

FISCAL NOTE

December 20, 2017

Bill No:	SB 172	Printer's No:	1238	Sponsor:	Argall (R)
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COST / (SAVINGS)

Fund (s)	2017-18	2018-19
Motor License Fund	See "FISCAL IMPACT"	See "FISCAL IMPACT"

SUMMARY: This bill would amend Title 75 (Vehicles) establishing two pilot programs for automated speed enforcement systems.

ANALYSIS: Senate Bill 172 would establish an automated speed enforcement program on state highways and Roosevelt Boulevard in Philadelphia. Implementation of the Philadelphia pilot program would be optional. The state highway program would only be applicable on Federal aid highways and the Pennsylvania Turnpike. Both programs would use electronic devices, such as Light Detection and Ranging Devices (LIDAR) and cameras to record the vehicle image, the license plate and the speed. Fines under the state highway program would be prohibited during times when the designated highway work zone is inactive and during the first five days of the program. Fines under the Philadelphia program would be prohibited during the first 30 days of the program. Fines would be prohibited under both programs, unless the following:

- At least two warning signs are conspicuously placed at the beginning and end, at a two-mile interval of the designated highway work zone notifying the public that an automated speed enforcement device is in use.
- A notice identifying the location of the automated speed enforcement system is publicly accessible on an internet website throughout the period of use.

Individuals in violation of the state highway program would be fined \$40. Individuals in violation of the Philadelphia program would be fined \$150, unless a lesser amount is set by ordinance. However, fines collected under the Philadelphia program may not exceed \$150. Payment of violations must be made personally, through an authorized agent, electronically or by mail. Violation notices would be mailed within 30 days after the commission of the violation or within 30 days after the discovery of the identity of the registered owner. Recorded images of traffic violations would be for the exclusive use of DOT, the Commission and the City of Philadelphia only. Violations concerning these provisions would constitute a \$500 fine.

Additionally, DOT and the Commission would be authorized to designate a system administrator and the City of Philadelphia would be required to designate the Philadelphia Parking Authority to supervise and coordinate the administration violation notices pursuant to this act. All fines would be remitted to DOT or the commission, which would be deposited into a restricted account within the Motor License Fund to be used for the Transportation Enhancement Grants program, as defined under this act. Compensation to vendors, under the Philadelphia program, would be based on the value of the equipment and the services provided for the program. Compensation

FISCAL NOTE

December 20, 2017

may not be based on the number of citations distributed. Philadelphia would be prohibited from collecting revenues from the violations in an amount equal to or greater than two percent of its annual budget. Annually, no later than April 1, each system administrator would be required to submit a report to the House and Senate Transportation Committee concerning the progress of the program. The DOT secretary and the Commission would be required to provide notice concerning when the programs are operational. DOT would also be permitted to promulgate regulations for the certification and use of the automated speed enforcement devices.

The state highway program would be effective 120 days after enactment and the Philadelphia program would be effective 60 days after enactment. The collection of fines under both programs would be prohibited until 60 days after publication of notice concerning when the program is operational. The remainder of this act would be effective immediately. This act would expire five years from the effective date.

FISCAL IMPACT: DOT would incur a cost of \$8.2 million in personnel and vendor contract costs in Fiscal Year (FY) 2018-19 and thereafter for a period of five years. A portion of the fines collected under this act would be used to cover the costs of this program.

Estimated Cost of the Five-Year Automated Speed Enforcement Pilot Program					
Implementation Efforts	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
Personnel Costs	\$1,085,265	\$1,085,265	\$1,085,265	\$1,085,265	\$1,085,265
Vendor Costs	\$7,134,400	\$7,134,400	\$7,134,400	\$7,134,400	\$7,134,400
Total	\$8,219,665	\$8,219,665	\$8,219,665	\$8,219,665	\$8,219,665

The commonwealth would not incur any costs related to the automated speed enforcement system established in Philadelphia. The Philadelphia pilot program is optional and all costs associated with the implementation of the Philadelphia program would be incurred by the City.