



HOUSE COMMITTEE ON APPROPRIATIONS

FISCAL NOTE

HOUSE BILL NO. 1284

PRINTER'S NO. 1678

PRIME SPONSOR: Neilson

COST / (SAVINGS)

FUND	FY 2022/23	FY 2023/24
General Fund	\$0	\$0
Motor License Fund	\$0	see Fiscal Impact

SUMMARY: The bill makes changes to the School Bus Stop-Arm Camera, Roosevelt Boulevard Speed Camera, and Designated School Zone Speed Camera programs. Sections related to speed enforcement on designated highways and school zones take effect immediately, while sections related to meeting/overtaking school bus and speed enforcement in active work zones take effect in 60 days.

ANALYSIS: The bill amends Title 75 (Vehicles) to provide for multiple automated enforcement programs in Pennsylvania.

Meeting or Overtaking School Bus and Enforcement of Failure to Stop for School Bus with Flashing Red Lights – Section 3345 and Section 3345.1

- Extends PennDOT temporary regulations through December 2025
- Allows grants under the School Bus Safety Grant Program to also be issued to reimburse or pay for education, training and other associated costs related to the issuance of a commercial learner's permit, commercial driver's license, or school bus endorsement by PennDOT to an individual for the purpose of driving a school bus
- Requires a school entity or system administrator to submit a report to PennDOT and the State Police, who in turn must compile the data and submit a joint report to the House and Senate Transportation Committees on an annual basis

Automated Speed Enforcement Systems in Active Work Zones – Section 3369

- Requires at least one of the appropriate warning signs notifying the public that speed camera is in use is placed 1,000 feet before the active work zone
- Requires at least one of the appropriate warning signs is affixed with flashing lights that are lit at all times when speed camera is active

Program for Automated Speed Enforcement System on a Designated Highway – Speed Cameras on Roosevelt Boulevard in Philadelphia – Section 3370

- December 2023 statutory expiration date is removed
- Speed enforcement program is expanded beyond Roosevelt Boulevard to any road in the City of Philadelphia at locations approved by adoption of a local ordinance and PennDOT approval
- Prior to passage of ordinance, the city council must give public notice of intent to adopt
- Allows for virtual hearings to contest violations

Pilot Program for Automated Speed Enforcement Systems in Designated School Zones –
new Section 3371

- Establishes a five-year pilot program for speed cameras in designated school zones in the city of Philadelphia
- Locations to be approved by the adoption of a city ordinance and PennDOT approval
- PennDOT may also promulgate regulations for the certificate and use of the cameras, which may include use of RADAR or LIDAR
- Prior to passage of ordinance, city council must give public notice of intent to adopt
- Driving in excess of 11 miles per hour of the posted speed limit in the designated school zone would be considered a violation, with a penalty for violation not to exceed \$150

FISCAL IMPACT: The bill's changes to the Roosevelt Boulevard Speed Camera Program and the work zone speed enforcement programs would have no adverse impact on Commonwealth funds.

Changes related to the enforcement of failure to stop for school bus with flashing red lights, contained within Section 3345.1 would have an impact on expenses within the Motor License Fund.

By extending this program, PennDOT would need to maintain two hearing officers within the Office of General Counsel. These hearing officers would be classified as Attorney 2 or 3. The average salaries and benefits for mid-level Attorney 2 and Attorney 3 average \$160,136.73 and \$188,394.18 respectively. In total those two positions would have a combined annual cost of approximately \$350,000.

Changes related to speed enforcement systems in designated school zones, contained within Section 3371 would have no adverse impact on Commonwealth funds, however, costs associated with administering the program would be borne by the system administrator, who is designated by the legislation as the Philadelphia Parking Authority. Specifically, costs related to running the program might include:

- equipment purchases
- administrative and personnel, and program costs
- costs related to Philadelphia Police Department for officer review and approval/rejection of violations
- costs related to Philadelphia Department of Finance for 1st level hearings
- rent, insurance, printing, and other miscellaneous expenses

It is not possible to quantify the potential cost for the Philadelphia Parking Authority to administer the new pilot program. However, for purposes of an estimate, we may assume that the costs associated with administering the speed enforcement in designated school zones would be similar to the costs associated with administering the Roosevelt Boulevard speed camera program. According to the annual reports issued by the Philadelphia Parking Authority for 2022 and 2023, administering the Roosevelt Boulevard speed camera program costs an average of \$3,500,000 per year.

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House Appropriations Committee (D)

DATE: June 26, 2023

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