



# CITY OF PHILADELPHIA

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**Jane P. Slusser**  
Chief of Staff

April 17, 2017

The Honorable Darrell Clarke  
City Council President  
City Hall, Room 490  
Philadelphia, PA 19107

Dear Council President Clarke:

This letter is in response to questions raised at the March 28, 2017 hearing before the Committee of the Whole on the Fiscal Year 2018 proposed Operating Budget and the FY18-FY22 Five Year Financial and Strategic Plan. At this hearing, the following questions were asked:

**Council President Clarke:**

**Provide a detailed breakout of the number of "eds and meds" jobs by type, and identify requirements for those jobs.**

The Commerce Department is working on this analysis; however, it will take a few additional days to pull together. They estimate that they will be able to provide something to Council by the week of April 24th.

**Council President Clarke/Councilwoman Reynolds Brown:**

**Provide a list of members of boards and commissions by gender and race.**

In my testimony on Tuesday, March 28, I offered information on the makeup of Mayoral boards and commission from the December 2016 City of Philadelphia Workforce Profile Report, attached (<https://beta.phila.gov/media/20161230112530/2016WorkforceReport.pdf>).

As of March 30, 2017, the Mayor has appointed a total of 436 members (excluding all ex officio members) to 78 various boards and commissions. A total of 379 of these appointees (or 87%) have voluntarily disclosed information about their background and identity in response to a questionnaire. A summary of this information is provided on the next page. Please note the information below now includes people who either did not respond or disclose information, so the percentages are all slightly different than what was included in testimony from the 2016 Report.

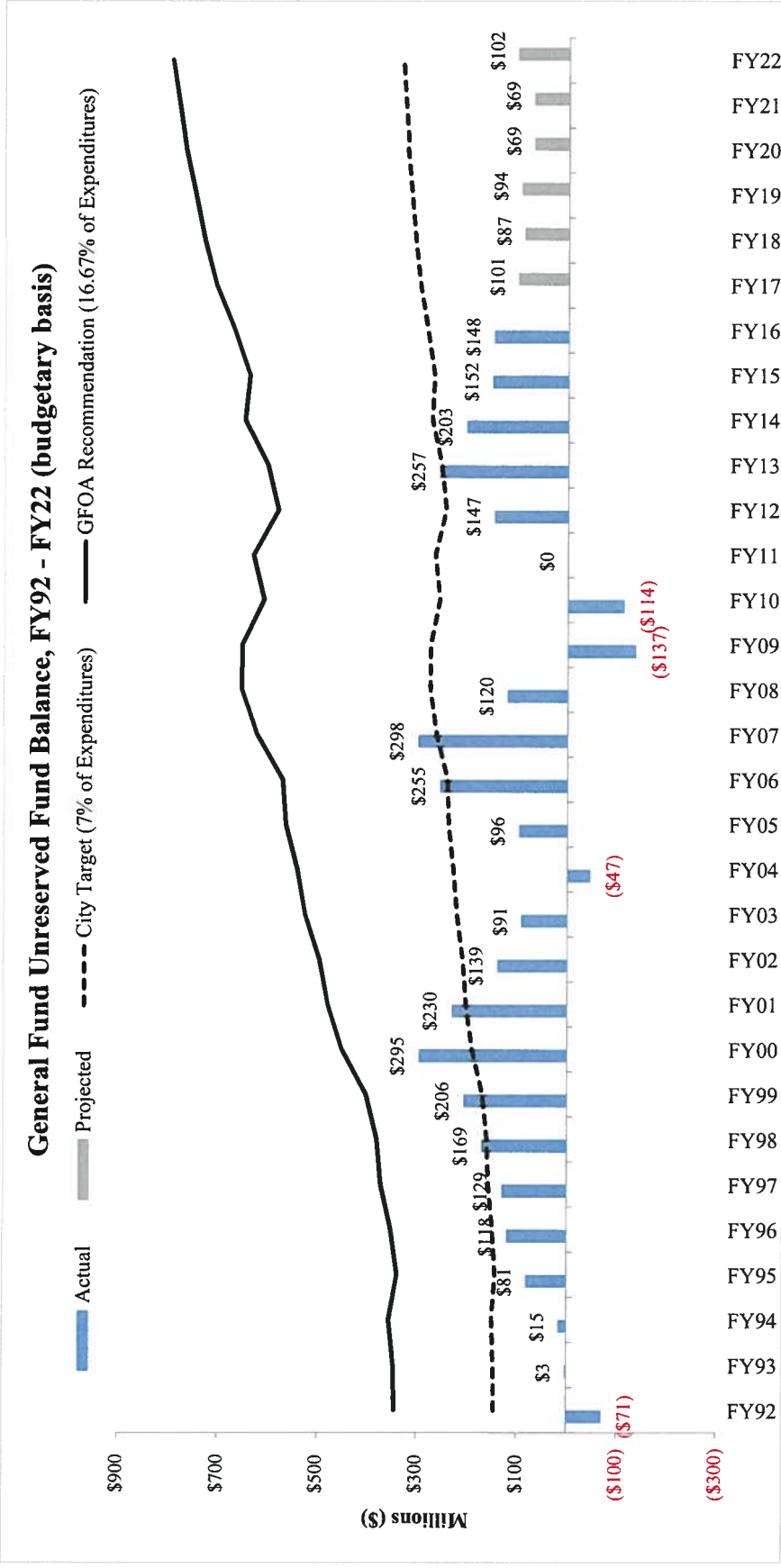
Race/Ethnicity		
	Total	%
White (Not Hispanic or Latino)	147	34%
Black or African American	140	32%
Hispanic or Latino	37	8%
Native Hawaiian or Other Pacific Islander	0	0%
Asian	43	10%
Native American	0	0%
Two or More Races	10	2%
Do Not Disclose/Respond	59	14%
<b>Total Appointments</b>	<b>436</b>	
Gender Identity		
	Total	%
Male	188	43%
Female	183	42%
Genderqueer/Gender Non-conforming	1	0%
Transgender	2	0%
Do Not Disclose/Respond	73	17%
<b>Total Appointments</b>	<b>436</b>	
Sexual Orientation		
	Total	%
Heterosexual or Straight	281	64%
Gay or Lesbian	53	12%
Bisexual	6	1%
Do Not Disclose/Respond	99	23%
<b>Total Appointments</b>	<b>436</b>	

*Note: Because the percentages are rounded, they may not add up to 100%.*

**Councilwoman Parker:**

**Provide historical fund balance information for as long as PICA has been in place.**

The chart below shows the General Fund Unreserved Fund Balance from Fiscal Year 1992, when the PICA Agreement was finalized, to Fiscal Year 2016, as well as the projected Fund Balance for Fiscal Years 2017-2022.



**Of the \$4.3B in General Fund revenues, 18.5% is collected from Real Property. Provide a chart showing the breakout of the 18.5%: how much is commercial, how much is residential, how much is delinquent and in a payment plan, etc.**

Page 16 of the FY18 Proposed Budget in Brief provides a breakdown of projected current and prior Real Property revenues:

- Current: \$547,256,000
- Prior: \$53,302,000

However, the City does not predict how much of the prior year collections will be collected as a result of different enforcement strategies. Multiple strategies may be employed on a single taxpayer and it is very difficult to identify which mechanism was ultimately successful in eliciting payment. The Department’s new data warehouse will use predictive analytics to suggest which tactics may be the most effective on a particular account.

The City is also not able to provide an exact estimate of how much revenue will come from different property types. The chart below shows the total value (and percent) of taxable assessed property across these different types. If the same property owners paid taxes at the same percent across these different categories, then the revenue collected from these different categories would be proportionate to the total taxable assessment. Unfortunately, we do not know if that is the case.

Tax Year 2018		
Category	Taxable Assessment*	Percent of Total Assessed Value
Residential	\$63,448,027,503	57%
Hotels and Apartments	\$18,320,830,891	16%
Store with Dwelling	\$3,501,974,483	3%
Commercial	\$19,663,159,293	18%
Industrial	\$3,812,518,189	3%
Vacant Land	\$2,512,483,549	2%
<b>Total</b>	<b>\$111,258,993,908</b>	<b>100%</b>
<i>* Includes Homestead Exempt Value of approximately \$6.3 billion</i>		

**Councilman Oh:**

**Provide the dollar amount of money that is collected by the state from PPA (from red light cameras, etc.) and that then doesn't come back to Philadelphia. Provide copies of any legislation that directs PPA money to counties other than Philadelphia.**

Red light camera ticket revenues are forwarded to the Pennsylvania Department of Transportation. Roughly half of the red light camera revenues come back to the City, with the remainder being allocated by PennDOT for use on transportation safety improvement projects outside the City of Philadelphia.

The total red light camera revenue documented by the State Automated Red Light Enforcement (ARLE) Committee for 2016 and 2015 was \$6,074,000 and \$5,619,000 respectively. The City is anticipating that \$3,000,000 will be allocated to ARLE transportation safety improvement projects in the coming year from the 2016 funding. In Fall of 2016, the City was given notice to proceed on ARLE safety improvement projects amounting to \$2,800,000 from the 2015 red light camera revenues.

The attached legislation from the State of Pennsylvania concerning automated red light enforcement systems in first class cities describes of how fees may be used in section (l):

*Payment must be made personally, through an authorized agent, electronically or by mailing both payment and the notice of violation to the system administrator. Payment by mail must be made only by money order, credit card or check made payable to the system administrator. The system administrator shall remit the fine, less the system administrator's operation and maintenance costs necessitated by this section, to the department for deposit into a restricted receipts account in the Motor License Fund. Fines deposited in the fund under this paragraph shall be used by the department to develop, by regulation, a Transportation Enhancements Grant Program. The department shall award transportation enhancement grants on a competitive basis. The department may pay any actual administrative costs arising from its administration of this section. The department may not reserve, designate or set aside any specific level of funds 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. Grants shall be awarded by the department based on the majority vote of a selection committee consisting of four representatives, with the secretary or his designee serving as chairman, of the department appointed by the secretary and four members appointed by the mayor of the city of the first class. Priority shall be given to applications seeking grant funds for transportation enhancements in the municipality where the automated red light camera system is operated.*

**Councilman Domb:****Quantify Philadelphia's total debt as a city.**

The City currently has \$7.5 billion in debt outstanding inclusive of GO, Other General Fund Supported Debt, and the Revenue Bonds (see below).

<b>General Obligation Debt and PICA Bonds</b>	
General Obligation Bonds	\$1,431,705
PICA Bonds	266,095
<b>Subtotal: General Obligation Debt and PICA Bonds</b>	<b>\$1,697,800</b>
<b>Other General Fund-Supported Debt<sup>(3)</sup></b>	
Philadelphia Municipal Authority	
Criminal Justice Center	\$33,100
Juvenile Justice Center	90,160
Public Safety Campus	65,155
Fleet Management Equipment Lease	6,561
Energy Conservation	10,615
<b>Subtotal: Philadelphia Municipal Authority Debt</b>	<b>\$205,591</b>
Philadelphia Authority for Industrial Development	
Pension capital appreciation bonds	\$559,407
Pension fixed rate bonds	761,655
Stadiums	262,830
Library	5,570
Cultural and Commercial Corridor	89,205
One Parkway	32,165
Philadelphia School District <sup>(4)</sup>	29,105
<b>Subtotal: Philadelphia Authority for Industrial Development</b>	<b>\$1,739,937</b>
Parking Authority	11,660
Redevelopment Authority	182,415
<b>Subtotal: Other General Fund-Supported Debt</b>	<b>\$2,139,603</b>
<b>Revenue Bonds</b>	
Water Fund	\$1,750,703
Aviation Fund	1,124,705
Gas Works	834,850
<b>Subtotal: Revenue Bonds</b>	<b>\$3,710,258</b>
<b>Grand Total</b>	<b>\$7,547,661</b>

**What does the City pay in principal and interest (broken out) each year?**

The attached spreadsheet includes current debt issued by the City as well as proposed debt transactions over the course of the Five-Year Plan.

**Councilman Green:**

**Conduct an analysis of the anticipated financial impact of the implementation of medical marijuana.**

The Philadelphia Department of Revenue has contacted the Pennsylvania Department of Revenue to obtain their estimates and methodology for projecting gross sales. Once that information has been provided, the City will conduct an analysis to estimate what proportion of those sales would be in Philadelphia. When the analysis is complete, it will be shared with City Council.

**Councilman Taubenberger:**

**Provide, by department, detail outlining how much federal money the City receives.**

FY16 is the most recent fiscal year for which the Budget Office has a full year of data. The attached year-end report from FY16 shows the dollar amount of federal funding received, for each grant, by department and fund.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jane P. Slusser', written in a cursive style.


Jane P. Slusser  
Chief of Staff

FY	General Obligation Debt Service			Other Taxed Back Debt Service			Water and Wastewater Debt Service		
	Principal	Interest	Total DS	Principal	Interest	Total DS	Principal	Interest	Total DS
2018	\$ 71.32	\$ 86.00	\$ 157.32	\$ 73.39	\$ 65.28	\$ 138.67	\$ 149.69	\$ 89.73	\$ 239.42
2019	93.56	89.73	183.29	54.80	77.16	131.96	92.65	99.31	191.96
2020	97.18	106.29	203.47	59.73	87.29	147.02	89.71	110.58	200.28
2021	109.54	101.89	211.43	63.08	83.76	146.84	97.70	122.49	220.18
2022	116.26	104.62	220.88	70.24	85.70	155.94	94.49	135.77	230.26
2023	101.56	75.74	177.30	121.84	87.61	209.46	103.21	149.04	252.25
<b>Total</b>	<b>\$ 589.41</b>	<b>\$ 564.27</b>	<b>\$ 1,153.68</b>	<b>\$ 443.08</b>	<b>\$ 486.80</b>	<b>\$ 929.89</b>	<b>\$ 627.44</b>	<b>\$ 706.91</b>	<b>\$ 1,334.35</b>

*Amounts in Millions*



<b>Airport Debt Service</b>			<b>Total Project Debt Service</b>		
<u>Principal</u>	<u>Interest</u>	<u>Total DS</u>	<u>Principal</u>	<u>Interest</u>	<u>Total DS</u>
\$ 81.24	\$ 74.36	\$ 155.60	\$ 375.64	\$ 315.37	\$ 691.01
72.62	95.41	168.03	313.63	361.61	675.24
84.05	132.06	216.11	330.67	436.22	766.88
94.78	163.50	258.28	365.09	471.64	836.73
95.36	142.54	237.90	376.35	468.64	844.99
100.26	137.70	237.95	426.86	450.10	876.96
<b>\$ 528.31</b>	<b>\$ 745.58</b>	<b>\$ 1,273.89</b>	<b>\$ 2,188.24</b>	<b>\$ 2,503.57</b>	<b>\$ 4,691.81</b>

 KeyCite Yellow Flag - Negative Treatment  
Proposed Legislation

Purdon's Pennsylvania Statutes and Consolidated Statutes  
Title 75 Pa.C.S.A. Vehicles (Refs & Annos)  
Part III. Operation of Vehicles  
Chapter 31. General Provisions  
Subchapter B. Traffic-Control Devices (Refs & Annos)

75 Pa.C.S.A. § 3116

§ 3116. Automated red light enforcement systems in first class cities

Effective: September 19, 2016

[Currentness](#)

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

(1) A city of the first class, upon passage of an ordinance, is authorized to enforce section 3112(a)(3) (relating to traffic-control signals) by recording violations using an automated red light enforcement system approved by the department.

(2) This section shall only be applicable at intersections in the city of the first class agreed upon by the system administrator and the Secretary of Transportation who shall consider using the automated red light enforcement system at the following intersections:

(i) U.S. Route 1 (Roosevelt Boulevard) at Grant Avenue, at Red Lion Road and at Cottman Street.

(ii) Kensington Avenue at Clearfield Street.

(iii) Richmond Street at Allegheny Avenue and at Castor Avenue.

(iv) Aramingo Avenue at York Street.

(v) Thompson Street at Lehigh Avenue.

(vi) Broad Street at Washington Avenue.

**(b) Owner liability.--**For each violation pursuant to this section, the owner of the vehicle shall be liable for the penalty imposed unless the owner is convicted of the same violation under another section of this title or has a defense under subsection (f).

**(c) Certificate as evidence.**--A certificate, or a facsimile of a certificate, based upon inspection of recorded images produced by an automated red light enforcement system and sworn to or affirmed by a police officer employed by the city of the first class shall be prima facie evidence of the facts contained in it. The city must include written documentation that the automated red light enforcement system was operating correctly at the time of the alleged violation. A recorded image evidencing a violation of section 3112(a)(3) shall be admissible in any judicial or administrative proceeding to adjudicate the liability for the violation.

**(d) Penalty.**--

(1) The penalty for a violation under subsection (a) shall be a fine of \$100 unless a lesser amount is set by ordinance.

(2) A fine is not authorized for a violation of this section if any of the following apply:

(i) The intersection is being manually controlled.

(ii) The signal is in the mode described in section 3114 (relating to flashing signals).

(3) A fine is not authorized during:

(i) The first 120 days of operation of the automated system at the initial intersection.

(ii) The first 45 days for each additional intersection selected for the automated system.

(3.1) A warning may be sent to the violator under paragraph (3).

(4) A penalty imposed under this section shall not be deemed a criminal conviction and shall not be made part of the operating record under section 1535 (relating to schedule of convictions and points) of the individual upon whom the penalty is imposed, nor may the imposition of the penalty be subject to merit rating for insurance purposes.

(5) No surcharge points may be imposed in the provision of motor vehicle insurance coverage. Fines collected under this section shall not be subject to [42 Pa.C.S. § 3571](#) (relating to Commonwealth portion of fines, etc.) or 3573 (relating to municipal corporation portion of fines, etc.).

**(e) Limitations.**--

(1) No automated red light enforcement system shall be utilized in such a manner as to take a frontal view recorded image of the vehicle as evidence of having committed a violation.

(2) Notwithstanding any other provision of law, camera equipment deployed as part of an automated red light enforcement system as provided in this section must be incapable of automated or user-controlled remote intersection surveillance by means of recorded video images. Recorded images collected as part of the automated red light enforcement system must only record traffic violations and may not be used for any other surveillance purposes. The restrictions set forth in this paragraph shall not be deemed to preclude a court of competent jurisdiction from issuing an order directing that the information be provided to law enforcement officials if the information is reasonably described and is requested solely in connection with a criminal law enforcement action.

(3) Notwithstanding any other provision of law, information prepared under this section and information relating to violations under this section which is kept by the city of the first class, its authorized agents or its employees, including recorded images, written records, reports or facsimiles, names, addresses and the number of violations under this section, shall be for the exclusive use of the city, its authorized agents, its employees and law enforcement officials for the purpose of discharging their duties under this section and under any ordinances and resolutions of the city. The information shall not be deemed a public record under the act of February 14, 2008 (P. L. 6, No. 3),<sup>1</sup> known as the Right-to-Know Law. The information shall not be discoverable by court order or otherwise, nor shall it be offered in evidence in any action or proceeding which is not directly related to a violation of this section or any ordinance or resolution of the city. The restrictions set forth in this paragraph shall not be deemed to preclude a court of competent jurisdiction from issuing an order directing that the information be provided to law enforcement officials if the information is reasonably described and is requested solely in connection with a criminal law enforcement action.

(4) Recorded images obtained through the use of automated red light enforcement systems deployed as a means of promoting traffic safety in a city of the first class shall be destroyed within one year of final disposition of any recorded event. The city shall file notice with the Department of State that the records have been destroyed in accordance with this section.

(5) Notwithstanding any other provision of law, registered vehicle owner information obtained as a result of the operation of an automated red light enforcement system under this section shall not be the property of the manufacturer or vendor of the automated red light enforcement system and may not be used for any purpose other than prescribed in this section.

**(f) Defenses.--**

(1) It shall be a defense to a violation under this section that the person named in the notice of the violation was not operating the vehicle at the time of the violation. The owner may be required to submit evidence that the owner was not the driver at the time of the alleged violation. The city of the first class may not require the owner of the vehicle to disclose the identity of the operator of the vehicle at the time of the violation.

(2) If an owner receives a notice of violation pursuant to this section of a time period during which the vehicle was reported to a police department of any state or municipality as having been stolen, it shall be a defense to a violation pursuant to this section that the vehicle has been reported to a police department as stolen prior to the time the violation occurred and had not been recovered prior to that time.

(3) It shall be a defense to a violation under this section that the person receiving the notice of violation was not the owner of the vehicle at the time of the offense.

**(g) Department approval.**--No automated red light enforcement system may be used without the approval of the department, which shall have the authority to promulgate regulations for the certification and use of such systems.

**(h) Duty of city.**--If a city of the first class elects to implement this section, the following provisions shall apply:

(1) The city may not use an automated red light enforcement system unless there is posted an appropriate sign in a conspicuous place before the area in which the automated red light enforcement device is to be used notifying the public that an automated red light enforcement device is in use immediately ahead.

(2) The city shall designate or appoint the Philadelphia Parking Authority as the system administrator to supervise and coordinate the administration of notices of violation issued under this section.

(3) The system administrator shall prepare a notice of violation to the registered owner of a vehicle identified in a recorded image produced by an automated red light enforcement system as evidence of a violation of section 3112(a)

(3). The issuance of the notice of violation must be done by a police officer employed by the police department with primary jurisdiction over the area where the violation occurred. The notice of violation shall have attached to it a copy of the recorded image showing the vehicle; the registration number and state of issuance of the vehicle registration; the date, time and place of the alleged violation; that the violation charged is under section 3112(a)(3); and instructions for return of the notice of violation. The text of the notice must be as follows:

This notice shall be returned personally, by mail or by an agent duly authorized in writing, within 30 days of issuance. A hearing may be obtained upon the written request of the registered owner.

**(i) System administrator.**--

(1) The system administrator may hire and designate personnel as necessary or contract for services to implement this section.

(2) The system administrator shall process fines issued pursuant to this section.

(3) The system administrator shall submit an annual report to the chairman and the minority chairman of the Transportation Committee of the Senate and the chairman and minority chairman of the Transportation Committee of the House of Representatives. The report shall be considered a public record under the Right-to-Know Law and include for the prior year:

(i) The number of violations and fines issued.

(ii) A compilation of fines paid and outstanding.

(iii) The amount of money paid to a vendor or manufacturer under this section.

**(j) Notice to owner.**--In the case of a violation involving a motor vehicle registered under the laws of this Commonwealth, the notice of violation must be mailed within 30 days after the commission of the violation or within 30 days after the discovery of the identity of the registered owner, whichever is later, and not thereafter to the address of the registered owner as listed in the records of the department. In the case of motor vehicles registered in jurisdictions other than this Commonwealth, the notice of violation must be mailed within 30 days after the discovery of the identity of the registered owner, and not thereafter to the address of the registered owner as listed in the records of the official in the jurisdiction having charge of the registration of the vehicle. A notice of violation under this section must be provided to an owner within 90 days of the commission of the offense.

**(k) Mailing of notice and records.**--Notice of violation must be sent by first class mail. A manual or automatic record of mailing prepared by the system administrator in the ordinary course of business shall be prima facie evidence of mailing and shall be admissible in any judicial or administrative proceeding as to the facts contained in it.

**(l) Payment of fine.**--

(1) An owner to whom a notice of violation has been issued may admit responsibility for the violation and pay the fine provided in the notice.

(2) Payment must be made personally, through an authorized agent, electronically or by mailing both payment and the notice of violation to the system administrator. Payment by mail must be made only by money order, credit card or check made payable to the system administrator. The system administrator shall remit the fine, less the system administrator's operation and maintenance costs necessitated by this section, to the department for deposit into a restricted receipts account in the Motor License Fund. Fines deposited in the fund under this paragraph shall be used by the department to develop, by regulation, a Transportation Enhancements Grant Program. The department shall award transportation enhancement grants on a competitive basis. The department may pay any actual administrative costs arising from its administration of this section. The department may not reserve, designate or set aside any specific level of funds 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. Grants shall be awarded by the department based on the majority vote of a selection committee consisting of four representatives, with the secretary or his designee serving as chairman, of the department appointed by the secretary and four members appointed by the mayor of the city of the first class. Priority shall be given to applications seeking grant funds for transportation enhancements in the municipality where the automated red light camera system is operated.

(3) Payment of the established fine and applicable penalties shall operate as a final disposition of the case.

**(m) Hearing.**--

(1) An owner to whom a notice of violation has been issued may, within 30 days of the mailing of the notice, request a hearing to contest the liability alleged in the notice. A hearing request must be made by appearing before the system administrator during regular office hours either personally or by an authorized agent or by mailing a request in writing.

(2) Upon receipt of a hearing request, the system administrator shall in a timely manner schedule the matter before a hearing officer. The hearing officer shall be designated by the city of the first class. Written notice of the date, time and place of hearing must be sent by first class mail to the owner.

(3) The hearing shall be informal; the rules of evidence shall not apply; and the decision of the hearing officer shall be final, subject to the right of the owner to appeal the decision to the traffic court.

(4) If the owner requests in writing that the decision of the hearing officer be appealed to the traffic court, the system administrator shall file the notice of violation and supporting documents with the traffic court, which shall hear and decide the matter de novo.

**(n) Compensation to manufacturer or vendor.**--If a city of the first class has established an automated red light enforcement system deployed as a means of promoting traffic safety and the enforcement of the traffic laws of this Commonwealth or the city, the compensation paid to the manufacturer or vendor of the automated red light enforcement system may not be based upon the number of traffic citations issued or a portion or percentage of the fine generated by the citations. The compensation paid to the manufacturer or vendor of the equipment shall be based upon the value of the equipment and the services provided or rendered in support of the automated red light enforcement system.

**(o) Duration of yellow light change interval.**--The duration of the yellow light change interval at intersections where automated red light enforcement systems are in use shall conform to the yellow light change interval duration specified on the traffic signal permit issued by the department or the first class city.

**(p) Revenue limitation.**--A city of the first class may not collect an amount equal to or greater than 5% of its annual budget from the collection of revenue from the issuance and payment of violations under this section.

**(q) Expiration.**--This section shall expire July 15, 2027.

#### Credits

2002, Oct. 4, P.L. 845, No. 123, § 4, effective in 60 days. Amended 2002, Dec. 9, P.L. 1278, No. 152, § 6.10, effective in 60 days; 2004, Feb. 9, P.L. 65, No. 8, § 3; 2005, July 14, P.L. 285, No. 50, § 6, effective in 60 days [Sept. 12, 2005]; 2007, Dec. 18, P.L. 436, No. 67, § 4, imd. effective; 2011, Dec. 22, P.L. 596, No. 129, § 2, imd. effective; 2012, July 2, P.L. 735, No. 84, § 3, imd. effective; 2016, July 20, P.L. 861, No. 101, § 3, effective in 60 days [Sept. 19, 2016].

#### Footnotes

1 [65 P.S. § 67.101 et seq.](#)

75 Pa.C.S.A. § 3116, PA ST 75 Pa.C.S.A. § 3116

Current through end of the 2016 Regular Session