



**Senate Transportation Committee Public Hearing on the Role of Parking Authorities**

**May 1, 2024**

Chairman Langerholc, Chairman Flynn, I am pleased to submit testimony today on behalf of Mobility & Parking Advisors. I am Scott Petri, President of Mobility & Parking Advisors, which represents emerging and mature technology companies that provide customer conveniences in the parking and mobility industry.

Presently, there is a national progression among private parking facilities toward frictionless, gateless parking technologies, as these streamlined experiences are increasingly preferred by consumers. These parking experiences increasingly favor the use of electronic payments without the need for consumers to engage with facility staff or automated exit barriers, which can result in travel delays and traffic buildups.

Unfortunately, as lot operators increasingly attempt to make their facilities more user-friendly, the reduction of gated garages or other restrictive facility scenarios has resulted in an increase in customers who make full use of the facility and then decline to pay the posted parking rates. As a result, Pennsylvania's private universities, resorts, amusement parks and private owners and operators of parking facilities are losing millions of dollars due to the inability to look up the license plate of these consumers. Present statutory and regulatory controls in Pennsylvania limit access to information connected to a license plate to entities such as the Pennsylvania Turnpike, municipal parking authorities, law enforcement and other related entities.

More than 40 other states across the U.S. have established protocols to permit private facility operators to access vehicle owner information for the simple purpose of mailing a parking invoice, consistent with the purposes enumerated by the federal Driver Privacy Protection Act. Pennsylvania is among the small minority of states which does not have such a protocol, but we are confident that the Department of Transportation would be able to create a process for vetting legitimate private operators so that the relevant information could be accessed safely and securely.

In addition to the impact on these Pennsylvania businesses, there is a significant number of Pennsylvania municipal jurisdictions which rely on a parking tax as a source of public revenue. For Philadelphia alone, this missed revenue opportunity is estimated at a minimum of \$360,000 annually with a probable, actual loss that is far greater. Premier resorts are losing hundreds of thousands of dollars annually due to patrons who fail to pay for parking. Through a straightforward policy change allowing facility owners and operators to mail an invoice, Pennsylvania would be able to improve and streamline the parking experience for Pennsylvania consumers, protect the investments of private parking facility operators, and enhance revenue streams for municipalities which rely in parking taxes to support public services as can be done in the majority of other states. Revenue derived from operator inquiries is expected to result in millions of dollars generated annually for Pennsylvania's Motor License Fund, supporting Pennsylvania State Police cadet classes as policymakers seek solutions to backfill State Police funding from the Motor License Fund with additional dollars from the General Fund.

Mobility & Parking Advisors would like to stand as a resource as policymakers continue to consider revisions to Pennsylvania's vehicle parking regulatory environment.