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Dear Mayor Kenney and the Honorable Council Members:

The Philadelphia Parking Authority is pleased to submit this summary report of activities of the On-Street Division of the Authority for your review and consideration. The PPA is proud of its 586 On-Street employees, 265 of which are important eyes and ears helping in the protection of public safety. While a Parking Enforcement Officer's job is difficult and not often appreciated, we have seen firsthand that enforcement of parking is important for businesses, residents, and visitors of Philadelphia.

In this report we have attempted to provide facts, figures and unbiased data. The report also provides recommendations which, if implemented, will improve traffic flow, safety and revenue regarding On-Street activities. Significant highlights contained in the attached report are:

- The amount delivered to the City and School District this year from On-Street Operations was \$50,657,124, more than ever before. Of that amount \$37,063,912 was paid to the City and \$13,593,205 was paid to the School District. However, if the state legislature does not change the state formula, the amount available to the School District may not increase next year. (An additional \$3,899,393 was paid to the School District from Taxicab, Limousine and TNC assessments.)
- The absorption by the City of costs of amnesty helped the School District this year.
- The PPA has identified revenue which could be made available by increasing certain penalties and the cost for permit fees for contractors. These increases will promote good public policy by changing behaviors and enhancing safety. The suggestions for raising revenue are as follows:
  - Contractor parking fees will raise an additional \$4-8 million
  - Penalties for violations that cause congestion will raise an additional \$2-4 million
- Increasing penalty costs for infractions will help alleviate congestion in Center City.
- Increases in salaries for employees of On-Street from 2015 to present totaled \$650,579 or 3%, (0.6% annually on average). Pension costs increased \$5,556,443 or 60%. Fringe benefits rose \$1,352,843 or 15%.
- Represented employees make up 89% of the On-Street division.
- The number of employees in the On-Street Department has increased from 577 employees in 2014 to 586 in 2018, primarily related to an increase in the number of Parking Enforcement Officers necessary to adequately patrol expanded enforcement



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of residential parking permits and tractor trailer parking in residential zones. Overall, the total employees decreased by 82 from FY 2014 to FY 2018.

- The adoption of new technologies by the PPA will create operational efficiencies and enhance customer satisfaction.
- The hiring system at the PPA has been formalized into standard operating procedures which make jobs equally available to all who apply.
  - The PPA strives to promote from within.
- Collection Rates – There are approximately 8,117,401 tickets outstanding. Of which, 6,114,422 are over 10 years old. The collection rates for tickets older than 10 years is low, between .1 to <1%, as 88.5% has already been collected within the past five (5) years. According to our vendor, the PPA collects the second highest number of outstanding tickets among all the cities where they perform work.
- The forecasted base amount to be received by the City this fiscal year as required by the state formula is \$41.9 million before the School District receives any funds. The forecasted amount to be received by the School District is \$14.5 million. This assumes few weather closings.
- The state legislation which authorized an assessment as to TNCs (Act 164 of 2016) is due to sunset December 31, 2019. The PPA would like to formulate a Task Force of City elected officials and state elected officials to discuss appropriate changes to the law which promotes fair competition, protects the riding public and reduces congestion.

The Philadelphia Parking Authority enjoys the relationship with City Council, the Mayor and our transportation partners in solving parking and traffic related issues. We welcome these partnerships and look forward to your thoughtful comments and suggestions regarding this report.

Please feel free to discuss any concerns you have with us.

Sincerely yours,

Scott A. Petri  
Executive Director



## **Report of On-Street Operations December 2018**

### **Brief History**

The On-Street Department conducts the following activities and has responsibility over:



The implementation of policies and procedures for a comprehensive program to manage the City's On-Street parking resources and integrate all programs to meet policy and program goals. In addition to managing 500+ employees, the Director works with City and state legislative and administrative officials to develop legal support and to obtain appropriate agreements needed to support On-Street Parking programs. This working relationship is part of Act 9. The Director testifies at hearings, explains programs to the press and the public, and prepares bureau budgets, long range and operations plans, including staffing. The Deputy Executive Director that oversees the On-Street division also manages Taxi, Limo, and TNC enforcement and Red Light Cameras. The state legislature authorized an assessment to be paid to the PPA to cover regulatory costs. In addition the state applies 2/3 of the regulatory fee paid by Uber and Lyft to the School District. This past fiscal year this amount was \$3,899,393.21.

### **The Purpose of On-Street Parking**

The On-Street Parking Program is an integral part of the Authority's mission to encourage an efficient and organized transportation system, which will serve the needs of the public and support the City's economic development. The Authority is responsible for organizing and operating parking and related traffic management programs. The program's goal is to promote safety, expedite traffic flow, and assist commercial enterprises and residential neighborhoods.

### **Safety Issues and Concerns**

Reduce the occurrence of parking situations that are hazardous and could result in injuries or loss of life such as:

- Cars parked too close to intersections – reduces visibility of motorists and pedestrians, increases travel time when busses cannot make turns, and increases response time for emergency vehicles.
- Double parking – presents obstacles and narrows the usable width of the road, causing sideswipes or rear-end accidents.
- Blocked fire hydrants – fire fighters lose time, resulting in increased property damage and loss of life.
- Blocked handicapped parking – creates a danger.

### **Commercial Enterprises**

Increase the availability of short-term parking spaces for customers and businesses by:

- Discouraging parkers from monopolizing scarce on-street spaces through appropriate time limits and meter fees.
- Ensuring that loading zones are available for businesses to receive supplies and deliver goods to customers.

## **Traffic Flow**

Decrease congestion by reducing the occurrence of:

- Vehicles parked in peak-hour lanes.
- Vehicles parked too close to corners, obstructing turns.
- Encouraging commuters to use mass transit by restricting curbside space to short term use.
- Geo-fenced spaces for ride sharing pick-ups and drop-offs.

## **Residential Neighborhood Parking Lots**

The PPA manages 40 lots for the City, located throughout Philadelphia through the Off-Street division. Most of the lots are owned by the City. The fees paid by customers on a few lots are utilized to support the other lots. Three (3) are located next to Septa train stations. The City receives 30% of net income as defined in the lease each month. For years, the neighborhood lots failed to produce revenue. In FY 2017 and FY 2018, the PPA paid the City \$247,536 and \$222,877, respectively. This fiscal year, the City's revenue from Neighborhood Lots is estimated at \$150,000, even after necessary improvements. Under the lease, any funds remaining must be utilized to maintain the condition of the lots. A program to improve lots starting in 2018 has been provided to the Administration. Work on repairing lots in poor condition is already underway.

## **Employees**

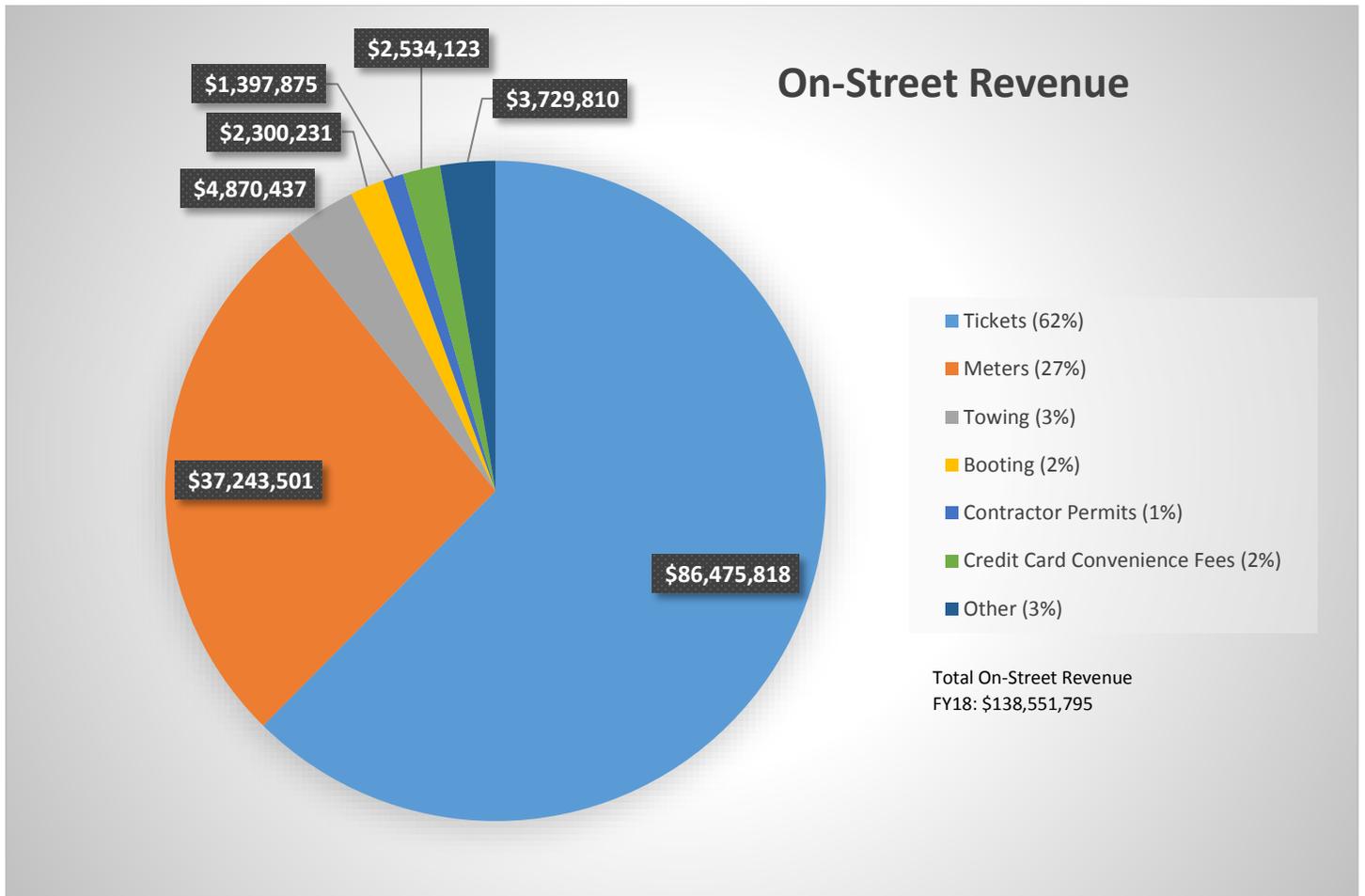
The On-Street division consists of 586 employees, of which, 520 are represented by the Union. Union employees are represented by DC33 and DC47.

Listed below are positions available in the On-Street Division:

Parking Enforcement Officers (PEOs)  
PEO Supervisors and Head Supervisors  
Booters  
Deputy Manager of Booting  
Boot Supervisors  
Auction personnel  
Radio room personnel  
Head supervisors and Manager in the Radio room  
Coin Collectors  
Clerks  
Meter Repair Technicians  
Meter Security Guards  
Residential Permit Parking staff  
Registration Suspend Staff  
Pole Crew Staff  
Towing & Impoundment Manager  
Lot Officers  
PT Coordinators  
Tow Operators  
Flat Bed Operators  
Heavy Duty Wrecker  
Coordinators  
Processing Specialists  
Analysts  
Management Personnel

## Revenue

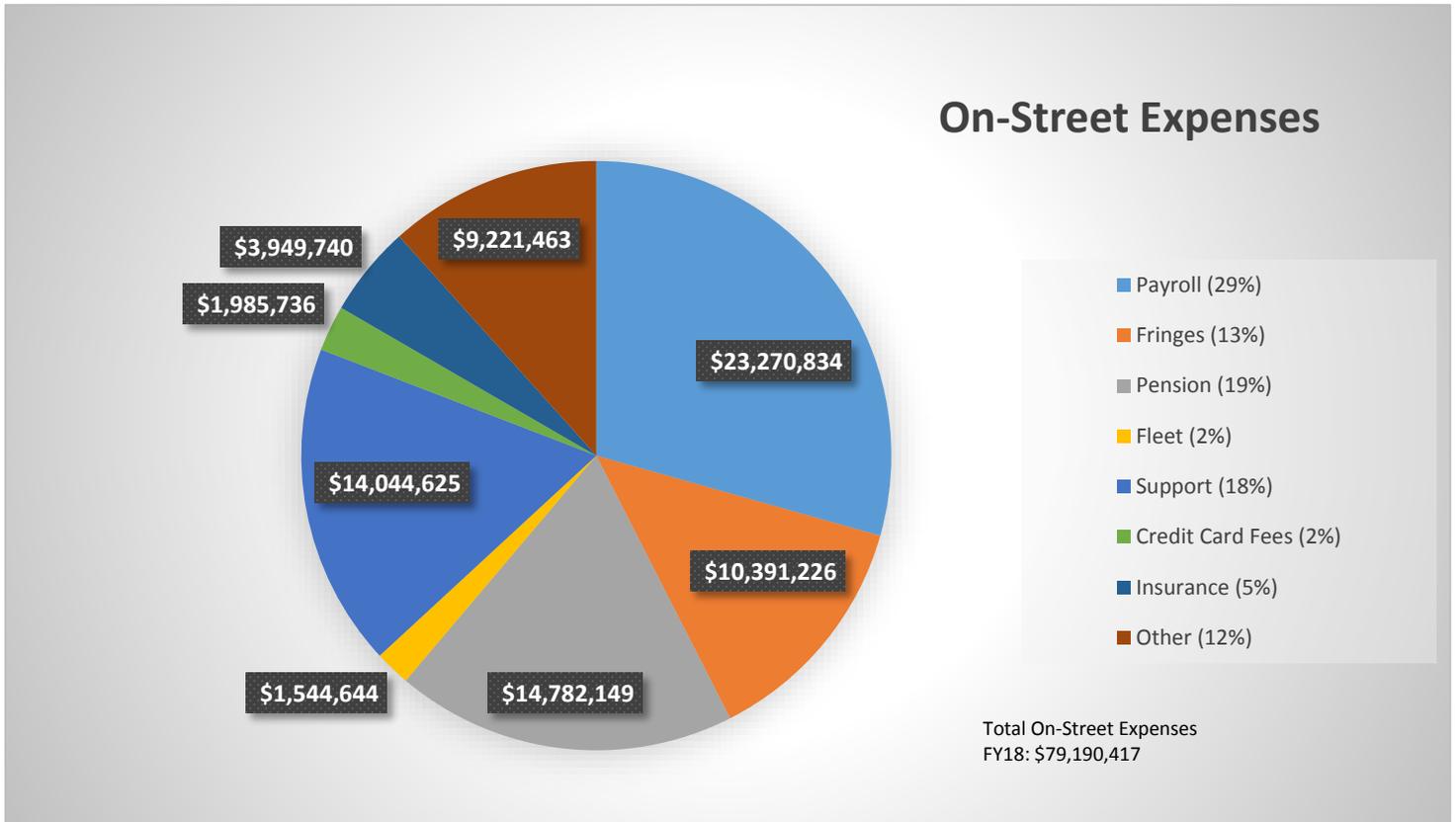
Sources of revenue for the Department include parking tickets, towing, storage, boot enforcement, meter revenue (approximately \$70,000 in cash daily from meters) auctions, and live stops. The pie chart below details the breakdown of revenue by source during fiscal year 2018.

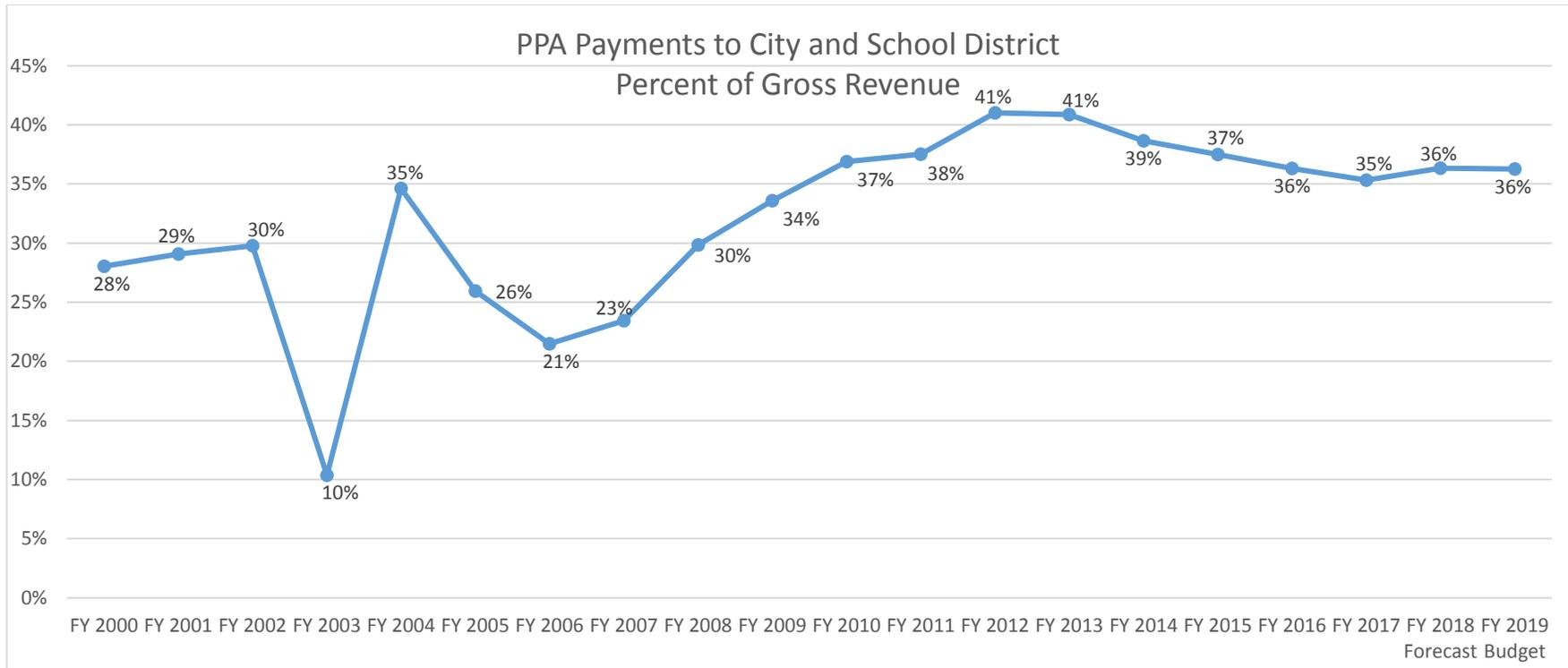


Below is a pie chart which shows FY18's allocation of expenses by type:

**Primary Expenses**

Expenditures in the On-Street department include salary, pensions, benefits, third-party vendor costs, and support. There are significant safeguards within the organization to protect the collection of cash, credit card and check activity. Typically, represented employees make up 89% of total On-Street payroll and benefits. The pension cost within the Philadelphia Parking Authority is significant as it pays the full ARC. There are several charts attached which track these expenditures over a period of time in order to demonstrate that the primary source of increasing expenditures for the On-Street division have been pension and benefits.





**Note: In 2012, the PPA received a \$2 million refund and there were no snow event closings.**

In 2017, the budget approved by the Board anticipated the return of a total of \$51 million, of which \$40.5 million was budgeted for the City and \$10.5 million to the School District of Philadelphia pursuant to the state mandated formula. The PPA exceeded the budget and distributed \$13,593,205 to the School District and \$37,063,918 to the City (the City portion includes the deduction of one-time costs of the Amnesty Program, Audit adjustments, the cost of BAA and the purchase price for skid loaders.) The primary reasons that we exceeded the budget were:

1. Ticket collections increased from the previous fiscal year.
2. Payroll in On-Street was \$991,946 less than the previous fiscal year.
3. Total expenses were \$2.8 million less than the previous fiscal year.

## State Formula for Distribution of On-Street Revenue

Act 9 of 2004 created a state funding formula which mandates the division of On-Street revenue between the City of Philadelphia and the School District of Philadelphia originally. That state law was amended in 2012. The impact of the state created funding formula for distribution of On-Street Revenue cannot be understood. The Authority has no discretion. Now 75 P.S. Section 6109g reads as follows:

(1) Notwithstanding any contrary provision of 53 Pa.C.S. Ch. 55 or this title, beginning on March 31, 2014, the parking authority of a city of the first class shall enforce and administer the system of On-Street parking regulation in a city of the first class on behalf of the city. The system of On-Street parking regulation shall include all ordinances and resolutions enacted or adopted by the city of the first class pursuant to the powers specified under subsection (a) (1) and those certain stopping, standing and parking provisions provided in sections 3351 (relating to stopping, standing and parking outside business and residence districts), 3353 (relating to prohibitions in specified places) and 3354 (relating to additional parking regulations).

(2) Any revenues generated pursuant to the system of On-Street parking regulation authorized by this subsection shall be collected by the authority on behalf of the city of the first class and disbursed as provided in this paragraph, subject to adjustment under paragraph (3). Beginning with its fiscal year ending in 2015, upon the conclusion of each of its fiscal years, the authority shall transfer the revenues of the system of On-Street parking regulation net of the operating and administrative expenses of the system of on-street parking regulation as follows:

(i) Up to \$35,000,000 in the aggregate after taking into account any monthly remittances to the city in which it is located.

(ii) In the event the net annual revenue of the system of on-street parking regulation exceeds \$35,000,000, the authority shall transfer all of the excess to the general fund of a school district of the first class coterminous with the city.

**(3) The amount set forth in paragraph (2)(i) shall be adjusted each fiscal year beginning with the fiscal year ending in 2014 by increasing the \$35,000,000 aggregate amount by an amount equal to \$35,000,000 multiplied by the percentage of increase, if any, in the gross revenue generated by the system of on-street parking regulation. No adjustment shall be made if the gross revenue generated by the system of on-street parking regulation did not increase over the prior fiscal year.**

(4) The provisions of section 69(h) (1) of the act of March 10, 1949 (P.L.30, No.14), known as the Public School Code of 1949, shall not apply to amounts transferred to a school district of the first class under this subsection. Any portion of the excess net revenue of the system of on-street parking regulation not transferred to a school district of the first class must be transferred to the city of the first class in which the authority is located.

(5) As used in this subsection, the following words and phrases shall have the meanings given to them in this paragraph:

“Administer.” To provide any services or materials necessary to enforce any ordinance or resolution enacted in order to regulate or prohibit the stopping, standing or parking of motor vehicles in a city of the first class or those certain stopping, standing and parking provisions in sections 3351,3353 and 3354, including, but not limited to:

(i) The installation and maintenance of all equipment, including parking meters, on and along highways, streets and roadways.

(ii) The installation and maintenance of all signage, including signage for handicapped parking, residential permit parking and loading areas, on and along highways, streets and roadways.

(iii) The operation and management of any handicapped parking, residential parking and loading area permit programs.

“Enforce.” The issuance of parking violation notices or citations, the immobilization, towing and impoundment of motor vehicles and the collection of fines, penalties, costs and fees, including independent collection agency fees, for violations of any ordinance or resolution enacted in order to regulate or prohibit the stopping, standing or parking of motor vehicles in a city of the first class and those certain stopping, standing and parking provisions provided in this section and sections 3351, 3353 and 3354.

This formula language means that the portion payable to the City can never go down and the base due to the City keeps growing. The PPA is often criticized for not providing additional funds to the School District, but this is not a fair criticism. It is the state formula that prohibits additional funds to be paid to the School District. The formula was amended by Act 84 of 2012. The change raised the base from \$25 million to \$35 million. At that time, the total net revenue available from On-Street operations in that year was \$17 million. If the original base of \$25 million remained today, the School District would have received \$26.5 million this year; nearly \$12.9 million less than under the state formula.

In order to further analyze the impact to the School District on changes resulting from the funding formula, the PPA developed the chart attached in Appendix A. This chart draws attention to the one year impact on the School District which was the result of changes from the funding formula. Comparing one year against another demonstrates dramatic swings in the amount of funds available to the School District under the formula. It is the observation of the Authority that the formula produces results which are not predictable and which create uncertainty with regard to budgetary planning by the School District. The Philadelphia Parking Authority has advocated and continues to advocate for changes to this formula which will simplify the distribution of On-Street funds.

The Authority is always looking for ways to increase revenue and decrease expenditures. We are also looking to utilize new technologies which will increase customer satisfaction and efficiencies. The new initiatives planned are listed below.

Initiatives for FY 2018 – 2020:

- Publicly bid and negotiated a new contract for ticket processing and enforcement system services, customer service and collections.
- Implement new handheld ticket issuing devices equipped with scanning devices. Institute guidelines for their use.
- Install new hardware for the tow lot inventory system.
- Publicly bid and negotiate new contract for new Multi-space meters throughout CC/UC. Included in this RFP is the hopes of replacing single space meters with kiosks throughout the entire City.
- Finalize design for a sign summary database.
- Finalize the structure for an on-line application process for reserved people for people with disabilities.
- Enhance efforts to remove graffiti from kiosks and parking signs.

- Purchase License Plate Recognition equipment for the enforcement of Residential Permit Parking areas. One purchased an additional one is scheduled to be purchased
- Engaged with a new pay by phone vendor in December 2017 for parking meter payments.
- Initiate a pilot program of overnight enforcement.
- Implemented cashless RPP/Contractor Placard walk in center in 2018.
- Implementation of Virtual Contractor Placard.
- Implementation of Virtual temp RPP sticker.
- Implemented of on line renewal of RPP application.
- Streamlined the Residential Permit Placard backend database.
- Extended Walk in Center hours on Thursday nights.
- Work with City Council on increasing contractor placard fee.
- Work in conjunction with City and Septa to study traffic congestion.
- Assist neighborhood associations and legislatures on tractor trailer parking in neighborhoods.
- Increased delivery enforcement in Center City and University City.
- Implement new technologies for enforcement in Center City and University City.

The PPA's record of returning funds to government entities is impressive. In 2001, a total of \$49,043,627 was provided in On-Street net revenue and in parking tax. In FY 2018, a total of \$117,292,208 was provided and is broken down as follows:

- Parking Tax: \$21,193,511
- School District: \$13,593,205
- City of Philadelphia General Fund: \$37,063,918
- PennDOT: \$11,198,181
- Department of Interior: \$1,057,993
- City of Philadelphia – neighborhood lots: \$222,877

Additional figures detailing the individual sources of revenue is listed in Appendix B.

## **Parking Management Division:**

### **Mission Statement**

The Parking Management Department oversees and enforces regulations based upon the Traffic Code of the City of Philadelphia. In addition, we aim to create an efficient management system that forms a cooperative relationship between residents and businesses of the city and the Philadelphia Parking Authority. We want to assist in the growth of the local economy in order to provide beneficial experiences to all patrons of the Philadelphia area, including those native to the city as well as visitors. Consistent interactions with local residents and businesses, parking surveys, and strategic collaborations between our department and other city agencies are vital requirements to achieve our goals.



The Director of Parking Management is responsible for planning, organizing, monitoring, and managing the planning and analysis of parking regulations, permit parking programs, parking meter operations, and ticketing operations. The Director develops, modifies and manages programs to promote the effective management of On-Street parking. The Director assures that programs under their authority meet program objectives and legal requirements. The Director also promotes program efficiency through coordination of the program activities of the operating departments under their authority. The Director monitors the collection of revenues with a particular emphasis on the integrity of the process. They meet regularly with the managers under their direction to discuss operational issues aimed at achieving revenue goals.

### **Meter Security**

The Parking Management Director is responsible for overseeing daily On-Street collection of meter revenue. There is a particular focus on securing the employees, as well as the revenue once it is collected and stored in the collection truck. Meter Security officers monitor the counting process to reduce the possibility of theft directly from the Coin Room. There are eight (8) employees who report to this position. In addition, this position is responsible for planting “salted” coins in both the upper and lower housings to identify theft by employees while on the street.

### **Quality Control and Processing Unit**

This responsibility under the Parking Management Director is key in insuring that policies and procedures with regard to the issuance of parking tickets are adhered to by Authority Personnel. The Head Supervisor with this responsibility insures that the count provided by individual employees matches the count that Conduent reports have received. This position investigates discrepancies with regard to missing tickets within a book to avoid potential improprieties by employees and insures that voided tickets always have a replacement. They also insure that tickets that are returned because the operator of the vehicle either drove off or refused to allow the officer to place it on the vehicle are mailed out to the owner of the vehicle. This position is responsible for a daily inventory of all electronic hand-held devices. Equipment and supplies used within the Ticketing Department are also ordered by the person in this position.

## **Ticket Cancellation**

This responsibility under the Parking Management Director is key in insuring the integrity of the ticket review and cancellation process. The analyst with this responsibility reviews documentation for ticket cancellations. The analyst verifies that all necessary information and approvals are in order and enters final cancellations. The analyst insures the integrity of the process through a series of approvals and multiple reviews prior to cancellation.

## **Planning & Analysis Branch**

The foundation of the On-Street Parking Program is sound regulations for each business and residential area. Regulations are tailored to accommodate the particular needs and uses of each block. By working with businesses and residents, we can understand the unique circumstances that exist in each area and tailor regulations to provide maximum benefits. Analysts, responsible for a geographic area of the city, work with neighborhood groups and business associations to develop community parking plans. This often requires detailed studies of existing parking conditions and discussion with the affected constituency and local government, such as the Council Member representing the district. The regulations are developed after a consensus is reached with the neighborhood group. Analysts prepare work orders and/or ordinances to have the necessary signs and meters installed. They also work with the Ticketing and Parking Management Operations branches to incorporate newly regulated areas into enforcement beats and meter maintenance and meter collection routes. After regulations are posted, the area analyst follows-up to be sure the plan is working as expected and makes revisions as necessary.

## **Permit & Contractor Placard Issuance**

### **Residential Permit Parking:**

The Authority's largest permit program is Residential Permit Parking (RPP). Under this program, residents in eligible areas can purchase parking permits, which exempt them from meter and time limit restrictions on posted blocks. These permits assist residents in finding parking spaces near their home. This significantly enhances the quality of life in residential areas that are adjacent to businesses, transit facilities or large institutions. There are currently 29 RPP districts throughout the City, and a total of 1,563 blocks designated RPP. The annual permit fee is \$35.00 for the first vehicle, \$50.00 for the second, \$75.00 for the third and \$100.00 for the fourth. The fee for annual renewal is \$35.00. Visitor permits are available for \$15.00 for 15 days at the Authority offices. Residents may purchase one-day visitor passes in advance at a cost of \$35 for five (5) passes.



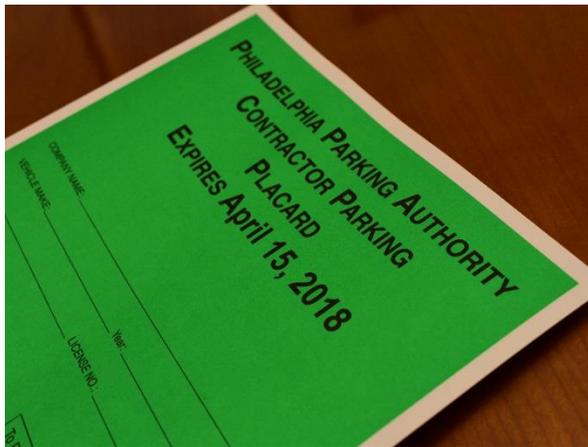
<b>Residential Permit Parking Blocks</b>	
Permits Issued, FY 2018	51,859
Permit Revenue, FY 2018	\$1,921,685

Residential parking permits have grown by 45.6% since 2013.

**Contractor Parking:**

Licensed contractors may purchase a Contractor Parking Permit, which exempts them from meter fees and time limits. To be eligible for a placard, the applicant must have a business privilege license, a trade license, and be current in all taxes and fees due to the City of Philadelphia. Contractor placards cost \$150.00 per vehicle for six (6) months. There is no cap on the number of permits issued.

Contractor Placards Issued, FY 2018	9,319
Contractor Parking Revenue, FY 2018	\$1,397,875



Contractor Parking permits have increased by 27% over the last five (5) years. The PPA advocates that as a matter of good public policy, the fee for a permit should be doubled or quadrupled. At \$150.00 annually, the City is losing revenue from meters occupied all day by contractors. The rate increase could raise revenue between \$4 and \$8 million per year. We believe more importantly, that it would make spaces available for deliveries, businesses, health services and a variety of other uses if contractors working in Center City would opt to park off-street. The only penalty for violating on a block where contractor parking permits are not recognized is the violation of which they are in. For example, if they had an expired meter than they would receive a \$26 or \$36 ticket.

**Loading/Valet Zones**

To facilitate loading and unloading of both material and people, loading zones are established upon the successful application of certain businesses. Since 1999, operators of certain businesses are permitted to apply for a license to operate valet parking operations from the curb. PPA reviews valet zone applications, installs zones and monitors their use.

New Loading Zones, FY 2018	49
New Valet Zones, FY 2018	5
Loading/Valet Zone Revenue, FY 2018	\$430,350



## **Reserved Residential Parking for People with Disabilities**

The Authority administers a program that establishes reserved parking zones at the residences of people with disabilities. This process requires a physician's certification of disability from the applicant's treating physician which is reviewed and approved/denied at Moss Rehabilitation Hospital, which is under contract with the Authority. Zones are reviewed on a one to three year cycle to insure they are still necessary.

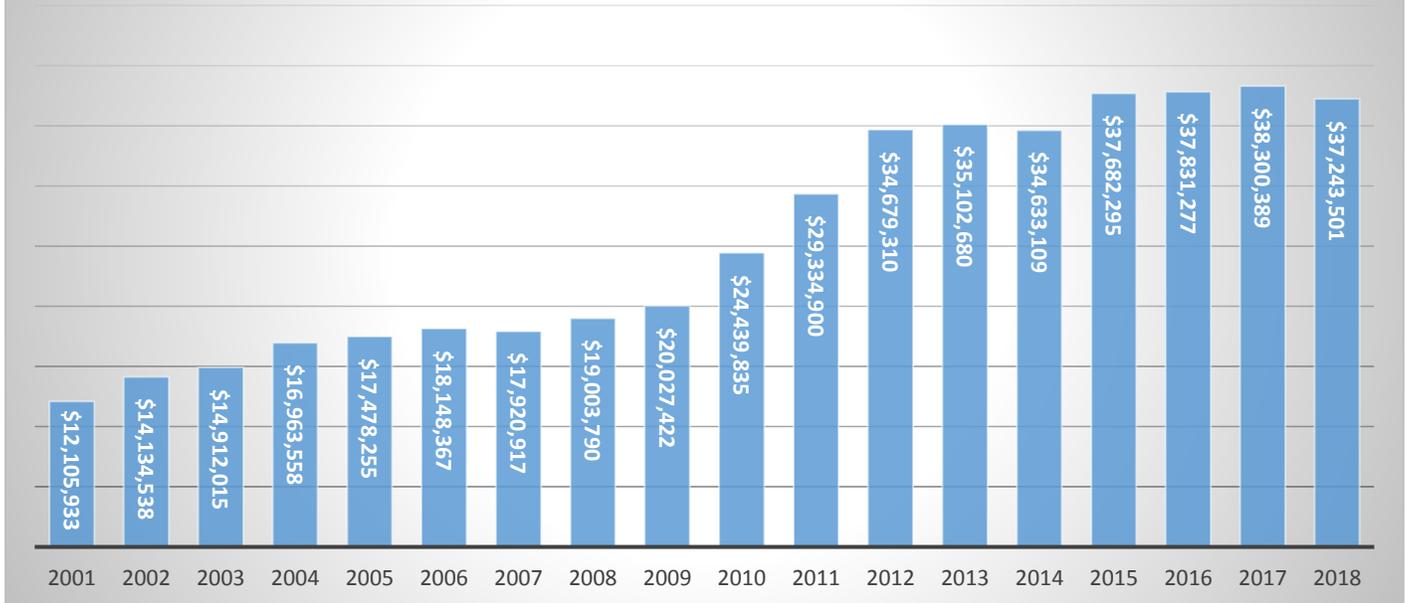
New Zones Installed, FY 2018	574
Zones Removed, FY 2018	502
Zones Reviewed, FY 2018	681

## **Parking Management Operations Branch:**

The Parking Management Operations Branch installs all parking regulation signs within the areas the Authority enforces. They also install, maintain and collect revenue from all parking meters and kiosks in the city.

Parking Meter Spaces	15,406
Parking Meter Revenue, FY 2018	\$37,243,501
Sign Work Orders Completed	4,117

## Annual Meter Revenue



Below is some pertinent information that effected meter revenue in the past ten (10) years:

- 2009 – Meter rates were increased in Center City and University City along with the installation of kiosks in these areas.
- An additional \$.50 increase was implemented in the CC/UC areas along with the free Saturday parking during the holidays.
- In August – September of 2013 there was a four (4) day concert held on the Parkway in which 26 kiosks were bagged.
- October 2013 – Philadelphia held a Police Convention resulting in a large area being zoned temporary No Parking Any Time. This area would normally be paid parking.
- 2014 – An additional \$.50 increase was implemented in the CC/UC areas along with a \$.50 increase in the outlying areas.
- 1/22/14, 1/23/14 & 2/3/14: Snow and Ice Storms, no collections
- A dip in the revenue is seen in FY14. This was likely the result of several mitigating factors. This City had a large street scraping project for several weeks, hindering collection and the use of the kiosks/meters in the areas of 64C (4<sup>th</sup> to Broad Street, Market to Locust) & 64F (Locust to Spruce, 4<sup>th</sup> to Broad).
- 2015 – Implemented citizens not charged before or after meter regulations start or end.
- 2015-16 – meterUP launches.
- 2017 – meterUP suspended.
- December 2017 – meterUP relaunches.

**Ticketing Operations Branch:**

The Authority patrols all areas [provides parking enforcement] in Center City, University City and all neighborhood commercial areas. In addition, we enforce all Residential Permit Parking and residential street cleaning districts. Enforcement officers patrol during the following hours:

6:00 a.m. – 10:30 pm	Monday - Tuesday
6:00 a.m. - 10:30 p.m.	Wednesday
6:00 a.m. - 12:00 a.m.	Thursday – Friday
6:30 a.m. - 12:00 a.m.	Saturday
7:00 a.m. - 11:00 p.m.	Sunday

The table below reflects the current fine amounts that were adjusted by City Council in January 2009. For the first time, parking violation fines are higher in Center City and University City than in outlying neighborhoods to recognize that the impact of illegal parking has a more serious detrimental effect on parking availability and public safety in those areas. A \$20 late penalty is imposed fifteen days after issuance and a second penalty of \$25 is applied when the ticket reaches the delinquency stage generally about thirty days after issuance.

The PPA believes that some of these fees should be raised to curb behavior which leads to congestion (the “cost of doing business” attitude) as set forth below:

<i>Code Provision</i>	<i>Violation Description</i>	<i>Penalty</i>	<i>Suggested</i>
<a href="#">12-807(1)</a>	Bicycle Illegal Parking	\$15.00	\$40.00
<a href="#">12-901(1)(a)</a>	Parking on Bridge	\$25.00	\$50.00
<a href="#">12-901(1)(b)</a>	Parking Bus Stop	\$50.00	\$75.00
<a href="#">12-901(1)(c)</a>	Parking School Zone	\$35.00	\$60.00
<a href="#">12-901(1)(d)</a>	Stop Prohibited	\$50.00	\$75.00
<a href="#">12-901(2)</a>	Move Vehicle to Prohibited Area	\$25.00	
<a href="#">12-901(3)</a>	Park Commercial Vehicle on Residential Street	\$100.00	\$150.00
<a href="#">12-902(1)(a)</a>	Display Vehicle, Watercraft Trailer or Watercraft For Sale	\$300.00	
<a href="#">12-902(1)(b)</a>	Wash Repair Vehicle, Watercraft Trailer or Watercraft	\$300.00	
<i>Code Provision</i>	<i>Violation Description</i>	<i>Penalty</i>	
<a href="#">12-903(1)</a>	Disobey Signs – Stopping, Standing, Parking	\$50.00	\$75.00
<a href="#">12-903(2)</a>	Disobey Signs – Standing, Parking	\$50.00	\$75.00
<a href="#">12-903(3)</a>	Disobey Signs – Parking	\$25.00	\$50.00
<a href="#">12-903(6)</a>	Cleaning Zone Regulations	\$30.00	
<a href="#">12-906(2)</a>	Parking Load Zone	\$30.00	

<a href="#">12-908(1)</a>	Bus Not In Bus Stand		\$250.00	
<a href="#">12-908(2)</a>	Improper Discharge		\$250.00	
<a href="#">12-908(3)</a>	Load Bus Improper		\$250.00	
<a href="#">12-908(4)</a>	Taxi Not in Taxi Stand/TNC Not in Space (new)		\$35.00	\$100.00
<a href="#">12-909(1)</a>	Park Taxi Stand		\$30.00	\$55.00
<a href="#">12-912</a>	Stop/Block Highway		\$50.00	\$75.00
<a href="#">12-913(1)(a)</a>	Stopping, Standing, Parking – Prohibited Place			
	(i)	Double Parking	\$50.00	\$100.00
	(ii)	On Sidewalk	\$50.00	\$75.00
	(iii)	In Intersection	\$50.00	\$75.00
	(iv)	In Crosswalk	\$50.00	\$75.00
	(v)	In Safety Zone	\$50.00	\$75.00
	(vi)	Street Excavation	\$30.00	
	(vii)	Railroad Tracks	\$30.00	
	(viii)	Center of Divided Highway	\$30.00	
<i>Code Provision</i>	<i>Violation Description</i>		<i>Penalty</i>	
	(ix)	Disobey Signs – Prohibited Stopping	\$50.00	\$75.00
	(x)	Block curb cut/ramp	\$75.00	\$75.00
<a href="#">12-913(1)(b)</a>	Standing, Parking – Prohibited Place			
	(i)	Driveway	\$50.00	
	(ii)	Fire Hydrant	\$75.00	\$100.00
	(iii)	Too Close to Corner	\$50.00	\$75.00
	(iv)	Too Close to Signals	\$35.00	
	(v)	Too Close to Fire Station	\$50.00	
	(vi)	Streetcar Obstructed	\$40.00	\$65.00
	(vii)	Limited Access Highway	\$100.00	

	(viii)	Disobey Signs – Prohibited Standing	\$50.00	
<a href="#">12-913(1)(c)</a>		Parking – Prohibited Place		
	(i)	Near Railroad Crossing	\$30.00	
	(ii)	Disobey Signs – Prohibited Parking	\$40.00	
<i>Code Provision</i>		<i>Violation Description</i>	<i>Penalty</i>	
<a href="#">12-913(2)</a>		Private Property	\$25.00	
<a href="#">12-914</a>		Improper Parking	\$30.00	
<a href="#">12-915</a>		Unattended Vehicle	\$30.00	\$55.00
<a href="#">12-916(1)</a>		Parking While Owner’s License Suspended	\$100.00	
<a href="#">12-916(2)</a>		Parking Unregistered Vehicle; Parking Without Driver’s License; Parking Without Insurance; Parking Without Certificate of Inspection	\$40.00	
<a href="#">12-917(5)</a>		Park Valet Zone	\$30.00	
<a href="#">12-917(6)</a>		Overtime Valet Zone; Off-Street Parking	\$100.00	
<a href="#">12-918(2)</a>		Parking In Car Sharing Location	\$35.00	\$60.00
<a href="#">12-919</a>		Parking Boat, Motor Home, Truck Camper or Vending Cart for more than 30 days	\$300.00	
<a href="#">12-1002(1)</a>		Park Unmetered Zone	\$25.00	
<a href="#">12-1004(1)</a>		Park Meter Improper	\$25.00	
<a href="#">12-1004(2)</a>		Improper Motorcycle Parking	\$25.00	
<a href="#">12-1004(4)</a>		Improper Parking of Motorcycle, Motor-driven cycle or Moped	\$25.00	
<a href="#">12-1004(5)</a>		Illegal Parking in Space or Location Reserved for Motorcycles, Motor-driven cycles, and Mopeds	\$100.00	
<i>Code Provision</i>		<i>Violation Description</i>	<i>Penalty</i>	
<a href="#">12-1005(1)</a>		Not Pay Meter Fee	\$25.00	
<a href="#">12-1005.1(2)</a>		Invalid Receipt – Parking Meter Kiosk	\$300.00	
<a href="#">12-1006(1)</a>		Overtime Meter	\$25.00	
<a href="#">12-1113(3)</a>		Park Trolley Stop	\$30.00	
<a href="#">12-1117(3)(f)</a>		Parking Reserved Accessible Space	\$300.00	
<a href="#">12-1117(4)(b)(.1)</a>		Park Handicapped Space	\$300.00	
<a href="#">12-1117(4)(b)(.2)</a>		Fraudulently Park Handicapped Space	\$1,000.00	
<a href="#">12-1117(4)(c)</a>		Counterfeit Handicapped Parking Permit	\$1,000.00	

<a href="#">12-1120(2)</a>	Abandoning Vehicle	\$300.00	
<a href="#">12-1123</a>	Unlawful Vehicle Alarm	\$100.00	
<a href="#">12-1124(1)</a>	Mobile Home Parking	\$50.00	
<a href="#">12-1126</a>	Excessive Noise	\$100.00	
<a href="#">12-1127(1)(2)(3)</a>	Excessive Idling of or Noise from Motor Vehicles	\$100.00	
<a href="#">12-1128</a>	Commercial Vehicle to Display Name, Address and Telephone Number of Owner	\$300.00	
<a href="#">12-1131</a>	Parking for Electric Vehicles Only	\$300.00	
<a href="#">12-1402(3)</a>	Illegal Placed Ticket	\$50.00	\$75.00
<i>Code Provision</i>	<i>Violation Description</i>	<i>Penalty</i>	
<a href="#">12-1604(1)</a>	Parking on Grass	\$100.00	
<a href="#">12-1604(2)</a>	Parental Liability	\$100.00	
<a href="#">12-2502(4)(a)</a>	Parking Snow Route	\$50.00	\$75.00
<a href="#">12-2709(g)</a>	Display of Invalid Residential Parking Permit	\$300.00	
<a href="#">12-2904.1</a>	Display of Invalid Contractor Parking Permit	\$300.00	

- (b) Any person violating the following provisions of Title 12 in the Center City area, bounded by Spring Garden street, Bainbridge street, the Schuylkill River and the Delaware River, or in the University City area, bounded by the Schuylkill River on the east, University avenue/Woodland avenue on the south, Fortieth street on the west, and by a line along Filbert street, between Fortieth street and Thirty-fourth street, along Thirty-fourth street to Arch street, along Arch street, between Thirty-fourth street and the Schuylkill River, on the north, shall, upon a final finding of liability pursuant to this Chapter 12-2800, be liable for the payment of the civil penalty indicated, in addition to the costs and fees set forth in subsection 12-2809(1):

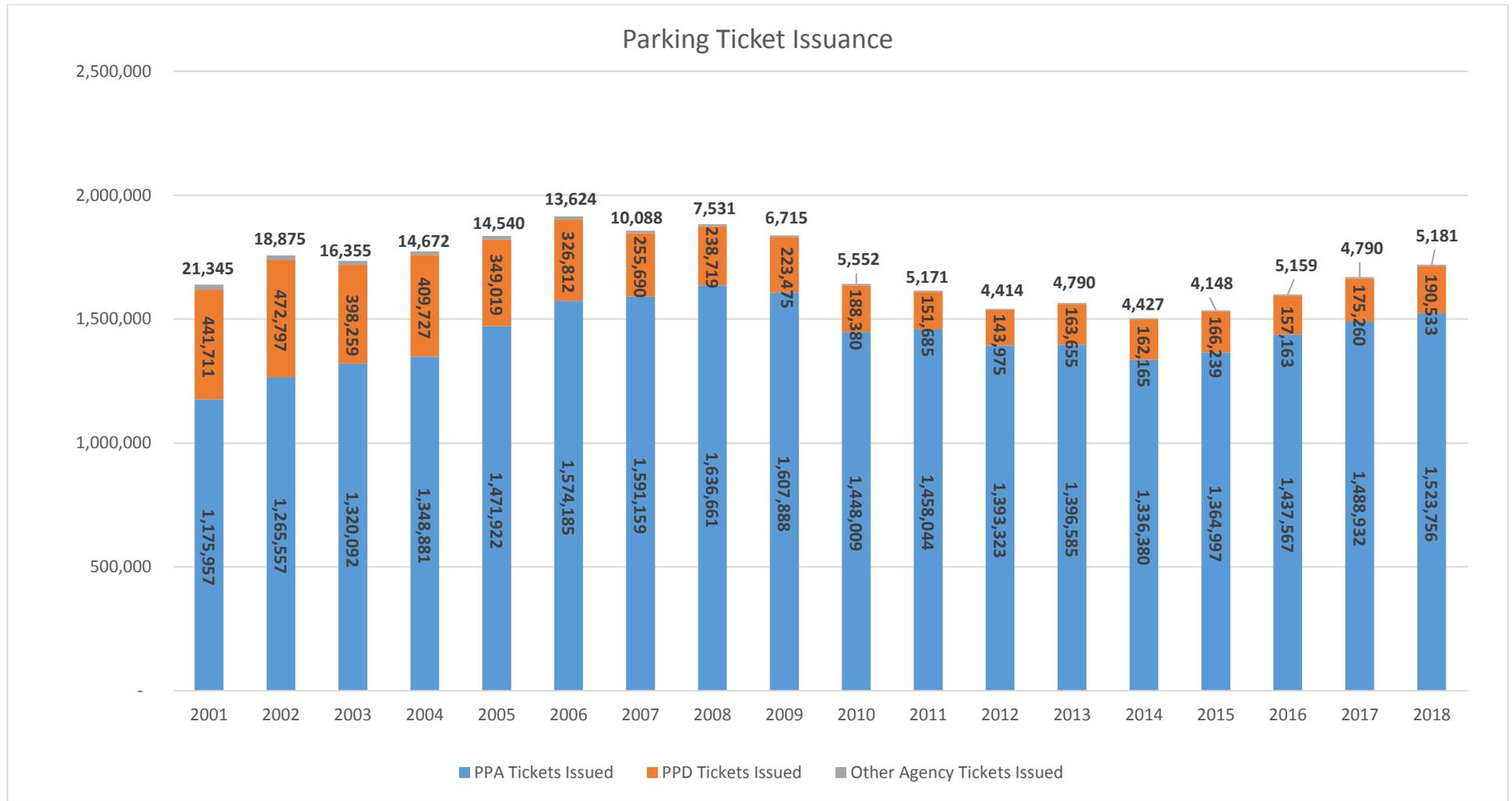
The PPA believes these fees should be raised as set forth below to curb behavior which leads to congestion (the “cost of doing business” attitude):

<i>Code Provision</i>	<i>Violation Description</i>	<i>Penalty</i>	<i>Suggested</i>
<a href="#">12-901(1)(b)</a>	Parking Bus Stop	\$75.00	\$100.00
<a href="#">12-901(1)(d)</a>	Stop Prohibited	\$75.00	\$100.00
<a href="#">12-903(1)</a>	Disobey Signs - Stopping, Standing, Parking	\$75.00	\$100.00
<a href="#">12-903(2)</a>	Disobey Signs - Standing, Parking	\$75.00	\$100.00
<a href="#">12-903(3)</a>	Disobey Signs - Parking	\$35.00	
<a href="#">12-906(2)</a>	Parking Load Zone	\$50.00	
<a href="#">12-912</a>	Stop/Block Highway	\$75.00	\$100.00
<a href="#">12-913(1)(a)</a>	Stopping, Standing, Parking - Prohibited Place		\$100.00
	(i) Double Parking	\$75.00	\$100.00

	(ii)	On Sidewalk	\$75.00	\$100.00
	(iii)	In Intersection	\$75.00	\$100.00
	(iv)	In Crosswalk	\$75.00	\$100.00
	(v)	In Safety Zone	\$75.00	\$100.00
	(ix)	Disobey Signs - Prohibited Stopping	\$75.00	\$100.00
<a href="#">12-913(1)(b)</a>	Standing, Parking - Prohibited Place			
	(i)	Driveway	\$75.00	
	(ii)	Fire Hydrant	\$75.00	\$100.00
	(iii)	Too Close to Corner	\$75.00	\$100.00
	(iv)	Too Close to Signals	\$35.00	
	(viii)	Disobey Signs - Prohibited Standing	\$75.00	
<i>Code Provision</i>	<i>Violation Description</i>		<i>Penalty</i>	
<a href="#">12-913(1)(c)</a>	Parking - Prohibited Place			
	(ii)	Disobey Signs - Prohibited Parking	\$50.00	
<a href="#">12-1005(1)</a>	Not Pay Meter Fee		\$35.00	
<a href="#">12-1006(1)</a>	Overtime Meter		\$35.00	

The total revenue projected from increased fines is \$2-3 million. Parking tickets are issued, in addition to the Authority, by the Philadelphia Police, as well as certain university police departments, SEPTA supervisors and other government entities charged with law enforcement.

PPA Tickets Issued, FY 2018	1,523,756
Police Tickets Issued, FY 2018	190,533
Other Agencies Tickets Issued, FY 2018	5,181
Total Parking Tickets Issued, FY 2018	1,719,470
Parking Ticket Revenue, FY 2018	\$86,376,296
Revenue per Ticket Issued, FY 2018	\$50.23
Percent of Tickets Issued by the PPA 2018	88%

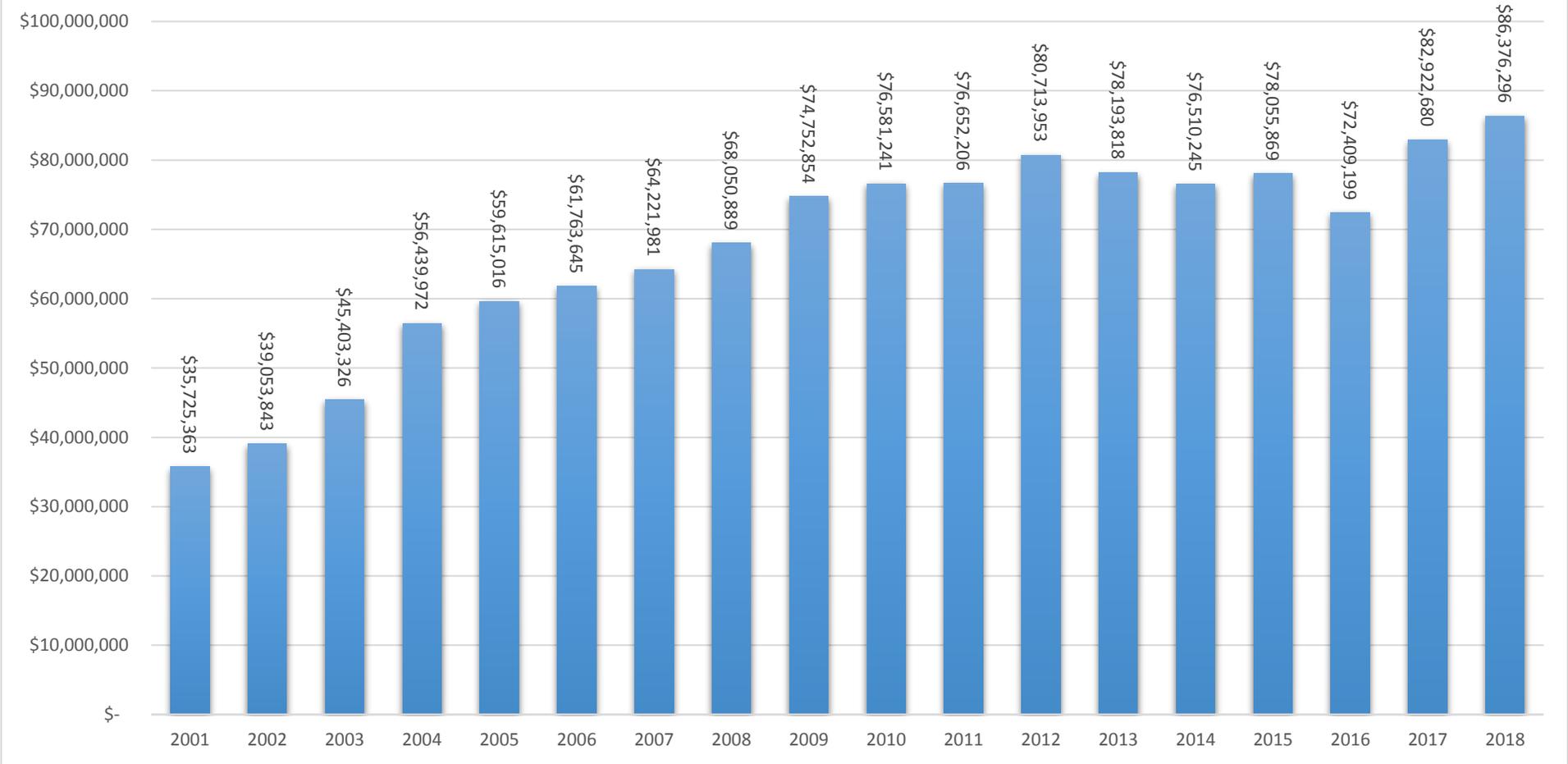


1

<sup>1</sup> In 2010, the On-Street Department started experiencing a decline in Parking Ticket Issuance. In 2009, kiosks began to be rolled out in the Center City Core and University City. This project was completed in 2010. The kiosks were designed to accept cash, coin, smart cards and credit cards. By offering these conveniences the number of violations decreased which was the goal.

Fiscal Year 2014 also had a decline in Ticket Issuance. Comparing FY14 to FY13, staff shortages occurred up until December 2013. Several months of poor weather were experienced. January 2014 saw four (4) days of snow and one (1) day of extreme cold. March 2014 saw two (2) days of snow.

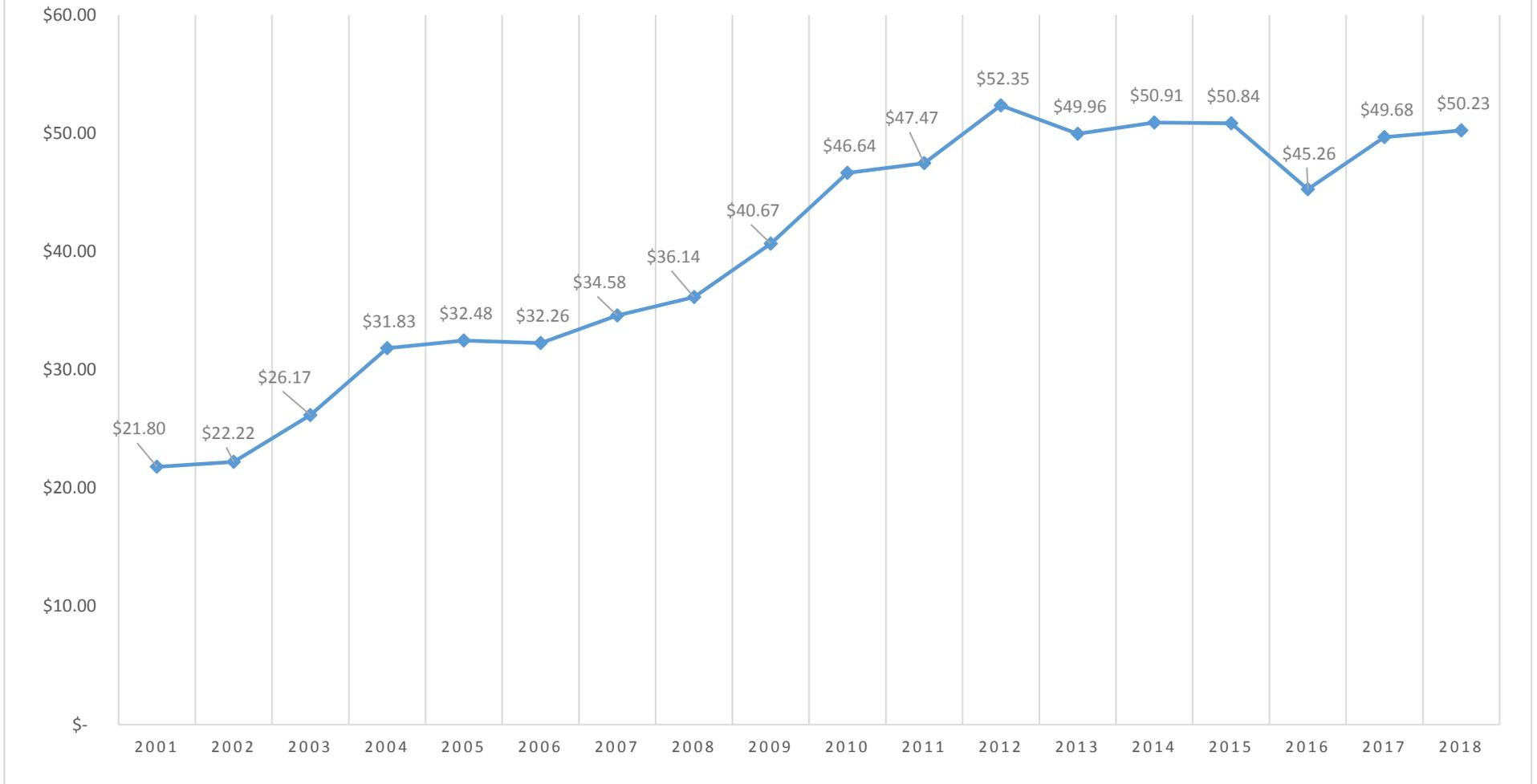
### Parking Ticket Revenue



2

<sup>2</sup> Fiscal Year 2013 to 2014 saw a decrease in ticket issuance, which resulted in a loss in ticket revenue. In 2016, the Federal Government passed a law that parking tickets or storage may not be reported on someone’s credit report. This action resulted in a loss in Parking Ticket Revenue. In September 2015 (FY16), the Papal Visit occurred and a majority of ticket, towing and booting operations were suspended.

## REVENUE PER TICKET



3

<sup>3</sup> In FY16, parking ticket issuance was on course, but as mentioned in FY16 Parking Ticket Revenue, there was a decline which effected the revenue per ticket.

## **Enforcement Division:**



### **Mission Statement**

The Enforcement division is responsible for the Registration Suspend, Auction, Booting and Towing & Impoundment departments. The overall mission of these departments is to enforce the On-Street regulations safely and efficiently. As revenue-generating departments our goal is to not only consistently meet our revenue budget but to exceed expectations.

The Enforcement Director is responsible for planning, organizing, monitoring and managing the auction, booting, registration suspend, towing and impoundment and independent live-stop operations under the On-Street Parking Program. The Director develops, modifies and monitors program operations to promote the effective management of these enforcement efforts.

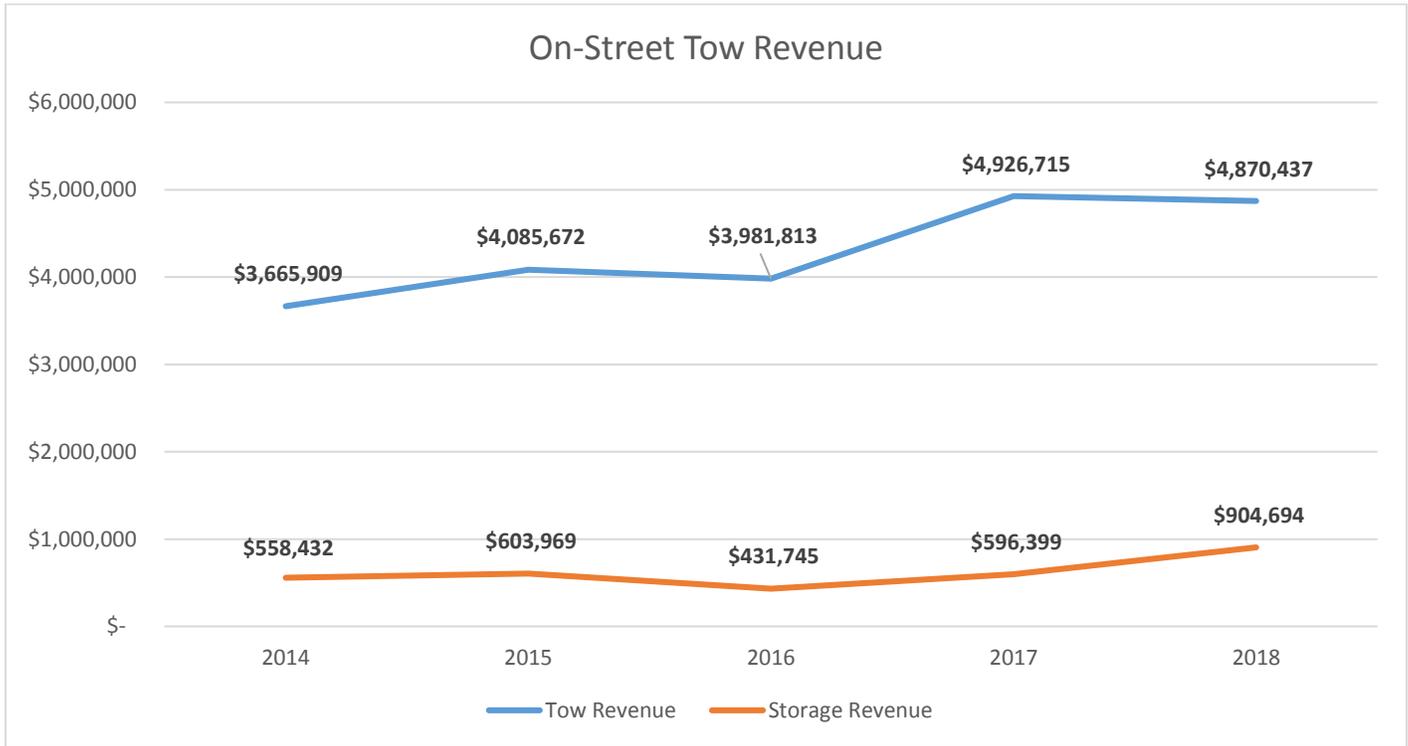
This helps to improve traffic safety by removing illegally parked vehicles and increases ticket payments by booting scofflaw vehicles. All field personnel are equipped with hand held or mobile radios by which they receive instructions, alert supervisors of problems on the street and ask questions.

### **Towing & Impoundment Branch**

To improve traffic flow and to eliminate hazardous conditions, the Authority tows illegally parked vehicles. For a vehicle to be towed it must be parked within a Tow-Zone as established by City Council and the block must be posted with the appropriate signs. Most safety violations, i.e., fire hydrant, crosswalk, sidewalk parking and blocking a driveway are towable violations in Center City. The Towing branch also tows vehicles that are parked on major arteries where parking is prohibited during peak travel periods in order to provide an additional travel lane. The Tow Division also plays a vital role in many of the City's Special events. For example the Papal Visit, Free Philly Streets along with the Broad Street Run.

The PPA has also partnered with the Philadelphia State Police as the tow agent to clear the City's major highways such as 76, 676 and I-95. These responsibilities include live stops, courtesy, and accident tows.

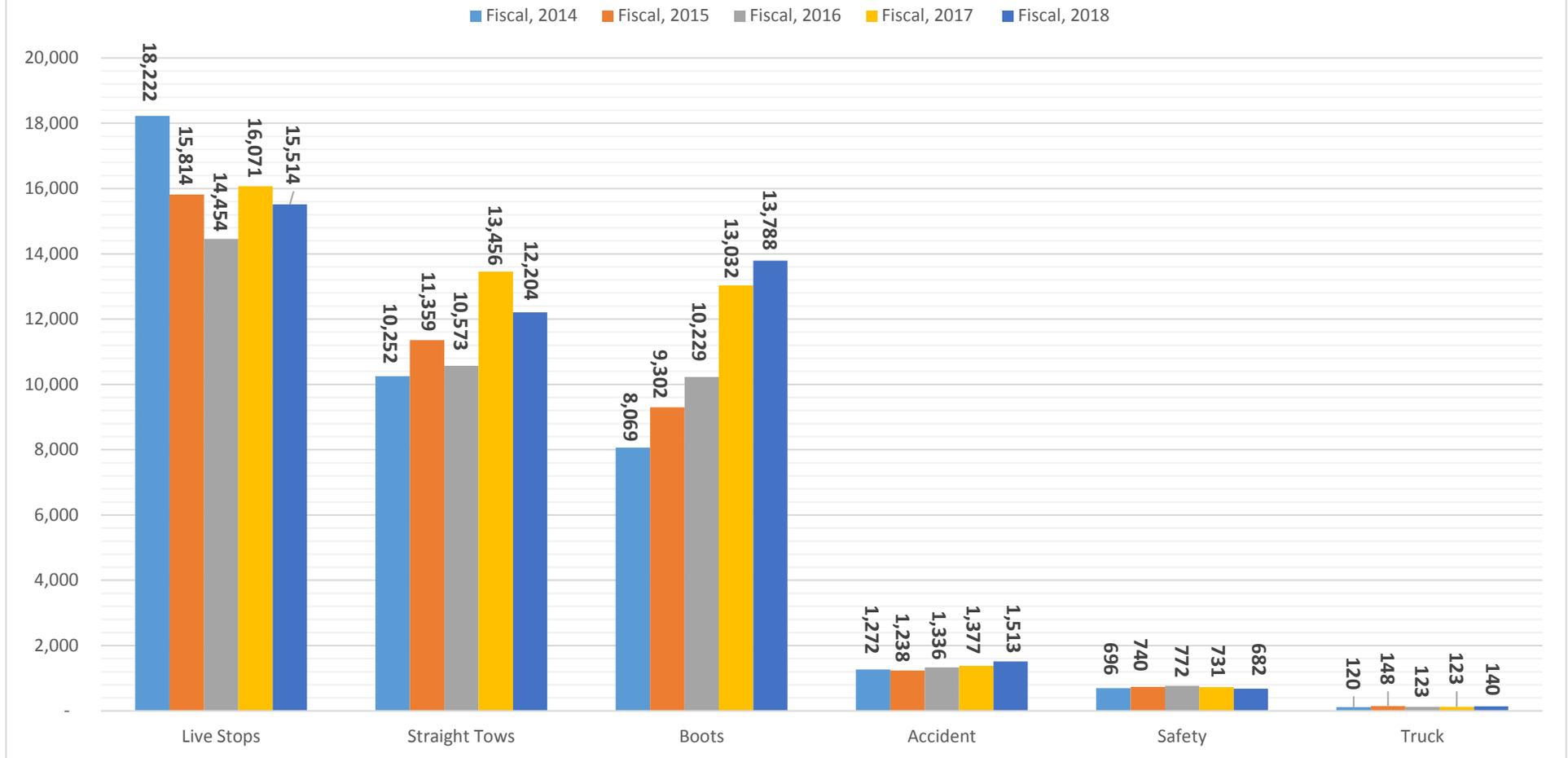
<b>Straight Tows</b>	
Vehicles Towed, FY 2018	12,204
Tow Revenue, FY 2018	\$4,870,437
Storage Revenue, FY 2018	\$904,694



FY 17 to FY18 storage fees increased by 34.1%.

Tow fees from FY17 to FY18 decreased by a little over 1 %.

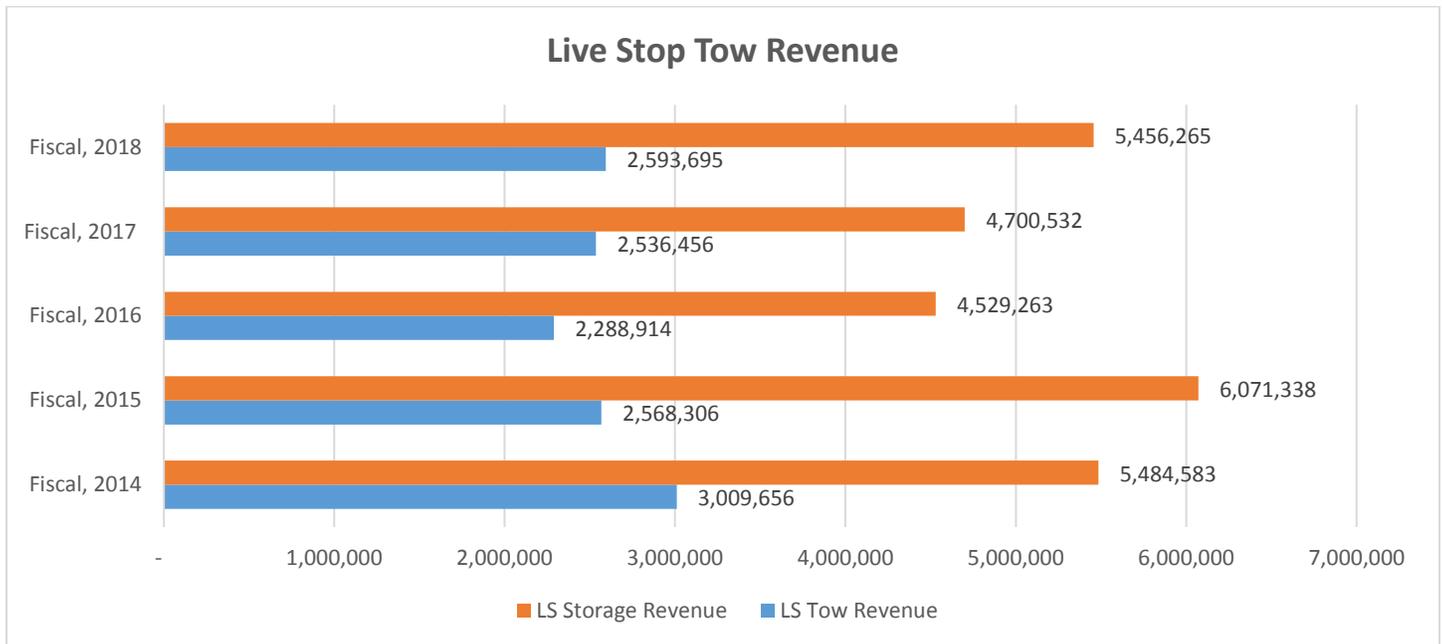
## Types of Tows FY14 - FY18



4

<sup>4</sup> In September, 2015 (FY16), the Papal Visit occurred meaning that straight tows were effected due to street closures throughout Center City. Live Stops were decreased due to PPD & SP (?) having to prepare for and work the event. In FY16 the Authority also experienced several weather events (1/19/16, extreme cold, 1/22/16 – 1/26/16, snow, and 2/12/16 – 2/15/16, snow). Weather will effect ticket issuance which then effects requests for safety tows and live stops. In addition, once a snow emergency is in effect, live stops are suspended and tow operations are re-deployed to clear snow emergency routes.

Overall, towing has remained consistent as Live Stops have decreased and more operators are deployed to assist in handling the requests for straight tows in our Center City area. The Authority faces many challenges, for example, a tow operator does not have a designated area. They must respond to wherever the tow request comes in from. As with all vehicles, there is congestion to manage and trying to get to a request in a matter of minutes has become more difficult. The Authority’s tow operators are expected to have a CDL with Class A endorsement. The time it takes to train an operator may take months, especially since the Authority is tasked with so many tow responsibilities.



5

Live Stop, Truck Tows and Highway enforcement are performed by the Towing and Impoundment Branch. However, revenue and expenses for these programs are separate from On-Street Operations as established by the Pennsylvania General Assembly. Those funds are segregated and net profits from those programs are used to fund Live Stop related expenses.

**Live Stop**

The Authority assists the Philadelphia Police Department and the Pennsylvania State Police by impounding vehicles that are found to be unregistered or driven by an unlicensed driver during a traffic stop. Through this program, more than 385,000 unsafe vehicles and drivers have been removed from the streets. This not only improves the quality of life in our neighborhoods by removing these vehicles, but it also helps to reduce auto insurance rates by removing uninsured vehicles from the roads. Vehicles are only released after the owners appear at Philadelphia Municipal Court Traffic Division to resolve any outstanding violations, address the issue for which they were seized, pay all outstanding parking tickets, tow and storage fees and prove to the Authority that the vehicle is properly registered, insured and operated by a licensed driver.

<sup>5</sup> Decrease in Live Stop revenue from FY16 due to the Papal Visit and severe weather.

## Truck Enforcement

The Authority also works with the Philadelphia Police Department and the Pennsylvania State Police to impound trucks that are found to be in violation of state and federal safety regulations. The Authority also removes trucks that are involved in accidents and cannot be driven from the highway. This is another effort to improve highway safety. A Picture of a truck being towed can be found below.



## Highway Enforcement

The Pennsylvania State Police has begun to assume responsibility for enforcement of highways in the City of Philadelphia. Through an agreement with the State Police, the PPA is the official tow agent on those highways. The State Police may request the impoundment of a vehicle as a result of a vehicle stop, a safety violation or an accident.



<b>Live Stop Tows</b>	
Total Live Stop Tows, FY 2018	1,514
Live Stop Tow Revenue, FY 2018	\$2,593,695
Live Stop Storage Revenue, FY 2018	\$5,456,265
<b>Truck Tows</b>	
Total Truck Tows, FY 2018	147
Total Truck Tow Revenue, FY 2018	\$246,241
Live Stop Surcharge, FY 2018	\$534,701

Towed vehicles are taken to one of the Authority’s four (4) Impoundment Lots located at:

- Lot 1            2501 Weccacoe Avenue            215-683-9550
- Lot 6            4701 Bath Street                    215-683-9510
- Lot 7            6801 Essington Avenue            215-683-9880

Auction Facility:

- Lot 2            2535 S. Swanson Street            Auction Lot

## Significant Accomplishments in FY 2016 & 2017:

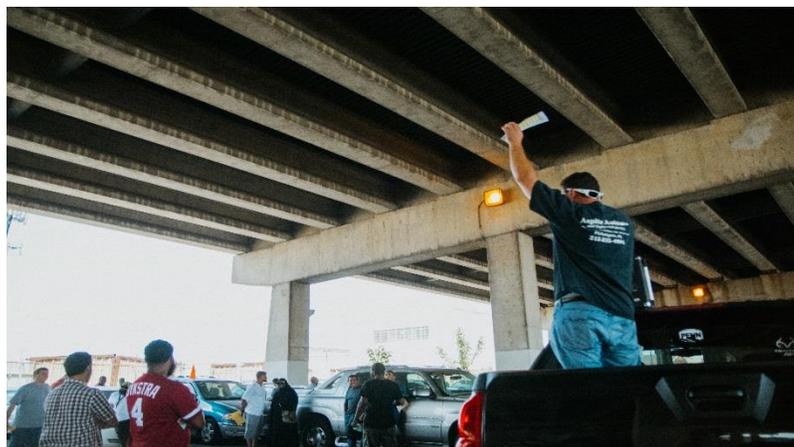
- Improved towing of delivery vehicles during restricted times on major commercial streets.
- Assisted the City with relocation effort for special events such as the Papal Visit and the Eagles Parade as well as all major snow emergencies.
- Increase total number of tows 19% in 2017.

## Initiatives for FY 2018 – 2020:

- Secure and develop new impoundment lot location
- Implement an electronic process to track the tow process
- Install state of the art camera equipment
- Pilot a 10 hour shift, 4 day/week tow operator shift
- Implement electronic notary process
- Upgrade auction database

## Communications Branch:

The Communications Branch provides radio communication support for Authority personnel. All field personnel are issued hand-held radios to communicate and receive instructions and assistance from the supervisors. The Authority radio room also receives calls from Police districts or the Pennsylvania State Police to request Live Stop or truck tows. The Authority has joined the City's digital radio network, [licensed by the FCC to broadcast on three (3) frequencies] and each is operated from separate consoles in the Authority radio room. Dispatchers receive information from field personnel and clerks then process requests for tows from the police for Live Stops and record all activity in the computer system. The Communications Branch also receives calls and records employee absences. It operates 24 hours a day, 365 days of the year.



## Auction Branch:

### Vehicle Auctions

Vehicles impounded for any reason, which are not claimed by the owner, are sold at public auctions conducted by the Authority under an order issued by the Philadelphia Court of Common Pleas. Vehicles are sold between 21 and 28 days after impoundment and after the owner and lien holder have been notified of the procedure to claim the vehicle and the auction

date. Vehicles that are not sold for the minimum bid are sold in bulk to salvagers and cannot be registered for operation on the streets. In addition to the surplus auction revenue listed below, proceeds from auctions are first applied to tow fees, storage fees, traffic tickets and moving violations. Revenue applied to those categories is included in the amounts under those departments. See the following pages for Unclaimed Vehicle Auction information, regularly updated on the Authority web site.

Auctioned Vehicles from Straight/Boot Tows, FY 2018	6,039
Auctioned Vehicles from Live Stop Tows, FY 2018	5,772
Tow Fees from Auctioned Straight/Boot Tows, FY 2018	\$987,187
Tow Fees from Auctioned Live Stop Tows, FY 2018	\$1,103,822
Storage Fees from Auctioned Straight/Boot Tows, FY 2018	\$1,720,891
Storage Fees from Auctioned Live Stop Tows, FY 2018	\$1,727,923
Ticket Revenue from Auctioned Straight/Boot Tows, FY 2018	\$318,952
Ticket Revenue from Auctioned Live Stop Tows, FY 2018	\$76,538
Municipal Court Revenue from Auctioned Straight/Boot Tows FY 2018	\$10,415
Municipal Court Revenue from Auctioned Live Stop Tows, FY 2018	\$266,825
Average Sale Price per Vehicle, FY 2018	\$617
Auctioneer fees Paid, FY 2018	\$211,404
Advertising Fees Collected, FY 2018	\$76,899
Auction Processing Fees Collected, FY 2018	\$290,365

**Registration Suspend Branch:**

**Registration Suspend**

The Pennsylvania General Assembly enacted a law in 2004 authorizing the Philadelphia Parking Authority to request the Pennsylvania Department of Transportation (PennDOT) to suspend the vehicle registration of a motorist who has six (6) or more unpaid parking tickets issued in the last three (3) years. There are significant safeguards in the law to insure that only those eligible receive this penalty. It is unfair that a motorist with many unpaid parking tickets is able to operate his vehicle merely because he or she was able to evade normal enforcement actions.

**To be eligible for registration suspension the following criteria must be met:**

- Vehicle must have six (6) or more open parking tickets issued within the last three (3) years.
- A letter is sent from the Authority to the registered vehicle owner warning them of the outstanding debt and gives them thirty days to pay.
- If payment is not received within thirty days from the date of the letter, the Authority requests PennDOT to suspend the registration.
- PennDOT then sends another letter, with a suspension date at least an additional thirty days from the date of the letter, allowing a last opportunity to pay.
- If the tickets are still not paid, the vehicle registration is suspended by PennDOT.
- During the period before suspension, a citizen can pay the parking ticket debt at any of three (3) payment centers, on the web or by telephone.

**After a registration has been suspended:**

- The vehicle owner must pay in person at the Authority headquarters at 35 N. 8<sup>th</sup> Street so Authority staff can give the owner a restoration letter or a requirements letter if there are additional suspensions imposed by PennDOT.
- When paying after suspension, there is a \$91.00 restoration fee imposed by PennDOT and a \$15.00 processing fee imposed by the Authority.
- The Authority has the ability to update PennDOT records on a real-time basis when payment is made. This enables the Authority to restore operating privileges immediately if all the requirements are met.

Parking Ticket Revenue Collected through Registration Suspend, FY 2018	\$1,774,636
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**Significant Accomplishments in FY 2016 & 2017:**

- Installation of 4 new License Plate Recognition Systems
- Number of booted vehicles increased 20% from FY 2016

**Initiatives for FY 2018 – 2020:**

- Implement an on-line payment for suspension effected customers
- Increase processing fee from \$15 to \$25

**Booting Branch:**

Vehicles with a combination of three (3) or more unpaid parking tickets or Red Light Camera tickets that have received a series of notices are eligible to be booted. Boot crews patrol both residential and commercial streets throughout the City. There is a \$150 boot fee required in addition to the payment of outstanding parking tickets before a booted vehicle can be released.

Vehicles Booted, FY 2018	23,640
Boot Fees, FY 2018	\$2,300,233

In addition to booting for unpaid parking tickets, Authority boot crews patrol for vehicles whose vehicle registration has been suspended for failure to pay moving violation tickets at Traffic Court. The integration of these systems improves the collection rate for both Traffic Court and the Authority and increases the efficiency of both operations. The owner of a booted vehicle must pay all outstanding tickets on all vehicles owned by him or her currently or previously, in order to secure the release of the vehicle.

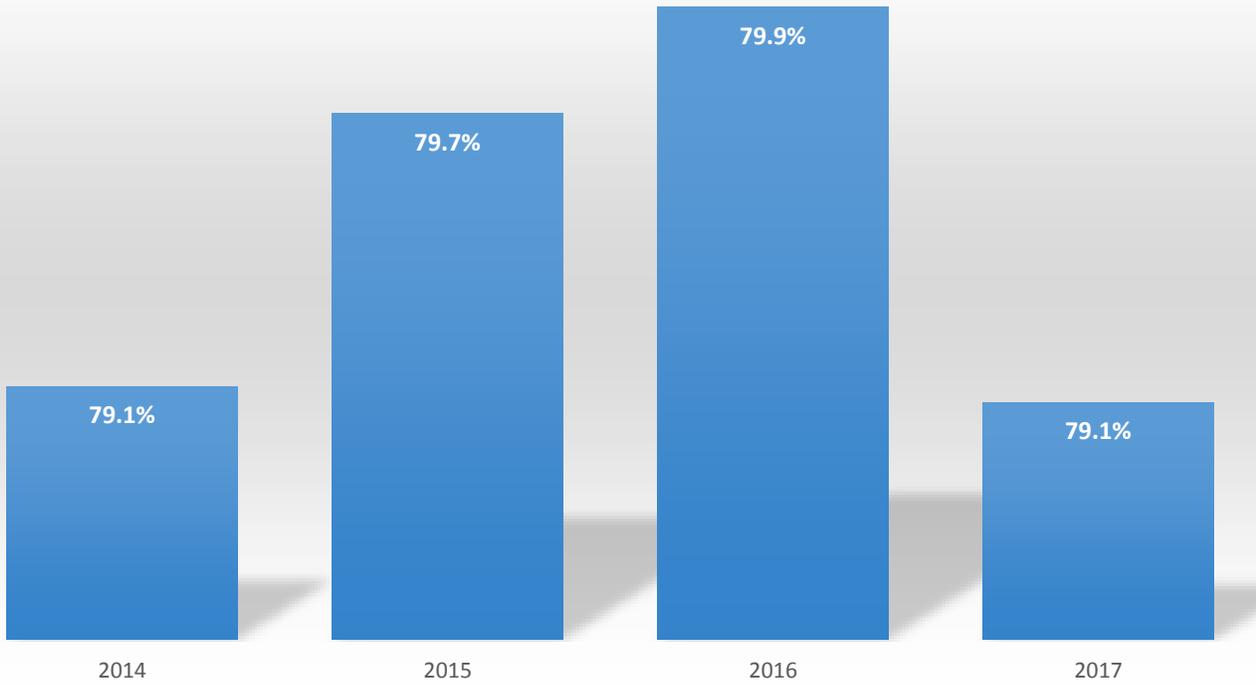
**Parking Violations Branch:**

Through a contract with Conduent, all support services necessary to insure the collection of outstanding parking fines and fees are maintained. This system also links the Authority with the Traffic Court computers in order for each to support the other's activities. That includes ticket processing, including the maintenance of a ticket database, mailing notices to the owners of vehicles with outstanding tickets, facilities for handling telephone and written correspondence/complaints, cashier facilities, interface with the Bureau of Administrative Adjudication (BAA), support for booting and towing operations, as well as accounting for funds collected and deposited. Subsystems are also maintained for parking meter operations, towing operations, booting, residential permit parking and contractor parking. The following summary of services provided to the Philadelphia Parking Authority was prepared by Conduent.

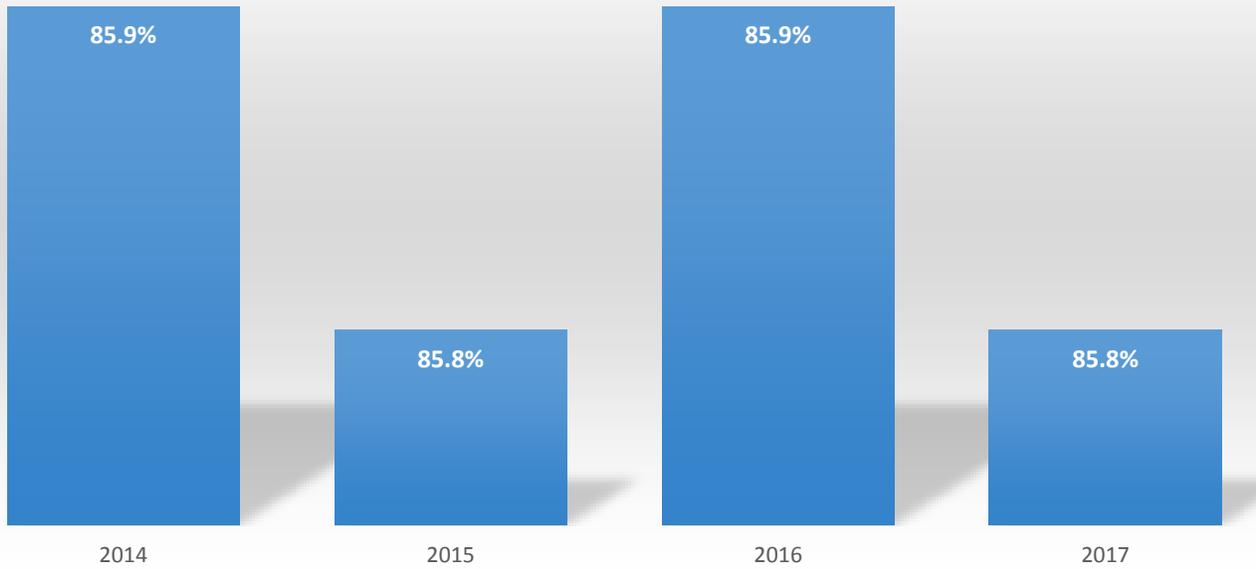
**Collection Rates**

The PPA has a history of strong collection rates. According to our vendor, we rank second among all of the cities where they perform work. Attached as Appendix C is the vendor's chart comparing the PPA to other cities. Presently there are 8,117,401 outstanding tickets of which 6,114,422 are already more than 10 years old. The collection rates have historically been high. The tables below provide more detail.

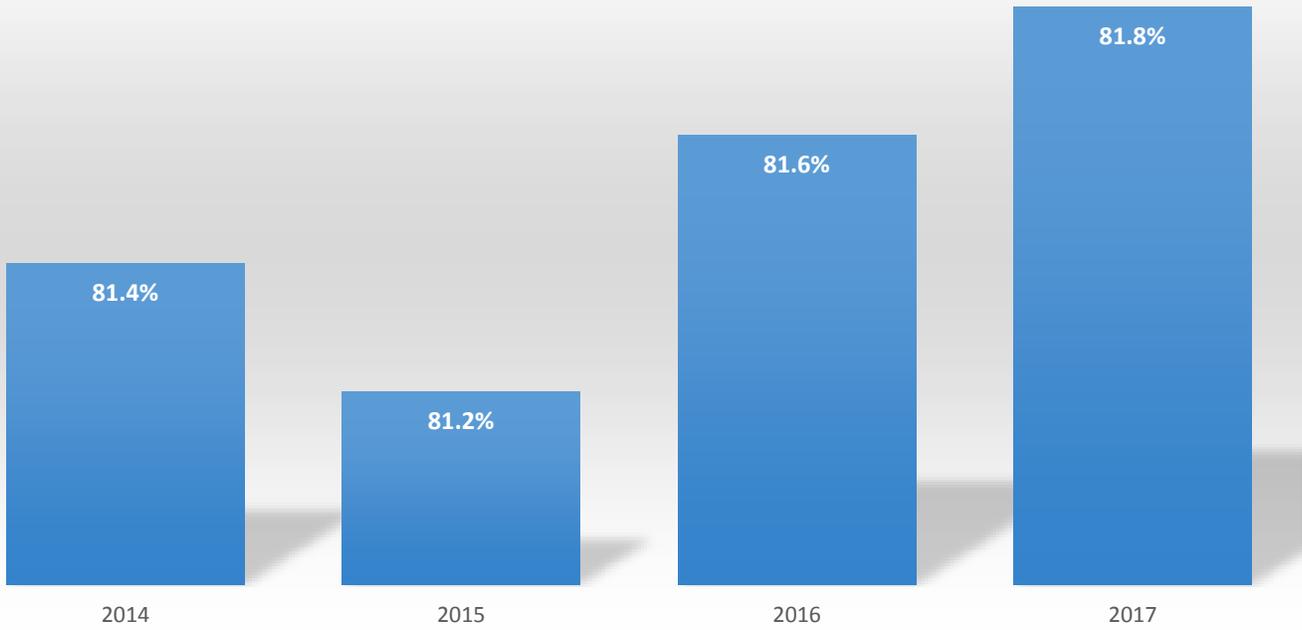
### Payment Rate - Tickets Aged 1 Year



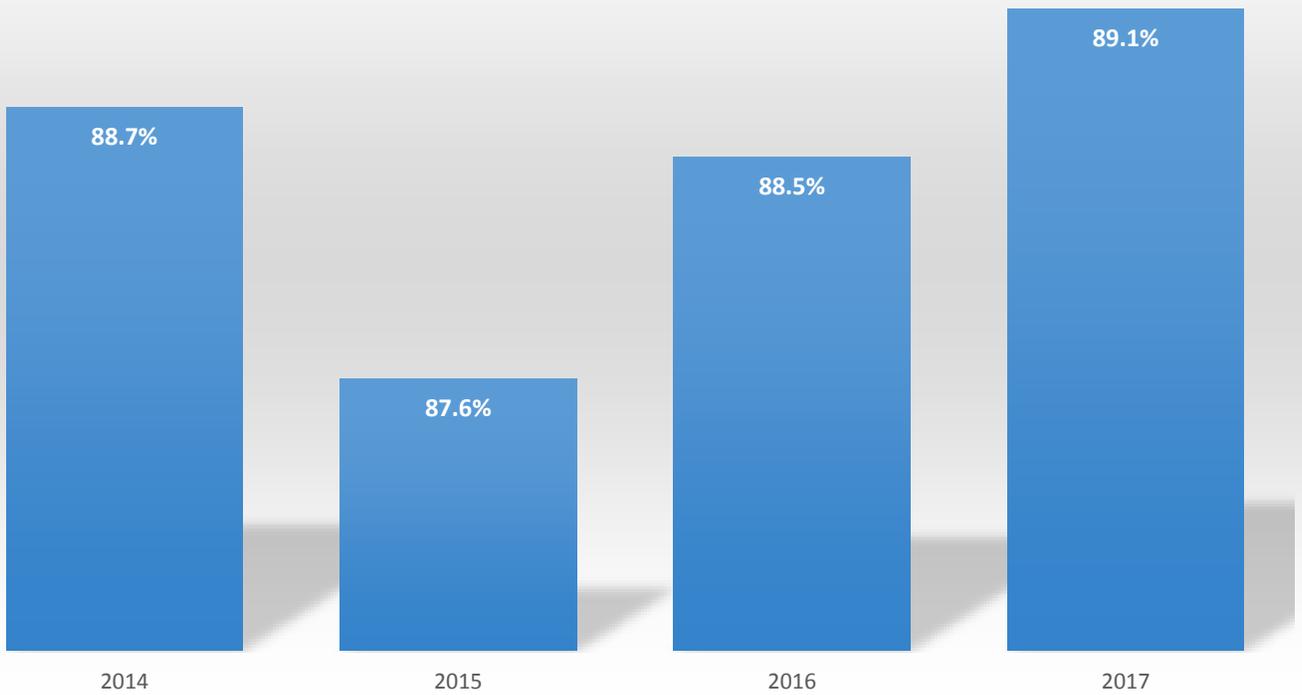
### Closure Rate- Tickets Aged 1 Year



### Payment Rate- Tickets Aged 2 Years



### Closure Rate- Tickets Aged 3 Years



## **Bureau of Administrative Adjudication (BAA): Parking Violations Branch:**

The Bureau of Administrative Adjudication (BAA) was established by Mayor Rendell on October 20, 1992. In 1987, parking violations were decriminalized in Philadelphia. Prior to that time, parking violations were criminal summary violations heard by the Philadelphia Traffic Court, carrying the potential for arrest as a potential penalty for non-payment. Parking violations remain criminal summary violations elsewhere in the Commonwealth. In place of the Traffic Court, the Philadelphia City Council created the Philadelphia Bureau of Administrative Adjudication to hear parking violation challenges in 1987. The BAA operates under the direction of the Philadelphia Director of Finance and all BAA hearing officers are city employees. The Parking Authority does provide administrative staff to assist the BAA hearing officers. These employees perform administrative work, not just adjudication.

The BAA proceedings are civil administrative hearings and the penalties imposed to enforce parking violations are civil debts owed to the City. The BAA conducts approximately 150 parking violation hearings a month. Although 12 other entities may issue parking violations, including the Philadelphia Police Department, SEPTA, and university police departments, the majority of these violations are issued by the Parking Authority. Appeals from orders entered by BAA may be taken to the Philadelphia Court of Common Pleas. In the event an appeal is taken from the BAA to the Courts, the Parking Authority provides legal representation to defend the BAA's (City's) order. The Authority handles approximately 60 of these appeals each year. This representation generally involves the drafting of motions and briefs and then oral arguments before Common Pleas Court judges. Occasionally, appeals are taken to the Pennsylvania Commonwealth Court and even the Supreme Court. The BAA may be reached at the following address: 913 Filbert Street, Philadelphia, PA 19106 Phone Number: 215-683-9580, Email: [djackson@philapark.org](mailto:djackson@philapark.org).



**Conclusion:**

The On-Street Parking Operations Department performs at an efficient rate. It has no known equal in the United States as far as depth and breadth of operations. Historic returns as a percentage of gross are between 36-40%. Attempts have been made to compare this rate of return against other peer organizations. A study by the PPA is underway. It has been reported in newspaper articles that the rate of return in LA is 23%. This comparison is likely not fair due to differences in authorities and operational differences.

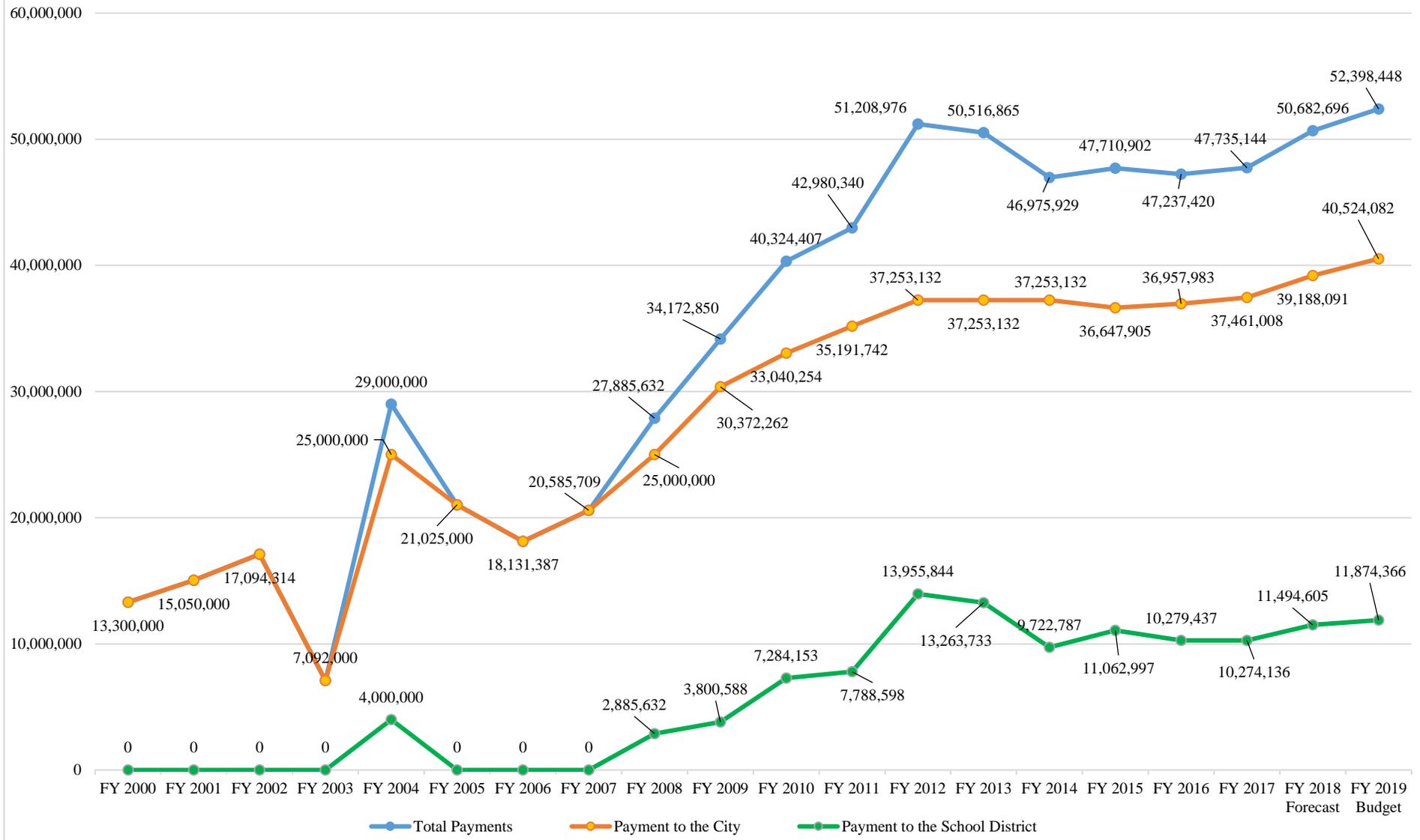
Increases in revenue from 2014 to present in costs are primarily attributable to ticket collection, meter collection, towing & booting, contractor permits and credit card convenience fees. A meter rate increase was last granted in 2014. Even so, revenue growth during this short time period has gone from \$121,531,305 to \$138,551,795, or a 12% increase.

The state funding formula continues to be a great source of confusion and should be addressed by modifying the formula. The Auditor General also made significant note of this in his report asking the legislature to alter the formula.

New technologies and systems will provide enhanced customer service, the opportunity to institute demand pricing, increased efficiencies and better data to promote good public policy.

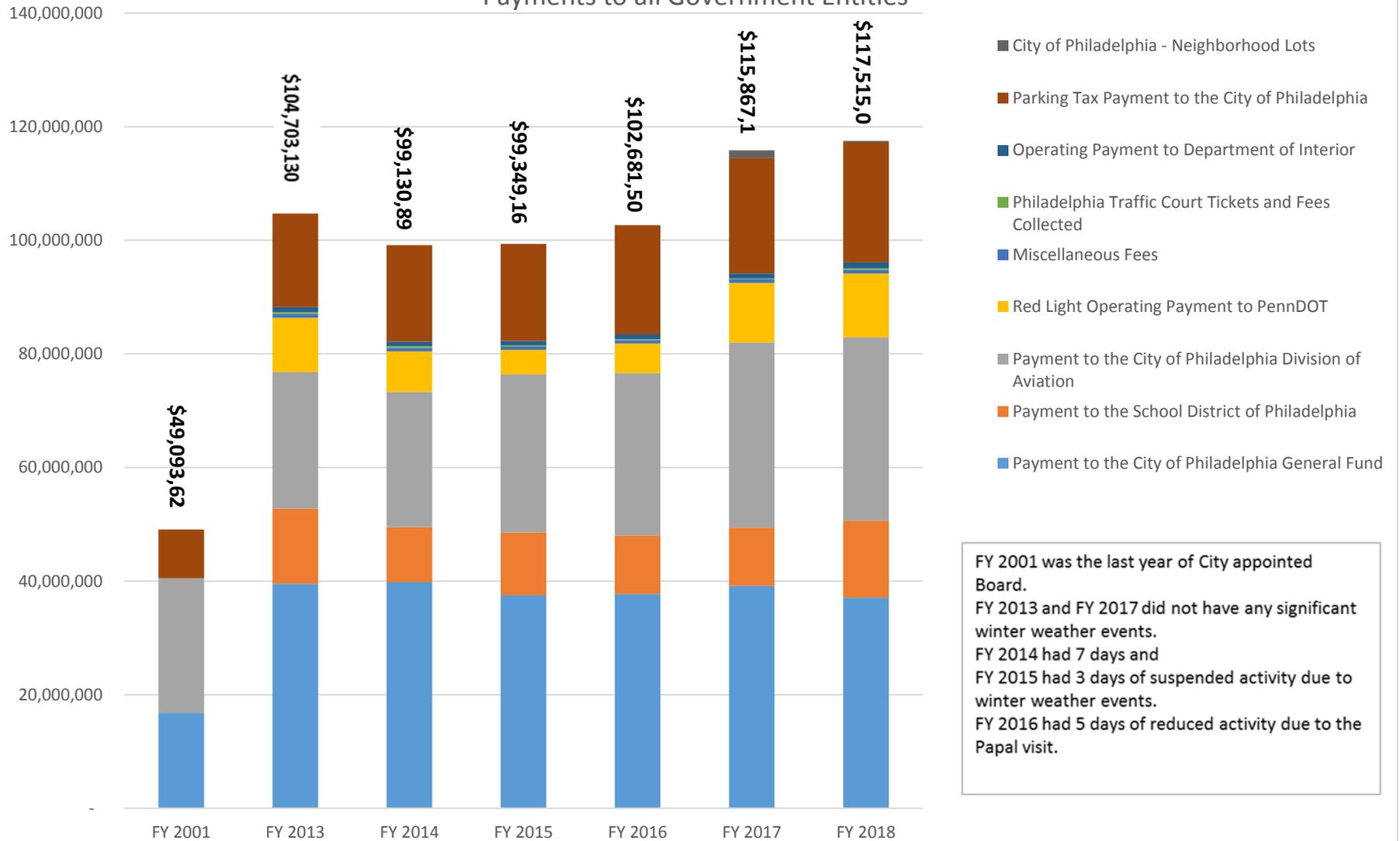
The On-Street division plays an important role in enforcing quality of life and safety matters. Some of these programs such as residential parking permits and illegal truck parking in neighborhood lots are not money makers but provide invaluable services to communities. Balancing good public policy and the needs of communities against revenue are important conversations to be discussed. The PPA is actively engaged in meetings with OTIS, Connect, the Center City District, the Bicycle Coalition, and Elected Officials. Monthly budgeting discussions occur with the City Finance Department, the School District and the Division of Aviation.

### PPA On-Street Parking Payments to the City and School District

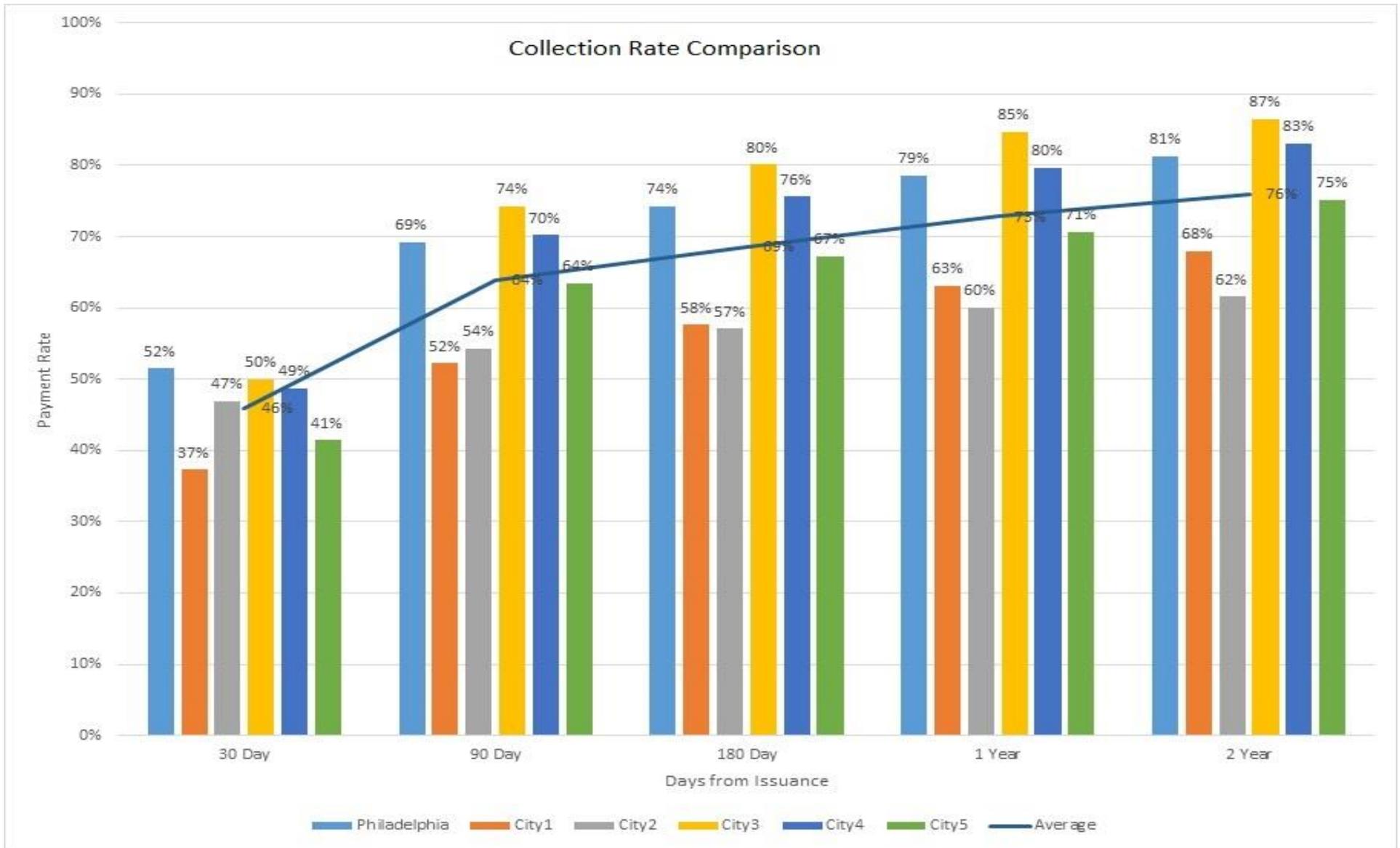


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## Philadelphia Parking Authority Payments to all Government Entities



7



8