

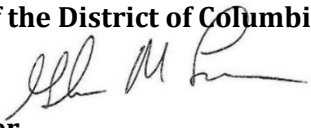
Government of the District of Columbia
Office of the Chief Financial Officer



Glen Lee
Chief Financial Officer

MEMORANDUM

TO: The Honorable Phil Mendelson
Chairman, Council of the District of Columbia

FROM: Glen Lee
Chief Financial Officer 

DATE: November 16, 2022

SUBJECT: Fiscal Impact Statement – Automated Traffic Enforcement System
Revenue Designation Amendment Act of 2022

REFERENCE: Bill 24-1029, Draft Committee Print as provided to the Office of
Revenue Analysis on November 16, 2022

Conclusion

Funds are sufficient in the fiscal year 2023 through fiscal year 2026 budget and financial plan to implement the bill.

Background

In fiscal year 2022, the Council established the Vision Zero Enhancement Omnibus Amendment Act¹ (Act) Implementation Fund (Fund)² to support implementation of the Act. The Fund annually receives any automated traffic enforcement (ATE) revenues that exceed \$98,757,000 and dedicates them to first implementing the unfunded provisions of the Act and then to other pedestrian and bicycle safety improvements.

The bill expands the allowable uses of the Fund to include the unfunded provisions of two street safety-related legislative items approved in calendar year 2022. After funding the Act, the bill sets as the second priority for funding the unfunded provisions of the Safer Streets Amendment Act³ (Safer Streets Act). The Safer Streets Act banned vehicles from turning right at a steady red traffic signal, required the District Department of Transportation (DDOT) to convert tactical safety projects into

¹ Effective December 23, 2020 (D.C. Law 23-158; 68 DCR 732).

² ATE System Revenue Designation Amendment Act of 2021, effective November 13, 2021 (D.C. Law 24-45; D.C. Official Code § 50-921.25).

³ Enacted November 1, 2022 (D.C. Act 24-623; 69 DCR 14004).

permanent streetscapes, and required DDOT to update its design manuals to improve intersection safety. The bill sets as the third priority for funding the unfunded provisions of the Safe Streets for Students Amendment Act⁴ (Safe Streets for Students Act) except the provisions related to installing ATE cameras on school busses,⁵ which the bill sets as the fourth priority for funding. The Safe Streets for Students Act codified existing safe passage programs and made several enhancements to school zones around infrastructure, crossing guards, and safety evaluations. The bill maintains as the final priority for funding from the Fund other pedestrian or bicycle transportation safety education or improvements.

Financial Plan Impact

Funds are sufficient in the fiscal year 2023 through fiscal year 2026 budget and financial plan to implement the bill. There are no costs associated with expanding the allowable uses of the fund to include the Safer Streets Act and the Safe Streets for Students Act. The Fund will receive resources when ATE revenues exceed \$98,757,000 and DDOT can use the funds according to the bill's priority use order. Each of the acts that are allowable expenditures of the Fund contain provisions which are subject to their inclusion in an approved budget and financial plan and the bill will not change those budgetary requirements until the Fund has sufficient certified revenues.

⁴ Approved in markup by the Committee on Transportation and the Environment on October 20, 2022 (Bill 24-66).

⁵ Amendatory section 2G of the Safe Streets for Students Act.