

# SENATE APPROPRIATIONS COMMITTEE FISCAL NOTE

**BILL NO.** House Bill 2390

**PRINTER'S NO.** 3604

**AMOUNT**

No Fiscal Impact

**FUND**

General Fund  
Philadelphia Parking Authority

**DATE INTRODUCED**

May 21, 2012

**PRIME SPONSOR**

Representative Miccarelli

**HISTORY OF BILL**

Referred to URBAN AFFAIRS, May 21, 2012

Reported as amended, May 23, 2012

First consideration, May 23, 2012

Laid on the table, May 23, 2012

Removed from table, June 12, 2012

Second consideration, June 13, 2012

Re-committed to APPROPRIATIONS, June 13, 2012

(Remarks see House Journal Page ), June 13, 2012

Re-reported as committed, June 18, 2012

Third consideration and final passage, June 18, 2012 (194-2)

In the Senate

Referred to CONSUMER PROTECTION AND PROFESSIONAL LICENSURE, June 19, 2012

Reported as committed, June 26, 2012

First consideration, June 26, 2012

Re-referred to APPROPRIATIONS, June 27, 2012

Re-reported as committed, June 28, 2012

**DESCRIPTION AND PURPOSE OF BILL**

House Bill 2390 amends Chapter 57 of Title 53 (Municipalities Generally) of the Pennsylvania Consolidated Statutes to add procedures and regulations for the operation of wheelchair accessible vehicles (WAV) taxicabs in Philadelphia and to clarify certain existing regulations.

The bill adds a subsection to direct initial appeals from orders of the Philadelphia Parking Authority (PPA) to the Philadelphia Court of Common Pleas, allowing for local appellate review of PPA's administrative orders. Currently, every appeal goes directly to Commonwealth Court.

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The bill establishes a training program for drivers of wheelchair taxicabs. Drivers who successfully complete the training program will receive a stipend and their annual taxicab driver registration fee shall be waived. All costs incurred by the PPA for the training program provisions shall be paid from proceeds of the sale of medallions.

The legislation clarifies that the PPA can suspend, cancel and revoke certificates of public convenience that it issues. The total maximum allowable number of taxicab medallions is increased from 1,600 to 1,750, with a maximum increase of 15 medallions per year.

The bill clarifies that partial-rights taxicabs operate in Philadelphia under the exclusive jurisdiction and regulatory power of the PPA, not the PUC.

A subsection of the bill removes the statutory requirement to zone 40% of medallion taxicab service to specific geographic areas in Philadelphia by changing the word "shall" to "may." This is viewed to be an outdated concept.

The bill clarifies that the PPA must inspect every taxicab and limousine within its jurisdiction on a periodic basis. It further clarifies that the PPA's inspection requirements may include age and mileage limitations. The bill clarifies that partial-rights taxicabs must display rates charged to customers, just as medallion taxicabs do.

The bill deletes the term, "protective barrier," which is between the front and back seat, and replaces it with the term, "driver security devices." This change in terminology will allow the PPA flexibility in its requirements for such security devices and not limit them solely to protective barriers.

A new subsection explains the issuance of medallions through sale to the highest bidder and advertisement for bids or for public auction in the Pennsylvania Bulletin. A new subsection that follows explains the procedures for sales of wheelchair accessible taxicab medallions and the restrictions which apply to those medallions, including that they may only be affixed to wheelchair accessible taxicabs.

Every taxicab in Philadelphia is either owner-operated or leased from the owner to the driver. The PPA is currently required to establish maximum taxicab lease amounts. The bill authorizes lease protection to apply to all leased taxicabs, not just medallion taxicabs.

The bill provides that uniform taxicab fare is charged for all taxicab service in Philadelphia.

The bill contains two sections for civil penalties which are identical: one applies to taxicab service and the other to limousine service. It makes the change needed to mirror the PUC's enabling legislation by substituting "authority" for the word, "Commonwealth."

The act takes effect immediately.

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## FISCAL NOTE

### **FISCAL IMPACT:**

According to the Philadelphia Parking Authority (PPA), it is unknown how much revenue the sale of wheelchair accessible taxicab medallions will generate. A regular medallion currently sells for about \$400,000 each. If an additional 150 medallions are sold over the next 10 years, additional revenue of \$60 Million would be realized or about \$6 Million for 15 medallions per year. Those revenues will be used by the PPA to offset expenses incurred dealing with routine regulatory matters. No adverse fiscal impact is expected to the Commonwealth, the City of Philadelphia or the PPA.