



HOUSE COMMITTEE ON APPROPRIATIONS

FISCAL NOTE

HOUSE BILL NO. 1803

PRINTERS NO. 3688

PRIME SPONSOR: Caltagirone

COST / (SAVINGS)

FUND	FY 2011/12	FY 2012/13
General Fund	\$0	\$0
Motor License Fund	\$0	(\$150,000)
Political Subdivision Funds	\$0	See Fiscal Impact

SUMMARY: Permits third class cities that have parking authorities to assign enforcement and administration of parking laws to the parking authority; amends language relating to the Philadelphia Parking Authority (PPA); and extends Philadelphia's red light camera pilot program until December 31, 2016. This legislation would take effect in 60 days.

ANALYSIS: This legislation would amend Section 6109(h) of the Vehicle Code (relating to specific powers of department and local authorities) to authorize third class cities to delegate their power to administer and enforce all ordinances and resolutions enacted in accordance with the police powers set forth under Section 6109(a)(1) and those certain stopping, standing and parking provisions provided in Sections 3351 (relating to stopping, standing and parking outside of business and residence districts), 3353 (related to prohibitions in specified places) and 3354 (relating to additional parking regulations) to the parking authority.

This legislation would add subsection (g) to Section 6109 of the Vehicle Code which clarifies that the on-street parking regulations in Philadelphia will continue to be enforced by the PPA. Subsection (g) would also use language similar to that in Title 53 §5508.1(q.1), which would sunset on 3/ 31/ 14. This new subsection would take effect on 3/ 31/ 14 and all net on-street parking revenue will continue to be divided between the City and the Philadelphia School District according to existing methodology.

This legislation would amend Section 3116 to extend the PPA's Automated Red Light Enforcement (ARLE) camera pilot program. The legislation would allow PennDOT to recoup administrative costs incurred. This legislation also adds a defense for a violation if a person was driving a busload of passengers and that a sudden stop could have injured them. All net revenues from the PPA shall be sent back to the state for distribution back to any community through a competitive grant process. PennDOT shall not set aside any specific amount or percentage for any particular community. A selection committee would also be created for the state ARLE grant program, with four members from PennDOT and four appointed by the mayor of Philadelphia.

FISCAL IMPACT: The changes to Section 6109(h) would have no adverse fiscal impact on Commonwealth or political subdivision funds.

The addition of Section 6109(g) would have no adverse fiscal impact on the Commonwealth, School District of Philadelphia, the City of Philadelphia, or the Philadelphia Parking Authority as current revenues are consistent with the \$35 million threshold. All net on-street parking revenue from the Philadelphia Parking Authority will continue to be divided between the City of Philadelphia and the Philadelphia School District according to existing methodology. For FY 2011, revenue from on-street parking regulations was \$41,785,000 with \$34,185,000 going to the City of Philadelphia and \$7,600,000 going to the School District of Philadelphia.

The changes to Section 3116 would provide some funding for PennDOT for their role in the ARLE Program. According to PennDOT the department incurs about 3% of the total program value to gather all the applications, review them, initiate all the individual legal agreements and monitor the ARLE program from a PennDOT perspective. The Governor's Executive Budget for 2012-13 projects \$5 million in ARLE grants during the 2012-13 fiscal year. This would imply that PennDOT will take \$150,000 for the administration of the ARLE program. According to PennDOT, the new selection committee will have no adverse fiscal impact on Commonwealth funds. The requirement that all ARLE grants will be distributed without set aside for the home municipality could result in the reduction of funds to the City of Philadelphia due to the fact that the city would no longer be guaranteed 50% of the revenue submitted to PennDOT. Philadelphia received \$8,423,000 in 2010 ARLE grant funding and \$1,500,000 in 2011 ARLE funding.

PREPARED BY: Tim Rodrigo
House Appropriations Committee (R)

DATE: June 8, 2012

Estimates are calculated using the best information available. Actual costs and revenue impact incurred may vary from estimates.