



Affiliated with the Pennsylvania State Association of Boroughs

Association of Mayors of the Boroughs of Pennsylvania

www.paboroughmayors.org

President
RANDY L. RIDDLE
618 N. Madison Avenue
Grove City, PA 16127
RiddleRS1@zoominternet.net

1st Vice President
RICHARD A. STARLIPER
46 West Third Street
Waynesboro PA 17268
rastar2@juno.com

2nd Vice President
ANTHONY COURT
525 Lawrence Ave.
Ellwood City PA 16117
Tcourt230@zoominternet.net

Secretary/Treasurer
DIANE R. SMITH
428 N. McKean St.
Butler, PA 16001
DianeSmith.AMBP@gmail.com

TO: PRESIDENT RANDY RIDDLE, ASSOCIATION OF MAYORS OF THE BOROUGHS OF PENNSYLVANIA

FROM: LEGISLATIVE CHAIRMAN, JOHN DORIN

DATE: June 5, 2016

RE: LEGISLATIVE REPORT

Budget Update 2015-2016

I need to call attention to something good that came out of the 2015 budget impasse. It's called the taxpayers caucus. A group of lawmakers who feel strongly, it's their job to tighten the state's belt before asking us to pay higher taxes. Too many legislators are beholden to too many special interest groups, who enjoy benefits paid for by millions of taxpayers. At a news conference the past week, the caucus unveiled a study that they say has identified 3 billion in potential savings. Here is just a sample.

1. Work with other states to stop welfare payments going to recipients who no longer live in Pennsylvania. Projected savings 159 million.
2. Put an end to crony capitalism, the awarding of public money and tax breaks to politically connected businesses. 700 million in savings.
3. It costs taxpayers a staggering 1.63 billion just to provide health insurance for state employees. Their contribution to this coverage is only 11.7 percent of the total. Their counterparts in private industry pay about 20 percent. If the state were to renegotiate this increasing costly benefit, it could save the taxpayers 153 million.
4. Reform of the pension system for state workers. 600 million in savings.
5. Sale of the state liquor store system. A savings of 200 million. There are many more examples in the report but you get the idea.

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ANTHONY COURT
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RONALD EVANKO

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Mayor of Brownsville
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There's plenty of fat to be cut before we get down to essential services. It is encouraging to know there are at least some lawmakers willing to put the concerns of taxpayers first, the demands of special interests second.

On Tuesday April 5th the radar coalition held a rally at the capital for road safety and support the passage of Senate Bill 535 or HB71. One of the presenters was PSAB first vice president Chuck Mummert. Chuck, who is a member of our Mayors Association (AMBPA) did an excellent job. Also our president Randy Riddle shared our radar frustrations and lack of passage by the legislature in a newspaper article which appeared in many Pennsylvania newspapers. Thank you Chuck and Randy. Newspaper article attached.

The following 5 resolutions submitted by our organization to the PSAB policy and resolutions committee in 2015 have been approved and adopted by the membership. Please continue to support PSAB by contacting your representative for support on these issues.

Resolution 2015-4 (submitted by the Association of Mayors of the Borough of Pennsylvania (AMBPa) **Be it resolved**, that PSAB seek legislation providing for an annual revenue sharing program for municipalities relating to tax exempt real property and establishing the Tax exempt property municipal assistance fund through DCED and funded by revenue generated by the 18% Johnstown Flood Tax.

Recommendation from Resolution & Policy Steering Committee: Recommends adoption.
Recommendation from Resolution & Policy Committee:

Resolution 2015-9 (submitted by AMBPa)

Be it resolved, that PSAB support legislation supporting pension reform for the State's two pension systems. The State Employees and Public School Employees which have a combined debt of \$50 billion. It is recommend that PSAB support a 401 k type defined contribution plan, as opposed to the State's defined benefit plan which guarantees a set sum for retirees.

Recommendation from Resolution & Policy Steering Committee: Recommends adoption.
Recommendation from Resolution & Policy Committee:

Resolution 2015-10 (submitted by AMBPa)

Be it resolved, that PSAB urge the General Assembly to address serious reforms to Act 111 leveling the playing field in negotiations.

Recommendation from Resolution & Policy Steering Committee: Recommends adoption.
Recommendation from Resolution & Policy Committee:

Resolution 2015-12 (submitted by AMBPa)

Be it resolved, that PSAB support legislation requiring municipalities with a population of 4000 or greater to pay for Sate Police Coverage, form their own police departments or contract for police services.

Recommendation from Resolution & Policy Steering Committee: Recommends adoption.

Recommendation from Resolution & Policy Committee

Resolution 2015-18(submitted by AMBPa)

Be it resolved, that PSAB support the Association of Mayors of the boroughs of Pennsylvania(AMBPa) in its effort to establish the use of Municipal Police Radar and other electronic technologies for the purpose of safe vehicular traffic in all our commonwealth's municipalities.

Recommendation from Resolution & Policy Steering Committee: Recommends adoption.

Recommendation from Resolution & Policy Committee:

VERTOWN

May 20, 2016

Push to give local police radar gathers some speed

By John Finnerty
CNHI State Reporter

HARRISBURG — The push to green-light the use of radar for speed enforcement by local police departments appears to be accelerating.

The state Senate transportation committee earlier this month gave its approval to two bills that would allow local police to use radar. One bill, authored by Senate Transportation Committee Chairman John Rafferty, R-Montgomery County, would limit the authority to use radar to local police officers in counties with more than 210,000 people. A bill authored by state Sen. Randy Vulakovich, R-Allegheny County, would allow police statewide to use radar. Both bills were passed in the committee by 12-1 votes.

Vulakovich, a former police officer, has championed the radar issue for years. He doubts his bill will be enacted, as is. But a modified

version of one of the radar bills will likely get a look by the full Senate, he said.

"This is the closest" the legislation has gotten since he began fighting to eliminate the radar ban, Vulakovich said.

That encourages people such as Grove City Mayor Randy Riddle. As president of the mayor's group affiliated with the Pennsylvania State Association of Boroughs, he's listened to legislative updates year after year about the struggle to get the radar ban lifted. And each year, boroughs and cities across the state pass resolutions asking the Legislature to move on the issue, he said.

"We've been pushing this every year," he said. "Let's get this done."

Under Pennsylvania law, only state police can use radar. Local police are left to cobble together their speed

Please see **RADAR**, A2

Bill giving radar to local police picks up speed

RADAR, from Page A1

enforcement with other equipment, including electronic non-radar which determines a vehicle's speed based on how quickly it passes through a pair of infrared beams. In other situations, officers sometimes paint lines on a road and use timers to establish how fast a car passes through the area. And at night, when lines won't work, officers may use water jugs. An officer starts a timer when a car's headlights hit the first jug, then stops the timer when the second one lights up.

Pennsylvania is the only state that bars local police from using radar for speeding tickets.

Local officials complain that these alternatives require police to needlessly expose themselves to danger from passing vehicles as they set up the equipment. And because of the Pennsylvania terrain, there are many areas where radar could be used that the alternatives can't, said Jim Nowalk, the mayor of Whitehall Borough, near

Pittsburgh. He is president of the Pennsylvania State Mayors' Association.

Lawmakers long have been loathe to lift the radar ban, out of concern that cities and boroughs would use it to pad their coffers instead of making streets safer.

Nowalk's group argues that the cost of a police officer's time makes it difficult to write enough tickets quickly enough to generate sufficient money to make the practice a meaningful source of revenue for the municipality.

Even so, Rafferty's bill would require that if speeding tickets account for more than 5 percent of a department's budget, the share of revenue over the 5 percent ceiling gets kicked back to the state.

The move creates an imbalance in enforcement of the law, because it makes it difficult or impossible for local police to monitor speeding as effectively as state police.

The issue is moot in roughly half of the state's municipalities, because they don't have local police and rely on state police for protection.

But about one-quarter of the communities in Pennsylvania have part-time local police. That means, in those boroughs and townships, when state police are doing speed enforcement, they use radar, but local officers doing the same thing in the same area can't.

"The laws cannot be enforced uniformly unless everyone has the same equipment," Nowalk said.

The state mayors' association notes that Pennsylvania is among the worst in the nation for both the number of speeding fatalities and the percentage of traffic deaths blamed on speeding. The mayor's group also notes that federal data show that crashes on interstates and

other limited access roads, most often covered by radar-wielding state police, only account for 1 in 8 speeding-related road deaths.

With 312 deaths blamed on speeding in Pennsylvania in 2014, lead-footed drivers were almost as deadly as drunken drivers, blamed for 333 deaths that year. But speeding accounted for three times as many crashes as drunken driving in Pennsylvania, according to PennDOT.

Every time a speeding driver causes a death, "Until this law is passed, every senator and representative has to ask himself or herself is there something I could have done? The answer is yes," Nowalk said.