

SUMMARY and FISCAL NOTE*

Department:	Contact Person/Phone:	Executive Contact/Phone:
Legislative Department	Peter Lindsay/4-5336	n/a

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to automated fixed camera revenue; renaming the School Zone Fixed Automated Cameras Fund; providing for the deposit of revenues generated by automated traffic safety cameras; and adopting financial policies for The City of Seattle governing the fund; amending Ordinance 124230; and adding a new Chapter 5.82 to the Seattle Municipal Code.

Summary and background of the Legislation:

This ordinance creates a new School Safety Traffic and Pedestrian Improvement Fund in the City Treasury and replaces the School Zone Fixed Automated Cameras Fund effective January 1, 2016 for the express purpose of separately accounting for the revenues generated by school zone fixed automated cameras and ten percent of automated traffic safety camera revenue also known as red light cameras. The Director of the Department of Transportation will be responsible for administering the Fund.

This ordinance also adds a new chapter 5.82 and Section 5.82.010 of the Seattle Municipal Code that establishes a set of financial policies governing the use of ten percent (10%) of automated camera revenue explicitly for pedestrian safety. The new chapter and section reads as follows:

- (1) Spending for School Safety Traffic and Pedestrian Safety: Funding in an amount equal to ten percent of the revenue generated annually by automated traffic safety camera fines and civil penalties will be spent for school traffic and pedestrian safety and directly related infrastructure projects, as well as pedestrian, bicyclist, and driver education campaigns and installation, administrative, enforcement, operations and maintenance costs associated with the automated traffic safety cameras (also known as red light cameras).
- (2) Annual Budget Revenues and Appropriations: The Executive will propose appropriations for the items in Subsection 5.82.010A above in its annual budget submittal to the Council based on the amount of automated traffic safety camera fines and civil penalties projected to be received in the prior budget year.
- (3) Year-End Report: The Executive will provide a year-end report to the City Council on the automated traffic safety camera revenue receipts, appropriation and expenditures by March 1 each year.

(4) True-Up of Revenues and Expenditures: To the extent that actual annual revenues from automated traffic safety cameras differs from the appropriations made through the annual budget, the Executive will propose appropriation changes in supplemental legislation to ensure that funding in an amount equal to ten percent of the actual revenues generated by automated traffic safety cameras are spent for the purposes described in Section 2 of this ordinance.

2. CAPITAL IMPROVEMENT PROGRAM

 This legislation creates, funds, or amends a CIP Project.

Project Name:	Project I.D.:	Project Location:	Start Date:	End Date:	Total Cost:

3. SUMMARY OF FINANCIAL IMPLICATIONS

Please check one:

 X This legislation has direct financial implications.

This legislation will transfer ten percent of red light camera funds from the General Fund to the new School Safety Traffic and Pedestrian Improvement Fund (the new fund) for the purpose of paying for school safety traffic and pedestrian investments. There will be two new BCLs created in the new fund, (1) a BCL to appropriate funds from the School Safety Traffic and Pedestrian Improvement Fund to the General Fund to support operational expenditures made in the Seattle Police Department and the Seattle Municipal Court related to fixed automated cameras and (2) a BCL to appropriate funds from the School Safety Traffic and Pedestrian Improvement Fund to the Transportation Operating Fund for support of operational and capital expenditure related to school safety investments. The recommended BCL structure mimics the existing School Zone Automated Fixed Camera fund.

 This legislation does not have direct financial implications.

Budget program(s) affected:	General Fund \$		Other \$	
	2015	2016	2015	2016
Estimated \$ Appropriation change:				
		-\$410,000		\$9,227,221
Estimated \$ Revenue change:	Revenue to General Fund		Revenue to Other Funds	
	2015	2016	2015	2016
		-\$410,000		\$9,227,221
Positions affected:	No. of Positions		Total FTE Change	
	2015	2016	2015	2016
		0		0

Other departments affected:	Seattle Department of Transportation, Seattle Municipal Court, Seattle Police Department and City Budget Office
------------------------------------	---

3.a. Appropriations

X This legislation adds, changes, or deletes appropriations.

Fund Name and number	Dept	Budget Control Level Name/#*	2015 Appropriation Change	2016 Estimated Appropriation Change
School Safety Pedestrian Improvement Fund - NEW	GSF – SPD, GSF -- SMC	TBD – Camera Operations	n/a	\$2,237,557
School Safety Pedestrian Improvement Fund - NEW	SDOT	TBD – Outreach, Maintenance and Capital Improvements	n/a	\$6,989,664
TOTAL				\$9,227,221

*See budget book to obtain the appropriate Budget Control Level for your department.

Appropriations Notes: Appropriations from the new School Safety Pedestrian Improvement Fund would be the sum of total school zone camera revenues and ten percent of red light camera revenue resulting in total appropriations of \$9,227,221. The fund will have two BCLs to (1) support operations and maintenance of cameras and (2) to pay for school zone traffic and pedestrian investments. Appropriations related to camera maintenance and program enforcement will go to General Fund supported Seattle Municipal Court and the Seattle Police Department. Appropriations related to school safety operations, maintenance and capital improvements go to SDOT’s Transportation Operating Fund.

3.b. Revenues/Reimbursements

X This legislation adds, changes, or deletes revenues or reimbursements.

Anticipated Revenue/Reimbursement Resulting from this Legislation:

Fund Name and Number	Dept	Revenue Source	2015 Revenue	2016 Estimated Revenue
School Safety Pedestrian Improvement Fund - NEW	SDOT, GSF – SPD, GSF— SMC	GSF Operating Transfer In - 10% Red Light Camera Revenue, School Zone Camera Revenue	n/a	\$9,828,736
TOTAL				\$9,828,736

Revenue/Reimbursement Notes: This budget action creates a new School Safety Traffic and Pedestrian Improvement Fund in 2016 composed of all school zone camera revenue (\$8,958,296), school zone camera revenue fund balance (\$460,639) and ten percent (\$409,801) of red light camera revenue. As of this writing, the anticipated revenue projection for the fund is \$9,828,736.

3.c. Positions

This legislation adds, changes, or deletes positions.
 (If this box is checked, please complete this section. If this box is not checked, please proceed to Other Implications)

Total Regular Positions Created, Modified, or Abrogated through this Legislation, Including FTE Impact:

Position # for Existing Positions	Position Title & Department*	Fund Name & #	Program & BCL	PT/FT	2015 Positions	2015 FTE	Does it sunset? (If yes, explain below in Position Notes)
TOTAL							

* List each position separately

(This table should only reflect the actual number of positions created by this legislation. In the event that positions have been, or will be, created as a result of previous or future legislation or budget actions, please provide details in the Notes section below.)

Position Notes:

4. OTHER IMPLICATIONS

a) Does the legislation have indirect or long-term financial impacts to the City of Seattle that are not reflected in the above?

This legislation establishes new constraints and accountabilities regarding the use of red light camera fines and civil penalties revenue, appropriation authority and expenditures in perpetuity. The financial policies codified in the legislation limit the use of a portion of red light camera revenue for school zone traffic and pedestrian safety projects and initiatives.

b) Is there financial cost or other impacts of not implementing the legislation?

Without this legislation the City could spend red light camera fines and civil penalties revenue on any purposes eligible for support from the General Subfund.

c) Does this legislation affect any departments besides the originating department?

Seattle Department of Transportation, Seattle Municipal Court, Seattle Police Department and City Budget Office

d) Is a public hearing required for this legislation?

No

e) Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

No

f) Does this legislation affect a piece of property?

No

g) Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities?

This legislation increases resources for improving school zone traffic and pedestrian safety throughout the City. There are no perceived implications or impacts to vulnerable or historically disadvantaged communities.

h) If this legislation includes a new initiative or a major programmatic expansion: What are the long-term and measurable goals of the program? Please describe how this legislation would help achieve the program's desired goals.

Broadly, the goal of the legislation is to align automated camera revenues with school zone pedestrian and traffic safety programs in the City. The legislation leaves 90% of the red light camera available for use by programs supported by the General Subfund and allocates 10% towards school zone traffic and pedestrian safety infrastructure improvements and educational programs.

i) Other Issues:

List attachments/exhibits below: