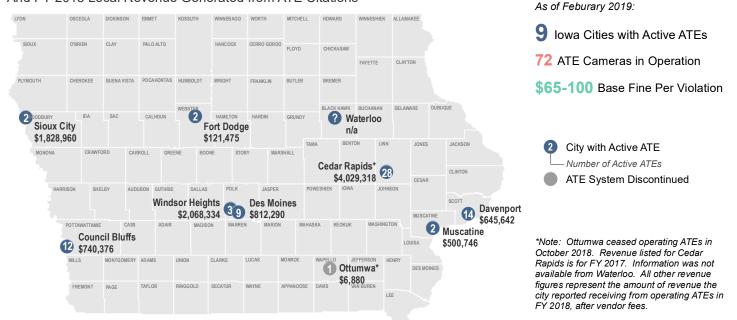
Automated Traffic Enforcement (ATE)

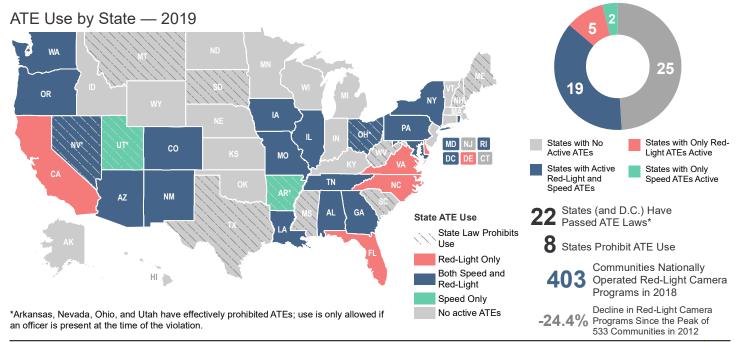
Automated traffic enforcement (ATE) devices and their role in public safety remain a topic of discussion both at both the municipal and State level. The Iowa Supreme Court has opined on multiple occasions regarding the use of ATEs on the primary road system and the Iowa Department of Transportation's (DOT) authority over their use. The latest ruling from the Iowa Supreme Court found that the DOT does not have the authority to regulate ATE systems. Most communities use the revenue generated from ATE citiations to support public safety operations, and most participate in Iowa's Department of Administrative Services' <u>Offset Program</u> to help collect unpaid fines in exchange for a fee.

Cities Using ATE Cameras

And FY 2018 Local Revenue Generated from ATE Citations



Nationally, ATE use varies widely by state. Iowa, like Missouri, does not regulate ATE's at the State level but rather at the local level through city ordinances. Where States have permitted ATE use, enforcement is often limited to a specific area, such as a school or construction zone, or to specified communities. Several states have effectively banned ATE use, placing narrow exceptions on use, such as having an officer present at the time of the violation. ATE penalties are typically more lenient than those used with traditional enforcement, e.g., the fine may be lower, points may not be assessed, or the citation may not go on the driver's record. Generally, red-light cameras are more prevalent and carry fewer restrictions on their placement and use than speed cameras.



Sources: Local authorities; Insurance Institute for Highway Safety; Governors Highway Safety Association; National Conference of State Legislatures; LSA calculations LSA Staff Contact: Rodrigo Acevedo (515.281.6764) rodrigo.acevedo@legis.iowa.gov er at the local level ich as a school v exceptions t those used with driver's record. et cameras

