

**SUMMARY and FISCAL NOTE\***

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*\* 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 establishing additional uses for automated traffic safety cameras to reduce traffic congestion and increase safety; amending Sections 11.31.090 and 11.50.570 of the Seattle Municipal Code; and ratifying and confirming certain prior acts.

**Summary and background of the Legislation:**

This legislation amends SMC provisions regarding use of automated traffic safety cameras to allow for detection of the following traffic violations: stopping in an intersection or crosswalk, stopping when traffic obstructed, driving in a public transportation–only lane, and stopping or traveling in a restricted lane. During the 2020 legislative session, the state amended RCW 46.63.170 to permit the City of Seattle to pilot these uses of automated enforcement through 2023 in the greater downtown area and on select non-interstate highways and connecting arterials. The West Seattle Bridge corridor – within which the Spokane Street Low Bridge currently serves as the only vehicle crossing and is currently restricted to transit, emergency vehicles and school buses except between 9pm-5am – is within the permitted pilot automated enforcement area and is identified by SDOT staff as a priority location for automated enforcement under the City pilot that would be authorized by this legislation.

This ordinance includes provisions to ensure the pilot is implemented in an equitable and transparent fashion. Citations are limited by the authorizing state law to \$75, with a warning for first time violators included in the ordinance. Seattle Municipal Court will offer service in-lieu of fees for those experiencing financial hardship. Rigorous privacy safeguards and public noticing requirements that are already dictated by the RCW for automated enforcement will be extended to cover new cameras authorized by this ordinance. Fifty percent of the revenues in excess of the cost of installing, operating, and maintaining the system must be remitted to the state’s Cooper Jones Active Transportation Safety Account. Under this Council Bill, the remaining 50% of net revenues retained by the City would be dedicated to improvements within Seattle that support equitable access and mobility for individuals with disabilities.

As required by the state, and stated within this Council Bill, the City will produce a report on the efficacy of the pilot program, including an equity analysis that includes any disproportionate impacts, along with safety, and on-time performance statistics related to the impact on driver behavior. This report is due to the Washington State Legislature by January 1, 2023.

**2. CAPITAL IMPROVEMENT PROGRAM**

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

**3. SUMMARY OF FINANCIAL IMPLICATIONS**

Does this legislation amend the Adopted Budget?  Yes  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?**

The pilot program will have an upfront startup cost associated with installing the cameras. Each camera costs approximately \$4,000 per month so the cost will depend on how many locations are chosen. Multiple cameras may be required at each location. Once citations start to be issued however, it is expected to be financially self-sustaining, and potentially revenue generating. The state authorization does only permit the City to issue warnings through the end of 2020. So, no revenues can be collected until January 2021. The goal of this project is to reduce transit lane and blocking the intersection violations. It is reasonable to expect a significant drop in the number of citations after 6-12 months.

\$29,000 in 2020 costs to deploy 2 cameras on Spokane St to enforce traffic restrictions on the Lower West Seattle Swing Bridge is being funded by the West Seattle Bridge Immediate Response CIP (MC-TR-C110). Budget modifications and appropriations authority for this program were scheduled to be approved by Council in advance of this legislation ([CB 119858](#)).

**3.a. Appropriations**

This legislation adds, changes, or deletes appropriations.

Fund Name and number	Dept	Budget Control Level Name/#*	2020 Appropriation Change	2021 Estimated Appropriation Change
Transportation Fund - 13000	SDOT	Mobility Operations/BO-TR-17003	\$0	\$1,308,000
General Fund - 00100	SMC	Court Operation/BO-MC-2000	\$0	\$172,890
General Fund - 00100	SPD	Special Operations/BO-SP-P3400	\$0	\$750,000
<b>TOTAL</b>			<b>\$0</b>	<b>2,230,890</b>

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

**Is this change one-time or ongoing?**

Costs will be ongoing but citation revenues are expected to exceed costs beginning in 2021, allowing for reimbursement of implantation and operating costs through the end of the state-approved pilot period in 2023.

**Appropriations Notes:**

In addition to 2020 installations funded through the West Seattle Bridge Immediate Response CIP, SDOT plans to roll out cameras at locations in 2021 to enforce bus lane and “block the box” restrictions. The executive plans to seek appropriations authority as described in the table above as part of the 2021 budget submittal.

**3.b. Revenues/Reimbursements**

\_\_\_ This legislation adds, changes, or deletes revenues or reimbursements.

**Anticipated Revenue/Reimbursement Resulting from this Legislation:**

Fund Name and Number	Dept	Revenue Source	2020 Revenue	2021 Estimated Revenue
Transportation Fund - 13000	SDOT	Citation revenue	\$0	\$2,245,555
<b>TOTAL</b>				

**Is this change one-time or ongoing?**

The pilot program is authorized through June 30, 2023 and, therefore, the City will not collect revenues beyond 2023 unless the legislature authorizes an extension of the pilot or replaces it with a permanent program by the end of the 2023 state legislative session.

**Revenue/Reimbursement Notes:**

Implementation and operating costs from 2021 onward are expected to be reimbursed by citation revenues.

**3.c. Positions**

\_\_\_ This legislation adds, changes, or deletes positions.

**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	2020 Positions	2021 FTE	Does it sunset? (If yes, explain below in Position Notes)
	Police Officer - SPD	General Fund - 00100	Special Operations/BO	FT	0	5	

			-SP- P3400				
<b>TOTAL</b>						<b>5</b>	

**Position Notes:**

With the estimated number of traffic violations per year at approximately 110,000, five full-time SPD officers would be needed to review this level of volume. All citations are required to be reviewed by an SPD officer within 14 days of the camera violation for a ticket to be issued. There is the potential to utilize review time of existing officers (up to 1.5 FTE's) that are currently funded through the school zone camera program. This is only possible to the extent COVID-19 suspends school zone enforcement camera activity.

**4. OTHER IMPLICATIONS**

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

Yes. Seattle Municipal Courts will have an increase in citations to process, track, and resolve resulting in an increase of labor hours.

The Seattle Police Department will see an increase in the number of photo enforcement cases officers will need to review. This increase in labor would be covered through an existing camera enforcement agreement.

**b. Is a public hearing required for this legislation?**

No

**c. Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?**

No

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

No

**e. Does this legislation affect a piece of property?**

No

**f. 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?**

The state statute authorizing the pilot includes protections for marginalized communities. This includes limiting the citation amount to \$75, noticing requirements, and privacy safeguards. Locally, the SMC offers zero-interest payment plans as well as community service in lieu of fees for low-income individuals.

- 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).**

aWhile SDOT has not established specific goals for the pilot, the report due to the Washington State Legislature on January 1, 2023 will include the locations chosen for the automated traffic safety cameras used in the pilot program, the number of warnings and traffic infractions issued, the number of traffic infractions issued with respect to vehicles registered outside of the county in which the city is located, the infrastructure improvements made using the penalty proceeds, and an equity analysis that includes any disproportionate impacts, safety, and on-time performance statistics related to the impact on driver behavior of the use of automated traffic safety cameras in the pilot program, as well as any recommendations on the use of automated traffic safety cameras to enforce the violations that these cameras were authorized to detect under the pilot program.

**List attachments/exhibits below:**