

Amendment 1 to CB 120971 – Automated Camera Code Updates

Sponsor: Councilmember Saka

Revise financial policies to direct camera funds to support sidewalk construction and repair;
reduce Red Light Camera contribution to the General Fund

Effect: This amendment would revise financial policies to direct 15 percent of all automated traffic safety camera revenue to the construction and repair of sidewalks. The amendment would also have the effect of reducing the contribution of Red Light Camera revenue to the General Fund from 80 percent to 70 percent.

Amend Section 1 to revise proposed language in SMC 5.82.010.B as follows:

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B. Of the net proceeds generated annually by automated traffic safety camera fines and civil penalties that are available to the City after ~~((required contributions to the Washington State Cooper Jones account pursuant to RCW 46.63.170,))~~ covering the cost to administer, install, operate, expand, remove, relocate, and maintain automated traffic safety cameras, the following spending restrictions apply:

~~((1. School zone camera revenue: Funding in an amount equal to the revenue generated annually by school zone fixed automated camera fines and civil penalties will be spent for school traffic and pedestrian safety and directly related infrastructure projects; pedestrian, bicyclist, and driver education campaigns; and installation, administrative, enforcement, operations, and maintenance costs associated with the school zone fixed automated cameras.~~

~~2. Red))~~ 1. For red light camera revenue:

a. Funding~~((: Funding))~~~~((, funding))~~ in an amount equal to 15 percent ~~((20 percent))~~ of the revenue generated annually by fines and civil penalties for red light camera violations and red arrow camera violations will be spent for ~~((school))~~ safety, including traffic,

student, bicycle, and pedestrian safety and directly related infrastructure projects; operational and maintenance investments; transportation improvements that support equitable access and mobility for persons with disabilities; transportation projects designed to reduce vehicle speeds, as well as pedestrian, bicyclist, and driver education campaigns ((and installation, administrative, enforcement, operations, and maintenance costs associated with the red light and red arrow automated cameras)).

b. Funding in an amount equal to 15 percent of the revenue generated annually by fines and civil penalties for red light camera violations and red arrow camera violations will be spent on the construction of new sidewalks, sidewalk alternatives, and the repair of existing sidewalks. This funding shall not supplant other transportation funding for sidewalk construction, sidewalk alternatives, and sidewalk repair.

~~((3-))~~ 2. For all other automated traffic safety camera types authorized under subsection 11.50.570.A((3-)):

a. Funding in an amount equal to 85 percent of the net revenues will be spent for safety, including traffic, student, bicycle, and pedestrian safety and directly related infrastructure projects; operational and maintenance investments; transportation improvements that support equitable access and mobility for persons with disabilities; transportation projects designed to reduce vehicle speeds, as well as pedestrian, bicyclist, and driver education campaigns.

b. Funding in an amount equal to 15 percent of the net revenues will be spent on construction of new sidewalks, sidewalk alternatives, and the repair of existing sidewalks. This funding shall not supplant other transportation funding for sidewalk construction, sidewalk alternatives, and sidewalk repair.

Calvin Chow
Transportation Committee
May 2, 2025
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