



HOUSE COMMITTEE ON APPROPRIATIONS

FISCAL NOTE

HOUSE BILL NO. 2390

PRINTERS NO. 3604

PRIME SPONSOR: Miccarelli

COST / (SAVINGS)

FUND	FY 2011/12	FY 2012/13
City of Philadelphia Funds	\$0	\$0
General Fund	\$0	\$0
Philadelphia Parking Authority	\$0	See Fiscal Impact

SUMMARY: Amends Title 53, Chapter 57 concerning taxicabs in Philadelphia This legislation would take effect immediately.

ANALYSIS: This legislation would amend Title 53, Chapter 57 to add procedures and regulations for the operation of wheelchair accessible vehicles (WAV) taxicabs in Philadelphia and to clarify certain existing provisions.

§5705 (Contested complaints). Add subsection (d) to direct initial appeals from orders of PPA to the Philadelphia Court of Common Pleas.

§5706 (Driver certification program). Subsection (a.1) establishes a training program for drivers of wheelchair taxicabs. Drivers who successfully complete the training program will receive a one-time stipend of \$50 and a waiver on the annual regulatory registration fee. The change to subsection (c) clarifies that the Philadelphia Parking Authority (PPA) may assign this training function to a third party.

§5711 (Power of authority to issue certificates of public convenience). Subsection (a) clarifies that PPA can suspend, cancel or revoke the certificates that it issues.

Subsection (c)(2) (i) and (ii) provides for an increase to the number of taxicab medallions from 1,600 to 1,750 over 10 years (15 medallions each year). Revenue from the sale of medallions must be placed into the "taxicab account" and only used for taxicab regulatory purposes

Changes to subsection (c)(2.1) clarify that partial-rights taxicabs operate in Philadelphia through the PPA and not the Public Utility Commission.

Subsection (c)(3) removes the statutory requirement to zone 40% of medallion taxicab service in Philadelphia.

§5714 (Certificate and medallion required). Subsection (a) is re-named “Vehicles generally” as opposed to “Procedure” since every sentence in this subsection deals with vehicles.

Subparagraph (2) clarifies that PPA must inspect every taxicab and limousine within its jurisdiction on a periodic basis.

Subparagraph (3) clarifies that PPA's inspection requirements may include age and mileage limitations.

Subparagraph (5) clarifies that the partial-rights taxicabs must display the rates charged to customers, just as medallion taxicabs do.

Subsection (b) is re-titled “Driver security devices” as opposed to “Protective barrier.” The “protective barrier” is between the front seat and the rear seat.

Subsection (d)(2) clarifies PPA's regulatory power over partial-rights taxicabs while they are operating within Philadelphia.

§5717 (Additional certificates and medallions). Subsection (c) explains the procedure for sales of wheelchair accessible taxicab medallions and the restrictions that apply to those medallions, including that the medallions are affixed only to wheelchair accessible taxicabs.

§5720 (Wages). Subsection (a) authorizes lease protection to apply to all leased taxicabs, not only medallion taxicabs.

Subsection (b) ensures that uniform taxicab fare is charged for all taxicab service in Philadelphia.

FISCAL IMPACT: According to the Philadelphia Parking Authority, it is unknown how much revenue the sale of wheelchair-accessible taxicab medallions would generate. Regular medallions are currently selling for about \$400,000. Allowing an additional 150 medallions could generate as much as \$60 million over the next 10 years or \$6 million annually. Those revenues would be utilized to offset expenses incurred by the Parking Authority for taxicab regulatory matters as detailed annually in their budget submission. This legislation would have no adverse fiscal impact on the City of Philadelphia or the Commonwealth.

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House Appropriations Committee (R)

DATE: June 15, 2012

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