

SENATE BILL REPORT

SB 5757

As of February 24, 2025

Title: An act relating to the distribution of automated traffic safety revenue.

Brief Description: Concerning the distribution of automated traffic safety revenue.

Sponsors: Senators Christian, Holy, Fortunato, McCune, King, Krishnadasan, Wilson, J., Dozier, Torres, Harris, Muzzall, Warnick, Goehner, Wagoner, Short, Gildon and Chapman.

Brief History:

Committee Activity: Transportation: 2/24/25.

Brief Summary of Bill

- Directs 50 percent of revenues generated by local traffic safety camera infractions to the State Motor Vehicle Fund.

SENATE COMMITTEE ON TRANSPORTATION

Staff: Brandon Popovac (786-7465)

Background: Automated Traffic Safety Cameras—Authorized Uses. Local automated traffic safety cameras may be used:

- at red light intersections that meet minimum yellow change interval requirements;
- at railroad grade crossings;
- in school speed zones;
- in school walk zones;
- in public park speed zones;
- in hospital speed zones;
- in roadway work zones, when workers are present;
- at select locations to detect speed violations in cities that are identified as priority locations—1 camera per 10,000 residents;
- on state routes within city limits that are classified as city streets;

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- on bus rapid transit corridors or routes to detect transit-only lane violations;
- to detect ferry queue violations;
- at certain locations in cities over 500,000 in population for stopping at intersection and crosswalk, stopping when traffic obstructed, public transportation-only lane use, and stopping or traveling in a restricted lane violations; and
- on public transportation vehicle-mounted systems operated by a transit authority within a county with more than 1.5 million in population.

Automated Traffic Safety Cameras—Revenue Reporting. The Washington Traffic Safety Commission must provide an annual report to the transportation committees of the Legislature and post the report to its website for public access, beginning July 1, 2026, that includes, among other items, information required in city and county annual traffic safety camera reports, including the uses of revenues that exceed costs of their camera programs.

Automated Traffic Safety Cameras—Revenue Use. Revenues generated by local traffic safety camera infractions may only be used by a city or county for traffic safety activities related to construction and preservation projects and certain maintenance and operations purposes, and for the costs to administer, install, operate, and maintain the cameras, including costs associated with the processing of infractions.

For cities and counties with a population of 10,000 or more, the revenue used for traffic safety activities must include the use of revenue that, at a minimum, is proportionate to the share of the population who are residents of census tracts with household incomes in the lowest quartile and in areas that experience above average rates of injury crashes in the city or county. Cities and counties with a population of fewer than 10,000 are required to make revenue use determinations that are informed by the Department of Health's environmental health disparities map.

Beginning four years after a traffic safety camera is initially placed into use after June 6, 2024, 25 percent of the revenue generated from such camera, excluding revenue for costs associated with administering, installing, operating, and maintaining the camera, must be deposited in the Cooper Jones Active Transportation Safety Account, except for revenue generated from red light intersection and school zone cameras within existing traffic safety camera programs with:

- up to a 10 percent increase in camera locations for Red Light Intersection Camera and School Zone Camera Programs in place on January 1, 2024, for revenue generated from such cameras;
- up to one additional location added for Red Light Intersection Camera and School Zone Camera Programs in place on January 1, 2024, with fewer than ten locations in place as of June 6, 2024, for revenue generated from such cameras; or
- an ordinance in place on January 1, 2024, directing the manner in which traffic safety camera infraction revenue can be used.

Summary of Bill: Fifty percent of all revenue received from local traffic safety camera

infractions must be deposited into the State Motor Vehicle Fund, preceding all current revenue distribution and use requirements.

Appropriation: None.

Fiscal Note: Requested on February 18, 2025.

Creates Committee/Commission/Task Force that includes Legislative members: No.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Staff Summary of Public Testimony: PRO: Traffic safety cameras are being installed at some intersections that have not had accidents or fatalities for a long duration. Such cameras might be used to solve problems that do not exist, and might be installed to generate new revenue to address budget shortfalls not related to traffic safety. Camera revenue should be used to improve the transportation system and assist with the transportation budget.

CON: Local jurisdictions have a better understanding of their unique traffic safety challenges. The bill would increase significant shortfalls on local budgets, forcing jurisdictions to make certain cuts. The bill will result in lost revenue for critical public safety programs. Legislation from last session already forced cities to adjust budgeting from traffic safety camera revenue, and new and frequent changes undermine local planning. Infraction revenue under the bill might go elsewhere, to other jurisdictions or for state purposes. The bill is devastating to public funding for certain cities and for certain body worn camera programs. The bill impacts funding for local prosecutor's office and public defense costs and other critical services. Counties have a new local option to establish traffic safety camera programs and is discouraged by the bill. Such an arbitrary transfer undermines local jurisdictions' ability to establish or maintain a traffic safety camera program. Local jurisdictions have to pay for the programs and camera technology. Traffic safety cameras have been a proven tool to increase safety around schools and reduce speeding infractions. Camera program administration costs are passed over, making them cost prohibitive.

Persons Testifying: PRO: Senator Leonard Christian, Prime Sponsor.

CON: Andy Illyn, Mukilteo Police Department; Rafael Padilla, City of Kent, Chief of Police; Candice Bock, Association of Washington Cities; Axel Swanson, Washington State Association of County Engineers; Nigel Herbig, Mayor, City of Kenmore; Chris Westby, Captain, City of Lakewood PD.

Persons Signed In To Testify But Not Testifying: No one.