



HOUSE COMMITTEE ON APPROPRIATIONS
2009-10 Legislative Session

FISCAL NOTE

SENATE BILL NO. 1180

PRINTER'S NO: 1910

PRIME SPONSOR: Mellow

FISCAL IMPACT SUMMARY	FY 2009/10	FY 2010/11
Expenditure Increase/(Decrease):		
Motor License Fund	\$0	\$1,000*

*This cost is not significant enough to require an increase in any appropriation to PennDOT.

OVERVIEW:

This bill designates the State Route 1022 bridge spanning the Monongahela River and the Norfolk Southern and CSX Rail Line between Donora, Washington County, and Webster, Westmoreland County, as the *Lt. Governor Ernest P. Kline Bridge* and requires the Pennsylvania Department of Transportation (PennDOT) to place and maintain appropriate signs in both directions displaying the designation.

The effective date is sixty days.

ANALYSIS:

According to the Department of Transportation, it costs about \$1,000 to post signs designating a bridge or highway. These signs last typically twelve to fifteen years before they need to be replaced. This cost will be funded out of the Motor License Fund from the appropriation to the department for state highway maintenance. The General Appropriation Act of 2009 (Senate Bill 850 and Act No. 1A), which the Governor vetoed in part, provided \$764,379,000 for this line item for FY 2009/10. As passed by the General Assembly, Senate Bill 850 had provided \$775,339,000 for this line item but the Governor used his veto power to reduce the amount. The Supplemental General Appropriation Act of 2009 (House Bill 1416 and Act 10A of October 9, 2009) kept the appropriation at \$764,379,000, which is the same amount in Act No. 1A as it had been reduced by the Governor.

The cost of this bill is not significant enough to affect adversely PennDOT's maintenance budget.

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House Appropriations Committee, (D)

DATE: June 7, 2010

General Note and Disclaimer: *This Fiscal Note was prepared pursuant to House Rule 19(a), and the elements considered and reported above are required by Section 5 of the rule. Estimates are calculated using the best information available. Actual costs and revenue impact incurred may vary from estimates.*