



HOUSE COMMITTEE ON APPROPRIATIONS

FISCAL NOTE

SENATE BILL NO. 1267

PRINTERS NO. 1987 PRIME SPONSOR: Rafferty

COST / (SAVINGS)

FUND	FY 2016/17	FY 2017/18
General Fund	\$0	\$0
Motor License Fund	\$0	\$0
Municipal Funds	See "Fiscal Impact"	See "Fiscal Impact"

SUMMARY: Amends Title 75 (Vehicle Code) regarding proceeding through inoperable or malfunctioning traffic signals; initiates a study regarding automated red light enforcement (ARLE) and extends the program until 2027; and reduces the local match for traffic signal management and enforcement. This legislation would take effect in 60 days.

ANALYSIS: This legislation provides for procedures when motorists encounter malfunctioning red signals; the continuation of the Automated Red Light Enforcement (ARLE) Program; and the expansion of PennDOT's Green Light-Go Municipal Signal Partnership grant program.

Proceeding on Red: This legislation allows vehicles that fail to be detected by automated traffic signals to proceed according to the current process outlined in the Vehicle Code for inoperable or malfunctioning signals. (That is, proceed with caution at a green/yellow signal; stop and then proceed at a red signal in the same manner as at a stop sign.)

Automated Red Light Enforcement Program: The legislation extends the sunset provision on the ARLE program in the City of Philadelphia and other potential municipalities to July 15, 2027.

The legislation also requires PennDOT to conduct an evaluation of ARLE to identify the program's effectiveness and to determine the conditions that should be present for when a municipality should consider ARLE. PennDOT is to complete the study by June 1, 2017.

Green Light Go Program Modifications: The legislation lowers the local match for the Green Light-Go Program grants from 50% to 20% and expands the types of local financial assistance such as federal, state, regional, local and private funds with a goal to improve traffic signal safety, function and traffic mobility. Metropolitan or rural planning organizations may also apply for the funds to manage the application of municipalities within that region.

A special Green Light-Go pilot program for PennDOT-managed signals is established, and the PennDOT Secretary shall determine the program's success by January 1, 2022. If successful, PennDOT may then expand the program. It further states that PennDOT, in coordination with the cities of Philadelphia and Pittsburgh, may own, operate and synchronize traffic signals within those cities. Also, other local municipalities may participate in a PennDOT-managed signals program following the enactment of a local ordinance to enter into an agreement and PennDOT's publication of the location of the signal or critical corridor as a notice in the Pennsylvania Bulletin.

In conjunction with those changes, there are updates to the definitions for "critical corridor" and "designated traffic corridor" to include municipal highways. The definitions for "replace", "synchronize" and "timing" will now include critical traffic corridors. Updates are included for the definition of "municipality" to include a county, incorporated town or home rule municipality.

FISCAL IMPACT: This legislation would have no adverse fiscal impact on Commonwealth or municipal funds. The Green Light Go Program will have \$40 million in funding available for FY 2016-17. By reducing the local match from 50% to 20%, this will allow additional municipalities to participate in the program. The reduced match will also lower costs for those municipalities that receive grants that may have already participated in the program.

PREPARED BY: Tim Rodrigo
House Appropriations Committee (R)

DATE: July 10, 2016

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