

SENATE

STATE OF MINNESOTA

NINETY-THIRD SESSION

S.F. No. 2026

(SENATE AUTHORS: MOHAMED, Dibble, Oumou Verbeten, Marty and Hawj)

DATE

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OFFICIAL STATUS

02/21/2023	988	Introduction and first reading Referred to Transportation
03/11/2024	12077a	Comm report: To pass as amended and re-refer to Judiciary and Public Safety
04/15/2024	13912a	Comm report: To pass as amended and re-refer to Transportation Joint rule 2.03, referred to Rules and Administration
04/30/2024	15580a	Comm report: Amend previous comm report Jt rule 2.03 suspended Re-referred to State and Local Government and Veterans

1.1

A bill for an act

1.2

relating to transportation; authorizing a pilot program to conduct traffic safety

1.3

camera enforcement in certain locations; providing for public engagement and

1.4

notice; imposing petty misdemeanor penalties; classifying and providing

1.5

requirements for traffic safety camera data; requiring reports; appropriating money;

1.6

amending Minnesota Statutes 2022, sections 13.6905, by adding a subdivision;

1.7

13.824, subdivision 1, by adding a subdivision; 134A.09, subdivision 2a; 134A.10,

1.8

subdivision 3; 168B.035, subdivision 3; 169.011, by adding subdivisions; 169.04;

1.9

169.06, by adding subdivisions; 169.14, subdivision 10, by adding subdivisions;

1.10

169.99, subdivision 1; 171.12, by adding a subdivision; 171.16, subdivision 3;

1.11

480.15, by adding a subdivision; Minnesota Statutes 2023 Supplement, section

1.12

357.021, subdivision 6; proposing coding for new law in Minnesota Statutes,

1.13

chapter 169.

1.14

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.15

Section 1. Minnesota Statutes 2022, section 13.6905, is amended by adding a subdivision

1.16

to read:

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Subd. 38. **Traffic safety camera data.** Data related to traffic safety cameras are governed

1.18

by section 169.147, subdivisions 14 to 16.

1.19

Sec. 2. Minnesota Statutes 2022, section 13.824, subdivision 1, is amended to read:

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Subdivision 1. ~~**Definition**~~ **Definitions.** ~~As used in~~ (a) For purposes of this section, the

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following terms have the meanings given them.

1.22

(b) "Automated license plate reader" means an electronic device mounted on a law

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enforcement vehicle or positioned in a stationary location that is capable of recording data

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on, or taking a photograph of, a vehicle or its license plate and comparing the collected data

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and photographs to existing law enforcement databases for investigative purposes. Automated

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license plate reader includes a device that is owned or operated by a person who is not a

government entity to the extent that data collected by the reader are shared with a law enforcement agency. Automated license plate reader does not include a traffic safety camera system.

(c) "Traffic safety camera system" has the meaning given in section 169.011, subdivision 85a.

Sec. 3. Minnesota Statutes 2022, section 13.824, is amended by adding a subdivision to read:

Subd. 2a. **Limitations; certain camera systems.** A person must not use a traffic safety camera system for purposes of this section.

Sec. 4. Minnesota Statutes 2022, section 134A.09, subdivision 2a, is amended to read:

Subd. 2a. **Petty misdemeanor cases and criminal convictions; fee assessment.** (a) In Hennepin County and Ramsey County, the district court administrator or a designee may, upon the recommendation of the board of trustees and by standing order of the judges of the district court, include in the costs or disbursements assessed against a defendant convicted in the district court of the violation of a statute or municipal ordinance, a county law library fee. This fee may be collected in all petty misdemeanor cases and criminal prosecutions in which, upon conviction, the defendant may be subject to the payment of the costs or disbursements in addition to a fine or other penalty. When a defendant is convicted of more than one offense in a case, the county law library fee shall be imposed only once in that case.

(b) The law library fee does not apply to a citation issued pursuant to sections 169.06, subdivision 10, and 169.14, subdivision 13.

Sec. 5. Minnesota Statutes 2022, section 134A.10, subdivision 3, is amended to read:

Subd. 3. **Petty misdemeanor cases and criminal convictions; fee assessment.** (a) The judge of district court may, upon the recommendation of the board of trustees and by standing order, include in the costs or disbursements assessed against a defendant convicted in the district court of the violation of any statute or municipal ordinance, in all petty misdemeanor cases and criminal prosecutions in which, upon conviction, the defendant may be subject to the payment of the costs or disbursements in addition to a fine or other penalty a county law library fee. When a defendant is convicted of more than one offense in a case, the county law library fee shall be imposed only once in that case. The item of costs or disbursements

3.1 may not be assessed for any offense committed prior to the establishment of the county law
3.2 library.

3.3 (b) The law library fee does not apply to citations issued pursuant to sections 169.06,
3.4 subdivision 10, and 169.14, subdivision 13.

3.5 Sec. 6. Minnesota Statutes 2022, section 168B.035, subdivision 3, is amended to read:

3.6 Subd. 3. **Towing prohibited.** (a) A towing authority may not tow a motor vehicle
3.7 because:

3.8 (1) the vehicle has expired registration tabs that have been expired for less than 90 days;
3.9 ~~or~~

3.10 (2) the vehicle is at a parking meter on which the time has expired and the vehicle has
3.11 fewer than five unpaid parking tickets; or

3.12 (3) the vehicle is identified in conjunction with a citation to the vehicle owner or lessee
3.13 for (i) a violation under section 169.06, subdivision 10, or (ii) a violation under section
3.14 169.14, subdivision 13.

3.15 (b) A towing authority may tow a motor vehicle, notwithstanding paragraph (a), if:

3.16 (1) the vehicle is parked in violation of snow emergency regulations;

3.17 (2) the vehicle is parked in a rush-hour restricted parking area;

3.18 (3) the vehicle is blocking a driveway, alley, or fire hydrant;

3.19 (4) the vehicle is parked in a bus lane, or at a bus stop, during hours when parking is
3.20 prohibited;

3.21 (5) the vehicle is parked within 30 feet of a stop sign and visually blocking the stop sign;

3.22 (6) the vehicle is parked in a disability transfer zone or disability parking space without
3.23 a disability parking certificate or disability license plates;

3.24 (7) the vehicle is parked in an area that has been posted for temporary restricted parking
3.25 (i) at least 12 hours in advance in a home rule charter or statutory city having a population
3.26 under 50,000, or (ii) at least 24 hours in advance in another political subdivision;

3.27 (8) the vehicle is parked within the right-of-way of a controlled-access highway or within
3.28 the traveled portion of a public street when travel is allowed there;

3.29 (9) the vehicle is unlawfully parked in a zone that is restricted by posted signs to use by
3.30 fire, police, public safety, or emergency vehicles;

(10) the vehicle is unlawfully parked on property at the Minneapolis-St. Paul International Airport owned by the Metropolitan Airports Commission;

(11) a law enforcement official has probable cause to believe that the vehicle is stolen, or that the vehicle constitutes or contains evidence of a crime and impoundment is reasonably necessary to obtain or preserve the evidence;

(12) the driver, operator, or person in physical control of the vehicle is taken into custody and the vehicle is impounded for safekeeping;

(13) a law enforcement official has probable cause to believe that the owner, operator, or person in physical control of the vehicle has failed to respond to five or more citations for parking or traffic offenses;

(14) the vehicle is unlawfully parked in a zone that is restricted by posted signs to use by taxicabs;

(15) the vehicle is unlawfully parked and prevents egress by a lawfully parked vehicle;

(16) the vehicle is parked, on a school day during prohibited hours, in a school zone on a public street where official signs prohibit parking; or

(17) the vehicle is a junk, abandoned, or unauthorized vehicle, as defined in section 168B.011, and subject to immediate removal under this chapter.

(c) A violation under section 169.06, subdivision 10, or 169.14, subdivision 13, is not a traffic offense under paragraph (b), clause (13).

Sec. 7. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision to read:

Subd. 62b. **Red light camera system.** "Red light camera system" means an electronic system of one or more cameras or other motor vehicle sensors that is specifically designed to automatically produce recorded images of a motor vehicle operated in violation of a traffic-control signal, including related information technology for recorded image storage, retrieval, and transmission.

Sec. 8. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision to read:

Subd. 77a. **Speed safety camera system.** "Speed safety camera system" means an electronic system of one or more cameras or other motor vehicle sensors that is specifically designed to automatically produce recorded images of a motor vehicle operated in violation

5.1 of the speed limit, including related information technology for recorded image storage,
5.2 retrieval, and transmission.

5.3 Sec. 9. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision to
5.4 read:

5.5 Subd. 85a. **Traffic safety camera system.** "Traffic safety camera system" means a red
5.6 light camera system, a speed safety camera system, or both in combination.

5.7 Sec. 10. Minnesota Statutes 2022, section 169.04, is amended to read:

5.8 **169.04 LOCAL AUTHORITY.**

5.9 (a) The provisions of this chapter shall not be deemed to prevent local authorities, with
5.10 respect to streets and highways under their jurisdiction, and with the consent of the
5.11 commissioner, with respect to state trunk highways, within the corporate limits of a
5.12 municipality, or within the limits of a town in a county in this state now having or which
5.13 may hereafter have, a population of 500,000 or more, and a land area of not more than 600
5.14 square miles, and within the reasonable exercise of the police power from:

5.15 (1) regulating the standing or parking of vehicles;

5.16 (2) regulating traffic by means of police officers or traffic-control signals;

5.17 (3) regulating or prohibiting processions or assemblages on the highways;

5.18 (4) designating particular highways as one-way roadways and requiring that all vehicles,
5.19 except emergency vehicles, when on an emergency run, thereon be moved in one specific
5.20 direction;

5.21 (5) designating any highway as a through highway and requiring that all vehicles stop
5.22 before entering or crossing the same, or designating any intersection as a stop intersection,
5.23 and requiring all vehicles to stop at one or more entrances to such intersections;

5.24 (6) restricting the use of highways as authorized in sections 169.80 to 169.88;

5.25 (7) regulating speed limits through the use of a speed safety camera system implemented
5.26 under section 169.147; and

5.27 (8) regulating traffic control through the use of a red light camera system implemented
5.28 under section 169.147.

5.29 (b) No ordinance or regulation enacted under paragraph (a), clause (4), (5), or (6), shall
5.30 be effective until signs giving notice of such local traffic regulations are posted upon and

kept posted upon or at the entrance to the highway or part thereof affected as may be most appropriate.

(c) No ordinance or regulation enacted under paragraph (a), clause (3), or any other provision of law shall prohibit:

(1) the use of motorcycles or vehicles utilizing flashing red lights for the purpose of escorting funeral processions, oversize buildings, heavy equipment, parades or similar processions or assemblages on the highways; or

(2) the use of motorcycles or vehicles that are owned by the funeral home and that utilize flashing red lights for the purpose of escorting funeral processions.

Sec. 11. Minnesota Statutes 2022, section 169.06, is amended by adding a subdivision to read:

Subd. 10. **Red light camera; penalty.** (a) Subject to subdivision 11, if a motor vehicle is operated in violation of a traffic-control signal and the violation is identified through the use of a red light camera system implemented under section 169.147, the owner of the vehicle or the lessee of the vehicle is guilty of a petty misdemeanor and must pay a fine of \$40.

(b) A person who commits a first offense under paragraph (a) must be given a warning and is not subject to a fine or conviction under paragraph (a). A person who commits a second offense under paragraph (a) is eligible for diversion, which must include a traffic safety course established under section 169.147, subdivision 11. A person who enters diversion and completes the traffic safety course is not subject to a fine or conviction under paragraph (a).

(c) This subdivision applies to violations committed on or after June 1, 2025, and before June 1, 2029.

Sec. 12. Minnesota Statutes 2022, section 169.06, is amended by adding a subdivision to read:

Subd. 11. **Red light camera; limitations.** (a) An owner or lessee of a motor vehicle is not subject to a fine or conviction under subdivision 10 if any of the conditions under section 169.14, subdivision 14, paragraph (a), clauses (1) to (6), are met.

(b) The owner or lessee of a motor vehicle may not be issued a citation under subdivision 10 and under another subdivision in this section for the same conduct.

7.1 (c) A fine or conviction under subdivision 10 does not constitute grounds for revocation
7.2 or suspension of a person's driver's license.

7.3 (d) This subdivision applies to violations committed on or after June 1, 2025, and before
7.4 June 1, 2029.

7.5 Sec. 13. Minnesota Statutes 2022, section 169.14, subdivision 10, is amended to read:

7.6 Subd. 10. **Radar; speed-measuring device; standards of evidence.** (a) In any
7.7 prosecution in which the rate of speed of a motor vehicle is relevant, evidence of the speed
7.8 as indicated on radar or other speed-measuring device, including but not limited to a speed
7.9 safety camera system, is admissible in evidence, subject to the following conditions:

7.10 (1) the officer or traffic enforcement agent under section 169.147 operating the device
7.11 has sufficient training to properly operate the equipment;

7.12 (2) the officer or traffic enforcement agent testifies as to the manner in which the device
7.13 was set up and operated;

7.14 (3) the device was operated with minimal distortion or interference from outside sources;
7.15 and

7.16 (4) the device was tested by an accurate and reliable external mechanism, method, or
7.17 system at the time it was set up.

7.18 (b) Records of tests made of such devices and kept in the regular course of operations
7.19 of any law enforcement agency are admissible in evidence without further foundation as to
7.20 the results of the tests. The records shall be available to a defendant upon demand. Nothing
7.21 in this subdivision shall be construed to preclude or interfere with cross examination or
7.22 impeachment of evidence of the rate of speed as indicated on the radar or speed-measuring
7.23 device.

7.24 (c) Evidence from a speed safety camera system may be used solely for a citation or
7.25 prosecution for a violation under subdivision 13.

7.26 Sec. 14. Minnesota Statutes 2022, section 169.14, is amended by adding a subdivision to
7.27 read:

7.28 Subd. 13. **Speed safety camera; penalty.** (a) Subject to subdivision 14, if a motor
7.29 vehicle is operated in violation of a speed limit and the violation is identified through the
7.30 use of a speed safety camera system implemented under section 169.147, the owner of the
7.31 vehicle or the lessee of the vehicle is guilty of a petty misdemeanor and must pay a fine of:

8.1 (1) \$40; or

8.2 (2) \$80, if the violation is for a speed at least 20 miles per hour in excess of the speed
8.3 limit.

8.4 (b) A person who commits a first offense under paragraph (a) must be given a warning
8.5 and is not subject to a fine or conviction under paragraph (a). A person who commits a
8.6 second offense under paragraph (a) is eligible for diversion, which must include a traffic
8.7 safety course established under section 169.147, subdivision 11. A person who enters
8.8 diversion and completes the traffic safety course is not subject to a fine or conviction under
8.9 paragraph (a).

8.10 (c) This subdivision applies to violations committed on or after June 1, 2025, and before
8.11 June 1, 2029.

8.12 Sec. 15. Minnesota Statutes 2022, section 169.14, is amended by adding a subdivision to
8.13 read:

8.14 Subd. 14. **Speed safety camera; limitations.** (a) An owner or lessee of a motor vehicle
8.15 is not subject to a fine or conviction under subdivision 13 if:

8.16 (1) the vehicle was stolen at the time of the violation;

8.17 (2) a transfer of interest in the vehicle in compliance with section 168A.10 was made
8.18 before the time of the violation;

8.19 (3) the vehicle owner is a lessor of the motor vehicle, and the lessor identifies the name
8.20 and address of the lessee;

8.21 (4) the vehicle is an authorized emergency vehicle operated in the performance of official
8.22 duties at the time of the violation;

8.23 (5) another person is convicted, within the meaning under section 171.01, subdivision
8.24 29, for the same violation; or

8.25 (6) the vehicle owner provides a sworn statement to the court or prosecuting authority
8.26 that the vehicle owner was not operating the vehicle at the time of the violation.

8.27 (b) The owner or lessee of a motor vehicle may not be issued a citation under subdivision
8.28 13 and under another subdivision in this section for the same conduct.

8.29 (c) A fine or conviction under subdivision 13 does not constitute grounds for revocation
8.30 or suspension of a person's driver's license.

9.1 (d) This subdivision applies to violations committed on or after June 1, 2025, and before
9.2 June 1, 2029.

9.3 Sec. 16. **[169.147] TRAFFIC SAFETY CAMERA SYSTEM PILOT PROGRAM.**

9.4 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
9.5 the meanings given.

9.6 (b) "Camera-based traffic enforcement" means enforcement of traffic control through
9.7 the use of a red light camera system, speed limits through the use of a speed safety camera
9.8 system, or both.

9.9 (c) "Commissioner" means the commissioner of transportation.

9.10 (d) "Commissioners" means the commissioner of transportation as the lead in coordination
9.11 with the commissioner of public safety.

9.12 (e) "Implementing authority" means the commissioners, with respect to trunk highways,
9.13 and any local authority that implements camera-based traffic enforcement under this section.

9.14 (f) "Local authority" means a local unit of government authorized under the pilot program
9.15 as provided under subdivision 2.

9.16 (g) "Monitoring site" means a location at which a traffic safety camera system is placed
9.17 and operated under this section.

9.18 (h) "Pilot program" means the traffic safety camera pilot program established in this
9.19 section.

9.20 (i) "Traffic enforcement agent" means a licensed peace officer or an employee of a local
9.21 authority who is designated as provided in this section.

9.22 Subd. 2. **Pilot program establishment.** (a) In conformance with this section, the
9.23 commissioner of transportation, in coordination with the commissioner of public safety,
9.24 must establish a traffic safety camera pilot program that provides for education and
9.25 enforcement of speeding violations, traffic-control signal violations, or both in conjunction
9.26 with use of traffic safety camera systems.

9.27 (b) The authority for camera-based traffic enforcement under the pilot program is limited
9.28 to June 1, 2025, to May 31, 2029.

9.29 (c) Only the following may implement camera-based traffic enforcement under the pilot
9.30 program:

9.31 (1) the commissioners, as provided under paragraph (d);

10.1 (2) the city of Minneapolis, as provided under paragraph (e);

10.2 (3) the city of Mendota Heights;

10.3 (4) one statutory or home rule charter city or town located outside of a metropolitan
10.4 county, as defined in section 473.121, subdivision 4, as determined by the commissioner;
10.5 and

10.6 (5) one county, as determined by the commissioner.

10.7 (d) Under the pilot program, the commissioners must, beginning June 1, 2025, commence
10.8 enforcement of speeding violations in trunk highway work zones as specified under
10.9 subdivision 6, paragraph (f).

10.10 (e) The city of Minneapolis is prohibited from implementing the pilot program or
10.11 camera-based traffic enforcement through or in substantive coordination with the city's
10.12 police department.

10.13 Subd. 3. Local authority requirements. Prior to implementation of camera-based traffic
10.14 enforcement, a local authority must:

10.15 (1) incorporate both camera-based traffic enforcement and additional strategies designed
10.16 to improve traffic safety in a local traffic safety action plan, transportation plan, or
10.17 comprehensive plan;

10.18 (2) notify the commissioner; and

10.19 (3) review and ensure compliance with the requirements under this section.

10.20 Subd. 4. Traffic safety camera system requirements. (a) By May 1, 2025, the
10.21 commissioners must establish traffic safety camera system standards that include:

10.22 (1) recording and data requirements as specified in subdivision 15;

10.23 (2) requirements for monitoring site signage in conformance with the requirements under
10.24 subdivision 5, paragraph (b), clause (3);

10.25 (3) procedures for traffic safety camera system placement in conformance with the
10.26 requirements under subdivision 6;

10.27 (4) training and qualification of individuals to inspect and calibrate a traffic safety camera
10.28 system;

10.29 (5) procedures for initial calibration of the traffic safety camera system prior to
10.30 deployment; and

11.1 (6) requirements for regular traffic safety camera system inspection and maintenance
11.2 by a qualified individual.

11.3 (b) Prior to establishing the standards under paragraph (a), the commissioners must
11.4 solicit review and comments and consider any comments received.

11.5 (c) An implementing authority must follow the requirements and standards established
11.6 under this subdivision.

11.7 Subd. 5. **Public engagement and notice.** (a) The commissioner and each implementing
11.8 authority must maintain information on their respective websites that, at a minimum:

11.9 (1) summarizes implementation of traffic safety camera systems under the pilot program;

11.10 (2) provides each camera system impact study performed by the implementing authority
11.11 under subdivision 6, paragraph (b);

11.12 (3) provides information and procedures for a person to contest a citation under the pilot
11.13 program; and

11.14 (4) identifies the current geographic locations of camera-based traffic enforcement that
11.15 are under the jurisdiction of the implementing authority.

11.16 (b) An implementing authority must:

11.17 (1) implement a general public engagement and information campaign prior to
11.18 commencing camera-based speed enforcement under the pilot program;

11.19 (2) perform public engagement as part of conducting a camera system impact study
11.20 under subdivision 6, paragraph (b); and

11.21 (3) place conspicuous signage prior to the motorist's arrival at each monitoring site,
11.22 which must:

11.23 (i) notify motor vehicle operators of the use of a traffic safety camera system to detect
11.24 violations; and

11.25 (ii) if a speed safety camera is in use, identify the speed limit.

11.26 (c) Public engagement under paragraph (b) must include but is not limited to:

11.27 (1) outreach to populations that are traditionally underrepresented in public policy or
11.28 planning processes;

11.29 (2) consolidation and analysis of public feedback; and

12.1 (3) creation of an engagement summary that identifies public feedback and the resulting
12.2 impacts on implementation of camera-based traffic enforcement.

12.3 Subd. 6. **Placement requirements.** (a) A local authority with fewer than 10,000 residents
12.4 may place no more than one traffic safety camera system, whether the camera system is
12.5 activated or inactive. A local authority with at least 10,000 residents may place no more
12.6 than one traffic safety camera system per 10,000 residents, whether the camera system is
12.7 activated or inactive. An implementing authority may move the location of a traffic safety
12.8 camera system if the placement requirements under this subdivision are met.

12.9 (b) An implementing authority may only place a traffic safety camera system in
12.10 conformance with the results of a camera system impact study. At a minimum, the study
12.11 must:

12.12 (1) include evaluation of crash rates and severity, vehicle speed, equity, and traffic safety
12.13 treatment alternatives;

12.14 (2) identify traffic safety camera system locations; and

12.15 (3) explain how the locations comply with the placement requirements under paragraph
12.16 (d).

12.17 (c) An implementing authority may only place a traffic safety camera system:

12.18 (1) in a trunk highway work zone; or

12.19 (2) at a location that:

12.20 (i) is within 2,000 feet of (A) a public or nonpublic school, (B) a school zone established
12.21 under section 169.14, subdivision 5a, or (C) a public or private postsecondary institution;
12.22 and

12.23 (ii) has an identified traffic safety concern, as indicated by crash or law enforcement
12.24 data, safety plans, or other documentation.

12.25 (d) An implementing authority that places more than one traffic safety camera system
12.26 must ensure that the cameras are placed in geographically distinct areas and in multiple
12.27 communities with differing socioeconomic conditions.

12.28 (e) An implementing authority may place a traffic safety camera system on a street or
12.29 highway that is not under its jurisdiction only upon approval by the road authority that has
12.30 jurisdiction.

12.31 (f) The commissioner must establish monitoring sites on at least two trunk highway
12.32 work zone segments.

13.1 Subd. 7. **Traffic-control devices.** (a) An implementing authority must not adjust the
13.2 change interval for the steady yellow indication in a traffic-control signal:

13.3 (1) for one month prior to beginning to operate a red light camera system at the associated
13.4 intersection; or

13.5 (2) during the period that the red light camera system is operated at the associated
13.6 intersection.

13.7 (b) The yellow change interval for a traffic-control signal that is subject to paragraph
13.8 (a) must meet or exceed the standards and guidance specified in the Manual on Uniform
13.9 Traffic Control Devices adopted under section 169.06, subdivision 1.

13.10 (c) An implementing authority that adjusts the yellow change interval for a traffic-control
13.11 signal at an intersection where a red light camera system is being operated must deactivate
13.12 the red light camera system and subsequently meet the requirements under paragraph (a).

13.13 Subd. 8. **Traffic enforcement agents.** (a) An implementing authority may designate
13.14 one or more permanent employees of the authority, who is not a licensed peace officer, as
13.15 a traffic enforcement agent. A licensed peace officer is a traffic enforcement agent and is
13.16 not required to be designated under this subdivision. An employee of a private entity may
13.17 not be designated as a traffic enforcement agent.

13.18 (b) An implementing authority must ensure that a traffic enforcement agent is properly
13.19 trained in the use of equipment and the requirements governing traffic safety camera
13.20 implementation.

13.21 (c) A traffic enforcement agent who is not a licensed peace officer has the authority to
13.22 issue citations under this section only while actually engaged in job duties and otherwise
13.23 has none of the other powers and privileges reserved to peace officers.

13.24 Subd. 9. **Citations; warnings.** (a) A traffic enforcement agent under the pilot program
13.25 has the exclusive authority to issue a citation to the owner or lessee of a motor vehicle for
13.26 (1) a violation under section 169.06, subdivision 10, and (2) a violation under section 169.14,
13.27 subdivision 13.

13.28 (b) A traffic enforcement agent may only issue a citation if:

13.29 (1) the violation is committed at least 30 days after the relevant implementing authority
13.30 has commenced camera-based traffic enforcement;

13.31 (2) with respect to speed limits, the speeding violation is at least ten miles per hour in
13.32 excess of the speed limit; and

14.1 (3) a traffic enforcement agent has inspected and verified recorded images provided by
14.2 the traffic safety camera system.

14.3 (c) An implementing authority must provide a warning for a traffic-control signal
14.4 violation under section 169.06, subdivision 10, or a speeding violation under section 169.14,
14.5 subdivision 13, for the period from (1) the date when camera-based traffic enforcement is
14.6 first commenced, to (2) the date when citations are authorized under paragraph (b), clause
14.7 (1).

14.8 (d) Notwithstanding section 169.022, an implementing authority may specify a speed
14.9 in excess of the speed limit that is higher than the amount specified in paragraph (b), clause
14.10 (2), at which to proceed with issuance of a citation.

14.11 (e) A citation may be issued through the United States mail if postmarked within: (1)
14.12 14 days of the violation for a vehicle registered in Minnesota; or (2) 30 days of the violation
14.13 for a vehicle registered outside of Minnesota. Section 168.346, subdivision 2, applies to a
14.14 private entity that provides citation mailing services under this section.

14.15 Subd. 10. **Uniform citation.** (a) There must be a uniform traffic safety camera citation
14.16 issued throughout the state by a traffic enforcement agent for a violation as provided under
14.17 this section. The uniform traffic safety camera citation is in the form and has the effect of
14.18 a summons and complaint.

14.19 (b) The commissioner of public safety must prescribe the detailed form of the uniform
14.20 traffic safety camera citation. As appropriate, the citation design must conform with the
14.21 requirements for a uniform traffic ticket under section 169.99, subdivisions 1 and 1d. The
14.22 citation design must include:

14.23 (1) a brief overview of the pilot program and implementation of traffic safety camera
14.24 systems;

14.25 (2) a summary of the circumstances of the citation that includes identification of the
14.26 motor vehicle involved, the date and time of the violation, and the location where the
14.27 violation occurred;

14.28 (3) copy of the recorded image or primary images used to identify a violation;

14.29 (4) a notification that the recorded images under clause (3) are evidence of a violation
14.30 under section 169.06, subdivision 10, or 169.14, subdivision 13;

14.31 (5) a statement signed by the traffic enforcement agent who issued the citation stating
14.32 that the agent has inspected the recorded images and determined that the violation occurred
14.33 in the specified motor vehicle;

15.1 (6) a summary of the limitations under sections 169.06, subdivision 11, and 169.14,
15.2 subdivision 14;

15.3 (7) information on the diversion and traffic safety course requirements under sections
15.4 169.06, subdivision 10, paragraph (b), and 169.14, subdivision 13, paragraph (b);

15.5 (8) the total amount of the fine imposed;

15.6 (9) a notification that the person has the right to contest the citation;

15.7 (10) information on the process and procedures for a person to contest the citation; and

15.8 (11) a statement that payment of the fine constitutes a plea of guilty and failure to appear
15.9 in court is considered a plea of guilty, as provided under section 169.91, subdivision 3.

15.10 (c) The commissioner of public safety must make the information required under
15.11 paragraph (b) available in languages that are commonly spoken in the state and in each area
15.12 in which a local authority has implemented camera-based traffic enforcement.

15.13 Subd. 11. **Traffic safety course.** (a) The commissioners must establish a traffic safety
15.14 course that provides at least 30 minutes of instruction on speeding, traffic-control signals,
15.15 and other traffic safety topics. The curriculum must include safety risks associated with
15.16 speed and speeding in school zones and work zones.

15.17 (b) The commissioners must not impose a fee for an individual who is authorized to
15.18 attend the course under sections 169.06, subdivision 10, and 169.14, subdivision 13.

15.19 Subd. 12. **Third-party agreements.** (a) An implementing authority may enter into
15.20 agreements with a private entity for operations, services, or equipment under this section.
15.21 Payment under a contract with a private entity must not be based on the number of violations,
15.22 citations issued, or other similar means.

15.23 (b) An implementing authority that enters into a third-party agreement under this
15.24 subdivision must perform a data practices audit of the private entity to confirm compliance
15.25 with the requirements under subdivisions 14 to 16 and chapter 13. An audit must be
15.26 undertaken at least every other year.

15.27 Subd. 13. **Use of revenue.** (a) Revenue from citations received by an implementing
15.28 authority that is attributable to camera-based traffic enforcement must be allocated as follows:

15.29 (1) first as necessary to provide for implementation costs, which may include but is not
15.30 limited to procurement and installation of traffic safety camera systems, traffic safety
15.31 planning, and public engagement; and

15.32 (2) the remainder for traffic safety measures that perform traffic-calming.

(b) The amount expended under paragraph (a), clause (2), must supplement and not supplant existing expenditures for traffic safety.

Subd. 14. **Data practices; general requirements.** (a) All data collected by a traffic safety camera system are private data on individuals as defined in section 13.02, subdivision 12, or nonpublic data as defined in section 13.02, subdivision 9, unless the data are public under section 13.82, subdivision 2, 3, or 6, or are criminal investigative data under section 13.82, subdivision 7.

(b) An agreement with a private entity and an implementing authority pursuant to subdivision 12 is subject to section 13.05, subdivisions 6 and 11.

(c) A private entity must use the data gathered under this section only for purposes of camera-based traffic enforcement under the pilot program and must not share or disseminate the data with an entity other than the appropriate implementing authority, except pursuant to a court order. Nothing in this subdivision prevents a private entity from sharing or disseminating summary data, as defined in section 13.02, subdivision 19.

(d) Traffic safety camera system data are not subject to subpoena, discovery, or admission into evidence in any prosecution, civil action, or administrative process that is not taken pursuant to section 169.06, subdivision 10, or 169.14, subdivision 13.

Subd. 15. **Data practices; traffic safety camera system.** A traffic safety camera system:

(1) is limited to collection of the following data:

(i) recorded video or images of the rear license plate of a motor vehicle;

(ii) recorded video or images of motor vehicles and areas surrounding the vehicles to the extent necessary to (A) identify a violation of a traffic-control device, or (B) calculate vehicle speeds;

(iii) date, time, and vehicle location that correlates to the data collected under item (i) or (ii); and

(iv) general traffic data:

(A) collected specifically for purposes of pilot program analysis and evaluation;

(B) that does not include recorded video or images;

(C) in which individuals or unique vehicles are not identified; and

(D) from which an individual or unique vehicle is not ascertainable;

(2) must not record in a manner that makes any individual personally identifiable, including but not limited to the motor vehicle operator or occupants; and

(3) may only record or retain the data specified in clause (1), items (i) to (iii), if the traffic safety camera system identifies an appropriate potential violation for review by a traffic enforcement agent.

Subd. 16. **Data practices; destruction of data.** (a) Notwithstanding section 138.17, and except as otherwise provided in this subdivision, data collected by a traffic safety camera system must be destroyed within 30 days of the date of collection unless the data are criminal investigative data under section 13.82, subdivision 7, related to a violation of a traffic-control signal or a speed limit.

(b) Upon written request to a law enforcement agency from an individual who is the subject of a pending criminal charge or complaint, along with the case or complaint number and a statement that the data may be used as exculpatory evidence, data otherwise subject to destruction under paragraph (a) must be preserved by the law enforcement agency until the charge or complaint is resolved or dismissed.

(c) Upon written request from a program participant under chapter 5B, data collected by a traffic safety camera system related to the program participant must be destroyed at the time of collection or upon receipt of the request, whichever occurs later, unless the data are active criminal investigative data. The existence of a request submitted under this paragraph is private data on individuals as defined in section 13.02, subdivision 12.

(d) Notwithstanding section 138.17, data collected by a traffic safety camera system must be destroyed within three years of the resolution of a citation issued pursuant to this section.

(e) The destruction requirements under this subdivision do not apply to: (1) general traffic data as provided under subdivision 15, clause (1), item (iv); and (2) data that identifies the number of warnings or citations issued to an individual under this section.

Subd. 17. **Exempt from rulemaking.** Rules adopted to implement this section are exempt from rulemaking under chapter 14 and are not subject to exempt rulemaking procedures under section 14.386.

Subd. 18. **Expiration.** This section expires May 31, 2029.

18.1 Sec. 17. Minnesota Statutes 2022, section 169.99, subdivision 1, is amended to read:

18.2 Subdivision 1. **Form.** (a) Except as provided in subdivision 3; section 169.147,
18.3 subdivision 8; and section 169.999, subdivision 3, there shall be a uniform ticket issued
18.4 throughout the state by the police and peace officers or by any other person for violations
18.5 of this chapter and ordinances in conformity thereto. Such uniform traffic ticket shall be in
18.6 the form and have the effect of a summons and complaint. Except as provided in paragraph
18.7 (b), the uniform ticket shall state that if the defendant fails to appear in court in response to
18.8 the ticket, an arrest warrant may be issued. The uniform traffic ticket shall consist of four
18.9 parts, on paper sensitized so that copies may be made without the use of carbon paper, as
18.10 follows:

18.11 (1) the complaint, with reverse side for officer's notes for testifying in court, driver's
18.12 past record, and court's action, printed on white paper;

18.13 (2) the abstract of court record for the Department of Public Safety, which shall be a
18.14 copy of the complaint with the certificate of conviction on the reverse side, printed on yellow
18.15 paper;

18.16 (3) the police record, which shall be a copy of the complaint and of the reverse side of
18.17 copy (1), printed on pink paper; and

18.18 (4) the summons, with, on the reverse side, such information as the court may wish to
18.19 give concerning the Traffic Violations Bureau, and a plea of guilty and waiver, printed on
18.20 off-white tag stock.

18.21 (b) If the offense is a petty misdemeanor, the uniform ticket must state that a failure to
18.22 appear will be considered a plea of guilty and waiver of the right to trial, unless the failure
18.23 to appear is due to circumstances beyond the person's control.

18.24 Sec. 18. Minnesota Statutes 2022, section 171.12, is amended by adding a subdivision to
18.25 read:

18.26 Subd. 6a. **Driving record; traffic safety camera system.** (a) The commissioner of
18.27 public safety must not record on an individual's driving record any violation of:

18.28 (1) a traffic-control signal under section 169.06, subdivision 10; or

18.29 (2) a speed limit under section 169.14, subdivision 13.

18.30 (b) This subdivision applies to violations committed on or after June 1, 2025, and before
18.31 June 1, 2029.

19.1 Sec. 19. Minnesota Statutes 2022, section 171.16, subdivision 3, is amended to read:

19.2 Subd. 3. **Failure to pay fine.** The commissioner is prohibited from suspending a person's
19.3 driver's license based solely on the fact that a person:

19.4 (1) has been convicted of:

19.5 (i) violating a law of this state or an ordinance of a political subdivision which regulates
19.6 the operation or parking of motor vehicles;

19.7 (ii) a violation under section 169.06, subdivision 10; or

19.8 (iii) a violation under section 169.14, subdivision 13;

19.9 (2) has been sentenced to the payment of a fine or had a surcharge levied against that
19.10 person, or sentenced to a fine upon which a surcharge was levied; and

19.11 (3) has refused or failed to comply with that sentence or to pay the surcharge.

19.12 Sec. 20. Minnesota Statutes 2023 Supplement, section 357.021, subdivision 6, is amended
19.13 to read:

19.14 Subd. 6. **Surcharges on criminal and traffic offenders.** (a) Except as provided in this
19.15 subdivision, the court shall impose and the court administrator shall collect a \$75 surcharge
19.16 on every person convicted of any felony, gross misdemeanor, misdemeanor, or petty
19.17 misdemeanor offense, other than a violation of: (1) a law or ordinance relating to vehicle
19.18 parking, for which there is a \$12 surcharge; and (2) section 609.855, subdivision 1, 3, or
19.19 3a, for which there is a \$25 surcharge. When a defendant is convicted of more than one
19.20 offense in a case, the surcharge shall be imposed only once in that case. In the Second
19.21 Judicial District, the court shall impose, and the court administrator shall collect, an additional
19.22 \$1 surcharge on every person convicted of any felony, gross misdemeanor, misdemeanor,
19.23 or petty misdemeanor offense, including a violation of a law or ordinance relating to vehicle
19.24 parking, if the Ramsey County Board of Commissioners authorizes the \$1 surcharge. The
19.25 surcharge shall be imposed whether or not the person is sentenced to imprisonment or the
19.26 sentence is stayed. The surcharge shall not be imposed when a person is convicted of a petty
19.27 misdemeanor for which no fine is imposed.

19.28 (b) The court may reduce the amount or waive payment of the surcharge required under
19.29 this subdivision on a showing of indigency or undue hardship upon the convicted person
19.30 or the convicted person's immediate family. Additionally, the court may permit the defendant
19.31 to perform community work service in lieu of a surcharge.

(c) The court administrator or other entity collecting a surcharge shall forward it to the commissioner of management and budget.

(d) If the convicted person is sentenced to imprisonment and has not paid the surcharge before the term of imprisonment begins, the chief executive officer of the correctional facility in which the convicted person is incarcerated shall collect the surcharge from any earnings the inmate accrues from work performed in the facility or while on conditional release. The chief executive officer shall forward the amount collected to the court administrator or other entity collecting the surcharge imposed by the court.

(e) A person who enters a diversion program, continuance without prosecution, continuance for dismissal, or stay of adjudication for a violation of chapter 169 must pay the surcharge described in this subdivision. A surcharge imposed under this paragraph shall be imposed only once per case.

(f) The surcharge does not apply to:

(1) citations issued pursuant to section 169.06, subdivision 10;

(2) citations issued pursuant to section 169.14, subdivision 13;

(3) administrative citations issued pursuant to section 169.999; or

~~(g) The surcharge does not apply to~~ (4) administrative citations issued by transit rider investment program personnel pursuant to section 473.4075.

Sec. 21. Minnesota Statutes 2022, section 480.15, is amended by adding a subdivision to read:

Subd. 10d. **Uniform collections policies and procedures; limitations.** The uniform collections policies and procedures under subdivision 10c must not allow collections of court debt, as defined in subdivision 10c, or referral of court debt to the Department of Revenue, that only arises from a single violation under section 169.06, subdivision 10, or 169.14, subdivision 13.

Sec. 22. **TRAFFIC SAFETY CAMERA SYSTEMS; EVALUATION AND REPORTING.**

Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms and the terms defined in Minnesota Statutes, section 169.147, subdivision 1, have the meanings given.

21.1 (b) "Traffic safety camera system" has the meaning given in Minnesota Statutes, section
21.2 169.011, subdivision 85a.

21.3 Subd. 2. **Independent evaluation; general requirements.** (a) The commissioner must
21.4 arrange for an independent evaluation of traffic safety camera systems that includes analysis
21.5 of the pilot program. By December 31, 2028, the commissioner must submit a copy of the
21.6 evaluation to the chairs and ranking minority members of the legislative committees with
21.7 jurisdiction over transportation policy and finance.

21.8 (b) The evaluation must be performed outside the Departments of Transportation and
21.9 Public Safety by an entity with qualifying experience in traffic safety research. The evaluation
21.10 must include any monitoring sites established by an implementing authority.

21.11 (c) The commissioner must establish an evaluation methodology that provides
21.12 standardized metrics and evaluation measures and enables valid statistical comparison across
21.13 monitoring sites.

21.14 (d) At a minimum, the evaluation must:

21.15 (1) analyze the effectiveness of traffic safety camera systems in lowering travel speeds,
21.16 reducing speed differentials, reducing violations of traffic-control signals, and meeting any
21.17 other measures identified in the evaluation methodology;

21.18 (2) perform statistical analyses of traffic speeds, crashes, injuries, fatalities, and other
21.19 measurable traffic incidents; and

21.20 (3) identify any changes in traffic congestion attributable to traffic safety camera systems.

21.21 Subd. 3. **Independent evaluation; implementing authorities.** (a) Each implementing
21.22 authority under the pilot program must follow the evaluation methodology established under
21.23 subdivision 2.

21.24 (b) Each implementing authority under the pilot program must provide information for
21.25 the evaluation under subdivision 2 as requested and include the following: the total number
21.26 of warnings issued; the total number of citations issued; the number of people who opted
21.27 for diversion under Minnesota Statutes, sections 169.06, subdivision 10, paragraph (b), and
21.28 169.14, subdivision 13, paragraph (b); gross and net revenue received; expenditures incurred;
21.29 a description of how the net revenue generated by the program was used; total amount of
21.30 any payments made to a contractor; the number of employees involved in the pilot program;
21.31 the type of traffic safety camera system used; the location of each monitoring site; the
21.32 activation start and stop dates of the traffic safety camera system at each monitoring site;
21.33 the number of citations issued, with a breakout by monitoring site; the number of instances

22.1 in which a traffic enforcement agent reviewed recorded video or images for a potential
 22.2 violation but did not issue a resulting citation; and details on traffic safety camera system
 22.3 inspection and maintenance activities.

22.4 Subd. 4. **Pilot program reporting.** (a) An implementing authority that operates a traffic
 22.5 safety camera in a calendar year must publish a report on the implementation for that calendar
 22.6 year. The report is due by March 1 of the following calendar year.

22.7 (b) At a minimum, the report must summarize the activities of the implementing authority
 22.8 and provide the information required under subdivision 3, paragraph (b).

22.9 Subd. 5. **Legislative report.** By January 15, 2029, the commissioners must submit a
 22.10 report on traffic safety camera systems to the members of the legislative committees with
 22.11 jurisdiction over transportation policy and finance. At a minimum, the report must:

22.12 (1) provide a review of the pilot program;

22.13 (2) provide data on citations issued under the pilot program, with breakouts by year and
 22.14 location;

22.15 (3) summarize the results of the independent evaluation under subdivision 2;

22.16 (4) evaluate any disparities in impacts under the pilot programs, including by income,
 22.17 by race, and in communities that are historically underrepresented in transportation planning;

22.18 (5) identify fiscal impacts of implementation of traffic safety camera systems; and

22.19 (6) make any recommendations regarding ongoing traffic safety camera implementation,
 22.20 including but not limited to any draft legislative proposal.

22.21 Sec. 23. **APPROPRIATION; TRAFFIC SAFETY CAMERA SYSTEM PILOT**
 22.22 **PROGRAM.**

22.23 \$..... in fiscal year 2025 is appropriated from the general fund to the commissioner of
 22.24 transportation for the traffic safety camera pilot program under Minnesota Statutes, section
 22.25 169.147, and the evaluation and legislative report under section 22. With the approval of
 22.26 the commissioner of transportation, any portion of this appropriation is available to the
 22.27 commissioner of public safety. This is a onetime appropriation and is available until June
 22.28 30, 2029.