



**HF 628** – Automated Traffic Cameras, Use by Municipalities and Maximum Fees (LSB1882HV)  
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 Fiscal Note Version – New

**Description**

**House File 628** prohibits a municipal board or body from placing, maintaining, or employing the use of any automated or remote system for traffic law enforcement (ATE system) on or adjacent to a primary road or secondary road. The Bill also provides that the civil penalty for a violation detected by an ATE system must not exceed 5.0% of the applicable scheduled fine or civil penalty for the violation under State law.

“Automated or remote system for traffic law enforcement” is defined in the Bill as a camera or other optical device designed to work in conjunction with an official traffic control signal or speed measuring device to identify motor vehicles operating in violation of traffic laws, the use of which results in the issuance of citations sent through the mail or by electronic means.

**Background**

Primary roads are roads and streets both inside and outside the boundaries of municipalities that are under the jurisdiction of the Iowa Department of Transportation (DOT). Secondary roads are roads under county jurisdiction.

Iowa Code section **805.8A** includes motor vehicle and transportation scheduled violation amounts. **Table 1** includes the scheduled fine amount for speeding violations.

**Table 1 — Speed Violation Scheduled Fines Under Iowa Code Section 805.8A(5)**

Speed Over Limit	Scheduled Fine
1-5 mph	\$30
6-10 mph	\$55
11-15 mph	\$105
16-20 mph	\$120
21+ mph	\$135 + \$5 for each mile in excess of 20 mph over

For vehicles that fail to respond to a steady or flashing red signal or yellow caution signal under Iowa Code section **321.257(2)**, the scheduled fine amount is \$135.

As of March 2022, the Legislative Services Agency (LSA) is aware of 19 cities and towns in Iowa that operate an ATE system or systems, including Sioux City, Cedar Rapids, Davenport, Muscatine, Fort Dodge, Council Bluffs, Des Moines, Waterloo, Fayette, West Union, LeClaire, Strawberry Point, Hudson, Chester, Buffalo, Bellevue, Miles, Independence, and Oelwein. Data is not available at this time regarding the use of ATE systems in additional cities or towns. As of March 10, 2023, the LSA obtained data from Cedar Rapids, Council Bluffs, Davenport, Des Moines, LeClaire, Muscatine, and Sioux City regarding their current ATE systems. Oelwein and Hudson recently implemented ATE systems and do not have a full year of data.

Of the seven local authorities from which the LSA has collected data, all seven currently operate ATE systems on primary roads. **Table 2** includes the local authority and how many ATE systems it has on primary roads. The number of ATE systems on secondary roads is unknown at this time.

**Table 2 — Local ATE Systems on Primary Roads**

Local Authority	Number of Stationary ATEs on Primary Roads	Mobile ATEs Utilized on Primary Roads
Cedar Rapids	14	No
Council Bluffs	2	No
Davenport	11	Yes
Des Moines	4	No
LeClaire	4	Yes
Muscatine	2	No
Sioux City	2	Yes

**Table 3** provides data obtained by the LSA on the number of ATE devices, base cost per violation, vendors' share of revenues, and local authorities' share of revenues for the last full fiscal year.

**Table 3 — FY 2022 Estimated Violations and Revenues from ATE Devices**

Local Authority	Number of Mobile ATEs	Total Number of Operating ATEs	Number of Violations Issued	Number of Violations Collected	Base Fine Per Violation*	Vendor Revenue	Local Authority Revenue
Cedar Rapids	2	19	187,575	108,557	\$ 75	\$2,439,845	\$ 8,307,136
Council Bluffs	0	15	17,059	10,083	100	381,482	712,696
Davenport	4	18	43,327	21,357	65	647,671	1,720,046
Des Moines	2	11	116,918	76,960	65	1,735,109	3,267,303
LeClaire	1	5	79,922	69,341	50	2,323,790	2,428,840
Muscatine	1	9	12,177 **	7,590	75	208,224	474,695
Sioux City	2	9	9,775	4,038	100	264,240	169,376

\* Lowest violation amount. Actual violation amounts may increase depending on miles over the legal speed limit.  
 \*\* Figures provided for Calendar Year 2022.  
 Source: Local authorities

**Assumptions**

- Local authorities will remove all ATE systems currently on a primary road system.
- Some local authorities will decrease fine amounts for remaining ATE systems if the fine amount currently exceeds the applicable schedule fine or civil penalty for the violation under State law. However, the fiscal impact of the decrease is unknown and cannot be estimated at this time.
- Most ATE systems are capturing speed violations or red-light violations.
- The local authority revenue collected annually by ATEs on primary roads is in proportion to the number of ATEs on primary roads that a local authority has as a percentage of the total number of operating ATEs.
- Mobile ATEs will continue to be utilized outside of primary roads.

**Fiscal Impact**

House File 628 is estimated to decrease revenue to local authorities. The full fiscal impact of the Bill cannot be estimated. However, **Table 4** includes estimates for the seven cities that provided data to the LSA. **Table 5** shows each city’s use of ATE system revenue.

**Table 4 — Estimated Annual Loss in Revenue to Local Authorities as Compared to FY 2022**

<u>Local Authority</u>	<u>Estimated Loss of Revenue</u>
Cedar Rapids	\$ -6,121,000
Council Bluffs	-95,000
Davenport	-1,051,000
Des Moines	-1,188,000
LeClaire	-1,943,000
Muscatine	-105,000
Sioux City	-38,000

**Table 5 — Local Uses of ATE System Revenue**

<u>Local Authority</u>	<u>Uses</u>
Cedar Rapids	Public safety positions, equipment, and programs
Council Bluffs	General Fund
Davenport	General Fund
Des Moines	Des Moines Public Safety Radio System and Iowa Statewide Interoperable Communications System
LeClaire	General Fund
Muscatine	Police department personnel costs
Sioux City	Public safety expenses

**Sources**

Department of Transportation  
Local authorities  
LSA analysis and calculations

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/s/ Jennifer Acton

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The fiscal note for this Bill was prepared pursuant to [Joint Rule 17](#) and the Iowa Code. Data used in developing this fiscal note is available from the Fiscal Services Division of the Legislative Services Agency upon request.