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S.F. No. 2026 - Traffic safety camera systems (as proposed to be amended by the SCS2026A-1 delete-everything amendment)

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S.F. 2026 authorizes the establishment of traffic safety camera systems, which include speed and red-light enforcement

Section 1 establishes a cross-reference to traffic safety camera data in the government data practices chapter of law.

Sections 2 and 3 clarify that a traffic safety camera system is not a specific type of automated license plate reader and prohibits its use in that manner.

Sections 4 and 5 prohibit the imposition of the law library fee assessment for a citation under the traffic safety camera program for civil actions and civil fee assessments.

Section 6 defines “red light camera system” in the traffic regulations chapter of law.

Section 7 defines “speed safety camera system” in the traffic regulations chapter of law.

Section 8 defines “traffic safety camera system” in the traffic regulations chapter of law as a red-light camera system, a speed safety camera system, or both used in combination.

Section 9 provides explicit authority to local units of government to perform traffic regulation through the use of a speed safety camera system or a red-light camera system.

Section 10 establishes the red-light camera penalty structure. An owner or lessee of a vehicle is guilty of a petty misdemeanor and must pay a fine of \$40 if the vehicle is operated in violation of a traffic-control signal and the violation is identified through use of a red-light camera system meeting the requirements established in the bill. Requires the first offense to be a warning. Provides a person who commits a second offense is eligible for diversion.

Section 11 provides circumstances where the owner or lessee of a vehicle is not subject to citation for a traffic signal violation identified by a traffic safety camera, which are specified in **section 14**. Provides a violation is not a basis for revocation or suspension of a person's driver's license. Establishes a person may not be issued a citation for both a traffic signal violation and a speeding violation from a traffic safety camera system.

Section 12 amends the standards of evidence statute for speed measuring devices to include speed camera safety systems.

Section 13 establishes the speed safety camera system penalty structure. An owner or lessee of a vehicle is guilty of a petty misdemeanor if the vehicle is identified by the speed safety camera system as violating the speed limit. Provides the fine for a violation is \$40, except violations that exceed the posted speed limit by 20 m.p.h. or more are \$80. Requires the first violation to be a warning. Provides diversion for second offenses.

Section 14 specifies the circumstances where the owner or lessee of a vehicle is not subject to a citation for a speeding violation identified by a speed safety camera system, including stolen, transferred, and leased vehicles. Other circumstances include an exemption for emergency vehicles or when another person is convicted for the same event that would give rise to a citation. Establishes a person may not be issued a citation for both a speeding violation and a traffic signal violation from a traffic safety camera system.

Section 15 implements and establishes requirements for traffic safety camera systems, including both speed safety camera systems and red-light camera systems.

Subdivision 1 defines terms.

Subdivision 2 authorizes the Minnesota Department of Transportation (MnDOT), the Department of Public Safety (DPS), and local road authorities (e.g., cities and counties) to implement traffic safety camera systems for speeding and traffic signal enforcement, subject to certain requirements.

Subdivision 3 directs the commissioners of MnDOT and DPS to establish traffic safety camera system requirements, which must include (1) recording and data requirements; (2) placement restrictions specified in **subdivision 5**; (3) training and qualification for inspection and calibration of traffic camera systems; (4) initial calibration procedures for traffic camera systems before deployment; and (5) inspection and maintenance requirements. A local authority must follow the requirements and standards established in this section when instituting a traffic safety camera system.

Subdivision 4 requires MnDOT to perform public engagement on the implementation of traffic safety camera systems, including posting the current locations of camera-based enforcement on its website. Requires a road authority implementing traffic camera safety enforcement to (1) implement a public engagement and information campaign prior to commencing the traffic camera enforcement; (2) include public engagement on a camera system impact study; and (3) place conspicuous signage at monitoring sites. Provides that public outreach must include underrepresented populations, consolidate and analyze public feedback, and create an engagement summary.

Subdivision 5 institutes placement requirements for traffic safety camera systems, including setting a maximum number of camera systems based on population, requiring a camera system impact study prior to placement and implementation, and limit the

location of camera systems to trunk highway work zones and near school zones and educational facilities.

Subdivision 6 permits an implementing authority to designate employees of the authority as traffic enforcement agents, which includes licensed peace officers. An employee of a private entity may not be designated as a traffic enforcement agent. Requires local authorities to properly train traffic enforcement agents on the equipment and program requirements of traffic safety camera enforcement.

Subdivision 7 authorizes traffic enforcement agents to issue citations for red-light camera systems and speed safety camera systems.

Provides that citations may only be issued if the violation is committed at least 30 days after camera-based enforcement has commenced. Citations for speeding may only be issued if the vehicle exceeds the speed limit by 10 m.p.h. or more. Requires a warning for traffic safety camera system violations up and until the 30-day requirement has elapsed.

Provides a local authority may set a higher speed threshold for issuance of a citation under a speed safety camera system. Establishes that a citation may be issued through the U.S. mail if the citation is postmarked within (1) 14 days of the violation for vehicles registered in Minnesota; and (2) 30 days of the violation for a vehicle registered outside of Minnesota.

Subdivision 8 requires a uniform design of citations issued for violations that must conform with the requirements for a uniform traffic ticket. Requires information be made available in languages commonly spoken in the state and in each area where the local authority has implemented a traffic safety camera system.

Subdivision 9 establishes a traffic safety course on speeding and other topics. Limits the fee for diversion participants.

Subdivision 10 authorizes agreements between a road authority and a private entity for operations, servicing, and equipment of traffic safety camera systems. Prohibits payments under a contract with a private entity to be based on the number of violations, citations issued, or other volume-based revenue generation methods.

Subdivision 11 directs revenue received from a traffic safety camera system to be used on implementation costs and traffic safety calming measures.

Subdivision 12 establishes data practices requirements for traffic safety camera systems, including the classification and establishment of requirements for a private entity. Limits the use and distribution of traffic safety camera system data.

Subdivision 13 limits information recorded and retained by a traffic safety camera system. Limits data collected to the rear license plate of a motor vehicle, other surrounding vehicles and areas necessary to identify a violation of the traffic signal or calculate vehicle speeds, and date, time, and vehicle location.

Provides that data collection must not collect personally identifiable information on the vehicle's operator or occupants. Limits the recording or retention of data if the traffic safety camera system identifies an appropriate potential violation for review by a traffic enforcement agent.

Subdivision 14 establishes timelines and conditions for the destruction of traffic safety camera data. Traffic safety camera system data must be destroyed within 30 days of the date of collection unless the data are active investigative data related to a speed limit or traffic-signal violation.

Subdivision 15 establishes that traffic safety camera system requirements and standards created by MnDOT and DPS are not considered rulemaking.

Section 16 makes a conforming change.

Section 17 prohibits the Department of Public Safety from recording a speeding or traffic-signal violation citation issued from a traffic safety camera system on a person's driving record.

Section 18 prohibits the suspension of a person's driver's license for failing to pay a fine for a speeding or traffic-signal violation citation issued from a traffic safety camera system.

Section 19 prohibits the imposition of a court surcharge for a citation issued from a traffic safety camera system.

Section 20 requires MnDOT and DPS to create and implement a work zone pilot program for speed safety camera-based enforcement in certain work zones on the trunk highway system. Requires the pilot to meet the requirements for traffic safety camera systems established **section 15**. The work zone safety camera system must (1) be implemented in two trunk highway work zones; (2) be implemented by June 1, 2025, and (3) expires June 30, 2030.

Section 21 requires an independent evaluation of traffic safety camera systems and the work zone speed safety camera pilot project. Specifies what must be included in the evaluation and requires a report on the evaluation to the legislature by January 15, 2030.

Section 22 appropriates unspecified money from the general fund for traffic safety camera implementation, the work zone pilot project, and the evaluation and report. Funds are available until June 30, 2030.