



# HOUSE COMMITTEE ON APPROPRIATIONS

## FISCAL NOTE

HOUSE BILL NO. 254

PRINTERS NO. 3874

PRIME SPONSOR: Grove

### COST / (SAVINGS)

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

**SUMMARY:** This bill amends Title 75 (Vehicles) to further provide for pre-examination requirements for minors wishing to obtain a junior driver motorcycle license. The bill also extends and expands the automated red light enforcement program in certain cities and municipalities and extends the enforcement of on-street parking in cities of the first class. Amendments to section 1505 (e) pertaining to learner's permits take effect in 60 days. The amendments to section 3116 relating to ARLE systems in cities of the first class would take effect immediately. The Amendments to section 6109(a)(1), (f),(h) relating specific powers of department and local authorities would take effect July 1, 2012 or immediately, whichever is later. The remainder of this legislation would take effect in 90 days.

**ANALYSIS:** This bill amends Title 75 regarding learners' permits for motorcycles, automated red light camera enforcement programs, and on-street parking regulations in first class cities.

**Learners' Permits for a Class M License:** This legislation would amend Section 1505 (Learners' permits) by requiring minors that wish to obtain a Class M license to operate a motorcycle, to complete the same pre-examination requirements that minors are currently obligated to fulfill before obtaining a regular junior drivers' license. Minors applying for a Class M junior driver's license must pass a department approved motorcycle safety course.

**On-Street Parking Regulations in First Class Cities:** This legislation would add language to extend the enforcement and administration of on-street parking regulations by the Philadelphia Parking Authority in the City of Philadelphia. The authority is currently in Title 53 Section 5508.1 (q.1) which is to sunset on March 31, 2014. The net revenues will continue to be divided between the City and the Philadelphia School District according to existing methodology.

**Automated Red Light Enforcement (ARLE) Program in First Class Cities:** This legislation would extend Philadelphia's Automated Red Light Enforcement (ARLE) Program through July 15, 2017 and changes the funding distribution to one where PennDOT awards all funds on a competitive basis. The Department may pay any actual administrative costs arising from its administration. The grants would be awarded by the majority vote of selection committee consisting of four representatives of PennDOT and four members appointed by the mayor of the city of the first class. Priority would be given to applications seeking grant funding in the municipality where the ARLE system is operated.

**Automated Red Light Enforcement (ARLE) Expansion Program:** This legislation would expand the ARLE Program to other municipalities through June 30, 2017. Municipalities would include those with a population exceeding 20,000 with a police department accredited by the Pennsylvania Chiefs of Police Association in Bucks, Chester, Delaware, and Montgomery Counties as well the City of Pittsburgh. Municipalities who pass an ordinance to use automated red light enforcement systems must apply to and receive approval from PennDOT of intersections where the system will be used.

All revenues generated will be deposited into the Motor License Fund for the competitive distribution through the Transportation Enhancement Grant Program. The Department may pay any actual administrative costs arising from its administration. For revenues generated in Pittsburgh, the grants would be awarded by a majority vote of a selection committee consisting of four representatives of PennDOT, with the Secretary of Transportation or designee serving as chair, and four members appointed by the mayor of the city of the second class. For other municipalities, the grants will be awarded by a majority vote of a selection committee established by the PennDOT Secretary. Priority would be given to applications seeking grant funding in the municipality where the ARLE system is operated. The programs will expire on July 17, 2017.

**FISCAL IMPACT:** 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. 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.

The addition of Section 3117 would have no adverse fiscal impact on Commonwealth funds since PennDOT will have their costs reimbursed, which will also be 3% of the total program value. It is impossible to project the amount of revenue that will be generated in qualifying municipalities.

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 remainder of this legislation would have no adverse fiscal impact on Commonwealth or political subdivision funds.

**PREPARED BY:** Tim Rodrigo  
House Appropriations Committee (R)

**DATE:** June 30, 2012

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