

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact:	CBO Contact:
Legislative	Calvin Chow/x4-4652	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 financial policies for Automated Traffic Safety Camera revenue; amending Section 5.82.010 of the Seattle Municipal Code; and repealing Chapter 5.81 of the Seattle Municipal Code.

Summary and Background of the Legislation:

Seattle began use of automated traffic safety cameras for red light enforcement in 2006 and for school zone enforcement in 2012. In 2022, Seattle expanded the use of cameras (as authorized by the State) to include block-the-box and transit-only lane enforcement and is currently developing plans to implement cameras to enforce speed limits.

The Seattle Municipal Code (SMC) includes financial policies governing the use of revenues generated by red light traffic camera infractions (Chapter 5.82) and school zone traffic camera infractions (Chapter 5.81) but is silent on revenues from other authorized camera uses. This legislation would update Chapter 5.82 to cover all authorized camera uses, and would repeal Chapter 5.81 as duplicative.

The proposed legislation would establish the following financial policies:

- School zone camera revenue – consistent with State law and existing policy, 100 percent of school zone camera revenue is directed towards school traffic and pedestrian safety infrastructure and safety education campaigns.
- Red light camera revenue – consistent with existing policy, 20 percent of red light camera revenue is directed towards school traffic and pedestrian safety infrastructure and safety education campaigns. The remaining funding supports the General Fund.
- Block the box and obstruction camera revenue – consistent with State law and existing policy, 50 percent of block the box camera revenue must be deposited in the Washington State Cooper Jones account, and the remaining local funding is directed to transportation improvements that support equitable access and mobility for persons with disabilities.
- Lane restriction camera revenue – consistent with State law and existing policy, 50 percent of lane restriction camera revenue must be deposited in the Washington State Cooper Jones account, and the remaining local funding is directed to transportation improvements that support equitable access and mobility for persons with disabilities.
- Speed enforcement camera revenue – consistent with State law, 50 percent of speed enforcement camera revenue must be deposited in the Washington State Cooper Jones account. Under the proposed new policy, the remaining local funding is directed to transportation improvements that support traffic safety, bicycle safety, and

pedestrian safety. Absent this policy, the remaining local funding would be directed to the General Fund.

As part of these financial policies, camera revenues may also be used to support the cost of implementing and administering the camera programs.

Because this legislation does not change existing financial policy for currently deployed cameras, there is no immediate financial or budget impact to the City. If enacted, the new policy for speed enforcement cameras will guide the spending of future revenues when such cameras are implemented.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ___ Yes X No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? ___ Yes X No

Does the legislation have other financial impacts to The City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?

This legislation would direct future revenues from speed enforcement cameras to traffic safety, bicycle safety, and pedestrian safety. The financial impacts of deploying speed enforcement cameras will be dependent on a specific implementation proposal.

Are there financial costs or other impacts of *not* implementing the legislation?

No other financial costs identified. In the absence of this legislation, future local revenue from speed enforcement cameras would be directed to the General Fund.

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?

This legislation establishes financial policies that will guide CBO and SDOT in the development of future budget proposals.

b. Is a public hearing required for this legislation?

No public hearing required.

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

No notification required.

d. Does this legislation affect a piece of property?

No property impacted.

e. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?

This legislation would direct proceeds from speed enforcement cameras to traffic safety, bicycle safety, and pedestrian safety improvements. No specific Race and Social Justice Initiatives (RSJI) implications have been identified for this policy proposal. Any future proposals to deploy additional cameras will need a separate RSJI analysis based on the specifics of the proposal.

f. Climate Change Implications

1. Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?

No direct impact to carbon emissions identified. To the extent that additional funding for traffic safety, bicycle safety, and pedestrian safety improvements support active transportation activities and discourage fossil fuel use, this policy may reduce carbon emissions. However, these impacts will be dependent on actual implementation of cameras and the specific transportation improvements funded.

2. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

No direct impacts to climate resiliency identified.

g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)?

This legislation updates existing financial policies for camera enforcement. SDOT records traffic safety data at camera locations to evaluate the effectiveness of cameras. State law includes reporting requirements to the State legislature to inform future legislative decisions on authorizing cameras. Currently, State authority for block the box, restricted lane, and speed enforcement cameras expires on June 30, 2025.

Summary Attachments (if any):