



[HF 2681](#) – Automated Traffic Enforcement, Speed Cameras (LSB6358HV)
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Fiscal Note Version – New

Description

[House File 2681](#) regulates the use of automated traffic enforcement (ATE) systems by local authorities on the primary road system and prohibits the use or ownership of any ATE devices by the Iowa Department of Transportation (DOT). The DOT is also prohibited from receiving any financial payment from ATE systems owned or operated by a local jurisdiction.

Prior to utilizing an ATE system on the primary road system, a local jurisdiction must receive approval from the DOT through submittal of a justification report that details the need for an ATE system based on a variety of factors as detailed in the Bill. The DOT must approve or deny ATE system requests within 90 days of receiving a completed justification report. The DOT must post the local jurisdiction's request and justification report on its website.

The Bill establishes the location at and method by which ATE systems may be installed and requires local jurisdictions to post signs in advance of locations where ATE systems are in use. ATE systems must be calibrated quarterly for fixed locations and prior to use for mobile ATE systems. ATE systems must be used in conjunction with conventional law enforcement methods and not as a replacement.

A local jurisdiction with an ATE system must evaluate the effectiveness of the system annually and submit a report of the findings to the DOT on or before May 1 each year. The DOT must review the annual reports and determine whether continued use of the ATE system is justified. A local jurisdiction may appeal a decision made by the DOT.

Background

As of January 2024, the Legislative Services Agency (LSA) is aware of 25 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, Le Claire, Strawberry Point, Hazleton, Hudson, Chester, Buffalo, Bellevue, Miles, Independence, Oelwein, Prairie City, Webster City, Marshalltown, Marion, and Postville. Data is not available at this time regarding the use of ATE systems in additional cities or towns. As of January 15, 2024, the LSA obtained data from Cedar Rapids, Council Bluffs, Davenport, Des Moines, LeClaire, Muscatine, Waterloo, Buffalo, Fayette, and Marshalltown regarding their current ATE systems. Sioux City recently changed its ATE system provider and does not have accurate data for a full year.

Figure 1 provides data obtained by the LSA related to the total of ATE devices, base cost per violation, vendors' share of revenues, and local authorities' share of revenues for the last full fiscal year. **Figure 2** shows each city's use of ATE system revenue. **Figure 3** shows each city's use of ATE systems on primary roads.

Figure 1 — Data Provided for Fiscal Year 2023

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
Buffalo	1	3	10,006	9,359	\$ 75	\$ 145,125	\$ 362,813
Cedar Rapids	2	19	169,696	94,037	75	1,834,563	7,207,857
Council Bluffs	0	15	20,299	12,557	100	489,416	849,453
Davenport	4	18	43,452	20,314	65	440,601	1,420,540
Des Moines	3	13	125,768	84,991	65	1,929,663	3,594,696
Fayette	0	2	5,315	4,074	100	138,878	324,049
LeClaire	1	5	62,229	50,533	50	1,664,130	1,703,438
Marshalltown	0	3	5,966	2,952	100	100,000	195,050
Muscatine	1	9	11,577	8,516	75	215,514	510,840
Waterloo	2	25	53,054	26,117	36	942,296	1,166,746

*Lowest violation amount. Actual violation may increase depending on miles per hour over the legal speed limit.
Source: Local Authorities

Figure 2 — Local Uses for ATE System Revenue

Local Authority	Uses
Buffalo	Public safety expenses
Cedar Rapids	General fund
Council Bluffs	General fund
Davenport	General fund
Des Moines	Des Moines Public Safety Radio System and Iowa Statewide Interoperable Communications System
Fayette	General fund
LeClaire	General fund
Marshalltown	General fund
Muscatine	Police department for personnel costs
Waterloo	General fund: Police department for equipment

Source: As reported by local authorities

Figure 3 — Local Use of ATE Systems on Primary Roads

Local Authority	Stationary ATEs	Mobile ATEs
Buffalo	2	Yes
Cedar Rapids	14	No
Council Bluffs	2	No
Davenport	11	Yes
Des Moines	4	No
Fayette	2	Yes
LeClaire	4	Yes
Marshalltown	0	No
Muscatine	2	No
Waterloo	6	Yes

Assumptions

The fiscal impact of House File 2681 on local governments that operate ATE systems on primary roads is unknown. The number of ATE systems that are speed cameras or red-light traffic cameras are unknown.

Fiscal Impact

The fiscal impact, if any, to local governments is unknown at this time.

Sources

Local authorities

Legislative Services Agency

/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.

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