2016 Seattle City Council Green Sheet

Ready for Notebook

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97	3	Α	1	

Budget Action Title: Pass C.B. -- Red light camera funding for pedestrian projects

Has CIP Amendment: No Has Budget Proviso: No

Councilmembers: Licata; Okamoto; Sawant

Staff Analyst: Peter Lindsay

Council Bill or Resolution: TBD

Date		Total	SB	ВН	JO	TR	NL	ТВ	JG	МО	KS
	Yes										
	No										
	Abstain										
	Absent										

Budget Action description:

This green sheet recommends passage of CB _____, which would create a new Pedestrian Improvement Fund in the City Treasury effective January 1, 2016 replacing the School Zone Fixed Automated Camera Fund for the purpose of separately accounting for the revenues generated by (1) school zone fixed automated cameras and (2) automated traffic cameras also known as red light cameras.

The proposal creates a new Chapter 5.82 and Section 5.82.010 of the Seattle Municipal Code that establishes a set of financial polices requiring ten percent of all red light camera fines and civil penalties to be deposited into a new Pedestrian Improvement Fund. The red light camera financial policies would require that Pedestrian Improvement Fund revenue may only be used for the purpose of improving pedestrian safety. Similar existing restrictions related to the use of school zone camera revenue are unchanged with this proposal, but school zone camera revenues would move into the new Pedestrian Improvement Fund.

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Background

Under the current Seattle Municipal Code, all red light camera infraction fines are a flexible General Subfund resource that can be used for any municipal purpose. This budget action requires that a portion of on-going red light camera revenues be used only for pedestrian safety investments.

This budget action combines all revenue generated from school zone camera infractions with ten percent (10%) of the revenue generated by red light camera infractions and creates a new fund known as the Pedestrian Improvement Fund. Revenues deposited in the Pedestrian Improvement Fund will be restricted to the following uses: (1) school traffic and pedestrian safety infrastructure projects; and (2) pedestrian, bicyclist and driver education campaigns.

For the 2016 Proposed Budget, this budget action does not increase funding for SDOT in general or pedestrian safety investments in particular. If this green sheet is adopted, ten percent of red light camera revenue will no longer be available for General Subfund eligible purposes. The Mayor's current forecast for 2016 red light camera revenue is about \$4.1 million resulting in \$410,000 in red light camera revenue available for pedestrian improvements. The legislation would direct ten percent of red light camera revenue and all school zone camera revenue to the Pedestrian Improvement Fund resulting in a total of \$7.4 million available for the purpose of funding pedestrian safety improvements in 2016. The Director of Transportation will be responsible for administering the Pedestrian Improvement Fund. Table 1 summarizes the budgetary implications related to this green sheet.

Table 1: City Funding for SDOT

	(a)	(b)	(c) = (b) - (a)
	2016 Proposed	This Budget	Difference
	Budget	Action	
General Subfund Support to	\$44.3M	\$43.9M	(\$0.4M)
SDOT's Transportation Operating			
Fund			
School Zone Fixed Automated	\$7.0M	-	(\$7.0M)
Camera Fund			
Pedestrian Improvement Fund	-	\$7.4M	\$7.4M
(includes all School Zone Camera			
revenues and 10% of Red Light			
Camera revenues)			
Total Support to SDOT	\$51.3M	\$51.3M	-

This budget action is intended to align City policy with best practices recommended by the National Committee on Uniform Traffic Laws and Ordinances and strictly constrain the use of a portion of red light camera revenue for improvements to pedestrian infrastructure.

Transactions reflecting the budget implications for adopting the ordinance will be available in subsequent versions of this green sheet.