

# SENATE APPROPRIATIONS COMMITTEE FISCAL NOTE

**BILL NO.** Senate Bill 595

**PRINTER'S NO.** 1663

**AMOUNT**

No Net Fiscal Impact

**FUND**

Motor License Fund

**DATE INTRODUCED**

February 18, 2011

**PRIME SPONSOR**

Senator Pileggi

**HISTORY OF BILL**

Referred to TRANSPORTATION, Feb. 18, 2011

Reported as committed, May 10, 2011

First consideration, May 10, 2011

Re-referred to APPROPRIATIONS, May 24, 2011

Re-reported as amended, Oct. 17, 2011

**DESCRIPTION AND PURPOSE OF BILL**

Senate Bill 595 amends Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes to provide for automated red light enforcement in certain cities.

Current law provides for an automated red light enforcement program in cities of the first class only. This law is due to sunset on December 31, 2011.

This legislation, as amended, would extend the sunset date for the current program in Philadelphia to December 31, 2017 and authorizes the use of automated red light cameras in the following cities:

- Second Class (Pittsburgh);
- Second Class A (Scranton); and
- Third Class cities with a population in excess of 18,000, under the 2010 Federal decennial census, and a full-time police department.

Authorization for automated red light enforcement programs within the above mentioned cities would sunset on December 31, 2017 as well.

The bill provides that the prosecuting city receive 50% of all fine revenue generated from within that particular city. The remaining 50% of all fine revenue generated would be distributed by the Pennsylvania Department of Transportation for statewide transportation enhancement grants.

Additionally, the bill provides for liability, evidence, penalties, defenses, certain notice requirements and restrictions on the distribution of fine revenue.

# SENATE APPROPRIATIONS COMMITTEE

## FISCAL NOTE

This legislation would take effect in 60 days of enactment.

### **FISCAL IMPACT:**

This legislation would have an effect on one city of the First Class (Philadelphia), one city of the Second Class (Pittsburgh), one city of the Second Class A (Scranton) and seventeen of the fifty-three cities of the Third Class in the Commonwealth (according to the 2010 Federal decennial census).

The Pennsylvania Department of Transportation (Department) has indicated that it would need additional staffing that would be dedicated to the review and approval of the intersections that would be utilizing the automated red light cameras, ensure safety during installation and to administer the program. This legislation allocates 2% of all fine revenue generated under the program to the Department for administrative costs. Therefore, these costs would not have any net fiscal impact on the Commonwealth.

There are an estimated 14,000 "signalized" intersections within the Commonwealth. There is no data available to determine which cities, if any, would implement the automated red light enforcement program, the number of intersections where cameras would be installed or the number of violations that would occur at each intersection or within each qualified participating city.

Additionally, all fine revenue generated from the automated red light enforcement programs is restricted to lawful purposes, safety and statewide transportation enhancement grants. Therefore, it is determined that the enactment of this legislation would have no net fiscal impact on the Commonwealth.