

TRANSPORTATION (74 PA.C.S.) AND VEHICLE CODE (75 PA.C.S.) -
OMNIBUS AMENDMENTS

Act of Nov. 25, 2013, P.L. 974, No. 89

Cl. 74

Session of 2013

No. 2013-89

HB 1060

AN ACT

Amending Titles 74 (Transportation) and 75 (Vehicles) of the
Pennsylvania Consolidated Statutes by:

--In Title 74:

Providing for organization.

In administrative practice and procedure, further
providing for minority and women-owned business
participation.

In sustainable mobility options:

further providing for definitions, for department
authorization, for the Public Transportation Trust
Fund, for application and approval process, for
executive and legislative reports, for coordination,
for asset improvement program, for Statewide programs
and for capital improvements program.

Providing for multimodal transportation funding.

In airport operation and zoning, providing for first
class city consolidated car rental facilities.

In Turnpike:

further providing for commission; and
providing for annual hearing.

In Turnpike Commission standards of conduct, further
providing for code of conduct.

Providing for traffic signals.

Establishing the Bridge Bundling Program.

Providing for public utility facilities.

Providing for steel painting.

In Public-Private Transportation Partnerships,
further providing for applicability of other laws.

--In Title 75:

In registration of vehicles:

further providing for period of registration, for
display of registration plate and for certain
special plates.

Providing for report to General Assembly.

In licensing of drivers, further providing for
judicial review, for occupational limited license and for
probationary license.

In commercial drivers, further providing for fees.
In financial responsibility, further providing for required financial responsibility.

In fees:

further providing for limitation on local license fees and taxes, for collection and disposition of fees and money, for motor homes, for annual registration fees, for trucks and truck tractors, for motor buses and limousines, for school buses and school vehicles, for trailers, for special mobile equipment, for implements of husbandry, for farm vehicles, for ambulances, taxis and hearses, for dealers and miscellaneous motor vehicle business, for farm equipment vehicle dealers, for transfer of registration, for temporary and electronically issued registration plates, for replacement registration plates, for legislative registration plates, for personal registration plates, for street rod registration plates, for duplicate registration cards and for commercial implements of husbandry;

providing for fee for local use; and

further providing for special hauling permits as to weight and size, for annual hauling permits, for mobile homes, modular housing units and modular housing undercarriages, for books of permits, for refund of certain fees, for driver's license and learner's permit, for certificate of title, for security interest, for information concerning drivers and vehicles, for certified copies of records, for uncollectible checks, for certificate of inspection, for messenger service, for reinstatement of operating privilege or vehicle registration and for secure power of attorney.

In motor carriers road tax identification markers:

further providing for identification markers and license or road tax registration card required.

In general provisions, further providing for obedience to traffic-control devices.

In rules of the road, further providing for maximum speed limits and for alteration of maximum limits.

In size, weight and load, further providing for restrictions on use of highways and bridges, for conditions of permits and security for damages and for permit for movement during course of manufacturing.

In powers of department and local authorities:

further providing for regulation of traffic on Turnpike; and

providing for fare evasion and for municipal police officer education and training.

In penalties and disposition of fines, further providing for surcharge.

In the Pennsylvania Turnpike, further providing for definitions and for deposit and distribution of funds.

In liquid fuels and fuels tax:

further providing for definitions, for imposition, exemptions and deductions, for distributor's report and payment, for disposition and use and for refunds; and

providing for application of Prevailing Wage Act to locally funded highway and bridge projects.

In State highway maintenance, further providing for dirt and gravel road maintenance.

In supplemental funding for municipal highway maintenance, making further provisions.

In taxes for highway maintenance and construction, further providing for imposition and for allocation of proceeds.

--Providing for permits for movement of raw milk.

--Providing for amendment of lease agreements.

--Providing for authorization to incur additional debt and appropriations.

--Making an appropriation.

--Making repeals.

The General Assembly finds and declares as follows:

(1) It is the purpose of this act to ensure that a safe and reliable system of transportation is available to the residents of this Commonwealth.

(2) The Commonwealth's transportation system includes nearly 40,000 miles of roads and 25,000 bridges owned by the Commonwealth, nearly 77,000 miles of roads and 12,000 bridges owned by counties and municipal governments, 36 fixed-route public transportation agencies, 67 railroads, 133 public-use airports, the Ports of Erie, Philadelphia and Pittsburgh and numerous bicycle and pedestrian facilities.

(3) The Commonwealth's transportation system provides for access to employment, educational services, medical care and other life-sustaining services for all residents of this Commonwealth, including senior citizens and people with disabilities.

(4) The Department of Transportation of the Commonwealth has indicated that 9,000 miles of roads owned by the Commonwealth are in poor condition and that 4,400 bridges owned by the Commonwealth are rated structurally deficient. The State Transportation Advisory Committee has indicated

that 2,189 bridges exceeding 20 feet in length owned by counties and municipalities are rated structurally deficient.

(5) There is urgent public need to reduce congestion, increase capacity, improve safety and promote economic efficiency of transportation facilities throughout this Commonwealth.

(6) The Commonwealth has limited resources to fund the maintenance and expansion of its transportation facilities.

(7) The State Transportation Advisory Committee reported in 2010 that the Commonwealth's transportation system is underfunded by \$3,500,000,000 and projected that amount will grow to \$6,700,000,000 by 2020 without additional financial investment by the Commonwealth.

(8) To ensure the needs of the public are adequately addressed, funding mechanisms must be enhanced to sustain the Commonwealth's transportation system in the future.

(9) The utilization of user fees establishes a funding source for transportation needs that spreads the costs across those who benefit from the Commonwealth's transportation system.

(10) Pursuant to section 11 of Article VIII of the Constitution of Pennsylvania, all highway and bridge user fees must be used solely for construction, reconstruction, maintenance and repair of and safety on public highways and bridges and costs and expenses incident thereto.

(11) In order to ensure a safe and reliable system of public transportation, aviation, ports, rail and bicycle and pedestrian facilities, other transportation-related user fees must be deposited in the Public Transportation Trust Fund and the Multimodal Transportation Fund.

(12) In furtherance of the Commonwealth's energy policy, which includes becoming independent from overreliance on foreign energy sources, programs must be established to promote reliance on or conversion to alternative energy sources, including the vast natural gas supply of this Commonwealth.

(13) The Department of Transportation is responsible for the operation of the Commonwealth's transportation system, including administration, driver and vehicle services, highway administration, multimodal transportation and planning. To this end, the department is charged with the registration of vehicles, including the issuance and proper mounting of license plates and special registration plates and assessing those costs and financial impact and ensuring road safety and movement by the posting of maximum speed limits on highways.

(14) Recognition and furtherance of all these elements is essential to promoting the health, safety and welfare of the citizens of this Commonwealth.

The General Assembly of the Commonwealth of Pennsylvania hereby enacts as follows:

Section 1. Title 74 of the Pennsylvania Consolidated Statutes is amended by adding a chapter to read:

**CHAPTER 2
ORGANIZATION**

Sec.

201. Definitions.

202. Deputy secretaries.

§ 201. Definitions.

The following words and phrases when used in this chapter shall have the meanings given to them in this section unless the context clearly indicates otherwise:

"Department." The Department of Transportation of the Commonwealth.

"Secretary." The Secretary of Transportation of the Commonwealth.

§ 202. Deputy secretaries.

(a) Appointment.--The secretary shall appoint the following deputy secretaries:

- (1) Deputy Secretary for Administration.
- (2) Deputy Secretary for Driver and Vehicle Services.
- (3) Deputy Secretary for Highway Administration.
- (4) Deputy Secretary for Multimodal Transportation.
- (5) Deputy Secretary for Planning.

(b) Administration.--The Deputy Secretary for Administration has the powers and duties of the department under law relating to all of the following:

- (1) Fiscal affairs.
- (2) Operations analysis and improvement.
- (3) Information services.
- (4) Office services.
- (5) Human resources.
- (6) Equal opportunity.

(c) Driver and vehicle services.--The Deputy Secretary for Driver and Vehicle Services has the powers and duties of the department under law relating to all of the following:

- (1) Drivers.
- (2) Vehicles.
- (3) Vehicle and driver safety.
- (4) Services for other modes of transportation.

(d) Highway administration.--The Deputy Secretary for Highway Administration has the powers and duties of the department under law relating to all of the following:

- (1) Design of highways and bridges.
- (2) Land acquisition for highways and bridges.
- (3) Construction and reconstruction of highways and bridges.
- (4) Maintenance and operation of highways and bridges.
- (5) Highway and bridge safety.

(e) Multimodal transportation.--The Deputy Secretary for Multimodal Transportation has the powers and duties of the department under law relating to modes of transportation other than highways, except recreational boating and ferry licensing, including all of the following:

- (1) Local and public transportation.
- (2) Rail freight.
- (3) Ports and waterways.
- (4) Aviation and airports.

(f) Planning.--The Deputy Secretary of Planning has the powers and duties of the department under law relating to all of the following:

- (1) Planning and research.
- (2) Program development and management.
- (3) Services to municipalities.

Section 2. Section 303 of Title 74 is amended to read:
§ 303. [Minority and women-owned] **Diverse** business participation.

(a) General rule.--In administering **contracts for construction and professional services relating to transportation projects which are funded pursuant to the provisions of this title or 75 Pa.C.S. (relating to vehicles)**, the [department and any local transportation organization] **contracting entities** shall:

- (1) Be responsible for ensuring that all competitive contract opportunities **subject to this section which are** issued by the [department or local transportation organization] **contracting entities** seek to maximize participation by [minority-owned and women-owned businesses and other disadvantaged] **diverse** businesses.

(1.1) **Include in solicitations for bids and requests for proposals on all competitive contracting opportunities subject to this section notice to the bidder or offeror that:**

- (i) **The bidder or offeror shall document and submit to the applicable contracting entity all good faith efforts to solicit subcontractors that are diverse businesses during the bidding or proposal process.**

(ii) The bidder or offeror shall provide within seven days of being declared the low bidder or successful offeror the name and business address of each subcontractor that is a diverse business that will provide the contractor with construction or professional services in connection with the performance of the contract.

(2) [Give] **Include in the solicitations for bids and requests for proposals under paragraph (1.1) language encouraging bidders and offerors to utilize and give consideration[, when possible and cost effective,] to contractors offering to utilize [minority-owned and women-owned businesses and disadvantaged] diverse businesses in the selection and award of contracts.**

(3) Ensure that the [department's and local transportation organizations' commitment to the minority-owned and women-owned business program] **contracting entities' commitment to participation by diverse businesses** is clearly understood and appropriately implemented and enforced by all [department and local transportation organization employees] **the contracting entities.**

(4) Designate a responsible official to supervise the [department and local transportation organization minority-owned and women-owned] **contracting entities' diverse** business program and ensure compliance within the [department or local transportation organization] **contracting entities.**

(5) [Furnish the Department of General Services, upon request, all requested information or assistance.]
(Reserved).

(6) [Recommend sanctions to the Secretary of General Services,] **Impose sanctions,** as may be appropriate **under 62 Pa.C.S. § 531 (relating to debarment or suspension),** against businesses that fail to comply with **this section or** the policies of the Commonwealth [minority-owned and women-owned business program] **related to diverse businesses.** This paragraph shall not apply to a local transportation organization.

(7) **Ensure that each contract entered into with a contractor under this section includes provisions prohibiting discrimination in accordance with 62 Pa.C.S. § 3701 (relating to contract provisions prohibiting discrimination).**

(a.1) **Additional duties of department.--The department, with the assistance of a diverse business enterprise supportive services center, shall have the following duties:**

(1) **Conduct the necessary and appropriate outreach, including using the database available on the Internet website of the Department of General Services and the Federal**

Government's system of award management database, for purposes of identifying diverse businesses in general construction or professional services capable of performing contracts subject to this section.

(2) By October 1, 2014, and each October 1 thereafter, submit a report to the chairman and minority chairman of the Transportation Committee of the Senate and the chairman and minority chairman of the Transportation Committee of the House of Representatives summarizing the participation level of diverse businesses in all competitive contract opportunities issued by contracting entities. The commission and local transportation organizations shall cooperate with the department to complete the report. The report shall include:

(i) The percentage of participation by diverse businesses.

(ii) The total value of all contracts executed which include participation by diverse businesses pursuant to this section in the prior year.

(iii) The number of businesses penalized for violating this section.

(3) Transmit the report under paragraph (2) to the Pennsylvania Minority Business Development Authority, established under the act of July 22, 1974 (P.L.598, No.206), known as the Pennsylvania Minority Business Development Authority Act. The authority shall review the report to assess the effectiveness in advancing this section and to make any recommendations for changes in this section deemed necessary or desirable to the secretary and the chairman and minority chairman of the Transportation Committee of the Senate and the chairman and minority chairman of the Transportation Committee of the House of Representatives.

(a.2) Replacement of diverse business.--If, at any time during the evaluation of a bid or proposal or the construction of a project or the performance of a professional service pursuant to a bid, proposal or contract subject to this section, it becomes necessary to replace a subcontractor that is a diverse business, the bidder, offeror or contractor, as appropriate, shall immediately notify the contracting entity of the need to replace the diverse business. The notice shall include the reasons for the replacement.

(a.3) Applicability.--The following shall apply to a contractor and contract subject to subsection (a):

(1) The provisions of 62 Pa.C.S. § 2108 (relating to compliance with Federal requirements).

(2) Prompt payment policies between a contractor and subcontractor adopted by the Department of General Services

pursuant to 62 Pa.C.S. Pt. II (relating to general procurement provisions).

(a.4) Construction.--Nothing in this section shall be construed to supersede, nullify or otherwise affect 51 Pa.C.S. § 9603 (relating to participation goal). In the case of an inconsistency between this section and 51 Pa.C.S. Ch. 96 (relating to veteran-owned small businesses), the provisions of 51 Pa.C.S. Ch. 96 shall prevail.

(b) Definitions.--As used in this section, the following words and phrases shall have the meanings given to them in this subsection:

"Commission." As defined in section 8102 (relating to definitions).

"Contract." As defined in 62 Pa.C.S. § 103 (relating to definitions).

"Contracting entities." The following:

- (1) The department.
- (2) The commission.
- (3) A local transportation organization.

"Disadvantaged business." A business that is owned or controlled by a majority of persons, not limited to members of minority groups, who are subject to racial or ethnic prejudice or cultural bias.

"Diverse business." A disadvantaged business, minority-owned or women-owned business or service-disabled veteran-owned or veteran-owned small business that has been certified by a third-party certifying organization.

"Local transportation organization." Any of the following:

(1) A political subdivision or a public transportation authority, port authority or redevelopment authority organized under the laws of this Commonwealth or pursuant to an interstate compact or otherwise empowered to render, contract for the rendering of or assist in the rendering of transportation service in a limited area in this Commonwealth, even though it may also render or assist in rendering transportation service in adjacent states.

(2) A nonprofit association that directly or indirectly provides public transportation service.

(3) A nonprofit association of public transportation providers operating within this Commonwealth.

"Minority-owned business." A business owned and controlled by a majority of individuals who are African Americans, Hispanic Americans, Native Americans, Asian Americans, Alaskans or Pacific Islanders.

"Professional services." An industry of infrequent, technical or unique functions performed by independent

contractors or consultants whose occupation is the rendering of the services. The term includes:

- (1) Design professional services as defined in 62 Pa.C.S. § 901 (relating to definitions).
- (2) Legal services.
- (3) Advertising or public relations services.
- (4) Accounting, auditing or actuarial services.
- (5) Security consultant services.
- (6) Computer and information technology services.
- (7) Insurance underwriting services.

"Service-disabled veteran-owned small business." As defined in 51 Pa.C.S. § 9601 (relating to definitions).

"Third-party certifying organization." An organization that certifies a small business, minority-owned business, women-owned business or veteran-owned small business as a diverse business. The term includes:

- (1) The National Minority Supplier Development Council.
- (2) The Women's Business Development Enterprise National Council.
- (3) The Small Business Administration.
- (4) The Department of Veterans Affairs.
- (5) The Pennsylvania Unified Certification Program.

"Veteran-owned small business." As defined in 51 Pa.C.S. § 9601 (relating to definitions).

"Women-owned business." A business owned and controlled by a majority of individuals who are women.

Section 3. The definitions of "base operating allocation" and "capital expenditures" in section 1503 of Title 74 are amended to read:

§ 1503. Definitions.

The following words and phrases when used in this chapter shall have the meanings given to them in this section unless the context clearly indicates otherwise:

* * *

"Base operating allocation." The total amount of State operating assistance, reimbursement in lieu of fares for senior passengers and other assistance which was used for operating assistance as determined by the department in [fiscal year 2005-2006.] **the last full fiscal year that the qualifying local transportation organization received the assistance, including the funds received under section 1517.1(c) (relating to Alternative Energy Capital Investment Program).**

"Capital expenditures." All costs of capital projects, including, but not limited to, the costs of acquisition, construction, installation, start-up of operations, improvements and all work and materials incident thereto. **Preventive maintenance expenses, as defined by the Federal Transit**

Administration, may be deemed eligible as a capital expenditure based on written approval by the department at its discretion.

* * *

Section 4. Section 1504(a) of Title 74 is amended to read:
§ 1504. Department authorization.

(a) General.--

(1) The department may, within the limitations provided in this chapter, incur costs directly and provide financial assistance for the purposes and activities enumerated in this chapter.

(2) In the event of imminent service termination, the department shall make every effort to contract with a local transportation organization to provide the programs, activities and services enumerated in this chapter. After all local transportation organization contracting options are exhausted, the department may contract with a transportation company to provide the programs, activities and services enumerated in this chapter. The operation of the programs, activities and services administered by the department and provided by the local transportation organization or transportation company under this subsection shall not be subject to the jurisdiction of the Pennsylvania Public Utility Commission.

* * *

Section 5. (Reserved).

Section 6. Section 1506(b)(1), (c) and (e) of Title 74 are amended to read:

§ 1506. Fund.

* * *

(b) Deposits to fund by department.--

(1) The following apply:

(i) [Except as provided under subparagraph (ii), upon] **Upon** receipt, the department shall deposit into the fund the revenues received by the department under 75 Pa.C.S. Ch. 89 (relating to Pennsylvania Turnpike) and the lease agreement executed between the department and the Pennsylvania Turnpike Commission under 75 Pa.C.S. § 8915.3 (relating to lease of Interstate 80; related agreements). [as follows:

(A) For fiscal year 2007-2008, \$250,000,000.

(B) For fiscal year 2008-2009, \$250,000,000.

(C) For fiscal year 2009-2010, \$250,000,000.

(D) For fiscal year 2010-2011 and each fiscal year thereafter, the amount calculated for the previous fiscal year, increased by 2.5%.]

(ii) The deposits made to the fund under this subsection shall equal [\$250,000,000 annually for each

fiscal year commencing after the expiration of the conversion period if the conversion notice is not received by the secretary prior to expiration of the conversion period as set forth under 75 Pa.C.S. § 8915.3(3).] **\$450,000,000 annually for each fiscal year for fiscal years 2014-2015 through 2021-2022.**

(iii) The deposits made to the fund under this subsection shall equal \$50,000,000 annually for fiscal year 2022-2023 and each fiscal year thereafter.

* * *

(c) Other deposits.--The following shall be deposited into the fund annually:

(1) 4.4% of the amount collected under Article II of the Tax Reform Code. Revenues under this paragraph shall be deposited into the fund by the 20th day of each month for the preceding month. The amount deposited under this paragraph is estimated to be equivalent to the money available to the department from the following sources:

(i) The Supplemental Public Transportation Account established under former section 1310.1 (relating to supplemental public transportation assistance funding).

(ii) The amount appropriated annually by the Commonwealth from the General Fund for mass transit programs pursuant to a General Appropriations Act.

(2) An amount of proceeds of Commonwealth capital bonds as determined annually by the Secretary of the Budget.

(3) Revenue in the Public Transportation Assistance Fund established under Article XXIII of the Tax Reform Code not otherwise dedicated pursuant to law.

(3.1) (Reserved).

(3.2) The revenues deposited in the fund in accordance with 75 Pa.C.S. § 1786 (relating to required financial responsibility).

(3.3) The revenues deposited in the fund in accordance with 75 Pa.C.S. § 3111(a.1)(2)(ii) (relating to obedience to traffic-control devices).

(3.4) For fiscal year 2022-2023 and each fiscal year thereafter, an amount equal to the amount collected under Article II of the Tax Reform Code, multiplied by the ratio that \$450,000,000 is to the total amount collected under Article II of the Tax Reform Code in the fiscal year ending June 30, 2021, or \$450,000,000, whichever is greater, shall be transferred to the fund. The source of the transfer shall be the revenue collected under section 238 of the Tax Reform Code on motor vehicles, trailers and semi-trailers.

(4) Other appropriations, deposits or transfers to the fund.

* * *

(e) Program funding amounts.--Subject to available funds, the programs established under this chapter shall be funded annually as follows:

(1) For the program established under section 1513 (relating to operating program), the following amounts shall be allocated from the fund:

(i) [All] **From the** revenues deposited in the fund under subsection (b)(1)[.]:

(A) **For fiscal year 2013-2014, \$209,000,000 and for fiscal year 2014-2015, \$187,000,000.**

(B) **For fiscal years 2015-2016 and 2016-2017, \$110,000,000.**

(C) **For fiscal years 2017-2018 and each fiscal year thereafter, \$25,000,000.**

(ii) All revenues deposited in the fund under subsection (b)(2).

(iii) [69.99%] **86.76%** of the revenues deposited in the fund under subsection (c)(1).

(iv) All revenues deposited into the fund under subsection (c)(3).

(v) **The following percentages of the revenue deposited in the fund in accordance with 75 Pa.C.S. § 1904 (relating to collection and disposition of fees and moneys):**

(A) **For fiscal year 2013-2014, 5.8%.**

(A.1) **For fiscal year 2014-2015, 8.8%.**

(B) **For fiscal years 2015-2016 and 2016-2017, 46.6%.**

(C) **For fiscal year 2017-2018 and each fiscal year thereafter, 69.3%.**

(vi) All revenue deposited into the fund under subsection (c)(3.2).

(vii) **Twenty-five million dollars from the revenue deposited into the fund under subsection (c)(3.4).**

(2) [(i) Except as provided under subparagraph (ii), for] **For** the program established under section 1514 (relating to asset improvement program):

[(A)] **(i)** By the proceeds of Commonwealth capital bonds deposited into the fund under subsection (c)(2).

[(A.1)] **For fiscal year 2007-2008, \$50,000,000 from the revenues received by the department under 75 Pa.C.S. Ch. 89 and the lease agreement executed between the department and the Pennsylvania Turnpike Commission under 75 Pa.C.S. § 8915.3. The amount received by the department under this section shall**

be deposited into the fund prior to distribution and shall be in addition to the amounts received under subsection (b)(1).

(B) For fiscal year 2008-2009, \$100,000,000 from the revenues received by the department under 75 Pa.C.S. Ch. 89 and the lease agreement executed between the department and the Pennsylvania Turnpike Commission under 75 Pa.C.S. § 8915.3. The amount received by the department under this section shall be deposited into the fund prior to distribution and shall be in addition to the amounts received under subsection (b)(1).

(C) For fiscal year 2009-2010, \$150,000,000 from the revenues received by the department under 75 Pa.C.S. Ch. 89 and the lease agreement executed between the department and the Pennsylvania Turnpike Commission under 75 Pa.C.S. § 8915.3. The amount received by the department under this section shall be deposited into the fund prior to distribution and shall be in addition to the amounts received under subsection (b)(1).

(D) For fiscal year 2010-2011 and each fiscal year thereafter, the amount calculated for the prior fiscal year increased by 2.5% from the revenues received by the department under 75 Pa.C.S. Ch. 89 and the lease agreement executed between the department and the Pennsylvania Turnpike Commission under 75 Pa.C.S. § 8915.3. The amount received by the department under this section shall be deposited into the fund prior to distribution and shall be in addition to the amounts received under subsection (b)(1).]

(ii) Ninety-five percent of the remaining revenue deposited in the fund under subsection (b)(1) and (c)(3.4), after the transfer of \$30,000,000 to the Multimodal Transportation Fund under paragraph (6).

(iii) The revenue deposited in the fund under subsection (c)(3.3).

(iv) The following percentages of revenue deposited in the fund in accordance with 75 Pa.C.S. § 1904:

(A) For fiscal year 2013-2014, 28.1%.

(B) For fiscal year 2014-2015, 35.1%.

(C) For fiscal years 2015-2016 and 2016-2017, 20%.

(D) For fiscal year 2017-2018 and each fiscal year thereafter, 7.7%.

[(ii) If the conversion notice is not received by the secretary prior to the end of the conversion period as set forth in 75 Pa.C.S. § 8915.3(3), no additional allocation shall be made under subparagraph (i).]

(3) For the program established under section 1516 (relating to programs of Statewide significance)[,]:

(i) 13.24% of the revenues deposited in the fund under subsection (c)(1). [shall be allocated from the fund.]

(ii) The revenue deposited in the fund under subsection (b)(1) and (c)(3.4) remaining after the allocation under paragraph (2)(ii).

[(4) For the program established under section 1517 (relating to capital improvements program), 16.77% of the revenues deposited in the fund under subsection (c)(1). Additional funds for this program may be provided from the funds allocated but not distributed based on the limitation set forth under section 1513(c)(3).]

(5) For the program established under section 1517.1 (relating to Alternative Energy Capital Investment Program), no more than \$60,000,000 of the revenue deposited in the fund under subsection (c) may be allocated from the fund.

(6) Thirty million dollars of the revenue deposited in the fund under subsection (b)(1) and (c)(3.4) shall be transferred to the Multimodal Transportation Fund.

Section 7. Section 1507(a)(6) and (c) of Title 74 are amended and subsection (a) is amended by adding a paragraph to read:

§ 1507. Application and approval process.

(a) Application.--An eligible applicant that wishes to receive financial assistance under this chapter shall submit a written application to the department on a form developed by the department, which shall include the following:

* * *

(6) Evidence satisfactory to the department of the commitment for matching funds required under this chapter sufficient to match the projected financial assistance payments [at the same times that the financial assistance payments are to be provided.], **provided no later than June 30 of the applicable fiscal year. If the evidence required under this paragraph is not provided to the satisfaction of the department, subsequent funding under section 1513 (relating to operating program) shall be withheld until the applicant meets the requirements of this paragraph.**

(6.1) A statement of policy outlining the basic principles for the adjustment of fare growth to meet the rate of inflation.

* * *

(c) Restriction on use of funds.--[Financial] **Unless the department grants the award recipient a waiver allowing the funds to be used for a different purpose, financial** assistance under this chapter shall be used only for activities set forth under the financial assistance agreement [unless the department grants the award recipient a waiver allowing the funds to be used for a different purpose]. The department's regulations shall describe circumstances under which it will consider waiver requests and shall set forth all information to be included in a waiver request. The [maximum duration of a waiver shall be one year, and a] waiver request shall include a plan of corrective action to demonstrate that the award recipient does not have an ongoing need to use financial assistance funds for activities other than those for which funds were originally awarded. **The duration of the waiver may not exceed the duration of the plan of corrective action. The department shall monitor implementation of the plan of corrective action. If the plan of corrective action is not implemented by the local transportation organization, the department shall rescind the waiver approval.**

Section 8. Sections 1511 and 1512 of Title 74 are amended to read:

§ 1511. Report to Governor and General Assembly.

[The following shall apply:

(1) Except as provided in paragraph (2), the] **The** department shall submit a public passenger transportation performance report to the Governor and the General Assembly by April 30 of each year, covering the prior fiscal year.

[(2) The report covering the 2005-2006 fiscal year shall be submitted by July 31, 2007.]

§ 1512. Coordination **and consolidation.**

(a) Coordination.--Coordination is required in regions where two or more award recipients have services or activities for which financial assistance is being provided under this chapter to assure that the services or activities are provided efficiently and effectively.

(b) Consolidation and mutual cooperation.--

(1) **The department, in consultation with local governments and local transportation organizations, shall study the feasibility of consolidation and mutual cooperation among local transportation organizations as a means of reducing annual expenses without loss of service to the communities they serve. The study shall examine the creation of service regions or mutual cooperation pacts to determine whether either method would reduce annual expenses. The feasibility analysis is to include a cost-benefit analysis and operational analysis.**

(2) If the results of a feasibility analysis under paragraph (1) estimate an annual net savings at the time of completion of the study, the local transportation organization and local government may implement the recommended action.

(3) The department shall waive the match requirement under sections 1513 (relating to operating program) and 1514 (relating to asset improvement program) for five fiscal years for the local transportation organization's participation in the recommended action under paragraph (2) in an amount not to exceed the estimated annual net savings of the implemented recommendations.

(c) Funding for merger and consolidation incentives and mutual cooperation pacts.--A capital project that is needed to support a local transportation organization that has agreed to merge and consolidate operations and administration or share facilities or staff through a mutual cooperation pact to achieve cost and service efficiencies shall be eligible for financial assistance under this chapter. The application for financial assistance must do all of the following:

(1) Identify the efficiencies in a merger and consolidation plan or mutual cooperation pact.

(2) Include the expected net dollar savings that will result from the merger, consolidation or pact.

Section 9. Sections 1514(c) and 1516(b)(1) and (e) of Title 74 are amended and the sections are amended by adding subsections to read:

§ 1514. Asset improvement program.

* * *

(c) Local match requirements.--

(1) Financial assistance under this section shall be matched by local or private cash funding in an amount not less than 3.33% of the amount of the financial assistance being provided. The source of funds for the local match shall be subject to the requirements of section 1513(d)(3) (relating to operating program).

(2) The secretary may waive up to 75% of the local match required under paragraph (1) upon the written request of an applicant accompanied by the applicant's justification for the waiver.

* * *

(e.1) Distribution.--The department shall allocate financial assistance under this section on a percentage basis of available funds each fiscal year as follows:

(1) The local transportation organization organized and existing under Chapter 17 (relating to metropolitan transportation authorities) as the primary provider of public

passenger transportation for the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia shall receive 69.4% of the funds available for distribution under this section.

(2) The local transportation organization organized and existing under the act of April 6, 1956 (1955 P.L.1414, No.465), known as the Second Class County Port Authority Act, as the primary provider of public transportation for the county of Allegheny shall receive 22.6% of the funds available for distribution under this section.

(3) Other local transportation organizations organized and existing as the primary providers of public passenger transportation for the counties of this Commonwealth not identified under paragraph (1) or (2) shall receive 8% of the funds available for distribution under this section. The department shall allocate the funds under this paragraph among the local transportation organizations.

(4) Notwithstanding paragraphs (1), (2) and (3) and before distributing the funds under paragraph (1), (2) or (3), the department shall set aside 5% of the funds available for distribution under this section for discretionary use and distribution by the secretary.

* * *

§ 1516. Programs of Statewide significance.

* * *

(b) Persons with disabilities.--The department shall establish and administer a program providing reduced fares to persons with disabilities on community transportation services and to provide financial assistance for start-up, administrative and capital expenses related to reduced fares for persons with disabilities. All of the following shall apply:

(1) A community transportation system operating in the Commonwealth other than in [counties of the first and second class] **a county of the first class** may apply for financial assistance under this subsection.

* * *

(e) Technical assistance [and demonstration], **demonstration and emergency**.--The department is authorized to provide financial assistance under this section for technical assistance, research and short-term demonstration **or emergency** projects. All of the following shall apply:

(1) A local transportation organization or an agency or instrumentality of the Commonwealth may apply to the department for financial assistance under this subsection.

(2) Financial assistance provided under this subsection may be used for reimbursement for any approved operating or capital costs related to technical assistance and demonstration program projects. Financial assistance for

short-term demonstration projects may be provided at the department's discretion on an annual basis based on the level of financial commitment provided by the award recipient to provide ongoing future funding for the project as soon as the project meets the criteria established by the department and the award recipient. Financial assistance for this purpose shall not be provided for more than three fiscal years. Financial assistance may be provided to meet any short-term emergency need that requires immediate attention and cannot be funded through other sources.

(3) Financial assistance under this subsection provided to a local transportation organization shall be matched by local or private cash funding in an amount not less than 3.33% of the amount of the financial assistance being provided. The sources of funds for the local match shall be subject to the requirements of section 1513(d)(3) (relating to operating program).

(4) As follows:

(i) For short-term demonstration projects awarded financial assistance under this subsection, the department shall determine if the demonstration project was successful based upon the performance criteria established prior to the commencement of the demonstration project and approved by the department.

(ii) If the department determines that the demonstration project was successful, the local transportation organization or agency or instrumentality of the Commonwealth that conducted the demonstration project shall be eligible to apply for and receive funds under section 1513 to sustain and transition the demonstration project into regularly scheduled public passenger transportation service.

(iii) During the first year in which the demonstration project is eligible for and applies for financial assistance under section 1513, the local transportation organization or agency or instrumentality of the Commonwealth that conducted the demonstration project and transitioned it to regularly scheduled public passenger transportation service shall be eligible to receive financial assistance up to 65% of the transportation service's prior fiscal year operating costs or expenses for the service as an initial base operating allocation.

(iv) The initial base operating allocation shall be taken from the growth under section 1513 over the prior year before distributing the remainder of the formula described in section 1513.

(f) Shared Ride Community Transportation Service Delivery Pilot Program.--

(1) The department may develop and implement a pilot program to test and evaluate new models of paying for and delivering shared ride and community transportation. The goals of the program are as follows:

(i) Develop a community transportation delivery model that can be managed to stay within budget.

(ii) Develop community transportation service standards with needs-based priorities.

(iii) Develop a business model and fare structure that work across funding programs.

(iv) Maximize efficiency and effectiveness of the services.

(2) The department shall establish an advisory committee to provide guidance and input for pilot planning, start-up, operations, data collection and post pilot evaluation. The committee shall be comprised of the following:

(i) A member appointed by the President pro tempore of the Senate.

(ii) A member appointed by the Minority Leader of the Senate.

(iii) A member appointed by the Speaker of the House of Representatives.

(iv) A member appointed by the Minority Leader of the House of Representatives.

(v) Two members from the Pennsylvania Public Transit Association appointed by the secretary.

(vi) A member appointed by the secretary to represent people with disabilities.

(vii) A member appointed by the Secretary of Aging to represent senior citizens.

(viii) A member appointed by the Secretary of Public Welfare to represent people using medical assistance transportation.

(ix) A member of the County Commissioners Association appointed by the secretary.

(x) The secretary or a designee.

(xi) The Secretary of Aging or a designee.

(xii) The Secretary of the Budget or a designee.

(xiii) The Secretary of Public Welfare or a designee.

(3) The department shall work with the committee to define potential pilot models within 12 months of the effective date of this subsection.

(4) The department shall publish the notice of availability of the program models and framework in the

Pennsylvania Bulletin and receive applications from counties and shared ride community transportation systems interested in participating in the program for the three-month period following the publication of the notice.

(5) The department may work with the committee to redefine the basis for payment using lottery and other State funding sources currently used to support community transportation programs for selected pilot counties and shared ride community transportation systems to test new methods of service delivery and payment. Each project must have a business plan with management controls, service standards and budget controls. The business plan shall be reviewed by the committee prior to being implemented.

Section 10. Section 1517 of Title 74 is amended by adding a subsection to read:

§ 1517. Capital improvements program.

* * *

(f) Certification ends funding.--Financial assistance under this section shall cease when the secretary certifies that funds are no longer available for the program established under this section.

Section 11. Title 74 is amended by adding a section to read:
§ 1517.1. Alternative Energy Capital Investment Program.

(a) Establishment.--The department is authorized to establish a competitive grant program to implement capital improvements deemed necessary to support conversion of a local transportation organization's fleet for use of an alternative energy source, including compressed natural gas.

(b) Criteria.--The department shall establish criteria for awarding grants under this section. Criteria shall, at a minimum, include feasibility, cost/benefit analysis and project readiness.

(c) Additional authorization.--Notwithstanding any other provisions of this section or other law, the department may use funds designated for the program established under subsection (a) to supplement a local transportation organization's base operating allocation under section 1513 (relating to operating program) if necessary to stabilize an operating budget and ensure that efficient services may be sustained to support economic development and job creation and retention.

Section 12. Title 74 is amended by adding a chapter to read:

CHAPTER 21
MULTIMODAL FUND

Sec.

2101. Definitions.

2102. Multimodal Transportation Fund.

2103. Transfers and deposits to fund.

- 2104. Use of money in fund.
- 2105. Project selection criteria.
- 2106. Local match.
- 2107. Balanced Multimodal Transportation Policy Commission.
- § 2101. Definitions.

The following words and phrases when used in this chapter shall have the meanings given to them in this section unless the context clearly indicates otherwise:

"Eligible program." Any of the following:

- (1) A project which coordinates local land use with transportation assets to enhance existing communities.
- (2) A project related to streetscape, lighting, sidewalk enhancement and pedestrian safety.
- (3) A project improving connectivity or utilization of existing transportation assets.
- (4) A project related to transit-oriented development, as defined in section 103 of the act of December 8, 2004 (P.L.1801, No.238), known as the Transit Revitalization Investment District Act.

"Fund." The Multimodal Transportation Fund established in section 2102 (relating to Multimodal Transportation Fund).

§ 2102. Multimodal Transportation Fund.

A special fund is established within the State Treasury to be known as the Multimodal Transportation Fund. Moneys in the fund are hereby appropriated to the Department of Transportation on a nonlapsing basis.

§ 2103. Transfers and deposits to fund.

In addition to appropriations, deposits or transfers to the fund, interest earned on money in the fund shall be deposited in the fund.

§ 2104. Use of money in fund.

(a) Purposes.--Money in the fund shall be used as follows:

- (1) To annually provide the following grants for programs administered by the Department of Transportation:
 - (i) For programs related to aviation:
 - (A) \$5,000,000 in fiscal year 2013-2014.
 - (B) \$6,000,000 in fiscal year 2014-2015 and each fiscal year thereafter.
 - (ii) For programs related to rail freight:
 - (A) \$8,000,000 in fiscal year 2013-2014.
 - (B) \$10,000,000 in fiscal year 2014-2015 and each fiscal year thereafter.
 - (iii) For programs related to passenger rail:
 - (A) \$6,000,000 in fiscal year 2013-2014.
 - (B) \$8,000,000 in fiscal year 2014-2015 and each fiscal year thereafter.
 - (iv) For programs related to ports and waterways:

(A) \$8,000,000 in fiscal year 2013-2014.

(B) \$10,000,000 in fiscal year 2014-2015 and each fiscal year thereafter.

(v) \$2,000,000 for programs related to bicycle and pedestrian facilities.

(2) To annually pay costs incurred by the department for activities directly initiated or undertaken by the department related to eligible programs in accordance with all of the following:

(i) Activities shall be initiated or undertaken in consultation with the chairman and minority chairman of the Transportation Committee of the Senate and the chairman and minority chairman of the Transportation Committee of the House of Representatives.

(ii) Costs may be incurred as follows:

(A) \$0 for fiscal year 2013-2014.

(B) Not to exceed \$20,000,000 for fiscal year 2014-2015.

(C) Not to exceed \$40,000,000 annually in fiscal year 2015-2016 and each fiscal year thereafter, \$35,000,000 of which shall be from revenues deposited into the fund under 75 Pa.C.S. § 9502(a) (relating to imposition of tax).

(3) To annually pay costs incurred by the department in the administration of the programs specified in paragraph (1) as appropriated by the General Assembly.

(4) Annually, any money not allocated under paragraphs (1), (2) and (3) or as provided in subsection (b) shall be transferred to the Commonwealth Financing Authority and used to fund eligible programs. The authority shall develop guidelines for use of the money for eligible programs, which shall include the requirements of section 2106 (relating to local match).

(b) Automatic adjustments.--

(1) For the initial adjustment, the department shall do all of the following:

(i) Determine the percentage increase in the Consumer Price Index for All Urban Consumers for the period beginning August 1, 2013, and ending January 31, 2015.

(ii) Apply, as of July 1, 2015, the increase under subparagraph (i) to every grant amount under subsection (a)(1).

(2) For subsequent adjustments, the department shall do all of the following:

(i) Determine the percentage increase in the Consumer Price Index for All Urban Consumers for the

period beginning February 1, 2015, and ending January 31, 2017, and for each succeeding 24-month period.

(ii) Apply, as of July 1, 2017, the increase under subparagraph (i) to the then current grant amount under subsection (a)(1).

§ 2105. Project selection criteria.

The Department of Transportation shall award grants under section 2104(a)(1) (relating to use of money in fund) on a competitive basis. The department may not reserve, designate or set aside a specific level of funding or percentage of funds to an applicant prior to the completion of the application process, nor may the department designate a set percentage of funds to an applicant.

§ 2106. Local match.

Unless otherwise specified by law, financial assistance under section 2104(a)(2) and (4) (relating to use of money in fund) shall be matched by local funding in an amount not less than 30% of the non-Federal share of the project costs. Matching funds from a county or municipality shall only consist of cash contributions provided by one or more counties or municipalities.

§ 2107. Balanced Multimodal Transportation Policy Commission.

(a) Commission.--There is established a Balanced Multimodal Transportation Policy Commission to study and make recommendations on developing and maintaining a balanced multimodal transportation policy for this Commonwealth.

(b) Members.--The commission shall consist of the following members:

- (1) The Secretary of Transportation.
- (2) The Secretary of Community and Economic Development.
- (3) The Secretary of Environmental Protection.
- (4) One appointment from each of the following:
 - (i) the President pro tempore of the Senate;
 - (ii) the Minority Leader of the Senate;
 - (iii) the Speaker of the House of Representatives;and
 - (iv) the Minority Leader of the House of Representatives.

(5) Two appointments from the Governor, at least one of which must have expertise in regional planning.

(6) Six additional members may be appointed by the commission members under paragraphs (1), (2), (3), (4) and (5).

(c) Chairperson.--The members of the commission under paragraphs (1), (2), (3), (4) and (5) shall elect a chairperson from among the members.

(d) Terms.--Members of the commission may serve on the commission until replaced by an appointing authority under subsection (b).

(e) Study.--The commission shall study facets on implementing balanced multimodal transportation policies for metropolitan areas in this Commonwealth, which shall include at least the cities of the first class and second class, but may include other regions as well.

(f) Staff.--Upon recommendation of the commission, the Secretary of Transportation may hire independent consultants to aid the work of the commission. The commission shall be staffed by employees of the Department of Transportation. Ordinary expenses shall be paid to members of the commission.

(g) Report.--No later than two years after the effective date of this section, the commission shall issue its initial report to the Governor and members of the General Assembly and a report every four years thereafter.

Section 13. Chapter 59 of Title 74 is amended by adding a subchapter to read:

SUBCHAPTER C

FIRST CLASS CITY CONSOLIDATED CAR RENTAL FACILITY

Sec.

5931. Scope of subchapter.

5932. Definitions.

5933. Customer facility charge.

§ 5931. Scope of subchapter.

This subchapter relates to consolidated car rental facilities in cities of the first class.

§ 5932. Definitions.

The following words and phrases when used in this subchapter shall have the meanings given to them in this section unless the context clearly indicates otherwise:

"Airport." A public international airport located partially in a city of the first class and partially in an adjacent municipality.

"Airport owner." Any of the following:

(1) A city which owns and operates an airport.

(2) An authority created by a city to own and operate an airport or any portion or activities of the airport.

"Airport property." Property owned and operated by an airport owner, including property that is leased, licensed or available for use by the airport owner.

"City." A city of the first class.

"Concession agreement." A regulation, contract, permit, license or other agreement entered into between an airport owner and a vehicle rental company which includes the terms and conditions under which the company may conduct any aspect of its

rental vehicle business at the airport or through the use of airport property, including a vehicle rental company which provides a customer access to a vehicle or executes a rental contract on or off airport property.

"Customer facility charge." A fee assessed on each motor vehicle rental under this subchapter for the purposes described in section 5933(g) (relating to customer facility charge).

"Motor vehicle." A private passenger motor vehicle that meets all of the following:

- (1) Is designed to transport not more than 15 passengers.
- (2) Is rented for 29 or fewer continuous days without a driver.
- (3) Is part of a fleet of at least five passenger vehicles used for the purpose under paragraph (2).

"Rental facility." A consolidated facility for the use of a vehicle rental company to conduct business on airport property.

"Rental facility agreement." A written agreement entered into between an airport owner and vehicle rental companies which includes the following:

- (1) Location, scope of operations and general design of the rental facility, a rental facility improvement and a transportation system which connects to a terminal or related structure.
- (2) The manner in which the proceeds of the customer facility charge are to be used as provided in section 5933(g) (relating to customer facility charge).
- (3) A procedure and requirement for a consultation with vehicle rental companies regarding the implementation of this subchapter and for the disclosure to vehicle rental companies of information relating to the collection and use of the customer facility charge.
- (4) A methodology and procedure by which the amount of the customer facility charge will be calculated and adjusted.
- (5) Any other provision agreed to by the airport owner and the vehicle rental companies.

"Rental facility improvement." A facility or structure on airport property needed for development or use of the rental facility. The term includes costs necessary for planning, financing, designing, constructing, equipping or furnishing the rental facility improvements.

"Rental facility operations and maintenance expenses." The cost of operating and maintaining a rental facility.

"Transportation system." A system which transports an arriving or departing vehicle rental customer between a terminal and related structure and the rental facility.

"Transportation system costs." The portion of total costs incurred to design, finance, construct, operate and maintain a transportation system which reflects the usage or benefit of the system to vehicle rental companies and their customers.

"Vehicle rental company." A person engaged in the business of renting a motor vehicle in this Commonwealth that provides a motor vehicle rental to a customer and utilizes airport property in any aspect of its business, notwithstanding if other aspects of its business are not conducted on airport property, including to do any of the following on an airport property:

- (1) Contact customers or pick up or drop off customers.
- (2) Advertise the availability of a vehicle rental service.

§ 5933. Customer facility charge.

(a) Imposition.--

(1) Except as set forth in paragraph (2), a city may impose a customer facility charge of not more than \$8 per rental day on a customer renting a motor vehicle from a vehicle rental company doing business at an airport.

(2) Notwithstanding paragraph (1), a rental facility agreement may provide for a customer facility charge in excess of \$8 per rental day.

(3) A customer facility charge may be imposed notwithstanding the absence of authority in a regulation or concession agreement.

(4) A customer facility charge may not affect the validity or enforceability of a concession agreement.

(b) Amendment.--The following shall apply:

(1) The customer facility charge may be increased beyond \$8 per rental day by written amendment to an existing rental facility agreement signed by the parties to the rental facility agreement or the parties' successors or assigns. An increase to the customer facility charge under this paragraph may only occur one time each year.

(2) A city may decrease the amount of the customer facility charge at any time without the requirement of an amendment to an existing rental facility agreement. Following a decrease in the amount of the customer facility charge by the city, the city may increase the amount of the customer facility charge without the requirement of an amendment to an existing rental facility agreement if the amount of the customer facility charge does not exceed the amount that was in effect prior to the decrease. An increase beyond that amount shall require a written amendment to the existing rental facility agreement signed by the parties to the rental facility agreement or the parties' successors or assigns.

(c) Rental facility agreement.--

(1) A rental facility agreement shall take effect and be enforceable if, at the time it is executed, it is signed by the airport owner and at least 80% of the vehicle rental companies which utilized airport property and which together provided at least 90% of the motor vehicle rentals utilizing airport property in the most recently completed calendar year.

(2) The terms of a rental facility agreement may be interpreted and enforced by a court of competent jurisdiction through the imposition of a mandatory or prohibitive injunction. Monetary damages may not be awarded to a vehicle rental company or to a person required to pay the customer facility charge for a violation of the terms and conditions of the rental facility agreement.

(d) Limitations.--

(1) Notwithstanding the authorization for the use of the proceeds of the customer facility charge under subsection (g) and except as provided in paragraph (2), until a rental facility agreement is executed, the proceeds of the customer facility charge may be used only for planning, design, feasibility studies and other preliminary expenses necessary for the uses authorized in subsection (g).

(2) If a rental facility agreement is not executed within two years following the date a vehicle rental company is required to begin collecting the customer facility charge, a city may continue to impose and collect the customer facility charge authorized under this section after notice to the vehicle rental companies. The city may use the proceeds of the customer facility charge in the manner authorized by subsection (g) except that any expenses imposed on vehicle rental companies may not exceed the proceeds of the customer facility charge.

(e) Additional cost.--A customer facility charge shall be in addition to other motor vehicle rental fees and taxes imposed under law, except that the customer facility charge may not constitute part of the purchase price of a motor vehicle rental imposed under any of the following:

(1) Article II of the act of March 4, 1971 (P.L.6, No.2), known as the Tax Reform Code of 1971.

(2) The act of June 5, 1991 (P.L.9, No.6), known as the Pennsylvania Intergovernmental Cooperation Authority Act for Cities of the First Class.

(3) A law similar to the statutes under paragraphs (1) and (2).

(f) Collection.--The following shall apply:

(1) A customer facility charge shall be:

(i) collected from a customer by a vehicle rental company and held in a segregated trust fund for the benefit of the airport owner; and

(ii) paid to the airport owner:

(A) by the last day of the month following the month in which the customer facility charges are collected; or

(B) if necessary to facilitate a pledge under subsection (h), at an earlier date as designated by the airport owner, but not sooner than the 15th day of the month following the month in which the customer facility charge is collected.

(2) A customer facility charge shall not constitute gross receipts or income of a vehicle rental company for the purpose of tax imposed by the Commonwealth, a city or a municipality.

(3) Money in a segregated trust fund under paragraph (1) may not be pledged, subjected to a lien or encumbered by a vehicle rental company.

(g) Use.--Proceeds of the customer facility charge shall be deposited by the airport owner into a segregated account to be used solely for:

(1) The planning, development, financing, construction and operation of a rental facility and rental facility improvements.

(2) Transportation system costs.

(3) Rental facility operations and maintenance expenses.

(h) Pledge.--An airport owner may pledge customer facility charge revenues for any of the following:

(1) To support debt to finance any use authorized under subsection (g).

(2) The creation and maintenance of reasonable reserves and for the payment of debt service for any use authorized under subsection (g).

(i) Administration.--An airport owner may do any of the following:

(1) Require a vehicle rental company to provide periodic statements of account, file returns, authorize payments and maintain records, in accordance with the vehicle rental company's obligations under this subchapter.

(2) Conduct an examination to ensure a vehicle rental company's compliance with its obligations under this subchapter and may do the following:

(i) Collect an amount due.

(ii) Impose a lien and file a suit to recover an amount due.

(iii) Grant a refund.

(iv) Require the payment of an authorized addition to a customer facility charge, interest and penalty.

(v) Adopt rules and regulations to implement this section.

(vi) Seek criminal penalties for failure to comply with the requirements of this subchapter in the same manner as a city is authorized to do under law for the collection of taxes.

(j) Commonwealth agreement.--The Commonwealth agrees as follows:

(1) With any person, firm or corporation, government agency, whether in this Commonwealth or elsewhere, and with any Federal agency subscribing to or acquiring debt obligations secured by customer facility charges, that the Commonwealth will not limit or alter the rights vested in the airport owner under this subchapter in a manner inconsistent with the obligations of an airport owner to the obligees of the airport owner until all debt obligations secured by customer facility charges and interest on the debt obligations are fully paid or provided for.

(2) With any Federal agency that, if the Federal agency contributes funds to support any projects needed for the implementation of this subchapter, the Commonwealth will not alter or limit the rights and powers of the airport owner in a manner which would be inconsistent with the due performance of any agreement between the airport owner and a Federal agency of which the Commonwealth has knowledge.

Section 14. Sections 8105(b)(2) and 8121 of Title 74 are amended to read:

§ 8105. Commission.

* * *

(b) Vacancies and terms.--

* * *

(2) The appointed member shall serve for a term of four years. Upon the expiration of this term, the appointed member may continue to hold office **for 90 days or until his successor shall be duly appointed and qualified, whichever is less. A member may not serve more than two terms.**

* * *

§ 8121. [(Reserved).] **Annual hearing.**

Upon request, at least one commission member shall testify at a public hearing before the Appropriations Committee of the Senate and the Appropriations Committee of the House of Representatives each year to present information on turnpike operations and coordination with other State agencies.

Section 15. (Reserved).

Section 16. (Reserved).

Section 17. Sections 8204(b)(1) and 9119(a)(1) of Title 74 are amended to read:

§ 8204. Code of conduct.

* * *

(b) Audit.--

(1) At least once every [four] **two** years, the Department of the Auditor General shall review the performance, procedures, operating budget, capital budget and debt of the commission and shall audit the accounts of the commission.

* * *

§ 9119. Applicability of other laws.

(a) General rule.--Except as provided under subsection (b), all provisions of laws related to the development, construction, operation or financing of a transportation project in effect on the date the public-private transportation partnership agreement is fully executed shall apply to a public-private transportation partnership agreement entered into between a proprietary public entity and a development entity. The provisions shall include:

(1) The act of May 1, 1913 (P.L.155, No.104), referred to as the Separations Act[.]; **however, the development entity selected under section 9109 (relating to selection of development entities) shall be the person whose duty it is to receive separate bids and award and enter into separate contracts for each of the subject branches of work required for the erection, construction and alteration of a public building under a public-private transportation partnership agreement.**

* * *

Section 18. Title 74 is amended by adding chapters to read:

CHAPTER 92

TRAFFIC SIGNALS

Sec.

9201. Definitions.

9202. Maintenance agreement.

§ 9201. Definitions.

The following words and phrases when used in this chapter shall have the meanings given to them in this section unless the context clearly indicates otherwise:

"Critical corridor." Either of the following:

(1) A State highway segment intersecting with a limited access ramp identified by the Secretary of Transportation.

(2) A State highway segment with bidirectional average annual daily traffic greater than 10,000 vehicles as determined by the department's Roadway Management System.

"Department." The Department of Transportation of the Commonwealth.

"Designated traffic corridor." A State highway segment, other than a critical corridor, determined by the Secretary of Transportation to be subject to the provisions of this chapter.

"Existing agreement." An agreement between the department and a municipality for the maintenance of a traffic signal existing prior to the effective date of this section.

"Maintenance." The activity of keeping a traffic signal in proper working condition during the useful life of the traffic signal.

"Municipality." A city, borough, town or township.

"Replace." The modernization of an existing traffic signal within a designated traffic corridor.

"Synchronize." The coordination of the timing of all traffic signals within a designated traffic corridor for the purpose of operating as a single system.

"Timing." The programming of traffic signals within a designated traffic corridor in order to synchronize the signals.

§ 9202. Maintenance agreement.

(a) Agreement.--A municipality may enter into an agreement with the department to replace, synchronize and time traffic signals located within a designated traffic corridor. The terms of the agreement may specify that the municipality provide services to the department. The agreement shall not exceed the time period of the useful life of the traffic signals. The municipality shall, during the duration of the agreement, properly maintain and time the traffic signals in accordance with the agreement.

(b) Critical corridors.--A municipality shall enter into an agreement with the department under terms specified under subsection (a) for critical corridors. A municipality shall provide to the department in a timely manner all traffic and intersection data that the municipality maintains for critical corridors and establish and agree to an operations plan with the department for critical corridors.

(c) Prioritization.--The department shall prioritize critical corridors and designated traffic corridors where proper signalization will provide the most benefit to the traveling public and reduce congestion. Priorities shall be reevaluated and updated as part of the 12-year transportation improvement plan cycle.

(d) Intergovernmental cooperation.--Two or more municipalities may enter into an agreement with the department if a designated traffic corridor is located in two or more municipalities.

(e) Maintenance.--If the department determines that one or more traffic signals are not being maintained or timed in accordance with an agreement under subsection (a) or an existing

agreement, the department shall provide written notice to all municipalities subject to the agreement no less than 60 days prior to taking any action to correct the deficient maintenance and timing. The written notice shall specify the maintenance and timing deficiencies that are to be corrected.

(1) A municipality subject to an agreement under subsection (a) shall have 60 days to correct the deficiencies contained in the written notice or to contest, in writing, the findings of the department within 30 days following receipt of the written notice.

(2) The requirement that the municipality correct the deficiencies within 60 days following receipt of the written notice shall be temporarily stayed if the municipality timely contests the department's findings in writing.

(3) A municipality that contests the deficiencies specified in the written notice shall have 30 days to reach a written understanding with the department related to the deficiencies specified in the written notice.

(4) If the department and the municipality do not reach a written understanding under paragraph (3), the department and the municipality shall select a civil engineer licensed by the Commonwealth who has substantial experience in traffic engineering to mediate the dispute. The engineer chosen must not be under an existing contract with the department or municipality unless the contract is specifically related to traffic signal mediation.

(f) Failure of municipality to perform.--If a municipality that has entered into an agreement with the department under subsection (a) fails to meet the requirements of subsection (e)(1) or (2), the department may take action to correct the deficiencies specified in the notice under subsection (e).

(g) Payment for failure to correct deficiencies.--If the department takes action under subsection (f), the department may deduct the actual costs of correcting the deficiencies in maintenance and timing from the payments made to the municipality under the act of June 1, 1956 (1955 P.L.1944, No.655), referred to as the Liquid Fuels Tax Municipal Allocation Law, and 75 Pa.C.S. Chs. 89 (relating to Pennsylvania Turnpike) and 95 (relating to taxes for highway maintenance and construction).

CHAPTER 93
BRIDGE BUNDLING PROGRAM

Sec.

- 9301. Definitions.
- 9302. Bundling authorization.
- 9303. Bridge Bundling Program.
- 9304. Special exceptions.

§ 9301. Definitions.

The following words and phrases when used in this chapter shall have the meanings given to them in this section unless the context clearly indicates otherwise:

"Bridge capital budget act." The act of December 8, 1982 (P.L.848, No.235), known as the Highway-Railroad and Highway Bridge Capital Budget Act for 1982-1983.

"Department." The Department of Transportation of the Commonwealth.

"Determination." A decision by the department as to the eligibility, recommendation and inclusion in the program.

"Local government." A county, city, borough, town or township.

"Program." The Bridge Bundling Program.

§ 9302. Bundling authorization.

Notwithstanding any other law, the department is authorized to bundle the design and construction of bridges owned by the Commonwealth or an instrumentality of the Commonwealth or a local government as provided under this chapter.

§ 9303. Bridge Bundling Program.

(a) Establishment.--The Bridge Bundling Program is established within the department.

(b) Purpose.--The purpose of the program is to save costs and time by allowing multiple bridges to be replaced or rehabilitated as one project for design and construction purposes.

(c) Eligibility.--Bridges shall be eligible for the program if the bridges meet all of the following:

- (1) Are within geographical proximity to each other.
- (2) Are of similar size or design.
- (3) Inclusion in the program will further the purpose of the program.

(d) Implementation.--The department shall implement the program as follows:

- (1) The department shall annually develop a preliminary list from different regions of this Commonwealth, on a rotating basis, of bridges meeting eligibility requirements.
- (2) The department shall notify local governments owning bridges recommended for inclusion in that year's program.
- (3) Following receipt of notification from the department, the governing body of a local government shall have 60 days to agree or refuse to participate in the program. Failure to respond in writing within 60 days shall be considered a refusal to participate in the program.
- (4) Based on the response from local governments under paragraph (3), the department shall make a determination of bridges to be designed and constructed under the program and

provide a list of the bridges to the appropriate planning organizations.

(4.1) A determination shall not be:

(i) considered to be an adjudication under 2 Pa.C.S. Chs. 5 Subch. A (relating to practice and procedure of Commonwealth agencies) and 7 Subch. A (relating to judicial review of Commonwealth agency action); or

(ii) appealable to the department or a court of law.

(5) The following shall apply:

(i) A local government that agrees to participate in the program for one or more of its bridges shall enter into an agreement with the department. The agreement shall define the department's responsibility for the design and construction of the bridges and the continuing ownership and maintenance responsibilities of the local government for the bridges replaced or rehabilitated under the program.

(ii) The local government shall have 90 days following receipt of the agreement to execute and return the agreement to the department.

(iii) Failure to return an agreement executed by authorized local government officials under subparagraph (ii) shall be deemed a refusal to participate in the program.

(6) Upon full execution of an agreement under the program, the department shall manage the project design and construction in a manner consistent with the purpose of the program.

(e) Itemization.--Notwithstanding any other law, bridges determined to be eligible and recommended for the program by the department shall not require specific itemization in a capital budget.

§ 9304. Special exceptions.

Notwithstanding section 2(c) of the bridge capital budget act:

(1) A local government that participates in the program shall be eligible for a reduction of up to 100%, as determined by the Secretary of Transportation, of its share of local costs associated with the design and construction of the bridge determined to be eligible for the program by the secretary.

(2) A local government that refuses to participate, or has been deemed to have refused to participate, in the program after receiving notification from the department under section 9303(d) (relating to Bridge Bundling Program) shall be responsible for 30% of the non-Federal share of the costs incurred with respect to the local government's bridges

replaced or rehabilitated under programs other than the program established in this chapter.

CHAPTER 95
PUBLIC UTILITY FACILITIES

Sec.

9501. Adjustment.

§ 9501. Adjustment.

(a) General rule.--The following shall apply:

(1) If, in the construction, reconstruction, widening or relocation of a State highway, bridge or tunnel or a part of a State highway, bridge or tunnel, it becomes necessary, in the opinion of the Department of Transportation, to change, alter, adjust or relocate a water line or sanitary sewer owned and operated by a public utility, as defined in 66 Pa.C.S. § 102 (relating to definitions), the department may make the change, alteration, adjustment or relocation as may be required as a part of the construction, reconstruction, widening or relocation.

(2) In addition to paragraph (1), the department may also enter into agreements with the public utility for the sharing of costs of the change, alteration, adjustment or relocation. If, in the opinion of the department, the costs should be shared by the department and a public utility and the department is unable to agree with the public utility to a division of costs, the department may proceed with the work and petition the Pennsylvania Public Utility Commission for a determination of the costs to be borne by each party.

(b) Declaration of policy.--A public utility under subsection (a) shall be entitled to a reimbursement in a similar manner as a city, borough, incorporated town, township and municipal authority under section 412.1 of the act of June 1, 1945 (P.L.1242, No.428), known as the State Highway Law.

CHAPTER 96
STEEL PAINTING

Sec.

9601. Definitions.

9602. Prequalification of bidders.

§ 9601. Definitions.

The following words and phrases when used in this chapter shall have the meanings given to them in this section unless the context clearly indicates otherwise:

"Department." The Department of Transportation of the Commonwealth.

"QP1 certification." A painting contractor approval that evaluates a contractor who performs surface preparation and industrial coating application on steel structures in the field to confirm the contractor's ability to provide quality work in

accordance with applicable safety, health and environmental standards.

"QP2 certification." A painting contractor approval that evaluates a contractor's ability to perform industrial hazardous paint removal in a field operation to confirm the contractor's ability to provide quality work in accordance with applicable safety, health and environmental standards.

"Secretary." The Secretary of Transportation of the Commonwealth.

§ 9602. Prequalification of bidders.

(a) Establishment.--Notwithstanding any other provision of law, the department shall establish procedures to authorize third parties to prequalify competent and responsible bidders for high performance and conventional steel painting for highway and bridge projects.

(b) Certification.--Bidders eligible for prequalification under subsection (a) shall have obtained a QP1 certification or QP2 certification, as appropriate, as developed by the Society for Protective Coatings, formerly known as the Steel Structures Painting Council, or other certification that is substantially equivalent to a QP1 or QP2 certification, as determined by the secretary.

(c) Effectiveness.--The secretary's designation of a third party to prequalify bidders under this section shall be effective for a period not exceeding one year from the date of the designation.

(d) Suspension or debarment.--Nothing under this section shall prevent the department from suspending or debarring a contractor, under the terms and conditions set forth in 67 Pa. Code §§ 457.13 (relating to suspension or debarment) and 457.14 (relating to debarment appeals procedure), that has been prequalified by a third party under this section.

Section 19. Section 1307(f) of Title 75 is amended and the section is amended by adding a subsection to read:
§ 1307. Period of registration.

* * *

(f) Optional permanent trailer registration.--[The] **Except as set forth in section 1920(c) (relating to trailers),** the registration of trailers permanently registered as provided in section 1920(c) [(relating to trailers)] shall expire upon salvaging of the vehicle or transfer of ownership.

(g) Election.--Upon application on a form prescribed by the department, the owner or lessee of a motor vehicle, except a motor vehicle registered under the International Registration Plan and a motor vehicle with a seasonal registration or a circus or carnival plate, may elect to pay an annual registration fee for a two-year period. The fee shall be two

times the amount of the registration fee otherwise payable for the motor vehicle under this title.

Section 19.1. Section 1332 of Title 75 is amended by adding subsections to read:

§ 1332. Display of registration plate.

* * *

(a.1) Motorcycle registration plate.--

(1) A registration plate issued for a motorcycle may be mounted on the motorcycle in a vertical manner if:

(i) the identifying characters on the plate are displayed in a vertical alignment; and

(ii) the mounting complies with all other provisions of this section.

(2) A registration plate that has its identifying characters displayed horizontally shall not be displayed and mounted vertically.

(3) The department shall produce a registration plate for motorcycles which displays the identifying characters on the plate in a vertical alignment. The department shall issue such a plate upon request and upon payment of a fee of \$20, which shall be in addition to the annual registration fee.

(4) No later than January 1, 2016, the department shall report to the chairman and minority chairman of the Transportation Committee of the Senate and the chairman and minority chairman of the Transportation Committee of the House of Representatives on the number of motorcycle registration plates issued in a vertical alignment, the cost of issuance and any required revision to the fee so as to maintain necessary financial support for the highway system in this Commonwealth.

* * *

(d) Validating registration stickers.--Validating registration stickers shall not be issued or required to be displayed.

Section 20. Section 1353 of Title 75 is amended to read:

§ 1353. Preserve our heritage registration plate.

The department, in consultation with the Pennsylvania Historical and Museum Commission, shall design a special preserve our heritage registration plate. Upon receipt of an application, accompanied by a fee of [~~\$35~~] **\$54** which shall be in addition to the annual registration fee, the department shall issue the plate for a passenger car, motor home, trailer or truck with a registered gross weight of not more than 10,000 pounds. The Historical Preservation Fund shall receive [~~\$15~~] **\$23** of each additional fee for this plate.

Section 21. Section 1354 of Title 75 is repealed:

[§ 1354. Flagship Niagara commemorative registration plate.

(a) Plate.--The department, in consultation with the Pennsylvania Historical and Museum Commission, shall design a Flagship Niagara commemorative registration plate. Upon application of any person, accompanied by a fee of \$35 which shall be in addition to the annual registration fee, the department shall issue the plate for a passenger car, motor home, trailer or truck with a registered gross weight of not more than 10,000 pounds.

(b) Use of fee.--Of each fee paid under subsection (a), \$15 shall be deposited into the Flagship Niagara Account, which is established as a special account in the Historical Preservation Fund of the Pennsylvania Historical and Museum Commission. The commission shall administer the account as follows:

(1) To preserve, maintain and operate the Flagship Niagara.

(2) After making a determination that there has been compliance with paragraph (1) for a fiscal year, to contribute to the fund.]

Section 22. Section 1355 of Title 75 is amended to read:
§ 1355. Zoological plate.

The department, in consultation with the Pennsylvania Zoological Council, shall design a special zoological registration plate. Upon application of any person, accompanied by a fee of [~~\$35~~] **\$54** which shall be in addition to the annual registration fee, the department shall issue the plate for a passenger car, motor home, trailer or truck with a registered gross weight of not more than 10,000 pounds. The Zoological Enhancement Fund shall receive [~~\$15~~] **\$23** of the fee paid by the applicant for the plate.

Section 22.1. Title 75 is amended by adding a section to read:

§ 1370. Report to General Assembly.

No later than January 1, 2015, and on January 1 of every fifth year thereafter, the department shall report to the chairman and minority chairman of the Transportation Committee of the Senate and the chairman and minority chairman of the Transportation Committee of the House of Representatives on the utilization of special registration plates provided for in this chapter. For each special registration plate, the report shall include the number of plates then in use, the number of new plates issued annually since the preceding report and make recommendations regarding the need for the continued issuance of such plates, including an analysis of usage, cost of issuance and any required revision to fees so as to maintain necessary financial support for the highway system in this Commonwealth.

Section 23. Section 1550(d)(2) of Title 75 is reenacted to read:

§ 1550. Judicial review.

* * *

(d) Documentation.--

* * *

(2) In any proceeding under this section, documents received by the department from any other court or from an insurance company shall be admissible into evidence to support the department's case. In addition, if the department receives information from a court by means of electronic transmission or from an insurance company which is complying with its obligation under Subchapter H of Chapter 17 (relating to proof of financial responsibility) by means of electronic transmission, it may certify that it has received the information by means of electronic transmission, and that certification shall be prima facie proof of the adjudication and facts contained in such an electronic transmission.

Section 24. Sections 1553(c), 1554(c), 1617, 1786(d), 1903, 1904, 1911, 1913, 1916(a), 1917, 1918, 1920(a) and (c), 1921, 1922, 1924, 1925, 1926(a), (b) and (c), 1926.1, 1927, 1928, 1929, 1930, 1931, 1931.1, 1932 and 1933 of Title 75 are amended to read:

§ 1553. Occupational limited license.

* * *

(c) Fee.--The fee for applying for an occupational limited license shall be [\$50] **\$65**. This fee shall be nonrefundable and no other fee shall be required.

* * *

§ 1554. Probationary license.

* * *

(c) Fee.--The fee for applying for a probationary license shall be [\$25] **\$35**. The fee shall be nonrefundable. The annual fee for issuance of a probationary license shall be [\$50] **\$75**, plus the cost of the photograph required in section 1510(a) (relating to issuance and content of driver's license), which shall be in addition to all other licensing fees.

* * *

§ 1617. Fees.

Fees relating to commercial drivers' licenses to be collected by the department under this chapter shall be in addition to any other fees imposed under the provisions of this title and are as follows:

(1) The annual fee for a commercial driver's license designation shall be [\$10] **\$15**.

(2) In addition to any other restoration fee required by this title, an additional restoration fee of [\$50] **\$100** shall be assessed and collected before reinstating a commercial driver's operating privilege following a suspension or

revocation under this title or disqualification under this chapter.

(3) If the commercial driving privilege of a driver is disqualified, a Class C noncommercial or M license, if the driver possesses the motorcycle qualification, may be obtained upon payment of the fees associated with obtaining a duplicate license.

(4) An additional fee of [\$10] **\$15** shall be imposed for the initial issuance or renewal of a commercial driver's license with an "H" or "X" endorsement, in addition to the cost of a criminal history background check as required by the USA Patriot Act of 2001 (Public Law 107-56, 115 Stat. 272).

§ 1786. Required financial responsibility.

* * *

(d) Suspension of registration and operating privilege.--

(1) The Department of Transportation shall suspend the registration of a vehicle for a period of three months if it determines the required financial responsibility was not secured as required by this chapter and shall suspend the operating privilege of the owner or registrant for a period of three months if the department determines that the owner or registrant has operated or permitted the operation of the vehicle without the required financial responsibility. The operating privilege shall not be restored until the restoration fee for operating privilege provided by section 1960 (relating to reinstatement of operating privilege or vehicle registration) is paid.

(1.1) In lieu of serving a registration suspension imposed under this section, an owner or registrant may pay to the department a civil penalty of \$500, the restoration fee prescribed under section 1960 and furnish proof of financial responsibility in a manner determined by the department. An owner or registrant may exercise this option no more than once in a 12-month period.

(2) Whenever the department revokes or suspends the registration of any vehicle under this chapter, the department shall not restore **or transfer** the registration until **the suspension has been served or the civil penalty has been paid to the department and** the vehicle owner furnishes proof of financial responsibility in a manner determined by the department and submits an application for registration to the department, accompanied by the fee for restoration of registration provided by section 1960. This subsection shall not apply in the following circumstances:

(i) The owner or registrant proves to the satisfaction of the department that the lapse in

financial responsibility coverage was for a period of less than 31 days and that the owner or registrant did not operate or permit the operation of the vehicle during the period of lapse in financial responsibility.

(ii) The owner or registrant is a member of the armed services of the United States, the owner or registrant has previously had the financial responsibility required by this chapter, financial responsibility had lapsed while the owner or registrant was on temporary, emergency duty and the vehicle was not operated during the period of lapse in financial responsibility. The exemption granted by this paragraph shall continue for 30 days after the owner or registrant returns from duty as long as the vehicle is not operated until the required financial responsibility has been established.

(iii) The insurance coverage has terminated or financial responsibility has lapsed simultaneously with or subsequent to expiration of a seasonal registration, as provided in section 1307(a.1) (relating to period of registration).

(3) An owner whose vehicle registration has been suspended under this subsection shall have the same right of appeal under section 1377 (relating to judicial review) as provided for in cases of the suspension of vehicle registration for other purposes. The filing of the appeal shall act as a supersedeas, and the suspension shall not be imposed until determination of the matter as provided in section 1377. The court's scope of review in an appeal from a vehicle registration suspension shall be limited to determining whether:

(i) the vehicle is registered or of a type that is required to be registered under this title; and

(ii) there has been either notice to the department of a lapse, termination or cancellation in the financial responsibility coverage as required by law for that vehicle or that the owner, registrant or driver was requested to provide proof of financial responsibility to the department, a police officer or another driver and failed to do so. Notice to the department of the lapse, termination or cancellation or the failure to provide the requested proof of financial responsibility shall create a presumption that the vehicle lacked the requisite financial responsibility. This presumption may be overcome by producing clear and convincing evidence that the vehicle was insured at all relevant times.

(4) Where an owner or registrant's operating privilege has been suspended under this subsection, the owner or registrant shall have the same right of appeal under section 1550 (relating to judicial review) as provided for in cases of suspension for other reason. The court's scope of review in an appeal from an operating privilege suspension shall be limited to determining whether:

(i) the vehicle was registered or of a type required to be registered under this title; and

(ii) the owner or registrant operated or permitted the operation of the same vehicle when it was not covered by financial responsibility. The fact that an owner, registrant or operator of the motor vehicle failed to provide competent evidence of insurance or the fact that the department received notice of a lapse, termination or cancellation of insurance for the vehicle shall create a presumption that the vehicle lacked the requisite financial responsibility. This presumption may be overcome by producing clear and convincing evidence that the vehicle was insured at the time that it was driven.

(5) An alleged lapse, cancellation or termination of a policy of insurance by an insurer may only be challenged by requesting review by the Insurance Commissioner pursuant to Article XX of the act of May 17, 1921 (P.L.682, No.284), known as The Insurance Company Law of 1921. Proof that a timely request has been made to the Insurance Commissioner for such a review shall act as a supersedeas, staying the suspension of registration or operating privilege under this section pending a determination pursuant to section 2009(a) of The Insurance Company Law of 1921 or, in the event that further review at a hearing is requested by either party, a final order pursuant to section 2009(i) of The Insurance Company Law of 1921.

(6) The civil penalty collected under paragraph (1.1) shall be deposited into the Public Transportation Trust Fund.

* * *

§ 1903. Limitation on local license fees and taxes.

[No] **Except as set forth in section 1935 (relating to fee for local use), no** municipality shall require or collect any registration or license fee or tax for any vehicle or driver's license from any person.

§ 1904. Collection and disposition of fees and moneys.

[The] **(a) General rule.--Except as provided under this section, the** department shall collect all fees payable under this title and all other moneys received in connection with the administration of this title and transmit them to the State

Treasurer for deposit in the Motor License Fund. Moneys paid in error may be refunded by the department.

(b) Disposition.--Fees collected under sections 1951(c) (relating to driver's license and learner's permit), 1952 (relating to certificate of title), 1953 (relating to security interest), 1955 (relating to information concerning drivers and vehicles), 1956 (relating to certified copies of records) and 1958 (relating to certificate of inspection) shall be transmitted to the State Treasurer for deposit in the following funds:

- (1) For fiscal year 2013-2014:
 - (i) 33.9% to the Public Transportation Trust Fund;
 - (ii) 30.7% to the Multimodal Transportation Fund;and
 - (iii) 35.4% to the Motor License Fund.
- (1.1) For fiscal year 2014-2015:
 - (i) 43.9% to the Public Transportation Trust Fund;
 - (ii) 23% to the Multimodal Transportation Fund; and
 - (iii) 33.1% to the Motor License Fund.
- (2) For fiscal years 2015-2016 and 2016-2017:
 - (i) 66.6% to the Public Transportation Trust Fund;
 - (ii) 23% to the Multimodal Transportation Fund; and
 - (iii) 10.4% to the Motor License Fund.
- (3) For fiscal years beginning after June 30, 2017:
 - (i) 77% to the Public Transportation Trust Fund; and
 - (ii) 23% to the Multimodal Transportation Fund.

(c) Automatic adjustments.--

(1) For the initial adjustment, the department shall do all of the following:

(i) Determine the percentage increase in the Consumer Price Index for All Urban Consumers for the period beginning August 1, 2013, and ending January 31, 2015.

(ii) Except as set forth in paragraph (3), apply, as of July 1, 2015, the increase under subparagraph (i) to every fee charged under this title.

(2) For subsequent adjustments, the department shall do all of the following:

(i) Determine the percentage increase in the Consumer Price Index for All Urban Consumers for the period beginning February 1, 2015, and ending January 31, 2017, and for each succeeding 24-month period.

(ii) Except as set forth in paragraph (3), apply, as of July 1, 2017, the increase under subparagraph (i) to every fee charged under this title.

(3) For fees charged under sections 1916 (relating to trucks and truck tractors), 1917 (relating to motor buses and

limousines) and 1918 (relating to school buses and school vehicles), the department shall do all of the following:

(i) Determine the percentage increase in the Consumer Price Index for All Urban Consumers for the period beginning February 1, 2017, and ending January 31, 2019, and for each succeeding 24-month period.

(ii) Apply, as of July 1, 2019, the increase under subparagraph (i) to every fee under this paragraph.

(4) If a fee is increased under this subsection and results in a fee which is less than a whole dollar, the following apply:

(i) Except as set forth in subparagraph (ii), the fee shall be rounded to the nearest whole dollar.

(ii) If the fee is prescribed in a section referenced in subsection (b), the fee shall be rounded to the next higher dollar.

§ 1911. [Annual registration] **Registration** fees.

(a) General rule.--[An annual] **A** fee for the registration of vehicles as provided in Chapter 13 (relating to the registration of vehicles) shall be charged by the department as provided in this title.

(b) Department to establish certain fees.--If a vehicle to be registered is of a type not specifically provided for by this title and is otherwise eligible for registration, the department shall determine the most appropriate fee or fee schedule for the vehicle or type of vehicle based on such factors as design and intended use.

§ 1913. Motor homes.

The annual fee for registration of a motor home shall be determined by its registered gross weight in pounds according to the following table:

Class	Fee
Registered Gross Weight in Pounds	
1 8,000 or less	[\$45] \$65
2 8,001 - 11,000	[63] 90
3 11,001 or more	[81] 116

§ 1916. Trucks and truck tractors.

(a) General rule.--

(1) The annual fee for registration of a truck or truck tractor shall be determined by its registered gross weight or combination weight in pounds according to the following table:

	Class [Registered Gross or Combination Weight in Pounds	Fee
1	5,000 or less	\$ 58.50
2	5,001 - 7,000	81.00
3	7,001 - 9,000	153.00
4A	9,001 - 10,000	198.00
4B	10,001 - 11,000	198.00
5	11,001 - 14,000	243.00
6	14,001 - 17,000	288.00
7	17,001 - 21,000	355.50
8	21,001 - 26,000	405.00
9	26,001 - 30,000	472.50
10	30,001 - 33,000	567.00

11	33,001 - 36,000	621.00
12	36,001 - 40,000	657.00
13	40,001 - 44,000	697.50
14	44,001 - 48,000	751.50
15	48,001 - 52,000	828.00
16	52,001 - 56,000	882.00
17	56,001 - 60,000	999.00
18	60,001 - 64,000	1,111.50
19	64,001 - 68,000	1,165.50
20	68,001 - 73,280	1,251.00
21	73,281 - 76,000	1,597.50
22	76,001 - 78,000	1,633.50
23	78,001 - 78,500	1,651.50
24	78,501 - 79,000	1,669.50
25	79,001 - 80,000	1,687.50]
	Registered Fees	

Class
 Gross or
 Combination
 Weight in
 Pounds
 Fiscal
 Year
 2013-2014
 Fiscal
 Year
 2014-2015
 Fiscal
 Year
 2015-2016
 Fiscal
 Year
 2016-2017
 Fiscal Year 2017-2018
 1
 5,000 or less

\$58.50
 \$60
 \$60
 \$62
 \$62

2
 5,001 - 7,000

81
 83
 83
 86
 86

3
 7,001 - 9,000

153
 158
 158
 164
 164

4A
 9,001 - 10,000

198
 204
 204
 212

212	
	4B
10,001 - 11,000	
198	
204	
204	
212	
212	
	5
	11,001 - 14,000
243	
263	
283	
303	
323	
	6
	14,001 - 17,000
288	
312	
336	
359	
383	
	7
	17,001 - 21,000
355.50	
385	
414	
443	
473	
	8
	21,001 - 26,000
405	
438	
472	
505	
539	
	9
	26,001 - 30,000
472.50	
511	
550	
589	
628	
	10
	30,001 - 33,000
567	
614	

661
707
754

11
33,001 - 36,000

621
672
723
775
826

12
36,001 - 40,000

657
711
765
820
874

13
40,001 - 44,000

697.50
755
813
870
928

14
44,001 - 48,000

751.50
813
875
937
999

15
48,001 - 52,000

828
896
965
1,033
1,101

16
52,001 - 56,000

882
955
1,028
1,100
1,173

17
56,001 - 60,000

999
1,081
1,164
1,246
1,329

18
60,001 - 64,000

1,111.50
1,203
1,295
1,387
1,487

19
64,001 - 68,000

1,165.50
1,262
1,358
1,454
1,550

20
68,001 - 73,280

1251
1,354
1,457
1,561
1,664

21
73,281 - 76,000

1,597.50
1,729
1,861
1,993
2,125

22
76,001 - 78,000

1,633.50
1,768
1,903
2,038
2,173

23
78,001 - 78,500

1,651.50
1,788
1,924
2,060
2,196

24
78,501 - 79,000

1,669.50
1,807
1,945
2,083
2,220

25
79,001 - 80,000

1,687.50
1,827
1,966
2,105
2,244

(2) A portion of the registration fee for any truck or truck tractor in Classes 9 through 25 shall be deposited in the Highway Bridge Improvement Restricted Account within the Motor License Fund according to the following table:

Classes
Amount Deposited in Highway Bridge Improvement Restricted Account
9-12
\$ 72
13-17
108
18-20
144
21-25
180

* * *

§ 1917. Motor buses and limousines.

The annual fee for registration of a motor bus or a limousine shall be determined by its seating capacity according to the following table:

Seating Capacity	Fee
26 or less	\$ 9 per seat
27 - 51	234 plus \$11.25 per seat in excess of 26
52 or more	540]

following:

- (1) If the seating capacity is less than 27:
 - (i) For fiscal year 2013-2014, \$9 per seat.
 - (ii) For fiscal year 2014-2015, \$10 per seat.
 - (iii) For fiscal year 2015-2016, \$11 per seat.
 - (iv) For fiscal year 2016-2017, \$12 per seat.
 - (v) For fiscal years beginning after June 30, 2017, \$13 per seat.

(2) If the seating capacity is more than 26 but less than 52:

- (i) For fiscal year 2013-2014, \$234 plus \$11.25 for each seat beyond 26.
- (ii) For fiscal year 2014-2015, \$259.50 plus \$13 for each seat beyond 26.
- (iii) For fiscal year 2015-2016, \$285 plus \$14 for each seat beyond 26.
- (iv) For fiscal year 2016-2017, \$310.50 plus \$15 for each seat beyond 26.
- (v) For fiscal years beginning after June 30, 2017, \$336 plus \$16 for each seat beyond 26.

(3) If the seating capacity is more than 51:

- (i) For fiscal year 2013-2014, \$540.
- (ii) For fiscal year 2014-2015, \$600.
- (iii) For fiscal year 2015-2016, \$660.
- (iv) For fiscal year 2016-2017, \$720.
- (v) For fiscal years beginning after June 30, 2017, \$775.

§ 1918. School buses and school vehicles.

The annual fee for registration of a school bus or school vehicle shall be [\$24.] **determined as follows:**

- (1) For fiscal year 2013-2014, \$24.
- (2) For fiscal year 2014-2015, \$27.
- (3) For fiscal year 2015-2016, \$30.
- (4) For fiscal year 2016-2017, \$33.
- (5) For fiscal years beginning after June 30, 2017, \$35.

§ 1920. Trailers.

(a) General rule.--The annual fee for registration of a trailer shall be determined by its registered gross weight according to the following table:

Registered Gross
Weight in Pounds

Fee

3,000 or less

\$ 6

3,001 - 10,000

12

10,001 or more

[27] 35

* * *

(c) Optional permanent registration.--

(1) A trailer with a registered gross weight of 10,001 or more pounds may be registered for a one-time fee of [\$135] **\$165** in lieu of the annual fee at the option of the registrant.

(2) **A permanent registration of a trailer under this section may be transferred to another trailer one time upon payment of the fee under section 1927 (relating to transfer of registration).**

§ 1921. Special mobile equipment.

The annual fee for registration of special mobile equipment shall be [\$36] **\$52**.

§ 1922. Implements of husbandry.

The annual fee for registration of an implement of husbandry not exempt from registration under this title shall be [\$18] **\$26**.

§ 1924. Farm vehicles.

(a) General rule.--The annual fee for registration of a farm vehicle shall be [\$76.50] **\$110** or one-third of the regular fee, whichever is greater.

(b) Certificate of exemption.--The biennial processing fee for a certificate of exemption issued in lieu of registration of a farm vehicle shall be determined by the type of certificate issued and the gross weight or combination weight or weight rating according to the following table:

Certificate type
Weight in pounds
Fee

Type A
10,000 or less
\$24

Type B

greater than 10,000 and
not exceeding 17,000
24

Type C
greater than 17,000
50

Type D
greater than 17,000
100

§ 1925. Ambulances, taxis and hearses.

The annual fee for registration of an ambulance, taxi or hearse shall be [~~\$54~~] **\$77**.

§ 1926. Dealers and miscellaneous motor vehicle business.

(a) General rule.--The annual fee for a dealer registration plate or miscellaneous motor vehicle business plate shall be [~~\$36~~] **\$52**.

(b) Motorcycle dealers.--The annual fee for each dealer registration plate issued to a motorcycle dealer other than a motor-driven cycle dealer shall be [~~\$18~~] **\$26**.

(c) Motor-driven cycle dealers.--The annual fee for each dealer registration plate issued to a motor-driven cycle dealer shall be [~~\$9~~] **\$13**.

* * *

§ 1926.1. Farm equipment vehicle dealers.

The annual fee for registration of a farm equipment dealer truck or truck tractor shall be one-half of the regular fee or [~~\$243~~] **\$349**, whichever is greater.

§ 1927. Transfer of registration.

The fee for transfer of registration shall be [~~\$6~~] **\$9**.

§ 1928. Temporary and electronically issued registration plates.

The fee payable by a dealer or other dispensing agent for a temporary registration plate or for a registration plate to be issued for new registration processed electronically with the department shall be [~~\$5~~] **\$14**. The charge of the agent for providing an applicant with a plate under this section shall not exceed a total of [~~\$10~~] **\$14**.

§ 1929. Replacement registration plates.

The fee for a replacement registration plate other than a legislative or personal plate shall be [~~\$7.50~~] **\$11**.

§ 1930. Legislative registration plates.

The fee for issuance of a legislative registration plate shall be [~~\$20~~] **\$76** which shall be in addition to the annual registration fee. Only one payment of the issuance fee shall be charged for each legislative registration plate issued or replaced.

§ 1931. Personal registration plates.

The fee for issuance of a personal registration plate shall be [~~\$20~~] **\$76** which shall be in addition to the annual registration fee. Only one payment of the issuance fee shall be charged for each personal registration issued or replaced.

§ 1931.1. Street rod registration plates.

The fee for the issuance of a street rod registration plate shall be [~~\$20~~] **\$51** which shall be in addition to the annual registration fee. Only one payment of the issuance fee shall be charged for each street rod registration plate issued or replaced.

§ 1932. Duplicate registration cards.

The fee for each duplicate registration card when ordered at the time of vehicle registration, the transfer or renewal of registration or the replacement of a registration plate shall be [\$1.50] **\$2**. The fee for each duplicate registration card issued at any other time shall be [\$4.50] **\$6**.

§ 1933. Commercial implements of husbandry.

The annual fee for registration of a commercial implement of husbandry shall be [\$76.50] **\$110** or one-half of the regular fee, whichever is greater.

Section 25. Title 75 is amended by adding a section to read:
§ 1935. Fee for local use.

(a) **Establishment of fund.--A special fund is established within the State Treasury to be known as the Fee for Local Use Fund. Money in the fund is appropriated to the department for the purposes set forth in this section.**

(b) **Levy.--Beginning after December 31, 2014, a county may, in its discretion, by ordinance, impose a fee of \$5 for each nonexempt vehicle registered to an address located in the county. A county shall notify the department of the passage of the ordinance 90 days prior to the effective date of the ordinance.**

(c) **Collection.--The department shall collect fees imposed under subsection (a) at the time a vehicle is registered and shall deposit the money in the Fee for Local Use Fund.**

(d) **Distribution.--Money paid into the Fee for Local Use Fund shall be distributed by the department to each participating county in accordance with the amounts collected from the county. Funds payable to a county under this section shall be added to funds payable to the county under section 9010(b) (relating to disposition and use of tax) and shall be used by the county for transportation purposes or be allocated by the county in accordance with section 9010(c).**

Section 26. Sections 1942(a), 1943, 1944, 1945(b), 1947, 1951(c) and (d), 1952, 1953, 1955(a), 1956, 1957, 1958(a), 1959, 1960 and 1961 of Title 75 are amended to read:

§ 1942. Special hauling permits as to weight and size.

(a) **Fee schedule.--The fee for a special hauling permit for each movement of an overweight or oversize vehicle or load, or both, shall be as follows:**

(1) **Oversize vehicle or load, or both, having a width up to 14 feet and not exceeding legal weight limit, [\$25] **\$35**.**

(2) **Oversize vehicle or load, or both, having a width exceeding 14 feet and not exceeding any legal weight limit, [\$50] **\$71**.**

(3) Vehicle and load weighing in excess of legal weight limit, [3¢] **4¢** per mile per ton by which the gross weight exceeds the registered gross weight.

* * *

§ 1943. Annual hauling permits.

(a) Quarry equipment and machinery.--The annual fee for operation or movement of each piece of heavy quarry equipment or machinery, as provided for in section 4966 (relating to permit for movement of quarry equipment), shall be [\$500] **\$706**.

(c) Course of manufacture.--The annual fee for operation or movement of loads or vehicles, as provided for in section 4968 (relating to permit for movement during course of manufacture), shall be as follows:

(1) Oversized movements:

(i) Movements limited to daylight hours only - [\$100] **\$130**.

(ii) Movements that can be conducted 24 hours per day - [\$1,000] **\$1,300**.

(2) Overweight movements:

(i) Movements not exceeding 100,000 pounds gross weight:

(A) Not more than one mile in distance - [\$50] **\$69**.

(B) More than one mile in distance - [\$400] **\$750**.

(ii) Movements in excess of 100,000 pounds gross weight - [\$500] **\$756**, plus [\$100] **\$152** for each mile of highway authorized under the permit.

(d) Multiple highway crossings.--The annual fee for a single permit for multiple highway crossings, as provided for in section 4965 (relating to single permits for multiple highway crossings), shall be [\$300] **\$415**.

(e.1) Special mobile equipment.--The annual fee for hauling or towing each piece of special mobile equipment, as provided for in section 4975 (relating to permit for movement of special mobile equipment), shall be [\$200] **\$300**.

(f) Containerized cargo.--The annual company fee for movement of any combination with overweight containerized cargo as provided for in section 4974 (relating to permit for movement of containerized cargo) shall be:

(1) [\$100] **\$155** for a motor carrier requesting permits for up to 15 truck tractors.

(2) [\$150] **\$233** for a motor carrier requesting permits for 16 to 50 truck tractors.

(3) [\$250] **\$388** for a motor carrier requesting permits for 51 to 100 truck tractors.

(4) [\$350] **\$544** for a motor carrier requesting permits for 101 to 150 truck tractors.

(5) [\$400] **\$622** for a motor carrier requesting permits for 151 or more truck tractors.

(g) Domestic animal feed.--The annual fee for movement of each vehicle hauling domestic animal feed, in bulk, as provided for in section 4976 (relating to permit for movement of domestic animal feed) shall be [\$400] **\$587**.

(g.1) Eggs.--The annual fee for movement of each vehicle hauling eggs as provided for in section 4976.2 (relating to permit for movement of eggs) shall be \$400.

(h) Movement of wooden structures.--The annual fee for movement of wooden structures as provided for in section 4977 (relating to permit for movement of wooden structures) shall be [\$1,000] **\$1,468**.

(i) Live domestic animals.--The annual permit fee for each truck tractor authorized to transport live domestic animals, as provided in section 4976.1 (relating to permit for movement of live domestic animals), shall be [\$400] **\$520**.

(j) Building structural components.--The permit fee for each truck tractor authorized to transport building structural components, as provided in section 4978 (relating to permit for movement of building structural components), shall be [\$100] **\$141** for each month the permit is valid.

(k) Utility construction equipment.--The permit fee for utility construction equipment, as provided for in section 4970(a) (relating to permit for movement of construction equipment), shall be [\$100] **\$141** for each month the permit is valid.

(l) Particleboard or fiberboard.--The annual fee for movement of particleboard or fiberboard, as provided for in section 4979 (relating to permit for movement of particleboard or fiberboard used for the manufacture of ready-to-assemble furniture), shall be [\$800] **\$1,130**.

(m) Bulk refined oil.--The annual fee for movement of bulk refined oil, as provided for in section 4979.1 (relating to permit for movement of bulk refined oil), shall be:

(1) [\$800] **\$1,130** for a distance up to 50 miles.

(2) [\$1,600] **\$1,690** for a distance of more than 50 miles up to 125 miles.

(n) Waste coal and beneficial combustion ash.--The annual fee for the movement of waste coal and beneficial combustion ash, as provided for in section 4979.2 (relating to permit for movement of waste coal and beneficial combustion ash), shall be [\$400] **\$565**.

(o) Float glass or flat glass.--The annual fee for the movement of float glass or flat glass, as provided for in

section 4979.3 (relating to permit for movement of float glass or flat glass for use in construction and other end uses), shall be [~~\$800~~] **\$1,209**.

(p) Self-propelled cranes.--The annual permit fee for each self-propelled crane, as provided for in section 4979.4 (relating to permit for movement of self-propelled cranes), shall be as follows:

(1) Cranes not exceeding 100,000 pounds gross weight, prorated up to a maximum of [~~\$400~~] **\$553**.

(2) Cranes in excess of 100,000 pounds gross weight, prorated up to a maximum of [~~\$100~~] **\$139** plus [~~\$50~~] **\$69** for each mile of highway authorized under the permit.

(q) Construction equipment.--The annual fee for the movement of construction equipment shall be [~~\$400~~] **\$520**.

(q.1) Nonhazardous liquid glue.--The annual fee for the movement of nonhazardous liquid glue, as provided for in section 4979.5 (relating to permit for movement of nonhazardous liquid glue), shall be [~~\$800~~] **\$1,000**.

(q.2) Waste tires.--The annual fee for the movement of waste tires under section 4979.6 (relating to permit for movement of waste tires) shall be [~~\$800~~] **\$845**.

(r) Excess damage permit.--The annual fee for excess damage permits, as provided for in section 4961(d) (relating to authority to issue permits), shall be [~~\$500~~] **\$640** to cover the costs of administering the permit and inspections of the involved highway.

§ 1944. Mobile homes, modular housing units and modular housing undercarriages.

The fee for a special hauling permit for a mobile home, modular housing unit or modular housing undercarriage which exceeds the maximum size prescribed in this title but which does not exceed 14 feet in body width shall be [~~\$25~~] **\$39**. The fee for a special hauling permit for a mobile home or modular housing unit, as provided in section 4973 (relating to permits for movement of a mobile home or a modular housing unit and modular housing undercarriage), shall be [~~\$50~~] **\$76**.

§ 1945. Books of permits.

* * *

(b) Penalty.--Any person violating any of the provisions of this section is guilty of a summary offense and shall, upon conviction, be sentenced to pay a fine of [~~\$500~~] **\$1,000**.

§ 1947. Refund of certain fees.

The portion of the fee of an unused overweight permit based on ton-miles or the fee for an unused escort, or both, may be refunded upon payment of a processing fee of [~~\$10~~] **\$38**.

§ 1951. Driver's license and learner's permit.

* * *

(c) Identification card.--The fee for an identification card shall be [\$5] **\$19** plus the cost of the photograph.

(d) Replacement license or card.--The fee for a replacement driver's license or identification card shall be [\$5] **\$19** plus the cost of the photograph.

§ 1952. Certificate of title.

(a) General rule.--The fee for issuance of a certificate of title shall be [\$22.50] **\$50**.

(b) Manufacturer's or dealer's notification.--The fee for a manufacturer's or dealer's notification of acquisition of a vehicle from another manufacturer or dealer for resale pursuant to section 1113 (relating to transfer to or from manufacturer or dealer) shall be [\$3] **\$5**.

§ 1953. Security interest.

The fee for recording or changing the amount of security interest on a certificate of title shall be [\$5] **\$23**.

§ 1955. Information concerning drivers and vehicles.

(a) Drivers, registrations, titles and security interests.--

(1) The fee for a copy of written or electronic information relating to a driver, registration, title or security interest shall be [\$5.] **\$8**.

(2) If a Commonwealth agency has entered into a contract with a third party to deliver driver information to a person that has complied with section 6114(b)(5) (relating to limitation on sale, publication and disclosure of records), the department may impose an additional fee of up to \$2 for the requested record.

(3) Upon approval from the department, a person that has received the driver information from the third party under paragraph (2) that has complied with section 6114(b)(5) may provide the information, for a fee, to a third party for the same purposes contained in section 6114(b)(5) without the payment of any additional fees under this subsection to the department.

(4) Except as provided in paragraph (3), a person that sells, publishes or discloses or offers to sell, publish or disclose the information received by the person under this subsection commits a summary offense and shall, upon conviction, be sentenced to pay a fine of not less than \$500 nor more than \$1,000.

(5) The department shall comply with the provisions of section 6114(d) with respect to the information of a driver under 18 years of age whose information is provided to any person under this subsection.

* * *

§ 1956. Certified copies of records.

(a) Department records.--The fee for a certified copy of any department record which the department is authorized by law to furnish to the public shall be [\$5] **\$22** for each form or supporting document comprising such record.

(b) State Police reports.--The fee for a certified Pennsylvania State Police record of investigation of a vehicle accident which the Pennsylvania State Police are authorized by this title to furnish to the public shall be [\$5] **\$22** for each copy of the Pennsylvania State Police full report of investigation.

§ 1957. Uncollectible checks.

Whenever any check issued in payment of any fee or for any other purpose is returned to the department **or a municipality** as uncollectible, the department or municipality shall charge a fee of [\$10] **\$38** for each driver's license, registration, replacement of tags, transfer of registration, certificate of title, whether original or duplicate, special hauling permit and each other unit of issue by the department or municipality, plus all protest fees, to the person presenting the check, to cover the cost of collection.

§ 1958. Certificate of inspection.

(a) General rule.--The department shall charge [\$2] **\$5** for each annual certificate of inspection [and \$1], **\$3** for each semiannual certificate of inspection **and \$2 for each certificate of exemption.**

§ 1959. Messenger service.

(a) Annual registration.--The annual fee for registration of a messenger service as provided for in Chapter 75 (relating to messenger service) shall be [\$50] **\$192.**

(b) Additional places of business.--The annual fee for registration of additional place of business or branch office from which a messenger service may transact business shall be [\$25] **\$95.**

(c) Transfer of location.--The fee for the transfer of location of a registered place of business or branch office of a messenger service during a period of registration shall be [\$5] **\$19.**

§ 1960. Reinstatement of operating privilege or vehicle registration.

The department shall charge a fee of [\$25] **\$70** or, if section 1379 (relating to suspension of registration upon sixth unpaid parking violation in cities of the first class) or 1786(d) (relating to required financial responsibility) applies, a fee of [\$50] **\$88** to restore a person's operating privilege or the registration of a vehicle following a suspension or revocation.

§ 1961. Secure power of attorney.

The fee for processing a secure power of attorney submitted for the purpose of odometer disclosure when not accompanied by an application for title shall be [\$15] **\$23**.

Section 27. (Reserved).

Section 28. Section 2102(b) and (d)(2) and (3) of Title 75 are amended to read:

§ 2102. Identification markers and license or road tax registration card required.

* * *

(b) Fee.--The fee for issuance of identification markers shall be [\$5] **\$12** per vehicle.

* * *

(d) Operation without identification markers unlawful.--Except as provided in paragraphs (2) and (3), it shall be unlawful to operate or to cause to be operated in this Commonwealth any qualified motor vehicle unless the vehicle bears the identification markers required by this section or valid and unrevoked IFTA identification markers issued by another IFTA jurisdiction.

* * *

(2) For a period not exceeding 30 days as to any one motor carrier, the Secretary of Revenue by letter or telegram may authorize the operation of a qualified motor vehicle or vehicles without the identification markers required when both the following are applicable:

(i) enforcement of this section for that period would cause undue delay and hardship in the operation of such qualified motor vehicle; and

(ii) the motor carrier is registered and/or licensed for the motor carriers road tax with the Department of Revenue or has filed an application therefor with the Department of Revenue:

(A) The fee for such temporary permits shall be [\$5] **\$7** for each qualified motor vehicle which shall be deposited in the Highway Bridge Improvement Restricted Account within the Motor License Fund.

(B) Conditions for the issuance of such permits shall be set forth in regulations promulgated by the Department of Revenue.

(C) A temporary permit issued by another IFTA jurisdiction under authority similar to this paragraph shall be accorded the same effect as a temporary permit issued under this paragraph.

(3) A motor carrier may, in lieu of paying the tax imposed and filing the tax report required by Chapter 96 and in lieu of complying with any other provisions of this section that would otherwise be applicable as a result of the

operation of a particular qualified motor vehicle, obtain from the Department of Revenue a trip permit authorizing the carrier to operate the qualified motor vehicle for a period of five consecutive days. The Department of Revenue shall specify the beginning and ending days on the face of the permit. The fee for a trip permit for each qualified motor vehicle is [~~\$50~~] **\$73** which shall be deposited in the Highway Bridge Improvement Restricted Account within the Motor License Fund. The report otherwise required under Chapter 96 is not required with respect to a vehicle for which a trip permit has been issued under this subsection.

* * *

Section 29. (Reserved).

Section 30. (Reserved).

Section 31. Section 3111 of Title 75 is amended by adding a subsection to read:

§ 3111. Obedience to traffic-control devices.

* * *

(a.1) Penalty.--

(1) A person who violates this section commits a summary offense and shall, upon conviction, pay a fine of \$150. No other costs or surcharges, including those described in 42 Pa.C.S. § 1725.1 (relating to costs) and section 6506 (relating to surcharge), shall be assessed or imposed upon a conviction under this paragraph.

(2) Notwithstanding any other provision of law, including 42 Pa.C.S. § 3733(a) (relating to deposits into account), the fine collected under paragraph (1) shall be deposited as follows:

(i) Twenty-five dollars of the fine shall be deposited as provided under 42 Pa.C.S. § 3733(a).

(ii) After deposit of the amount under subparagraph (i), the remaining portion of the fine shall be deposited into the Public Transportation Trust Fund.

* * *

Section 32. Sections 3362(a) and (c) and 3363 of Title 75 are amended to read:

§ 3362. Maximum speed limits.

(a) General rule.--Except when a special hazard exists that requires lower speed for compliance with section 3361 (relating to driving vehicle at safe speed), the limits specified in this section or established under this subchapter shall be maximum lawful speeds and no person shall drive a vehicle at a speed in excess of the following maximum limits:

(1) 35 miles per hour in any urban district.

(1.1) [65] **70** miles per hour for all vehicles on freeways where the department has posted a [65-miles-per-hour] **70-miles-per-hour** speed limit.

(1.2) 25 miles per hour in a residence district if the highway:

- (i) is not a numbered traffic route; and
- (ii) is functionally classified by the department as a local highway.

(2) 55 miles per hour in other locations.

(3) Any other maximum speed limit established under this subchapter.

* * *

(c) Penalty.--

(1) Any person violating this section is guilty of a summary offense and shall, upon conviction, be sentenced to pay a fine of:

(i) \$42.50 for violating a maximum speed limit of 65 miles per hour **or higher**; or

(ii) \$35 for violating any other maximum speed limit.

(2) Any person exceeding the maximum speed limit by more than five miles per hour shall pay an additional fine of \$2 per mile for each mile in excess of five miles per hour over the maximum speed limit.

§ 3363. Alteration of maximum limits.

On highways under their respective jurisdictions, local authorities subject to section 6109(e) (relating to specific powers of department and local authorities) or the department, upon the basis of an engineering and traffic investigation, may determine that the maximum speed permitted under this subchapter is greater or less than is reasonable and safe under the conditions found to exist upon any such highway or part thereof and establish a reasonable and safe maximum limit. The maximum speed limit may be made effective at all times or at times indicated and may vary for different weather conditions and other factors bearing on safe speeds. No maximum speed greater than 55 miles per hour shall be established under this section except on highways listed in section 3362(a)(1.1) (relating to maximum speed limits), where the maximum speed for all vehicles shall not be greater than [65] **70** miles per hour.

Section 33. Section 4902(a) and (c) of Title 75 are amended and the section is amended by adding subsections to read:

§ 4902. Restrictions on use of highways and bridges.

(a) Restrictions based on condition of highway or bridge.--

(1) The Commonwealth and local authorities with respect to highways and bridges under their jurisdictions may prohibit the operation of vehicles and may impose

restrictions as to the weight or size of vehicles operated upon a highway or bridge only when they determine by conducting an engineering and traffic study as provided for in department regulations that the highway or bridge may be damaged or destroyed unless use by vehicles is prohibited or the permissible size or weight of vehicles is reduced.

(2) School buses, emergency vehicles and vehicles making local deliveries or pickups may be exempted from restrictions on the use of highways imposed under this subsection.

(3) The department may issue a statement of policy, which shall take effect upon publication in the Pennsylvania Bulletin, adopting an appropriate methodology to provide letters of local determination that identify particular vehicles, routes or uses as local in nature.

(4) The methodology under paragraph (3) may allow for exemptions from 67 Pa. Code Ch. 189 (relating to hauling in excess of posted weight limit) related to at-risk industry sectors experiencing a 20% decline in Statewide employment between March 2002 and March 2011, as determined by the Department of Labor and Industry.

(5) The exemptions and related requirements under paragraph (4) may remain in existence only until December 31, 2018. Exemptions for local delivery or pickup may not include traffic going to or coming from a site at which minerals, natural gas or natural resources are developed, harvested or extracted, notwithstanding whether the site is located at a residence, a commercial site or on farmland. Delivery or pickup of logs or other forest products to or from permanent processing mills located on or reachable only through posted highways shall be considered local delivery or pickup. Delivery or pickup of coal to or from permanent coal reprocessing or preparation plants located on or reachable only through posted highways and not on the same posted highway as a site at which coal is extracted shall be considered local delivery or pickup.

* * *

(c) Permits and security.--

(1) The Commonwealth and local authorities may issue permits for movement of vehicles of size and weight in excess of restrictions promulgated under subsections (a) and (b) with respect to highways and bridges under their jurisdiction and may require such [undertaking] **agreement** or security as they deem necessary to cover the cost of repairs and restoration necessitated by the permitted movement of vehicles. In reference to subsection (a), the Commonwealth and local authorities shall not refuse to issue a permit with respect to a highway under their jurisdiction if there is no

reasonable alternate route available. For purposes of this section, "reasonable alternate route" shall mean a route meeting the criteria set forth in department regulations relating to traffic and engineering studies.

(2) The department may establish the types of permits to be issued and agreements to be entered into, subject to the following:

(i) Permits may be for long-term or short-term use of the posted highways.

(ii) The department may require multiple vehicles traveling to or from a single destination to operate pursuant to a single permit.

(iii) The department may establish a permit type allowing the posting authority to determine that damage to the posted highway covered by the permit will be minimal. This type of permit may include categories based on the number and kinds of loads expected, including a category providing that use of the posted highway under a single minimum-use permit of less than 700 loads per year shall not require an agreement or security. The department may alter the 700 loads per year minimum-use threshold if it determines the structural capacity of the State highways can accept a higher or lower amount of over-posted weight traffic. The department may express the threshold as a loads-per-day, loads-per-week or loads-per-month number.

(iv) The department may restrict use of de minimis and minimum-use permits during thaw periods as determined by the department.

(v) The department shall exclude hauling related to unconventional oil and gas development from minimum-use status based on its disproportionate and qualitatively different impact upon highways and bridges.

(3) The department shall promulgate regulations to implement this section. During the two years immediately following the effective date of this section, the department may promulgate temporary regulations, which shall expire no later than three years following the effective date of this paragraph or upon promulgation of final regulations, whichever occurs first. Temporary regulations promulgated by the department under this paragraph shall not be subject to any of the following:

(i) Sections 201, 202 and 203 of the Act of July 31, 1968 (P.L.769, No.240), referred to as the Commonwealth Documents Law.

(ii) The Act of June 25, 1982 (P.L.633, No.181), known as the Regulatory Review Act.

* * *

(h) (Reserved).

(i) Authority to conduct investigations and audits.--The Commonwealth and local authorities may conduct or cause to be conducted an investigation and audit of a person or entity to determine if there has been a violation of this section, pertinent regulation or agreement. Audits shall be limited to proper usage of letters of local determination and de minimis and minimum-use permits.

(j) Authority to suspend, revoke or deny permits.--The Commonwealth and local authorities may suspend, revoke or deny a permit and agreement if it is determined by the Commonwealth or a local authority that there has been a violation of this section, pertinent regulation or agreement, notwithstanding any other provision of this section.

Section 33.1. Section 4962 of Title 75 is amended by adding a subsection to read:

§ 4962. Conditions of permits and security for damages.

* * *

(f.3) Additional authorized travel periods.--With respect to oversized vehicles (over-length, over-width or over-height), a permitted vehicle, combination or load may operate under a permit from sunrise to sunset every day of the week, except as follows:

(1) During a holiday period specified in department regulations or in the permit.

(2) During inclement weather as defined in department regulations.

(3) In urbanized areas as specified in department regulations or the permit.

(4) As restricted by the permit.

* * *

Section 34. Section 4968(a.1)(3), (a.2)(4) and (b) of Title 75 are amended to read:

§ 4968. Permit for movement during course of manufacture.

(a.1) General rule.--An annual permit may be issued authorizing movement on specified highways of:

* * *

(3) aircraft refueling vehicles or vehicles and combinations carrying [raw] milk, raw coal, flat-rolled steel coils, steel slabs, hot ingots, a hot box, pulpwood and wood chips, raw water or cryogenic liquid which exceed the maximum weight specified in Subchapter C while they are in the course of manufacture and under contract with or under the direct control of the manufacturer, provided that they do not exceed the maximum height, width or length specified in Subchapter B

unless they also qualify under paragraph (1), subject to the provisions in subsection (a.2).

(a.2) Specifications.--

* * *

(4) A combination of vehicles which is hauling [raw] milk to or from a manufacturer may be permitted by the department and local authorities to move upon highways within their respective jurisdictions 24 hours a day, seven days a week, except during inclement weather as defined in department regulations, if the gross weight does not exceed 95,000 pounds and the weight of any nonsteering axle does not exceed 21,000 pounds. No permit may be issued for this type of movement upon an interstate highway. **An application to the department for the movement of milk, except for raw milk, shall designate the route the applicant requests to use.**

* * *

(b) Definitions.--As used in this section, the following words and phrases shall have the meanings given to them in this subsection:

"Bulk milk." The term shall mean milk, as defined in section 1 of the act of July 2, 1935 (P.L.589, No.210), referred to as the Milk Sanitation Law, which is not transported in packages.

"Condensed milk" and "evaporated milk." The term shall mean manufactured dairy products as defined in section 1 of the act of July 2, 1935 (P.L.589, No.210), referred to as the Milk Sanitation Law, which is not transported in packages.

"Hot box." Consists of an enclosure consisting of welded steel plate chained to a semitrailer with a removable lid lined with refraction for purposes of insulation and retention of heat.

"Milk." The term shall mean any of the following:

- (1) Bulk milk.
- (2) Evaporated milk.
- (3) Raw milk.
- (4) Condensed milk.

"Raw milk." Has the meaning given to it in the act of July 2, 1935 (P.L.589, No.210), referred to as the Milk Sanitation Law.

Section 35. Section 6110 of Title 75 is amended to read:
§ 6110. Regulation of traffic on Pennsylvania Turnpike.

(a) General rule.--The provisions of this title apply upon any turnpike or highway under the supervision and control of the Pennsylvania Turnpike Commission unless specifically modified by rules and regulations promulgated by the commission which shall become effective only upon publication in accordance with law. A copy of the rules and regulations, so long as they are effective, shall be posted at all entrances to the turnpike or

highway for the inspection of persons using the turnpike or highway. This section does not authorize the establishment of a maximum speed limit greater than 55 miles per hour, except that a 65-miles-per-hour **or 70-miles-per-hour** maximum speed limit for all vehicles may be established where the commission has posted a 65-miles-per-hour **or 70-miles-per-hour** speed limit.

(a.1) Posting.--No maximum speed limit established under subsection [(a)(1) or (2)] **(a)** shall be effective unless posted on fixed or variable official traffic-control devices erected after each interchange on the portion of highway on which the speed limit is in effect and wherever else the commission shall determine.

(b) Penalties.--

(1) Except as otherwise provided in this subsection, any person violating any of the rules and regulations of the Pennsylvania Turnpike Commission for which no penalty has otherwise been provided by statute commits a summary offense and shall, upon conviction, be sentenced to pay a fine of \$25.

[(2) Any person violating any of the rules and regulations of the commission prohibiting fare evasion or attempted fare evasion commits a summary offense and shall, upon conviction, be sentenced to pay a fine according to the classification by the commission of the vehicle driven by that person at the time of violation as follows:

- (i) Class 1 through 2: \$100.
- (ii) Class 3 through 6: \$500.
- (iii) Class 7 and higher: \$1,000.

(3) In addition to the fines imposed under this subsection, restitution shall be made to the commission in an amount equal to the full fare, for the appropriate vehicle class, from the farthest point of entry on the turnpike to the actual point of exit.]

Section 35.1. Title 75 is amended by adding sections to read:

§ 6110.1. Fare evasion.

(a) Penalty.--A person that violates a regulation of the Pennsylvania Turnpike Commission prohibiting fare evasion or attempted fare evasion commits a summary offense and shall, upon conviction, be sentenced to pay a fine according to the classification by the commission of the vehicle driven by that person at the time of violation as follows:

- (1) Class 1 through 2: \$100.
- (2) Class 3 through 6: \$500.
- (3) Class 7 and higher: \$1,000.

(b) Affirmative action.--A person that intentionally or knowingly takes an affirmative action in an attempt to evade

tolls incurred for travel upon the Pennsylvania turnpike or a road under its control commits a misdemeanor of the third degree and shall, upon conviction, be sentenced to:

- (1) pay a fine of \$3,000 for a first offense; and
- (2) pay a fine of \$6,500 or to imprisonment of not more than six months, or both, for a second or subsequent offense.

(c) Construction.--Prosecution of a violation of this section shall not preclude prosecution under section 1332 (relating to display of registration plate), 7122 (relating to altered, forged or counterfeit documents and plates) or 7124 (relating to fraudulent use or removal of registration plate).

(d) Restitution.--In addition to the fines imposed under this section, restitution shall be made to the commission in an amount equal to the full fare, for the appropriate vehicle class, from the farthest point of entry on the turnpike to the actual point of exit.

(e) Deposit of fines.--Notwithstanding the provision of any other law, the fines collected under subsections (a) and (b) shall be deposited into the Motor License Fund.

(f) Definition.--As used in this section, the term "affirmative action" includes:

- (1) removing a license plate from a vehicle to impede electronic toll collection;
- (2) installing a mechanism which rotates, changes, blocks or otherwise mechanically alters the ability of a license plate to be read by a violation enforcement system;
- (3) installing a mechanical apparatus upon a vehicle which serves the sole purpose of masking, hiding or manipulating the true weight of the vehicle as it appears to a mechanical scale;
- (4) conspiring with an individual or group of individuals to alter, lower or evade payment of correct tolls; and
- (5) unauthorized use of a Pennsylvania Turnpike private gate access or otherwise unauthorized movement entering or exiting the turnpike other than at approved interchanges.

§ 6118. Municipal police officer education and training.

Beginning July 1, 2014, and each year thereafter, the sum of \$5,000,000 is appropriated annually to the Pennsylvania State Police from the Motor License Fund to make payments under 53 Pa.C.S. § 2170 (relating to reimbursement of expenses) consistent with the requirements of section 11 of Article VIII of the Constitution of Pennsylvania. If money is not available to make full payments, the Municipal Police Officers' Education and Training Commission shall make payments on a pro rata basis.

Section 35.2. Section 6506 of Title 75 is amended to read:
§ 6506. Surcharge.

(a) Levy and imposition.--In addition to any fines, fees or penalties levied or imposed as provided by law, under this title or any other statute, a surcharge shall be levied for disposition in accordance with subsection (b) as follows:

(1) Upon conviction for any violation of the provisions of this title or other statute of the Commonwealth, or regulations promulgated under this title, which is a traffic violation and which is not included within the provisions of paragraphs (2) through (7), exclusive of parking offenses, a surcharge of [~~\$30~~] **\$45**.

(2) Upon conviction for a violation of the following provisions of this title, a surcharge of [~~\$40~~] **\$60**:

(i) Section 3306(a)(1) (relating to limitations on driving on left side of roadway).

(ii) Section 3745 (relating to accidents involving damage to unattended vehicle or property).

(3) Upon conviction for a violation of section 3345(a) (relating to meeting or overtaking school bus), a surcharge of [~~\$50~~] **\$75**.

(4) Upon conviction for a violation of section 3362 (relating to maximum speed limits), the following applicable surcharge:

(i) [~~\$30~~] **\$45** for exceeding the maximum speed limit by 6 to 10 miles per hour or 11 to 15 miles per hour.

(ii) [~~\$40~~] **\$60** for exceeding the maximum speed limit by 16 to 25 miles per hour.

(iii) [~~\$50~~] **\$75** for exceeding the maximum speed limit by at least 26 miles per hour.

(5) Upon conviction for violation of section 4902 (relating to restrictions on use of highways and bridges), Subchapter C of Chapter 49 (relating to maximum weights of vehicles) or Subchapter E of Chapter 49 (relating to measuring and adjusting vehicle size and weight), a surcharge of [~~\$150~~] **\$225**.

(6) Upon conviction for violation of Chapter 47 (relating to inspection of vehicles), by the owner or operator or driver of a vehicle which is subject to the provisions of Chapter 49 (relating to size, weight and load), a surcharge of [~~\$30~~] **\$45**.

(7) Upon conviction of offenses under section 1543(b)(1.1) (relating to driving while operating privilege is suspended or revoked), 3802 (relating to driving under influence of alcohol or controlled substance) or 3808(a)(2) (relating to illegally operating a motor vehicle not equipped with ignition interlock), or upon admission to programs for Accelerated Rehabilitative Disposition for offenses

enumerated in section 1543(b)(1.1), 3802 or 3808(a)(2), a surcharge, respectively, of:

- (i) [\$50] **\$75** for the first offense.
- (ii) [\$100] **\$150** for the second offense.
- (iii) [\$200] **\$300** for the third offense.
- (iv) [\$300] **\$450** for the fourth and subsequent offenses.

(8) Upon conviction, in a city of the first class, of any violation of this title, a surcharge of \$10.

(9) Upon conviction of any violation of this title in a city of the second class, a surcharge of \$10.

The provisions of this subsection shall not apply to any violation committed by the operator of a motorcycle, motor-driven cycle, pedalcycle, motorized pedalcycle or recreational vehicle not intended for highway use.

(b) Disposition.--

(1) Notwithstanding any other statutory provision:

(i) All surcharges levied and collected under subsection (a)(1) by any division of the unified judicial system shall be remitted to the Commonwealth for deposit in the General Fund.

(ii) All surcharges levied and collected under subsections (a)(2), (3), (4), (5), (6) and (7) by any division of the unified judicial system shall be remitted to the Commonwealth for deposit in the Pennsylvania Transportation Trust Fund.

(iii) All surcharges levied and collected under subsection (a)(8) and (9) by any division of the unified judicial system shall be remitted to the appropriate towing and storage agent as set forth in section 6309.2(e) (relating to immobilization, towing and storage of vehicle for driving without operating privileges or registration) for purposes of funding its costs associated with Subchapter A of Chapter 63 (relating to general provisions).

(iv) If the fines, fees or penalties are being paid in installments, the surcharge shall be remitted on each installment on a pro rata basis.

(2) (Reserved).

Section 36. The definitions of "annual additional payments," "annual base payments" and "scheduled annual commission contribution" in section 8901 of Title 75 are amended to read: § 8901. Definitions.

The following words and phrases when used in this chapter shall have the meanings given to them in this section unless the context clearly indicates otherwise:

"Annual additional payments." As follows:

(1) During the conversion period and after the conversion date, an amount equal to the scheduled annual commission contribution, minus the sum of:

- (i) \$200,000,000 paid as annual base payments;
- (ii) any Interstate 80 savings for that fiscal year.

(2) If the conversion period has expired and a conversion notice has not been received by the secretary, in each subsequent fiscal year until the end of the term of the lease agreement, the annual additional payments shall be \$250,000,000. **No annual additional payments shall be due after fiscal year 2021-2022.**

"Annual base payments." An amount equal to the sum of the following:

(1) Annual debt service on outstanding bonds issued under section 9511.2 (relating to special revenue bonds) payable as required pursuant to the bonds.

(2) Two hundred million dollars payable annually **through fiscal year 2021-2022** in four equal installments each due the last business day of each July, October, January and April.

(3) **For fiscal year 2022-2023 and each fiscal year thereafter, the amount shall be \$50,000,000 payable annually from then-current revenue.**

* * *

"Scheduled annual commission contribution." The following amounts:

(1) \$750,000,000 in fiscal year 2007-2008.

(2) \$850,000,000 in fiscal year 2008-2009.

(3) \$900,000,000 in fiscal year 2009-2010.

(4) For fiscal year 2010-2011 [and each fiscal year thereafter] **through fiscal year 2021-2022**, the amount shall be the amount calculated for the previous year increased by 2.5%, except that the amount shall be equal to the annual base payments plus \$250,000,000 if the conversion notice is not received by the secretary prior to the expiration of the conversion period. **For fiscal year 2014-2015 and each fiscal year thereafter through fiscal year 2021-2022, at least \$30,000,000 of this amount shall be paid from then-current revenue.**

(5) **For fiscal year 2022-2023 and each fiscal year thereafter, the amount shall be \$50,000,000 payable annually from then-current revenue.**

Section 37. Section 8915.6(a) of Title 75 is amended to read:

§ 8915.6. Deposit and distribution of funds.

(a) Deposits.--Upon receipt by the department, the following amounts from the scheduled annual commission contribution shall be deposited in the Motor License Fund:

- (1) For fiscal year 2007-2008, \$450,000,000.
- (2) For fiscal year 2008-2009, \$500,000,000.
- (3) For fiscal year 2009-2010, \$500,000,000.
- (4) For fiscal year 2010-2011 [and each fiscal year thereafter] **through fiscal year 2013-2014**, the amount calculated for the previous year increased by 2.5%.

(5) **For fiscal year 2014-2015 and each fiscal year thereafter, \$0.**

* * *

Section 38. (Reserved).

Section 39. (Reserved).

Section 40. The definition of "average wholesale price" in section 9002 of Title 75 is amended to read:

§ 9002. Definitions.

The following words and phrases when used in this chapter shall have the meanings given to them in this section unless the context clearly indicates otherwise:

* * *

"Average wholesale price." [The average wholesale price per gallon of all taxable liquid fuels and fuels, excluding the Federal excise tax and all liquid fuels taxes, as determined by the Department of Revenue for the 12-month period ending on the September 30 immediately prior to January 1 of the year for which the rate is to be set. In no case shall the average wholesale price be less than 90¢ nor more than \$1.25 per gallon.] **The average wholesale price of all taxable liquid fuels and fuels, excluding the Federal excise tax and all liquid fuels taxes, shall be as follows:**

(1) After December 31, 2013, and before January 1, 2015, the average wholesale price shall be \$1.87 per gallon.

(2) After December 31, 2014, and before January 1, 2017, the average wholesale price shall be \$2.49 per gallon.

(3) After December 31, 2016, the average wholesale price shall be as determined by the Department of Revenue for the 12-month period ending on the September 30 immediately prior to January 1 of the year for which the rate is to be set. In no case shall the average wholesale price be less than \$2.99 per gallon.

* * *

Section 40.1. Section 9004(a), (b), (c) introductory paragraph and (e) introductory paragraph of Title 75 are amended to read:

§ 9004. Imposition of tax, exemptions and deductions.

(a) [Liquid fuels and fuels tax.--A permanent State tax of 12¢ a gallon or fractional part thereof is imposed and assessed upon all liquid fuels and fuels used or sold and delivered by distributors within this Commonwealth.] **(Reserved).**

(b) Oil company franchise tax for highway maintenance and construction.--[In addition to the tax imposed by subsection (a), the] **The** tax imposed by Chapter 95 (relating to taxes for highway maintenance and construction) shall [also] be imposed and collected on liquid fuels and fuels, on a cents-per-gallon equivalent basis, upon all gallons of liquid fuels and fuels [as are taxable under subsection (a)] **used or sold and delivered by distributors within this Commonwealth.**

(c) Aviation gasoline tax.--In lieu of the taxes under [subsections (a) and] **subsection (b):**

* * *

(e) Exceptions.--The tax imposed under subsections [(a),] (b), (c) and (d) shall not apply to liquid fuels, fuels or alternative fuels:

* * *

Section 40.2. Section 9006(b)(2) of Title 75 is amended to read:

§ 9006. Distributor's report and payment of tax.

* * *

(b) Computation and payment of tax.--

* * *

(2) The discount under paragraph (1) shall not be computed on any tax imposed and remitted with respect to the oil company franchise tax imposed under sections 9004(b) (relating to imposition of tax, exemptions and deductions) and 9502 (relating to imposition of tax), **except with respect to the oil company franchise tax imposed under section 9502(a)(5).**

* * *

Section 40.3. Section 9010(a), (b)(1) and (e)(3) of Title 75 are amended to read:

§ 9010. Disposition and use of tax.

(a) [Payment to Liquid Fuels Tax Fund.--One-half cent per gallon of the tax collected under section 9004(a) (relating to imposition of tax, exemptions and deductions) shall be paid into the Liquid Fuels Tax Fund of the State Treasury. The money paid into that fund is specifically appropriated for the purposes set forth in this chapter.] **(Reserved).**

(b) Payment to counties.--

(1) The money paid into the Liquid Fuels Tax Fund **under section 9502(a)(5)(i) (relating to imposition of tax)**, except that which is refunded, shall be paid to the respective counties of this Commonwealth on June 1 and December 1 of each year in the ratio that the average amount returned to each county during the three preceding years bears to the average amount returned to all counties during the three preceding years.

* * *

(e) Appropriation.--

* * *

(3) The [remaining tax collected under section 9004(a), the] tax of 1 1/2¢ a gallon imposed and assessed on liquid fuels used or sold and delivered for use as a fuel in propeller-driven aircraft or aircraft engines, the tax of 1 1/2¢ a gallon on liquid fuels used or sold and delivered for use as a fuel in jet or turbojet-propelled aircraft or aircraft engines in lieu of other taxes, all penalties and interests and all interest earned on deposits of the Liquid Fuels Tax Fund shall be paid into the Motor License Fund. This money is specifically appropriated for the same purposes for which money in the Motor License Fund is appropriated by law.

Section 40.4. Section 9017(c)(1) of Title 75 is amended to read:

§ 9017. Refunds.

* * *

(c) Motorboats and watercraft.--

(1) When the tax imposed by this chapter **and section 9502(a)(5) (relating to imposition of tax)** has been paid and the fuel on which the tax has been imposed has been consumed in the operation of motorboats or watercraft upon the waters of this Commonwealth, including waterways bordering on this Commonwealth, the full amount of the tax shall be refunded to the Boat Fund on petition to the board in accordance with prescribed procedures.

* * *

Section 40.5. Title 75 is amended by adding a section to read:

§ 9023. **Application of Prevailing Wage Act to locally funded highway and bridge projects.**

(a) **Public work.**--For locally funded highway and bridge projects, the term "public work" as used in the act of August 15, 1961 (P.L.987, No.442), known as the Pennsylvania Prevailing Wage Act, shall mean construction, reconstruction, demolition, alteration and repair work, other than maintenance work, done under contract and paid for in whole or in part out of the funds of a public body if the estimated cost of the total project is in excess of \$100,000. The term shall not include work performed under a rehabilitation or manpower training program.

(b) **Applicability.**--This section shall apply to a contract entered on or after the effective date of this section.

(c) **Definition.**--As used in this section, the term "locally funded" means a highway or bridge project that is funded entirely by funds:

(1) paid to counties under section 9010(b) (relating to disposition and use of tax), including borrowed funds under section 9010(b)(2)(ii), whether expended by the county or allocated or apportioned to political subdivisions;

(2) allocated or appropriated to municipalities under the act of June 1, 1956 (1955 P.L.1944, No.655), referred to as the Liquid Fuels Tax Municipal Allocation Law;

(3) made available to municipalities from the Highway Bridge Improvement Restricted Account within the Motor License Fund for expenditure on bridge rehabilitation, replacement and removal projects pursuant to the act of December 8, 1982 (P.L.848, No.235), known as the Highway-Railroad and Highway Bridge Capital Budget Act for 1982-1983, and its supplements;

(4) awarded to municipalities as transportation enhancement grants under section 3116 (relating to automated red light enforcement systems in first class cities) or 3117 (relating to automated red light enforcement systems in certain municipalities);

(5) allocated from municipal budgetary sources using revenues derived through municipal taxes or fees; or

(6) allocated to municipalities under 58 Pa.C.S. (relating to oil and gas).

Section 41. Sections 9106 heading, (a) and (b), 9301 and 9502(a) of Title 75 are amended to read:

§ 9106. Dirt [and gravel], **gravel and low-volume** road maintenance.

(a) Statement of purpose.--It is the intent and purpose of this section:

(1) To fund safe, efficient and environmentally sound maintenance of sections of dirt and gravel roads which have been identified as sources of dust and sediment pollution.

(2) To establish a dedicated and earmarked funding mechanism that provides streamlined appropriation to the county level and enables local officials to establish fiscal and environmental controls.

(3) **To fund safe, efficient and environmentally sound maintenance of sections of low-volume roads that are sealed or paved with an average daily traffic count of 500 vehicles or less.**

(b) General rule.--Of the funds available under section 9502(a)(1) (relating to imposition of tax), [\$1,000,000] **\$7,000,000** shall be annually distributed to the Department of Conservation and Natural Resources for the maintenance and mitigation of dust and sediment pollution from **parks and forestry roads**. Funds in the amount of [\$4,000,000] **\$28,000,000** shall be appropriated annually to the State Conservation

Commission and administered in a nonlapsing, nontransferable account restricted to maintenance and improvement of dirt [and gravel], **gravel and low-volume State and municipal** roads. The State Conservation Commission shall apportion the funds based on written criteria it develops to establish priorities based on preventing dust and sediment pollution. In the first fiscal year, top priority shall be given to specific trouble spot locations already mapped by the Task Force on Dirt and Gravel Roads and available from the department. **A minimum of \$8,000,000 of the total appropriated annually shall be for maintenance and improvement of low-volume roads.**

* * *

§ 9301. Supplemental funding for municipal highway maintenance.

(a) **Annual appropriation.**--The General Assembly shall annually appropriate, beginning with the 1980-1981 fiscal year, the sum of \$5,000,000 for supplemental payments to municipalities to assist in the maintenance and construction costs of municipal roads. The moneys appropriated by authority of this section shall be distributed to municipalities in accordance with the provisions of the act of June 1, 1956 (1955 P.L.1944, No.655), [entitled "An act providing a permanent allocation of a part of the fuels and liquids fuels tax proceeds to cities, boroughs, incorporated towns and townships, for their road, street and bridge purposes; conferring powers and imposing duties on local officers and the Department of Highways; and making an appropriation out of the Motor License Fund; and repealing existing legislation."] **referred to as the Liquid Fuels Tax Municipal Allocation Law.**

(b) **County allocation supplement.**--Commencing July 1, 2014, the amount of \$5,000,000 is appropriated out of the Motor License Fund to counties annually. The following shall apply:

(1) The distribution shall be in the ratio of:

(i) the square footage of deck area of a county's county-owned bridges; to

(ii) the total square footage of deck area of county-owned bridges throughout this Commonwealth.

(2) The amount of square footage under paragraph (1)(i) shall be the amount reported as part of the National Bridge Inspection Standards Program.

(c) **Additional allocation to municipalities.**--Commencing July 1, 2014, an amount of \$30,000,000 is appropriated out of the Motor License Fund and shall be distributed to municipalities pursuant to the Liquid Fuels Tax Municipal Allocation Law.

§ 9502. Imposition of tax.

(a) **General rule.**--

(1) An "oil company franchise tax for highway maintenance and construction" which shall be an excise tax of 60 mills is hereby imposed upon all liquid fuels and fuels as defined and provided in Chapter 90 (relating to liquid fuels and fuels tax), and such tax shall be collected as provided in section 9004(b) (relating to imposition of tax, exemptions and deductions). **Of the amount collected in fiscal year 2015-2016, and each fiscal year thereafter, \$35,000,000 shall be deposited in the Multimodal Transportation Fund established under 74 Pa.C.S. § 2102 (relating to Multimodal Transportation Fund), to be expended in accordance with section 11 of Article VIII of the Constitution of Pennsylvania.**

(2) An additional 55 mills is hereby imposed on all liquid fuels and fuels as defined and provided in Chapter 90 and such tax shall also be collected as provided in section 9004(b), the proceeds of which shall be distributed as follows:

(i) [~~Forty-two~~] **Forty-five** percent to county maintenance districts for highway maintenance **for fiscal year 2013-2014, 29% for fiscal year 2014-2015, 25% for fiscal year 2015-2016 and 19% for fiscal year 2016-2017 and each year thereafter.** This allocation shall be made according to the formula provided in section 9102(b)(2) (relating to distribution of State highway maintenance funds). This allocation shall be made in addition to and not a replacement for amounts normally distributed to county maintenance districts under section 9102.

(ii) [~~Seventeen percent for highway capital projects.~~] **Fourteen percent for highway capital projects for fiscal year 2013-2014, 30% for fiscal year 2014-2015, 34% for fiscal year 2015-2016 and 40% for fiscal year 2016-2017 and each year thereafter. Annually, until fiscal year 2023-2024, an amount equal to 15% of all appropriations to the department for highway and bridge capital programs shall be distributed at the discretion of the secretary from the amount distributed under this subparagraph.**

(iii) Thirteen percent for bridges.

(iv) Two percent for bridges identified as county or forestry bridges. **Distribution under this subparagraph shall be in the ratio of:**

(A) **the square footage of deck areas, as reported as part of the National Bridge Inspection Standards Program, of a county's county-owned bridges; to**

(B) the total square footage of deck area, as reported as part of the National Bridge Inspection Standards Program, of all county-owned bridges in this Commonwealth.

(v) Twelve percent for local roads pursuant to section 9511(c) (relating to basic allocation to municipalities).

(vi) Fourteen percent for toll roads designated pursuant to the act of September 30, 1985 (P.L.240, No.61), known as the Turnpike Organization, Extension and Toll Road Conversion Act, to be appropriated under section 9511(h).

(3) An additional 38.5 mills is hereby imposed upon all liquid fuels and fuels as defined and provided in Chapter 90, and such tax shall also be collected as provided in section 9004(b), the proceeds of which shall be deposited in The Motor License Fund and distributed as follows:

(i) Twelve percent to municipalities on the basis of and subject to the provisions of the act of June 1, 1956 (1955 P.L.1944, No.655), referred to as the Liquid Fuels Tax Municipal Allocation Law, is appropriated.

[(ii) Eighty-eight percent to the department is appropriated as follows:

(A) Forty-seven percent for distribution in accordance with section 9102(b)(2) for fiscal year 1997-1998.

(B) Fifty-three percent for a Statewide highway restoration, betterment and resurfacing program for fiscal year 1997-1998.

(C) Fifty-seven percent for distribution in accordance with section 9102(b)(2) for fiscal year 1998-1999.

(D) Forty-three percent for a Statewide highway restoration, betterment and resurfacing program for fiscal year 1998-1999.

(E) Sixty-seven percent for distribution in accordance with section 9102(b)(2) for fiscal year 1999-2000.

(F) Thirty-three percent for a Statewide highway restoration, betterment and resurfacing program for fiscal year 1999-2000.

(G) Seventy-seven percent for distribution in accordance with section 9201(b)(2) for fiscal year 2000-2001.

(H) Twenty-three percent for a Statewide highway restoration, betterment and resurfacing program for fiscal year 2000-2001.

(I) One hundred percent for distribution in accordance with section 9102(b)(2) for fiscal year 2001-2002 and each year thereafter.

(J) For any fiscal year beginning with 1997-1998 through and including fiscal year 2000-2001, the department shall make supplemental maintenance program payments from the Statewide highway restoration betterment program to those county maintenance districts for which the total highway maintenance appropriations and executive authorizations in accordance with section 9102(b) would be less than the amount received in 1996-1997 from the highway maintenance appropriation, the Secondary Roads-Maintenance and Resurfacing Executive Authorization, the Highway Maintenance Excise Tax Executive Authorization and the Highway Maintenance Supplemental Appropriation.

The words and phrases used in this paragraph shall have the meanings given to them in section 9101 (relating to definitions). This one-time allocation shall be made in addition to and is not a replacement for amounts normally distributed to county maintenance districts under section 9102.]

(ii) Sixty-eight percent to the department for distribution in accordance with section 9102(b)(2) for fiscal year 2013-2014; 49% for fiscal year 2014-2015 and 40% for each fiscal year thereafter.

(iii) Twenty percent to the department for expanded highway and bridge maintenance for fiscal year 2013-2014; 39% for fiscal year 2014-2015 and 48% for each fiscal year thereafter to be distributed as follows:

(A) Annually, 15% of the amount deposited in a fiscal year shall be distributed at the discretion of the secretary.

(B) Any funds deposited but not distributed under clause (A) shall be distributed in accordance with the formula under section 9102(b)(2).

(C) Temporary transfers of funds may be made between counties if required for project cash flow.

(4) An additional 55 mills is hereby imposed upon all fuels as defined and provided in chapter 90 and such tax shall also be collected as provided in section 9004(b) upon such fuels, the proceeds of which shall be deposited in The Highway Bridge Improvement Restricted Account within the Motor License Fund and is hereby appropriated.

(5) An additional 64 mills in calendar year 2014, 49 mills in calendar year 2015, 48 mills in calendar year 2016,

41 mills in calendar year 2017 and 39 mills in each calendar year thereafter, is imposed upon all liquid fuels and fuels as defined and provided in Chapter 90; and the tax shall also be collected as provided in section 9004(b) upon such fuels. The proceeds of the tax shall be deposited and distributed as follows:

(i) Four and seventeen hundredths percent to the Liquid Fuels Tax Fund of the State Treasury. The money paid into that fund is specifically appropriated for the purposes set forth in section 9010 (relating to disposition and use of tax).

(ii) Ninety-five and eighty-three hundredths percent to the Motor License Fund. This money is specifically appropriated for the same purposes for which money in the Motor License Fund is appropriated by law. Twenty percent of the money under this subparagraph shall be allocated to municipalities in accordance with section 9511(d).

* * *

Section 42. Section 9511(b) and (g) of Title 75 are amended and the section is amended by adding subsections to read:

§ 9511. Allocation of proceeds.

* * *

(b) State Highway Transfer Restoration Restricted Account and local bridges.--

(1) The amount of the proceeds deposited in the Motor License Fund pursuant to this chapter which[, in fiscal year 1983-1984,] is attributable to [two] **three** mills of the tax imposed under section 9502(a) (relating to imposition of tax) [and which, in fiscal year 1984-1985 and thereafter, is attributable to three mills of the tax,] shall be deposited as follows:

(i) For fiscal year 2013-2014 through fiscal year 2016-2017, as follows:

(A) Twenty-seven million dollars shall be deposited in the State Highway Transfer Restoration Restricted Account within the Motor License Fund. The funds deposited in the State Highway Transfer Restoration Restricted Account shall be appropriated annually for expenditure as provided under subsection (g).

(B) All funds not deposited in accordance with clause (A) shall be deposited in the Highway Bridge Improvement Restricted Account within the Motor License Fund for local bridges, notwithstanding if the project is administered by a county, municipality or the department.

(ii) For fiscal year 2017-2018 and each fiscal year thereafter, as follows:

(A) One and one-half mill shall be deposited in the State Highway Transfer Restoration Restricted Account within the Motor License Fund, which account is hereby created. The funds deposited in the State Highway Transfer Restoration Restricted Account are hereby annually appropriated out of the account upon authorization by the Governor for expenditure as provided in subsection (g).

(B) One and one-half mill shall be deposited in the Highway Bridge Improvement Restricted Account within the Motor License Fund for local bridges, notwithstanding if the project is administered by a county, municipality or the department.

(2) If funds are available to make payments under subsection (g)(1), the department may transfer funds deposited under paragraph (1)(i) and (ii) between the State Highway Transfer Restoration Restricted Account and the Highway Bridge Improvement Restricted Account at the discretion of the secretary.

* * *

(e.1) Allocation to municipalities for traffic signals.--In addition, up to \$10,000,000 for fiscal year 2014-2015, up to \$25,000,000 for fiscal year 2015-2016 and up to \$40,000,000 for fiscal year 2016-2017 and each fiscal year thereafter, is appropriated out of the Motor License Fund to replace, synchronize, time, operate and maintain traffic signals within traffic corridors consistent with 74 Pa.C.S. Ch. 92 (relating to traffic signals). The funds shall be used and allocated in accordance with the following:

(1) During fiscal year 2014-2015, up to \$10,000,000 is allocated to municipalities for upgrading traffic signals to light-emitting diode technology and for performing regional operations such as retiming, developing special event plans and monitoring traffic signals.

(2) During fiscal year 2015-2016, up to \$25,000,000 shall be allocated to municipalities for upgrading traffic signals to light-emitting diode technology, performing regional operations such as retiming, developing special event plans and monitoring traffic signals and for maintaining and operating traffic signals.

(3) During fiscal year 2016-2017 and each fiscal year thereafter, up to \$40,000,000 shall be allocated to municipalities for upgrading traffic signals to light-emitting diode technology, performing regional operations such as retiming, developing special event plans and

monitoring traffic signals and for maintaining and operating traffic signals.

(4) Financial assistance under this section shall be matched by municipal or private cash funding in an amount not less than 50% of the amount of the financial assistance being provided.

(5) The department shall establish guidelines for applications and approval of applications from municipalities for the financial assistance being provided. Applicants must enter into agreements provided for under 74 Pa.C.S. Ch. 92. Priority will be given to multimunicipal improvements.

* * *

(g) **Use of funds in the State Highway Transfer Restoration Restricted Account.**--The funds appropriated in subsection (b) for deposit in the State Highway Transfer Restoration Restricted Account shall be used to pay for the costs of restoration of such highways as provided in Chapter 92 (relating to transfer of State highways) and annual payments to the municipalities for highway maintenance in accordance with the following:

(1) Annual maintenance payments shall be at the rate of \$4,000 per mile for each highway or portion of highway transferred under Chapter 92, section 222 of the act of June 1, 1945 (P.L.1242, No.428), known as the State Highway Law, or any statute enacted in 1981.

(2) Annual maintenance payments shall be paid at the same time as funds appropriated under the act of June 1, 1956 (1955 P.L.1944, No.655), referred to as the Liquid Fuels Tax Municipal Allocation Law, except that no maintenance payment shall be paid for a highway until after the year following its transfer to the municipality.

(3) Annual maintenance payments under this subsection shall be in lieu of annual payments under the Liquid Fuels Tax Municipal Allocation Law.

(4) Annual maintenance payments under this subsection shall be deposited into the municipality's liquid fuels tax account and may be used on any streets and highways in the municipality in the same manner and subject to the same restrictions as liquid fuels tax funds paid under the Liquid Fuels Tax Municipal Allocation Law or, in the case of a county, under section 10 of the act of May 21, 1931 (P.L.149, No.105), known as The Liquid Fuels Tax Act.

* * *

(i) **Refund to Pennsylvania Fish and Boat Commission.**--

(1) When the tax imposed by section 9502(a)(1), (2), (3) and (4) has been paid and the fuel on which the tax has been imposed has been consumed in the operation of motorboats or watercraft upon the waters of this Commonwealth, including

waterways bordering this Commonwealth, the full amount of the tax shall be refunded to the Boat Fund on petition to the Board of Finance and Revenue in accordance with prescribed procedures.

(2) In accordance with the procedures, the Pennsylvania Fish and Boat Commission shall biannually calculate the amount of liquid fuels consumed by the motorcraft and furnish the information relating to its calculations and data as required by the Board of Finance and Revenue. The Board of Finance and Revenue shall review the petition and motorboat fuel consumption calculations of the commission, determine the amount of the oil company franchise tax paid and certify to the State Treasurer to refund annually to the Boat Fund the amount so determined. The department shall be accorded the right to appear at the proceedings and make its views known.

(3) For the fiscal years commencing July 1, 2013, July 1, 2014, July 1, 2015, July 1, 2016, and July 1, 2017, the money under paragraph (2) shall be used by the commission acting by itself or by agreement with other Federal and State agencies only for the improvement of hazardous dams impounding waters of this Commonwealth on which boating is permitted, including the development and construction of boating areas and the dredging and clearing of water areas where boats can be used. The commission shall present its plan no later than September 30 of each year through September 30, 2017, to the chairman and minority chairman of the Transportation Committee and the chairman and minority chairman of the Game and Fisheries Committee of the Senate and the chairman and minority chairman of the Transportation Committee and the chairman and minority chairman of the Game and Fisheries Committee of the House of Representatives regarding the use of the funds. For the fiscal year commencing July 1, 2018, and for each fiscal year thereafter, this money shall be used by the commission acting by itself or by agreement with other Federal and State agencies only for the improvement of the waters of this Commonwealth on which motorboats are permitted to operate and may be used for the development and construction of motorboat areas; the dredging and clearing of water areas where motorboats can be used; the placement and replacement of navigational aids; the purchase, development and maintenance of public access sites and facilities to and on waters where motorboating is permitted; the patrolling of motorboating waters; the publishing of nautical charts in those areas of this Commonwealth not covered by nautical charts published by the United States Coast and Geodetic Survey or the United States

Army Corps of Engineers and the administrative expenses arising out of the activities; and other similar purposes.

Section 43. The following shall apply:

(1) The amendment of 74 Pa.C.S. § 303 shall apply to competitive contract opportunities issued on or after July 1, 2014.

(2) The amendment of 74 Pa.C.S. § 1512 shall apply to feasibility studies performed prior to and after the effective date of this section.

(3) The amendment of 74 Pa.C.S. § 8105(b)(2) shall apply to members of the Pennsylvania Turnpike Commission appointed for the first time after the effective date of this section.

(4) The addition of 75 Pa.C.S. § 9023 shall apply to contracts entered into on or after January 1, 2014.

(5) The addition of 74 Pa.C.S. § 9202 shall apply to contracts entered into on or after the effective date of this section.

Section 44. The General Assembly declares that the amendment of 75 Pa.C.S. § 4968(a.2)(4) shall not affect requirements of the Department of Transportation regarding the permit for the movement of raw milk found at 50A on pages 83 and 84 of Publication 31 of the Department of Transportation.

Section 45. The Department of Transportation and the Pennsylvania Turnpike Commission may amend the lease agreement entered into by them pursuant to 75 Pa.C.S. § 8915.3 in order to conform the provisions of the lease to the amendments to the rights and obligations of the Department of Transportation and the Pennsylvania Turnpike Commission contained in this act.

Section 46. The maximum principal amount of additional debt to be incurred under this act for capital projects specifically itemized in a capital project itemization act pursuant to section 7(a)(4) of Article VIII of the Constitution of Pennsylvania shall be \$500,000,000. Debt shall be incurred in accordance with the act of February 9, 1999 (P.L.1, No.1), known as the Capital Facilities Debt Enabling Act, and the Motor License Fund shall be charged with the repayment of the debt. The net proceeds from the sale of obligations authorized in this section are appropriated to the Department of Transportation to be used exclusively to defray financial costs of capital projects specifically itemized in accordance with the Capital Facilities Debt Enabling Act. The money necessary to pay debt service or to pay arbitrage rebates required under section 148 of the Internal Revenue Code of 1986 (Public Law 99-514, 26 U.S.C. § 148) due on the obligations under this section in fiscal year 2013-2014 is appropriated to the State Treasurer from the Motor License Fund.

Section 47. The sum of \$1,000,000 is appropriated to the Department of Transportation from the Multimodal Transportation Fund for costs incurred by the department in the administration of the programs under 74 Pa.C.S. § 2104(a)(1).

Section 48. This act shall take effect as follows:

(1) The following provisions shall take effect immediately:

- (i) This section.
 - (ii) Sections 43, 44, 45 and 46 of this act.
 - (iii) The addition of 74 Pa.C.S. Ch. 2.
 - (iv) The amendment of 74 Pa.C.S. § 1504.
 - (v) The amendment or addition of 74 Pa.C.S. § 1506(c), (e)(1)(i), (vi) and (vii), (2), (3) and (5).
 - (vi) The amendment of 74 Pa.C.S. § 1512.
 - (vii) The amendment or addition of 74 Pa.C.S. § 1514(c) and (e.1).
 - (viii) The amendment or addition of 74 Pa.C.S. § 1516(b)(1), (e) and (f).
 - (ix) The addition of 74 Pa.C.S. § 1517.1.
 - (x) The addition of 74 Pa.C.S. Ch. 21.
 - (xi) The addition of 74 Pa.C.S. Ch. 59 Subch. C.
 - (xii) The amendment of 74 Pa.C.S. § 8105(b)(2).
 - (xiii) The addition of 74 Pa.C.S. Ch. 92.
 - (xiv) The addition of 74 Pa.C.S. Ch. 93.
 - (xv) The reenactment of 75 Pa.C.S. § 1550(d)(2).
 - (xv.1) The addition of 75 Pa.C.S. § 1955(a)(2).
 - (xv.2) The amendment of 75 Pa.C.S. §§ 3362(a) and (c) and 3363.
 - (xvi) The amendment of 75 Pa.C.S. §§ 4902 and 4968.
 - (xvi.1) The amendment of 75 Pa.C.S. § 6110(a) and (a.1).
 - (xvii) The amendment of 75 Pa.C.S. § 8915.6.
 - (xviii) The amendment of 75 Pa.C.S. § 9002.
 - (xix) The amendment or addition of 75 Pa.C.S. §§ 9502(a)(1), (2)(i) and (ii), (3), (4) and (5) and 9511.
- (2) The following provisions shall take effect January 1, 2014, or immediately, whichever occurs later:
- (i) The amendment or addition of 74 Pa.C.S. § 1506(e)(1)(iii) and (v) and (4).
 - (ii) The amendment of 75 Pa.C.S. § 1307(f).
 - (iii) The amendment of 75 Pa.C.S. § 1904.
 - (iv) The amendment of 75 Pa.C.S. § 3111.
 - (v) The amendment of 75 Pa.C.S. § 6506.
 - (vi) The amendment of 75 Pa.C.S. Ch. 90, except §§ 9002 and 9023.
 - (vii) The addition of 75 Pa.C.S. § 9023.

- (3) The following provisions shall take effect April 1, 2014:
- (i) The amendment of 75 Pa.C.S. §§ 1951, 1952, 1953, 1955 and 1956.
 - (ii) The amendment of 75 Pa.C.S. § 2102.
- (4) The following provisions shall take effect July 1, 2014:
- (i) The amendment or addition of 74 Pa.C.S. §§ 1503 and 1506(b) and (e)(6).
 - (ii) The amendment of 75 Pa.C.S. §§ 1353 and 1355.
 - (iii) The amendment or addition of 75 Pa.C.S. §§ 1913, 1920(a) and (c)(1), 1921, 1922, 1924, 1925, 1926, 1926.1, 1927, 1928, 1929, 1930, 1931, 1931.1, 1933, 1942, 1943, 1944, 1945, 1947 and 1958.
 - (iv) The amendment of 75 Pa.C.S. § 8901.
 - (v) The amendment of 75 Pa.C.S. § 9106.
 - (vi) The amendment of 75 Pa.C.S. § 9502(a)(2)(iv).
- (5) The following provisions shall take effect January 1, 2015:
- (i) The amendment of 75 Pa.C.S. §§ 1553(c) and 1554(c).
 - (ii) The amendment of 75 Pa.C.S. § 1617.
 - (iii) The amendment of 75 Pa.C.S. § 1786(d).
 - (iv) The amendment or addition of 75 Pa.C.S. §§ 1916, 1917, 1918, 1920(c)(2), 1932, 1935, 1957, 1959, 1960 and 1961.
- (6) The amendment or addition of 75 Pa.C.S. §§ 1307(g), 1332(d) and 1911 shall take effect December 31, 2016.
- (7) The addition of 75 Pa.C.S. § 1332(a.1) shall take effect in 90 days.
- (8) The remainder of this act shall take effect in 60 days.

APPROVED--The 25th day of November, A.D. 2013.

TOM CORBETT