to heavy snow day for travel.

We feel they should be received by the State before the turnover.

We also feel the townships should be able to have some input as to which roads will be involved in the turnback.

Sincerely,

Don H. Beagle  
Ray J. Handright  
Donald L. Beagle  
Rush Township Supervisors

*Eleanor J. Handright*  
Secretary

**TOWNSHIP OF**  
**SOUTH STRABANE** 550 WASHINGTON ROAD • WASHINGTON COUNTY • PENNA. 15301

May 15, 1981

Telephone  
225-9055

House Transportation Committee  
P.O. Box 106, Main Capital Building  
Harrisburg, Pa. 17120

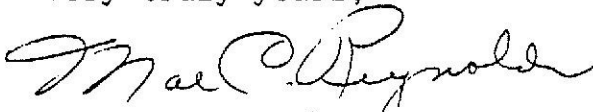
Attn: Mr. Paul J. Landis, Jr.

Dear Mr. Landis:

This is to inform you that the Board of Supervisors of the Township of South Strabane are very much opposed to House Bill 527. Most local governments are in a similar financial status as the Commonwealth of Pennsylvania, and therefore, feel that the additional burden of turning back state roads to the local municipalities for maintenance and repairs is most unfair. The condition of many of the state roads is just one more added burden to local governments. South Strabane Township, like many others, is willing to discuss accepting some state roads if they are upgraded before becoming the responsibility of the local governments.

Our local officials will greatly appreciate your careful consideration of House Bill 527, and urge you not to approve such a bill in its present state.

Very truly yours,



Mae C. Reynolds, Mgr/Sec'y  
SOUTH STRABANE TOWNSHIP

MCR/k1

**Pennoni Associates Inc.**  
**Consulting Engineers**

1911 Arch St., Phila., Pa. 19103  
 215-561-0460

Celestino R. Pennoni  
 Leo F. O'Connor  
 Richard L. Piccoli  
 John S. Morrison, Jr.  
 William E. Robertson

Klaus K. Fuelleborn  
 John J. Gillespie  
 James C. McCann  
 John E. Pollock  
 Gudmund S. Winters

James E. Yadavaia, Jr.

Arthur Basciano  
 Carmen W. Daecher  
 Rodger L. Gellhaus  
 Philip E. Hawley, III  
 Richard W. Lipko  
 James Maddonni  
 Edmond G. McCorkle  
 Lloyd S. Noll  
 Milton W. Rothbaum  
 Frank J. Ryan  
 Nelson J. Shaffer  
 Joseph R. Szabo  
 William F. Zimmerman

595-00

May 18, 1981

Mr. Paul J. Landis, Jr.  
 P. O. Box 106  
 Main Capitol Building  
 Harrisburg, Pennsylvania 17120

Re: House Bill 527  
 Township of Thornbury, Delaware County

Dear Mr. Landis:

It was the Township of Thornbury's desire to appear before the House Transportation Committee to present testimony relative to the above referenced legislation. However, we were not notified in sufficient time to contact your office, in order to be included in the agenda, prior to the April 30, 1981 deadline.

Since it is not possible to appear personally before the Committee, Pennoni Associates Inc., Township Engineer for Thornbury Township, Delaware County wishes to present the following comments on the Township's behalf.

The Township of Thornbury does not object to the Commonwealth turning back roads or bridges. Rather, the Township's objection lies in the processes that House Bill 527, if enacted, would institute. The Township objects to the binding arbitration provision of House Bill 527 where a Township would be required to accept the Commonwealth's offer and conditions for takeback. House Bill 527 is a legislative strong-arm tactic which usurps the Township's rights and negates professional courtesy. Therefore, the Township of Thornbury must oppose House Bill 527 as presently written.

Some of the Township of Thornbury's concerns relative to this legislation and on which their objections are founded are as follows:

1. The Township does not wish to accept or takeback State roads or bridges which do not meet the Township's design standards for the specific class of road.
2. The Township does not wish to accept or takeback roads or bridges for which adequate maintenance funding has not been provided. The Township is opposed to increasing the local tax burden to provide the differential funds to maintain roads that PennDOT could not or would not maintain.



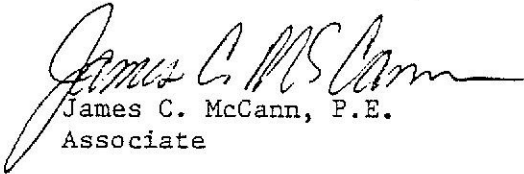
3. The turnback of roads by the State to the Township will substantially increase the Township's liability.

We have witnessed a dramatic increase in liability claims against townships in the past several years relative to their roads. The increased mileage will increase the Township's liability and associated expenses. The Township is opposed to accepting or taking-back roads or bridges where provisions have not been made for compensating the Township for its increased liability.

We thank you on the behalf of the Township of Thornbury for the opportunity to relate our views on this legislation.

Very truly yours,

PENNONI ASSOCIATES INC.



James C. McCann, P.E.  
Associate

JCM:md

cc: Board of Supervisors, Township of Thornbury



TURBOT TOWNSHIP SUPERVISORS

R. D. No. 2

MILTON, PENNA. 17847

Phone 742-3832

May 14, 1981

Hon. Merle H. Phillips  
Box 35, Main Capitol Building  
Harrisburg, Penna. 17120

Dear Rep. Phillips:

In reply to your letter of May 11, 1981, the Supervisors of Turbot Township would accept the turn back of State Roads if the following provisions are met:

1. the turnback mutually agreeable to both parties.
2. roads are placed in an acceptable condition prior to transfer.
3. State to provide annually adequate funds to keep roads in repair.

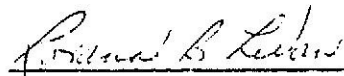
We appreciate your interest in our problem and hope this makes our position clear.

Also for your information, Wm. Bogle has moved from our township and therefore, is no longer a supervisor. Following is a list of supervisors for future use:

Ralph Middleton, R2 Box 223, Watsonstown, Pa, 17777  
Clifford LeVan, R.3, Box 64, Milton, Pa. 17847  
Harold Stamm, R2, Box 146, Milton, Pa. 17847

Sincerely,

TURBOT TOWNSHIP SUPERVISORS



Roxana B. LeVan, Sec.

MTC/ml

# Associated Pennsylvania CONSTRUCTORS

HENRY L. HECK, JR.  
*Executive Vice President*

ROBERT E. LATHAM  
*Vice President*



May 22, 1981

TO: Paul J. Landis

FROM: Bob Latham

SUBJECT: APC Testimony on H.B. 527 PN 554

In general, Paul, APC supports H.B. 527 - setting up a system for turnback of class 6 Highways to municipalities.

We have only two points to make about the bill.

First, we took the opportunity to again plug predictable funding for the MLF, when discussing the indexing system for per mile payments to local governments who accept turned back local roads.

Secondly, we feel specific language should be added to the bill to insure funds are put "on the roads" and are not used in other areas.

Again, Paul, thanks for your help in submitting APC's views to the Committee.

TESTIMONY

OF

THE ASSOCIATED PENNSYLVANIA CONSTRUCTORS

SUBMITTED TO

HOUSE OF REPRESENTATIVES TRANSPORTATION COMMITTEE

IN PUBLIC HEARINGS

ON

HIGHWAY TRANSFER LAW

H.B. 527 P.N. 554

MAY 22, 1981

MR. CHAIRMAN AND MEMBERS OF THE TRANSPORTATION COMMITTEE:

THE ASSOCIATED PENNSYLVANIA CONSTRUCTORS THANK YOU FOR THE OPPORTUNITY TO COMMENT ON HOUSE BILL 527 PRINTERS NUMBER 554.

REPRESENTING OVER 450 COMPANIES THROUGHOUT THE STATE, THE ASSOCIATED PENNSYLVANIA CONSTRUCTORS MEMBERSHIP CONSISTS OF ABOUT 250 FIRMS ACTIVELY ENGAGED IN HEAVY/HIGHWAY CONSTRUCTION WITHIN THE COMMONWEALTH. FIRMS SUPPORTING THE HEAVY/HIGHWAY CONSTRUCTION INDUSTRY SUCH AS MATERIAL PRODUCERS, EQUIPMENT DEALERS, BONDING COMPANIES, AND ENGINEERING FIRMS MAKE UP THE BALANCE OF THE ASSOCIATION'S MEMBERSHIP. MEMBER FIRMS COMPRISING THE ASSOCIATED PENNSYLVANIA CONSTRUCTORS EMPLOY APPROXIMATELY 100,000 PERSONS STATE-WIDE.

THE MAJORITY OF CONTRACT HIGHWAY WORK IN PENNSYLVANIA IS PERFORMED BY MEMBERS OF THE ASSOCIATED PENNSYLVANIA CONSTRUCTORS. DURING A SIX MONTH PERIOD IN 1980, FOR EXAMPLE, 95% OF THE DOLLAR VOLUME OF WORK LET TO CONTRACT BY THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION WAS AWARDED TO MEMBERS OF THE ASSOCIATION. IT IS ESTIMATED THAT APC MEMBERS RECEIVE BETWEEN 70 AND 90 PERCENT OF ALL HIGHWAY WORK WITHIN THE STATE. THE ASSOCIATION PROMOTES THE IDEA OF HIGHWAY CONSTRUCTION WORK BY CONTRACT RATHER THAN BY AGENCY FORCES. WE BELIEVE THE CONTRACT METHOD SAVES MILLIONS OF PUBLIC DOLLARS EACH YEAR, CREATES THOUSANDS OF JOBS AND SERVES THE INTEREST OF THE TAXPAYING CITIZENS BY PROVIDING THE BEST POSSIBLE HIGHWAY PRODUCT.

A BASIC GOAL OF THE ASSOCIATED PENNSYLVANIA CONSTRUCTORS IS TO INSURE THAT PENNSYLVANIA MOTORISTS HAVE A SAFE AND ADEQUATE HIGHWAY SYSTEM ON WHICH TO DRIVE. IN THE PAST, POPULAR BELIEF HELD THAT THE BEST WAY TO PROVIDE SUCH A SYSTEM WAS FOR THE STATE DEPARTMENT OF HIGHWAYS [TRANSPORTATION] TO MAINTAIN LOCAL ROADS, AS WELL AS THOSE AFFECTING STATEWIDE TRAVEL. THE COMMONWEALTH'S STATE MAINTAINED HIGHWAY SYSTEM HAS NOW GROWN TO ABOUT 45,000 MILES. THIS MILEAGE IS GREATER THAN THAT MAINTAINED BY THE STATES OF NEW YORK, NEW JERSEY, DELAWARE, AND ALL NEW ENGLAND STATES COMBINED. CLEARLY, MANY LOCAL ROADS WHICH ARE MAINTAINED BY THE PRESENT STATE SYSTEM SHOULD BE TURNED OVER TO LOCAL GOVERNMENTS FOR CARE.

LONG RANGE LEGISLATIVE INTENT OF HB 527 PN 554 IS TO PROVIDE "ADEQUATE, EFFICIENT, AND CONTINUING CARE" OF PENNSYLVANIA'S HIGHWAYS BY PLACING UNDER LOCAL GOVERNMENT CARE, THOSE HIGHWAYS PRIMARILY USED FOR LOCAL TRAVEL. THE ASSOCIATED PENNSYLVANIA CONSTRUCTORS ENDORSES THE IDEA THAT LOCAL GOVERNMENTS ARE BEST ABLE TO CARE FOR ROADS PRIMARILY FACILITATING LOCAL TRAVEL. BY ACCEPTING RESPONSIBILITY FOR LOCAL ROADS WITH RESULTING FUNDING, LOCAL GOVERNING BODIES WOULD BE BEST EQUIPPED TO REPAIR, REHABILITATE, AND MAINTAIN THOSE ROADS WHICH NEED IT MOST. APC HAS HELD THIS POSITION FOR SEVERAL YEARS IN KEEPING WITH STUDIES RELEASED BY THE PENNSYLVANIA ECONOMY LEAGUE AND OTHER RESEARCH ORGANIZATIONS.

TWO CONCERNS OUR ASSOCIATION HAS WITH HB 527, AS IT WOULD WITH ANY LEGISLATION AFFECTING MOTOR LICENSE FUND MONIES, ARE THE FUNDING BASE AND POSSIBLE USE OF LIQUID FUEL TAX REVENUE FOR OTHER THAN HIGHWAY MAINTENANCE, REPAIR, OR CONSTRUCTION.

RELATING TO THE FUNDING MECHANISM; SECTION 10, SUBSECTION (B) INSURES THAT FUNDS ALLOCATED TO MUNICIPALITIES FOR MAINTENANCE OF HIGHWAYS TRANSFERRED UNDER THIS ACT WILL BE "ADJUSTED ANNUALLY BY THE DEPARTMENT IN PROPORTION TO THE PERCENTAGE CHANGE IN THE ANNUAL FEDERAL HIGHWAY CONSTRUCTION COMPOSITE INDEX." THIS WILL ALLOW THE FUNDING ALLOCATION OF \$2,500 PER LINEAL MILE TO INCREASE EACH YEAR AS COMPOSITE INDEX FIGURES INCREASE. THIS PROVISION IS FINE AS LONG AS THE ENTIRE MOTOR LICENSE FUND IS ALLOWED TO INCREASE IN THE SAME FASHION.

MOTOR LICENSE FUND REVENUES ARE PRESENTLY DECLINING DUE TO A FLAT TAX SYSTEM AND DECREASED FUEL CONSUMPTION, HOUSE BILL 527 RECOGNIZES THE NEED FOR STABLE AND PREDICTIBLE FUNDING FOR MAINTENANCE OF CLASS 6 HIGHWAYS TRANSFERRED TO MUNICIPALITIES UNDER THIS ACT. THE ASSOCIATED PENNSYLVANIA CONSTRUCTORS HOPE THE GENERAL ASSEMBLY WILL SOON PROVIDE THIS LONG DISCUSSED PREDICTIBLE AND STABLE FUNDING BASE FOR THE ENTIRE MOTOR LICENSE FUND AS IT IS NOW PREPARED TO PROVIDE FOR A PORTION OF IT.

ANOTHER CONCERN TO APC IS THE FACT THAT WE SEE NOTHING IN PRESENT LANGUAGE OF HB 527 TO INSURE THAT FUNDS PROVIDED TO LOCAL GOVERNING BODIES WILL BE USED ENTIRELY FOR MAINTENANCE AND REHABILITATION OF TRANSFERRED HIGHWAYS. WITH FISCAL SITUATIONS AS THEY ARE, LOCAL GOVERNMENTS MAY DECIDE TO USE THESE FUNDS IN OTHER AREAS (I.E., HIRING OF ADMINISTRATIVE HELP WHICH MAY OR MAY NOT CONTRIBUTE TO A BETTER LOCAL HIGHWAY SYSTEM, PURCHASE OF POLICE VEHICLES, ETC.),

WE BELIEVE SUCH USE OF TRANSFER FUNDS IS NOT THE INTENT OF THIS LEGISLATION AND INTENDED USE OF TRANSFER FUNDS SHOULD BE STIPULATED WITHIN THE BILL.

FEDERAL HIGHWAY ADMINISTRATOR RAY BARNHART HAS STATED PUBLICLY HE BELIEVES FEDERAL DOLLARS SHOULD NOT FINANCE MAINTENANCE OF LOCAL ROADS. IF THE MOTOR LICENSE FUND IS PROVIDED WITH A STABLE AND PREDICTABLE FUNDING BASE AND PROVISIONS ARE INCLUDED IN HB 527 TO INSURE THE USE OF TRANSFER FUNDS BY LOCAL GOVERNMENTS ONLY FOR THE BETTERMENT OF CLASS 6 HIGHWAYS RETURNED TO MUNICIPAL RESPONSIBILITY, HB 527 WILL REPRESENT A POSITIVE STEP TOWARD UPGRADING PENNSYLVANIA'S LOCAL HIGHWAY SYSTEM, WHILE REMOVING THIS RESPONSIBILITY FROM PENNDOT. THE STATE SYSTEM WILL BENEFIT AS THE DEPARTMENT OF TRANSPORTATION WILL BE ABLE TO CONCENTRATE ON HIGHWAYS INTENDED FOR INTERCOMMUNITY AND STATE WIDE USE.

AGAIN, THE ASSOCIATED PENNSYLVANIA CONSTRUCTORS APPRECIATES THE OPPORTUNITY TO SHARE OUR VIEWS ON H.B. 527 PN 554 WITH THE MEMBERS OF THE HOUSE OF REPRESENTATIVES TRANSPORTATION COMMITTEE.

# Pennsylvania State Grange

ORGANIZED 1873

1604 North Second Street, P. O. Box 1084 Harrisburg, Pennsylvania 17108  
Telephone (717) 234-5001

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TO: Members of the House Transportation Committee  
FROM: The Pennsylvania State Grange  
Charles E. Wismer, Jr., Master  
RE: House Bill 527

The State Grange would like to comment on House Bill 527 in light of the upcoming May 20 hearing.

While we have long been in favor of a road turnback program and have adopted policy as such, we have a number of reservations with the program as defined in HB 527, namely:

1. Section 7. Acceptance or rejection of transfer.

We oppose this section in its entirety. Acceptance of state roads by municipalities should be on a voluntary basis. We do not feel that it is fair to force the burden on municipalities which do not have the manpower needed to bring some of these roads up to first class standards.

Further, we do not feel that the arbitration board as described appears to be fair and adequate.

2. Section 9b. Funding.

The amount of money to be appropriated to municipalities for maintenance of roads is not sufficient, particularly for those roads which are sorely in need of repair, namely Western Pennsylvania. In addition, there is no provision for up-front money which would be available to municipalities immediately.

In view of these inconsistencies with State Grange policy, we cannot support HB 527 as written. We would, however, support the bill with appropriate amendments or support a similar bill containing the changes outlined above.

Thank you for the opportunity to present our views at this time.





ALL MUNICIPALITIES - (Continued)

County	No. Miles on State System	No. Class 6 Miles	Percentage Decrease <sup>1/</sup>	No. Munic. In County	No. Munic. W/Cl. 6 Roads	No. Miles on Local System	Percentage Increase <sup>1/</sup>
Lancaster	1,322.33	356.20	26.9 %	60	53	2,136.97	16.7 %
Lawrence	447.55	106.96	23.9	26	18	709.07	15.1
Lebanon	436.86	103.21	23.6	26	20	664.08	15.5
Lehigh	554.93	142.38	25.7	25	20	1,197.42	11.9
Luzerne	957.19	207.51	21.7	74	38	1,262.76	16.4
Lycoming	877.09	284.04	32.4	52	44	1,075.65	26.4
McKean	439.82	67.84	15.4	22	17	417.10	16.3
Mercer	832.74	197.74	23.7	48	36	1,158.84	17.1
Mifflin	269.84	43.76	16.2	16	12	331.93	13.2
Monroe	587.58	154.26	26.3	20	15	633.15	24.4
Montgomery	844.69	82.69	9.8	62	36	2,042.21	4.0
Montour	203.56	102.03	50.1	11	9	187.14	54.5
Northampton	559.03	101.31	18.1	38	25	1,162.23	8.7
Northumberland	603.74	168.79	28.0	36	25	802.60	21.0
Perry	482.16	189.05	39.2	30	25	538.29	35.1
Philadelphia	397.99	21.64	5.4	1	1	2,007.28	1.1
Pike	365.15	89.77	24.6	13	12	265.95	33.8
Potter	530.58	156.55	29.5	31	24	576.84	27.1
Schuylkill	749.59	120.11	16.0	67	37	1,137.22	10.6
Snyder	364.66	124.62	34.2	21	19	437.72	28.5
Somerset	987.21	324.10	32.8	50	36	1,283.61	25.2
Sullivan	292.17	123.68	42.3	13	13	257.02	48.1
Susquehanna	995.50	491.64	49.4	40	37	889.24	55.3
Tioga	779.00	286.91	36.8	40	35	964.02	29.8
Union	296.90	76.06	25.6	14	12	270.18	28.2
Venango	553.72	134.66	24.3	31	22	790.90	17.0
Warren	538.90	133.88	24.8	27	22	611.23	21.9
Washington	1,162.90	276.92	23.8	66	42	1,643.81	16.8
Wayne	745.29	338.26	45.4	28	28	665.44	50.8
Westmoreland	1,297.76	295.80	22.8	65	39	2,152.81	13.7
Wyoming	371.36	169.39	45.6	23	22	376.59	45.0
York	1,277.86	358.17	28.0	72	56	2,082.38	17.2
Total	45,043.13	12,133.33	26.9 %	2,575	1,889	65,334.12	18.6 %

<sup>1/</sup> if all Class 6 highways were returned to local control

Source: Pennsylvania Department of Transportation TPS Mileage Tables and Road Logs

TABLE 2

DISTRIBUTION OF STATE AND LOCAL HIGHWAY MILEAGE  
BY CLASS OF MUNICIPALITY BY COUNTY - 1978  
(Cities)

County	No. Miles on State System	No. Class 6 Miles	Percentage Decrease <sup>1/</sup>	No. Cities In County	No. Cities W/Cl. 6 Roads	No. Miles on Local System	Percentage Increase <sup>1/</sup>
Adams	-	-	-	-	-	-	-
Allegheny	131.59	2.02	1.5 %	4	-	1,014.98	0.2 %
Armstrong	1.31	-	-	1	-	4.49	-
Beaver	5.00	.09	1.8	1	1	29.39	0.3
Bedford	-	-	-	-	-	-	-
Berks	30.09	-	-	1	-	145.57	-
Blair	24.65	.09	0.4	1	1	173.57	0.1
Bradford	-	-	-	-	-	-	-
Bucks	-	-	-	-	-	-	-
Butler	7.24	-	-	1	-	49.33	-
Cambria	21.95	.41	1.9	1	1	82.78	0.5
Cameron	-	-	-	-	-	-	-
Carbon	-	-	-	-	-	-	-
Centre	-	-	-	-	-	-	-
Chester	5.67	-	-	1	1	22.41	-
Clarion	-	-	-	-	-	-	-
Clearfield	6.48	1.16	17.9	1	1	29.72	3.9
Clinton	6.99	.62	8.9	1	1	23.72	2.6
Columbia	-	-	-	-	-	-	-
Crawford	19.92	1.11	5.6	2	1	71.98	1.5
Cumberland	-	-	-	-	-	-	-
Dauphin	26.57	.71	2.7	1	1	124.17	0.6
Delaware	20.44	1.27	6.2	1	1	79.12	1.6
Elk	-	-	-	-	-	-	-
Erie	48.27	.82	1.7	2	1	296.66	.3
Fayette	15.26	.21	1.4	2	2	69.24	.3
Forest	-	-	-	-	-	-	-
Franklin	-	-	-	-	-	-	-
Fulton	-	-	-	-	-	-	-
Greene	-	-	-	-	-	-	-
Huntingdon	-	-	-	-	-	-	-
Indiana	-	-	-	-	-	-	-
Jefferson	-	-	-	-	-	-	-
Juniata	-	-	-	-	-	-	-
Lackawana	58.7	2.16	3.7	2	2	229.98	.9

(Cities) - CONTINUED

County	No. Miles on		No. Class 6 Miles	Percentage		No. Cities W/Cl. 6 Roads	No. Miles on		Percentage Increase <sup>1/</sup>
	State System	Local System		In County	In County		Local System	Local System	
Lancaster	19.04		.25	1.3 %	1	1	87.41	.3 %	
Lawrence	21.10		-	-	1	1	84.71	-	
Lebanon	10.33		-	-	1	1	81.41	-	
Lehigh	40.59		.53	1.3	2	1	249.24	.2	
Luzerne	40.77		.70	1.7	4	1	198.68	.4	
Lycoming	26.22		.37	1.4	1	1	190.42	.3	
McKean	10.64		-	-	1	1	26.93	-	
Mercer	18.26		-	-	2	-	79.32	-	
Mifflin	-		-	-	-	-	-	-	
Monroe	-		-	-	-	-	-	-	
Montgomery	-		-	-	-	-	-	-	
Montour	-		-	-	-	-	-	-	
Northampton	35.69		.22	.6	2	2	246.36	.1	
Northumberland	9.55		-	-	2	-	50.02	-	
Perry	-		-	-	-	-	-	-	
Philadelphia	397.99		21.64	5.4	1	1	2,007.28	1.1	
Pike	-		-	-	-	-	-	-	
Potter	-		-	-	-	-	-	-	
Schuylkill	10.54		.14	1.3	1	1	43.53	.3	
Snyder	-		-	-	-	-	-	-	
Somerset	-		-	-	-	-	-	-	
Sullivan	-		-	-	-	-	-	-	
Susquehanna	-		-	-	-	-	-	-	
Tioga	-		-	-	-	-	-	-	
Union	19.21		-	-	2	-	72.58	-	
Venango	-		-	-	-	-	-	-	
Warren	17.69		.11	.6	2	1	75.51	.1	
Washington	-		-	-	-	-	-	-	
Wayne	55.77		9.65	17.3	6	4	229.83	4.2	
Westmoreland	-		-	-	-	-	-	-	
Wyoming	11.85		.52	4.4	1	1	87.31	.6	
York	-		-	-	-	-	-	-	
Total	1,175.38		44.80	3.8 %	53	34	6,176.55	.7 %	

<sup>1/</sup> If all Class 6 highways were returned to local control

Source: Pennsylvania Department of Transportation TPS Mileage Tables and Road Logs

TABLE 3

DISTRIBUTION OF STATE AND LOCAL HIGHWAY MILEAGE  
BY CLASS OF MUNICIPALITY BY COUNTY - 1978  
(Boroughs)

County	No. Miles on		Percentage Decrease <sup>1/</sup>	No. Boros In County	No. Boros W/Cl. 6 Roads	No. Miles on		Percentage Increase <sup>1/</sup>
	State System	6 Miles				Local System	Local System	
Adams	30.02	2.98	9.9 %	13	8	91.43	3.3 %	
Allegheny	370.90	16.39	4.4	83	24	1,344.22	1.2	
Armstrong	30.22	5.90	19.5	16	8	80.83	7.3	
Beaver	166.36	30.40	18.3	31	12	334.71	9.1	
Bedford	15.81	2.45	15.5	13	4	42.86	5.7	
Berks	69.88	8.63	12.3	30	14	223.23	3.9	
Blair	21.57	1.25	5.8	8	2	69.69	1.8	
Bradford	39.13	7.35	18.8	14	12	79.31	9.3	
Bucks	72.61	4.65	6.4	23	11	174.66	2.7	
Butler	52.76	5.48	10.4	23	8	79.38	6.9	
Cambria	58.64	4.73	8.1	33	10	218.34	2.2	
Cameron	5.85	.94	16.1	2	1	8.84	10.6	
Carbon	60.78	1.05	1.7	12	3	108.36	1.0	
Centre	28.89	2.62	9.1	11	2	103.00	2.5	
Chester	52.27	5.49	10.5	15	10	151.37	3.6	
Clarion	21.96	2.05	9.3	12	5	57.10	3.6	
Clearfield	50.46	10.57	20.9	20	13	111.55	9.5	
Clinton	12.02	.97	8.1	7	2	34.94	2.8	
Columbia	33.51	3.09	9.2	92/	6	98.74	3.1	
Crawford	38.57	5.23	13.6	14	8	40.27	13.0	
Cumberland	54.83	1.59	2.9	12	5	191.11	0.8	
Dauphin	35.18	1.42	4.0	16	6	126.05	1.1	
Delaware	62.64	5.05	8.1	27	7	250.77	2.0	
Elk	19.31	2.21	11.4	3	3	46.13	4.8	
Erie	49.42	6.47	13.1	16	10	114.31	5.7	
Fayette	31.45	2.59	8.2	16	5	104.24	2.0	
Forest	2.98	.07	2.3	1	1	3.83	1.8	
Franklin	27.71	1.22	4.4	7	3	98.18	1.2	
Fulton	1.70	.42	24.7	2	1	3.79	11.1	
Greene	10.04	2.94	29.3	6	4	24.48	12.0	
Huntingdon	25.38	1.77	7.0	18	6	60.92	2.9	
Indiana	30.29	6.17	20.4	14	9	81.97	7.5	
Jefferson	43.17	4.77	11.0	11	8	88.64	5.4	
Juniata	6.64	2.08	31.3	4	1	10.02	20.8	
Lackawanna	116.89	7.15	6.1	17	10	248.63	2.9	

(Boroughs) - CONTINUED

County	No. Miles on State System	No. Class 6 Miles	Percentage Decrease <sup>1/</sup>	No. Boros In County	No. Boros W/Cl. 6 Roads	No. Miles on Local System	Percentage Increase <sup>1/</sup>
Lancaster	74.42	6.03	8.1 %	18	11	210.07	2.9 %
Lawrence	28.73	3.19	11.1	9	2	79.13	4.0
Lebanon	25.13	1.29	5.1	7	4	73.01	1.8
Lehigh	17.92	2.17	12.1	8	4	99.18	2.2
Luzerne	128.12	13.01	10.2	34	18	289.43	4.5
Lycoming	32.34	3.57	11.0	9	5	91.52	3.9
McKean	18.94	4.09	21.6	6	3	48.33	8.5
Mercer	47.53	3.18	6.7	14	6	112.25	2.8
Mifflin	15.20	.56	3.7	6	2	35.15	1.6
Monroe	29.52	.20	0.7	4	1	44.06	0.5
Montgomery	67.36	2.61	3.9	24	4	326.39	0.8
Montour	5.42	-	-	2	-	16.93	-
Northampton	52.96	8.39	15.8	19	10	161.84	5.2
Northumberland	34.36	3.91	11.4	11	4	102.11	3.8
Perry	17.12	2.62	15.3	9	5	39.18	6.7
Philadelphia	-	-	-	-	-	-	-
Pike	4.18	1.46	34.9	2	2	20.22	7.2
Potter	27.32	5.10	18.7	6	3	35.98	14.2
Schuylkill	70.65	2.41	3.4	30	9	228.73	1.1
Snyder	31.03	4.27	13.8	6	4	40.01	10.7
Somerset	54.64	5.61	10.3	25	11	155.67	3.6
Sullivan	15.15	7.12	47.0	4	4	13.05	54.6
Susquehanna	41.81	8.63	20.6	13	10	47.70	18.1
Tioga	34.39	6.94	20.2	10	7	57.33	12.1
Union	11.61	1.04	9.0	4	2	27.12	3.8
Venango	56.92	10.93	19.2	9	4	69.95	15.6
Warren	23.71	3.54	14.9	6	3	49.39	7.2
Washington	123.31	19.27	15.6	32	9	256.49	7.5
Wayne	36.59	13.15	35.9	6	6	38.52	34.1
Westmoreland	58.65	5.58	9.5	37	13	342.94	1.6
Wyoming	16.66	5.14	30.9	5	5	18.83	27.3
York	82.00	8.51	10.4	36	20	187.47	4.5
Total	3,033.53	331.66	10.9 %	970	433	8,223.88	4.0 %

1/ If all Class 6 highways were returned to local control  
 2/ Includes town of Bloomsburg

Source: Pennsylvania Department of Transportation TPS Mileage Tables and Road Logs

TABLE 4

DISTRIBUTION OF STATE AND LOCAL HIGHWAY MILEAGE  
 BY CLASS OF MUNICIPALITY BY COUNTY - 1978  
 (Townships of the First Class)

County	No. Miles on State System	No. Class 6 Miles	Percentage Decrease <sup>1/</sup>	No. 1st Twp. In County	No. 1st Twp. W/Cl. 6 Roads	No. Miles on Local System	Percentage Increase <sup>1/</sup>
Adams	408.86	42.99	10.5 %	26	15	918.94	4.7 %
Allegheny	-	-	-	-	-	-	-
Armstrong	59.87	12.18	20.3	5	4	96.42	12.6
Beaver	-	-	-	-	-	-	-
Bedford	68.87	7.44	10.8	3	3	138.15	5.4
Berks	-	-	-	-	-	-	-
Blair	-	-	-	-	-	-	-
Bradford	28.94	0.48	1.7	1	1	166.56	0.3
Bucks	39.82	1.99	5.0	1	1	79.88	2.5
Butler	5.60	0.07	1.2	1	1	18.45	.04
Cambria	-	-	-	-	-	-	-
Cameron	-	-	-	-	-	-	-
Carbon	-	-	-	-	-	-	-
Centre	-	-	-	-	-	-	-
Chester	22.17	1.95	1.2	1	1	27.77	7.0
Clarion	-	-	-	-	-	-	-
Clearfield	-	-	-	-	-	-	-
Clinton	-	-	-	-	-	-	-
Columbia	-	-	-	-	-	-	-
Crawford	115.47	10.61	9.2	4	4	195.06	5.4
Cumberland	91.36	2.39	2.6	3	2	175.71	1.4
Dauphin	213.47	19.87	9.3	12	9	651.91	3.0
Delaware	-	-	-	-	-	-	-
Elk	3.90	-	-	1	-	11.16	-
Erie	-	-	-	-	-	-	-
Fayette	-	-	-	-	-	-	-
Forest	-	-	-	-	-	-	-
Franklin	-	-	-	-	-	-	-
Fulton	-	-	-	-	-	-	-
Greene	-	-	-	-	-	-	-
Huntingdon	-	-	-	-	-	-	-
Indiana	-	-	-	-	-	-	-
Jefferson	-	-	-	-	-	-	-
Juniata	-	-	-	-	-	-	-
Lackawanna	-	-	-	-	-	-	-

(Townships of the First Class) - CONTINUED

County	No. Miles on	No. Class	Percentage	No. 1st Twp.	No. 1st Twp.	No. Miles on	Percentage
	State System	6 Miles	Decrease 1/	In County	W/Cl. 6 Roads	Local System	Increase 1/
Lancaster	54.56	2.25	4.1 %	1	1	102.54	2.2 %
Lawrence	-	-	-	-	-	-	-
Lebanon	4.28	-	-	2	-	13.57	-
Lehigh	84.98	7.86	9.2	3	3	219.08	3.6
Luzerne	79.04	6.29	8.0	4	2	80.53	7.8
Lycoming	-	-	-	-	-	-	-
McKean	-	-	-	-	-	-	-
Mercer	44.30	1.35	3.0	1	1	70.62	1.9
Mifflin	-	-	-	-	-	-	-
Monroe	-	-	-	-	-	-	-
Montgomery	274.94	12.90	4.7	14	8	876.91	1.5
Montour	-	-	-	-	-	-	-
Northampton	29.97	6.78	22.6	1	1	60.62	11.2
Northumberland	21.81	1.77	8.1	1	1	47.40	3.7
Perry	-	-	-	-	-	-	-
Philadelphia	-	-	-	-	-	-	-
Pike	-	-	-	-	-	-	-
Potter	-	-	-	-	-	-	-
Schuylkill	-	-	-	-	-	-	-
Snyder	-	-	-	-	-	-	-
Somerset	-	-	-	-	-	-	-
Sullivan	-	-	-	-	-	-	-
Susquehanna	-	-	-	-	-	-	-
Tioga	-	-	-	-	-	-	-
Union	-	-	-	-	-	-	-
Venango	-	-	-	-	-	-	-
Warren	-	-	-	-	-	-	-
Washington	11.70	1.09	9.3	1	1	24.28	4.5
Wayne	-	-	-	-	-	-	-
Westmoreland	175.22	43.69	24.9	3	3	255.72	17.0
Wyoming	-	-	-	-	-	-	-
York	89.84	14.77	16.4	3	3	160.09	9.2
Total	1,928.97	198.72	10.3 %	92	65	4,391.37	4.5 %

1/ If all Class 6 highways were returned to local control

Source: Pennsylvania Department of Transportation TPS Mileage Tables and Road Logs



TABLE 5

DISTRIBUTION OF STATE AND LOCAL HIGHWAY MILEAGE  
BY CLASS OF MUNICIPALITY BY COUNTY - 1978  
(Townships of the Second Class)

County	No. Miles on State System	No. Class 6 Miles	Percentage Decrease <sup>1</sup> /	No. 2nd Twp. In County	No. 2nd Twp. W/Cl. 6 Roads	No. Miles on Local System	Percentage Increase <sup>1</sup> /
Adams	574.08	183.43	32.0 %	21	21	622.17	29.5 %
Allegheny	411.89	61.95	15.0	16	13	450.79	13.7
Armstrong	780.84	294.86	37.8	28	26	921.64	32.0
Beaver	420.22	105.98	25.2	17	15	474.16	22.4
Bedford	833.64	355.54	42.6	25	24	825.76	43.1
Berks	932.70	290.25	31.1	41	40	1,384.60	21.0
Blair	404.02	104.47	25.9	15	15	386.28	27.0
Bradford	1,006.35	495.01	49.2	37	37	1,364.88	36.3
Bucks	934.06	117.14	12.5	30	25	1,397.98	8.4
Butler	758.04	155.80	20.6	32	30	1,056.09	14.8
Cambria	597.56	122.30	20.5	29	24	663.62	18.4
Cameron	111.87	16.74	15.0	5	4	111.32	15.0
Carbon	214.30	33.19	15.5	11	10	260.28	12.8
Centre	604.99	95.76	15.8	25	21	580.23	16.5
Chester	1,127.04	332.97	29.5	56	56	1,416.45	23.5
Clarion	598.05	230.14	38.5	22	22	755.75	30.5
Clearfield	834.57	252.58	30.3	30	29	921.75	27.4
Clinton	354.14	52.30	14.8	21	14	264.00	19.8
Columbia	553.41	215.97	39.0	24	24	690.46	31.3
Crawford	958.81	246.54	25.7	35	35	1,275.27	19.3
Cumberland	479.70	138.83	28.9	18	17	589.06	23.6
Dauphin	456.67	110.52	24.2	20	18	679.70	16.3
Delaware	162.69	36.65	22.5	9	9	179.40	20.4
Elk	291.12	55.92	19.2	10	8	312.44	17.9
Erie	776.77	160.75	20.7	21	20	1,140.40	14.1
Fayette	767.06	119.93	15.6	24	23	1,091.35	11.0
Forest	203.31	73.33	36.1	8	8	160.62	45.7
Franklin	626.55	172.36	27.5	15	14	749.52	23.0
Fulton	366.52	158.44	43.2	11	11	294.79	53.7
Greene	637.11	252.79	39.7	20	20	860.42	29.4
Huntingdon	635.77	265.95	41.8	30	29	502.21	53.0
Indiana	915.30	314.23	34.3	24	24	1,026.35	30.6
Jefferson	579.59	154.33	26.6	23	21	684.56	22.5
Juniata	381.74	149.14	39.1	13	13	341.95	43.6
Lackawanna	388.69	98.53	25.3	21	19	333.27	29.6

(Townships of the Second Class) - CONTINUED

County	No. Miles on State System	No. Class 6 Miles	Percentage Decrease I/	No. 2nd Twp. In County	No. 2nd Twp. W/Cl. 6 Roads	No. Miles on Local System	Percentage Increase I/
Lancaster	1,174.31	347.67	29.6 %	40	40	1,736.95	20.0 %
Lawrence	397.72	103.77	26.1	16	15	545.23	19.0
Lebanon	397.12	101.92	25.7	16	15	496.09	20.5
Lehigh	411.44	131.82	32.0	12	12	629.92	20.9
Luzerne	709.26	187.51	26.4	32	17	694.12	27.0
Lycoming	818.53	280.10	34.2	42	38	874.71	32.0
McKean	410.24	63.75	15.5	15	13	341.84	18.6
Mercer	722.65	193.21	26.7	31	29	896.65	21.5
Mifflin	254.64	43.20	17.0	10	10	296.78	14.6
Monroe	558.06	154.06	27.6	16	14	589.09	26.2
Montgomery	502.39	67.18	13.4	24	24	838.91	8.0
Montour	198.14	102.03	51.5	9	9	170.21	59.9
Northampton	440.41	85.92	19.5	16	12	693.41	12.4
Northumberland	538.02	163.11	30.3	22	20	603.07	27.0
Perry	465.04	186.43	40.1	21	20	499.11	37.4
Philadelphia	-	-	-	-	-	-	-
Pike	360.97	88.31	24.5	11	10	245.73	35.9
Potter	503.26	151.45	30.1	25	21	540.86	28.0
Schuylkill	668.40	117.56	17.6	36	27	864.96	13.6
Snyder	333.63	120.35	36.1	15	15	397.71	30.3
Somerset	932.57	318.49	34.2	25	25	1,127.94	28.2
Sullivan	277.02	116.56	42.1	9	9	243.97	47.8
Susquehanna	953.69	483.01	50.6	27	27	841.54	57.4
Tioga	744.61	279.97	37.6	30	28	906.69	30.9
Union	285.29	75.02	26.3	10	10	243.06	30.9
Venango	477.59	123.73	25.9	20	18	648.37	19.1
Warren	515.19	130.34	25.3	21	19	561.84	23.2
Washington	1,010.20	256.45	25.4	31	31	1,287.53	19.9
Wayne	708.70	325.11	45.9	22	22	626.92	51.9
Westmoreland	1,008.12	236.88	23.5	19	19	1,324.32	17.9
Wyoming	354.70	164.25	46.3	18	17	357.76	45.9
York	1,094.17	334.37	30.6	32	32	1,647.51	20.3
Total	38,905.25	11,558.15	29.7 %	1,460	1,357	46,542.32	24.8 %

I/If all Class 6 highways were returned to local control

Source: Pennsylvania Department of Transportation TPS Mileage Tables and Road Logs

TABLE 6

DISTRIBUTION OF CLASS 6 ROAD SYSTEMS BY TYPE OF CONSTRUCTION  
(By County)

County	Lineal Miles Unpaved	Lineal Miles Flexible Base	Lineal Miles Rigid Base	Lineal Miles Rigid Pavement	Total Lineal Miles	Percent Unpaved	Number Bridges
						%	
Adams	4	181	4	-	189	2	87
Allegheny	14	104	1	1	120	11	57
Armstrong	147	148	2	6	303	48	102
Beaver	22	122	3	2	149	14	70
Bedford	86	264	4	4	358	24	164
Berks	4	297	4	1	306	1	128
Blair	-	104	1	1	106	-	41
Bradford	137	362	5	1	505	27	196
Bucks	5	113	-	1	119	4	77
Butler	62	99	2	1	164	37	54
Cambria	18	96	13	1	128	14	38
Cameron	6	10	3	-	19	31	10
Carbon	-	34	-	-	34	-	13
Centre	10	84	2	-	96	10	51
Chester	11	327	1	1	340	3	194
Clarion	85	146	-	-	231	36	84
Clearfield	36	211	7	3	257	14	79
Clinton	5	49	-	-	54	9	26
Columbia	52	166	1	-	219	23	83
Crawford	123	126	4	-	253	48	109
Cumberland	4	146	-	-	150	2	78
Dauphin	-	112	1	2	115	-	73
Delaware	4	57	5	1	67	5	33
Elk	27	30	1	-	58	46	16
Erie	75	91	1	1	168	44	66
Fayette	-	116	6	1	123	-	60
Forest	28	44	-	1	73	38	20
Franklin	-	168	3	1	172	-	65
Fulton	9	150	-	-	159	5	60
Greene	11	237	2	2	252	4	126
Huntingdon	68	198	-	1	267	25	105
Indiana	49	263	7	3	322	15	112
Jefferson	23	132	4	-	159	14	53
Juniata	4	133	13	2	152	2	71
Lackawanna	3	100	4	-	107	2	52

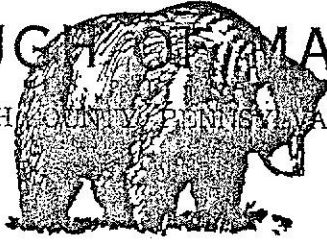
DISTRIBUTION OF CLASS 6 ROAD SYSTEMS BY TYPE OF CONSTRUCTION - (Continued)

County	Lineal Miles Unpaved	Lineal Miles Flexible Base	Lineal Miles Rigid Base	Lineal Miles Rigid Pavement	Total Lineal Miles	Percent Unpaved	Number Bridges
Lancaster	-	353	3	1	357	-	186
Lawrence	12	94	1	-	107	11 %	50
Lebanon	-	101	1	1	103	-	51
Lehigh	1	140	-	-	141	1	73
Luzerne	6	202	2	-	210	2	94
Lycoming	78	193	5	-	276	28	106
McKean	17	48	3	-	68	25	20
Mercer	44	152	1	-	197	22	76
Mifflin	-	44	-	-	44	-	23
Monroe	3	148	7	-	158	1	85
Montgomery	5	77	-	1	83	6	46
Montour	2	99	-	-	101	2	42
Northampton	-	110	2	1	113	-	53
Northumberland	16	153	-	-	169	9	70
Perry	7	174	8	-	189	3	103
Philadelphia	-	3	18	1	22	-	32
Pike	21	67	1	-	89	23	29
Potter	83	75	1	-	159	52	62
Schuylkill	3	114	2	-	119	2	56
Snyder	7	114	-	4	125	5	62
Somerset	98	224	1	1	324	30	136
Sullivan	34	87	2	-	123	27	51
Susquehanna	220	263	-	-	483	45	169
Tioga	157	129	2	-	288	54	149
Union	2	73	1	-	76	2	35
Venango	36	91	-	-	127	28	30
Warren	54	72	6	1	133	40	54
Washington	15	256	5	2	278	5	165
Wayne	82	256	-	-	338	24	118
Westmoreland	4	285	5	3	297	1	138
Wyoming	18	151	-	-	169	10	68
York	34	321	1	1	357	9	187
Total	2,191	9,689	182	55	12,117	18 %	5,272

Source: Pennsylvania Department of Transportation, Bureau of Maintenance, HMMIS Highway Features Inventory

# BOROUGH OF MACUNGIE

LEHIGH COUNTY, PENNSYLVANIA 18062



Phone 965-3900

C. W. MOHR  
Secretary-Treasurer

May 28, 1981

Honorable Rudolph Dininni, Chairman  
Transportation Committee  
House of Representatives  
Box 106  
Harrisburg, Pa. 17120

REGARDING: House Bill 527

Mr. Honorable Sir:

Belatedly, I offer comment on referenced Bill.

I am constantly defending my State Legislators who are maligned in many instances, but now I find that one has been slipped over on us. I am discouraged to find that such Bills as this do not get the publicity that they so richly deserve. After all, who is more affected than the local municipalities who are expected to lay down and allow you, our Legislators, to steam roller over them.

It appears you do not have the guts to add tax dollars to support the Pennsylvania State Highway Program as they are now constituted, so you take this method to shift the cost to the local municipalities and then offer a paltry sum to quiet us down while we take on the burdens of maintenance and repair of such streets.

How long do you think we can continue to be the serfs of BIG DADDY GOVERNMENT?

When the Federal tax dollars loomed, you took over a great number of streets so as to be able to reap the harvest of Federal grants and now that the source of revenue has dried up, you want to shunt such roads back to the municipalities.

You even took away some of the traditional 20% municipal share of gasoline taxes so the State would have more money for their own purposes.

You now say, even when we take such streets, we cannot add them to the Highway Aid mileage.



Honorable Rudolph Dininni, May 28, 1981, Page Two:

It appears, our perogatives have been and are continuing to be eroded to where there is little point to continue to give our residents the services which they deserve.

You should have been on notice, and perhaps such legislation like this, does acknowledge, that there has been no rush to accept such streets over the past years. As early as 1977 there was communication wherein our thoughts were sought as to taking back class 6 streets. There is just no way that a municipality can justify to its taxpayers the taking on of such a responsibility of repair and maintenance of streets which are in a rather delapidated state.

You now resort to legislation which carries a mandatory take back section. How dare you? It further carries a section saying there is no appeal.

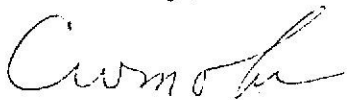
You may just bet your last dollar that there will be an uprising of the municipalities and they will refuse to take on the responsibilities.

I thought we lived in a land where there is redress if one feels abused.

I think this Bill should be placed in the waste basket where it belongs.

We do not necessarily condemn the action of turnback of local streets, but we do vehemently oppose any such law which forces something upon us without recourse to appeal.

Sincerely,



C. W. Mohr

CWM:em

xc: Solicitor Wallitsch  
Honorable Donald Snyder  
Engineer Bertoni  
PSAB





# MOUNT PLEASANT TOWNSHIP SUPERVISORS

---

Vestmoreland County  
Box 158, Mammoth, Pennsylvania 15664  
Phone: (412) 423-5653

Jay B. Dunn  
Andrew Lipko  
Edward M. Bilik

May 28, 1981

Honorable Rudolph Dininni  
Chairman Transportation Committee  
P. O. Box 106  
House of Representatives  
Harrisburg, Pennsylvania 17120

Dear Mr. Chairman:

I am writing in reference to the proposed House Bill No. 527, an act establishing the Highway Transfer Board. The Board of Supervisors are highly opposed to any turnback or roads proposal which would create a mandatory acceptance situation, especially when there are no provisions set forth concerning Penn Dot's maintenance requirements prior to turnback taking place.

The act defines its objectives as better providing for the adequate, efficient and continuing care of all classes of highways in the Commonwealth. If our township and many other townships like ours are required to accept the Class Six Highways, the exact opposite of the acts objectives will occur. We will be forced to make the much needed repairs on all the roads and bridges, thereby placing our township in a bleak financial position. Then, by no choice of our own, the township will have to reduce other services to our residents.

Would you please consider the townships position and urge your fellow committee members to oppose House Bill No. 527.

Respectfully,

  
Raymond E. Zimmerman, Sec'y-Treas.  
Mount Pleasant Township

REZ:blm



## Pike Township Road Board

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R. D. 2, Oley, Pa. 19547

Mrs. Shirley A. Rhoads  
Secretary

May 27, 1981

The Honorable Paul J. Landis, Jr.  
House Transportation Committee  
P. O. Box 106, Main Capitol Building  
Harrisburg, Pa. 17120

Dear Mr. Landis:

I am writing to you on behalf of the Board of Supervisors of Pike Township, a township of the second class located in Berks County, Pennsylvania. Unfortunately, no one was available to attend the public hearing conducted on May 20, 1981, concerning House Bill 527. Nonetheless, we feel it imperative to advise your Committee of our Township's position with respect to the possible legislation.

In our Township many of the State highways are grossly inadequate; and, therefore, the Township would be imposed upon if in fact the State highways were turned over to the Township for an annual maintenance appropriation of \$2,500 per mile. We are a relatively small Township with few inhabitants and limited resources for raising revenue. The \$2,500 per mile maintenance appropriation would not be sufficient for our Township to maintain the highways which the State would turn over to our municipality.

In these times of increased costs, we find it imperative to practice sound fiscal management. The proposed House Bill would make this virtually an impossibility and could have devastating financial effects upon our municipality. Therefore, we oppose House Bill 527 and respectfully request that your Transportation Committee only consider legislation which would propose turning the highways over to the Township after the same have been up-graded by PennDOT to current standards and specifications.

Should you have any questions concerning our Township's position with respect to House Bill 527, please feel free to contact me.

Sincerely,

*Shirley A. Rhoads*

Shirley A. Rhoads, Secretary  
Pike Township Board of Supervisors



TOWNSHIP OF RICHMOND

Tioga County

R.D. #1

Mansfield, Pennsylvania 16933

May 22, 1981

*Rec'd.  
5/29/81*

Paul J. Landis, Jr.  
House Transportation Committee  
House of Representatives  
Main Capital Building  
Box 106  
Harrisburg, Pennsylvania 17120

RE: House Bill 527

Dear Mr. Landis:

As a follow-up of our phone conversation of May 18th, Richmond Township Supervisors would like to go on record as being opposed to the proposed turnback by PennDOT of 12,000 miles of roads to municipalities. Our municipality, and many like us, feel we have all we can do to maintain our present road system. Additional mileage would mean less maintenance on all roads. Financially, it would not be feasible. When the turnback was first proposed, we felt that in the long run it would be done without being fair to municipalities. It seems that is exactly what will be happening, if House Bill 527 gets favorable action. House Bill 527 proposes binding arbitration for a turnback if a municipality rejects PennDOT's proposal, plus an annual highway maintenance appropriation of \$2,500 per mile with an annual adjustment factor. There is no provision for the upgrading of roads targeted for turnback. This seems totally unfair.

While we are opposed to the idea of the turnback, we feel that if the proposal is carried through, some changes should be made before a municipality could consider entering into the program. First, the turnback should be on a voluntary basis. Provision should be made for the upgrading of roads targeted for turnback. Upgrading should be done by PennDOT and should meet the standards of PennDOT at the time of turnback. The proposed maintenance appropriation per mile should be looked at more closely. Would PennDOT want to maintain a mile of road for \$2,500? We believe this must be a more realistic figure, with an annual adjustment clause.

Thank you for your time and consideration in this matter.

Yours very truly,

*Betty C. McGraw*  
Betty C. McGraw, Secretary  
Richmond Township Supervisors  
R.D#1, Box 255  
Mansfield, Pennsylvania 16933



ADDITIONAL INFORMATION REQUESTED FROM PENNSYLVANIA ASSOCIATION OF TOWNSHIP SUPERVISORS AT HEARINGS ON HB 527 ON MAY 20, 1981.

ROAD SURVEY - RESULTS TABULATED

Please complete and return by March 1, 1978, to:

PSATS  
P. O. Box 158, Camp Hill, Pennsylvania 17011

- 1/ 677 Township, 64 County
- 2/ What is the mileage of roads that you maintain in your Township? 22,600.84
- 3/ How much money is spent on these roads presently for construction, reconstruction, maintenance and snow removal?
- a. From the General fund? 34,739,924.74
  - b. From the Liquid Fuels fund? 21,663,488.34
  - c. From the Revenue Sharing fund? 5,333,147.16
  - d. Other 2,101,587.10
  - e. Total 63,838,147.34
- 4/ How much more money would you consider to be needed to maintain these roads in proper condition or up to your standards?
- a. In 1978? 13,320,692.33
  - b. In 1979? 16,047,069.35
  - c. For the next 5 years after 1979? 117,780,114.69
- 5/ If additional revenue is needed, where would you think it should come from?
- a. Property taxes. 44
  - b. Earned Income taxes? 159
  - c. Gas taxes? 375
  - d. State General fund? 304
  - e. Other 108
- 6/ How many bridges (over 8' in length) are there presently on your Township road system? 3,081
- 7/ What will be the estimated cost of your bridge maintenance?
- a. In 1978? 3,659,457.22
  - b. In 1979? 3,135,320.00
  - c. For the next 5 years after 1979? 12,679,770.00

Any other comments you feel will aid us \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Your cooperation is vital and greatly appreciated. All individual Township information will be held in strictest confidence. Collective results will be used to support our position.





Enclosed is a copy of Roadway Surface Types 10, 20, 30,  
and 40 by Engineering District.

We trust that the following explanation of types will be  
helpful.

- Type 10 - Earth, Red Dog, etc.
  - Type 20 - Stabilized Surface
  - Type 30 - Paved, Flexible Base 6" or Less
  - Type 40 - Paved, Flexible Base More Than 6"
-



District	No. of Linear Miles		No. of Linear Miles		No. of Linear Miles	
	TYPE 10	TYPE 20	TYPE 30	TYPE 40 or better	TYPE 10	TYPE 20
1-0	2.799	396.481	244.589	421.131		
2-0	7.700	185.463	206.913	494.924		
3-0	3.700	341.276	412.644	622.380		
4-0	8.834	470.589	626.429	754.148		
5-0	0.280	10.628	368.380	480.712		
6-0	0.110	21.310	355.220	248.360		
8-0	6.810	38.941	793.039	796.210		
9-0	0.379	271.626	519.917	558,078		
10-0	4.810	370.495	344.831	464.864		
11-0	1.000	35.600	77.655	160.745		
12-0	<u>0.149</u>	<u>27.020</u>	<u>465.063</u>	<u>462.768</u>		
	36.571	2169.429	4414.680*	5464.320*		

\* The actual total for both Roadway Surfaces 30 and 40 is 9639.000 miles. The remaining 240 miles can be listed as follows; 47.849 miles of Maintenance Functional Class "D" Highway and/or those 202.151 miles of various types of Roadway Surfaces better than 40.