

March 2016

Transportation Funds Added for Vision Zero, Traffic Enforcement Cameras

The de Blasio Administration added more than \$150 million to the Department of Transportation's (DOT) preliminary capital and expense budgets for traffic safety projects over the next several years as part of its Vision Zero initiative, the Mayor's program to eliminate traffic deaths on city streets. The funds are budgeted to pay for various street reconstruction projects (\$115 million), as well as new speed and red-light enforcement cameras (\$35 million). Although not part of the Vision Zero program, an additional \$27 million (including both capital and expense funds) was added to pay for new bus lane enforcement cameras.

The Mayor added \$115 million in new capital funds over the next four years to pay for street redesign and reconstruction projects as part of his Vision Zero program. (All years refer to fiscal unless otherwise noted.) The new funds are to be split among several initiatives. The largest portion (\$59 million) is expected to pay for the expansion of the Safe Routes to Schools program, which provides safety improvements such as curb realignment, the installation of raised medians, and speed bumps, to 37 schools around the city. Another \$30 million is planned for street improvements in Long Island City. Just over \$4 million was added for the Brooklyn Waterfront Greenway project, a 14-mile pedestrian walkway to connect Greenpoint to Bay Ridge. The remaining \$22 million in new funds will be split between projects on Tillary Street in Downtown Brooklyn, 25th Street Plaza in Manhattan, Allen and Pike Street Pedestrian Malls in Manhattan, Mott Avenue in Far Rockaway, and North Flatbush Avenue in Brooklyn.

Along with the increased funds budgeted for street reconstruction, the de Blasio Administration has added a total of \$62 million to phase in the installation and

operation of 215 new traffic enforcement cameras over the next five years. This includes both \$26 million in capital financing to pay for the hardware and \$36 million in expense budget funds to pay for operation and maintenance. Of the total funds added for 2016 through 2020, \$33 million are budgeted for 100 new speed cameras and \$2 million for 15 new red-light cameras, both of which are key aspects of the Vision Zero program. The remaining \$27 million has been budgeted for 100 new bus-lane cameras.

The 100 new speed cameras will nearly double the number of speed cameras currently in place, bringing the total to 240. State legislation passed in June 2013 first allowed the city to place speed cameras in 20 school zones. In May 2014, the state approved the addition of another 120 zones. While no additional *locations* have been approved, the city's new 100 cameras will face in the opposite direction of existing cameras in school zones. Of the \$33 million added for speed cameras, \$11 million are capital funds for equipment purchases in 2016. Operating and maintenance costs, which are paid out of the city's expense budget, will begin at \$400,000 in 2016 and grow to \$5.8 million in 2018 after all the speed cameras are added. The \$2 million in funds added for red-light cameras are all in the city's capital budget, with no new funds added for operation and maintenance.

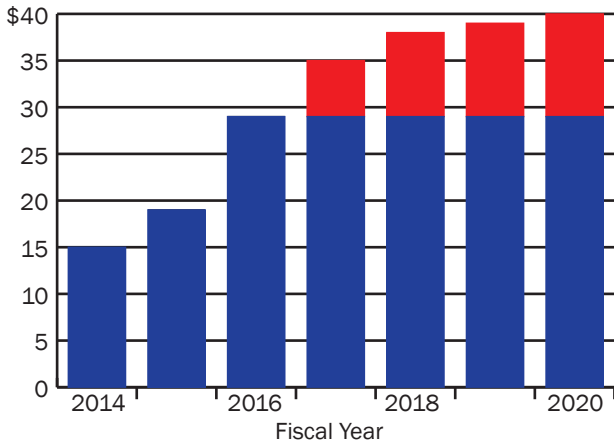
The 100 new bus cameras, which are meant to keep other vehicles out of exclusive bus lanes, are in addition to the 43 currently in place. The new bus lane cameras, whose numbers are also controlled by the state, will be added along 10 routes which DOT has yet to determine. Of the \$27 million cost, nearly \$13 million is budgeted for



Mayor Increases Expense Budget Funding For Traffic Enforcement Cameras

■ Funds Added in the Preliminary Budget

Dollars in millions



SOURCE: Fiscal Year 2017 Preliminary Budget

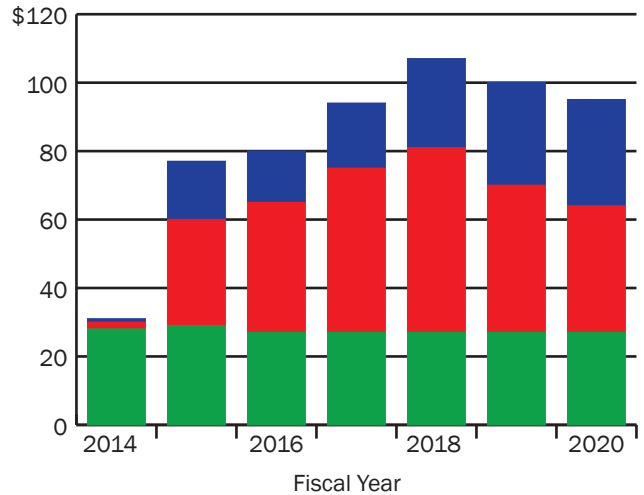
NOTES: All years are as budgeted except 2014 and 2015, which are actuals. Totals include funds for speed, red-light, and bus lane cameras.

New York City Independent Budget Office

Increased Fine Revenue From Traffic Enforcement Cameras Expected to Gradually Abate

■ Bus Lane Camera Fines ■ Speed Camera Fines
■ Red-Light Camera Fines

Dollars in millions



SOURCE: Fiscal Year 2017 Preliminary Budget

NOTE: All years are as budgeted except for 2014 and 2015, which are actuals.

New York City Independent Budget Office

equipment purchases, with \$5.1 million planned for 2016 and \$7.6 million in 2017. The rollout of the bus cameras is expected to be slower than for the speed cameras, with just \$84,000 budgeted for operation and maintenance in 2016 increasing to \$5.2 million by 2020.

Overall, operation and maintenance expenses for traffic enforcement cameras (including speed, red-light, and bus cameras) has grown dramatically since the Mayor launched Vision Zero, rising from \$15 million in 2014 to a budgeted \$30 million in 2016 and projected to reach \$40 million in 2020, with most of the increase in 2016 due to the 140 speed cameras added in previous financial plans.

While the primary policy purpose of traffic cameras is to discourage dangerous and illegal behavior, they also provide the city with revenue through fines. As the new speed and bus cameras are phased in, the de Blasio

Administration expects revenue from tickets to increase each year through 2018. De Blasio Administration officials hope and expect that drivers will gradually change their behavior in response to the fines, and as a result the additional city revenue is expected to slowly decline. The Mayor now projects the city will receive \$80 million in revenue from traffic enforcement cameras in 2016, \$2.8 million more than previously budgeted. At its peak in 2018, the Mayor's budget office expects to receive just under \$107 million in revenue from traffic enforcement cameras, nearly \$44 million more than previously planned. This is a significant increase over the \$31 million in revenue received in 2014 before the prior rounds of bus lane and speed cameras were fully implemented.

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