

1.1 **Senator Dibble from the Committee on Transportation, to which was referred**

1.2 **S.F. No. 2026:** A bill for an act relating to transportation; authorizing speed safety camera
1.3 enforcement; creating a pilot program; imposing a petty misdemeanor penalty; requiring
1.4 reports; appropriating money; amending Minnesota Statutes 2022, sections 13.6905, by
1.5 adding a subdivision; 134A.09, subdivision 1; 134A.10, subdivision 1; 169.011, by adding
1.6 a subdivision; 169.04; 169.14, subdivision 10, by adding subdivisions; 169.99, subdivision
1.7 1; 171.12, subdivision 6; 171.16, subdivision 3; 357.021, subdivision 6; proposing coding
1.8 for new law in Minnesota Statutes, chapter 169.

1.9 Reports the same back with the recommendation that the bill be amended as follows:

1.10 Delete everything after the enacting clause and insert:

1.11 "Section 1. Minnesota Statutes 2022, section 13.6905, is amended by adding a subdivision
1.12 to read:

1.13 Subd. 37. **Traffic safety camera data.** Data related to traffic safety cameras are governed
1.14 by section 169.147, subdivisions 11 and 12.

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

1.16 Subdivision 1. ~~**Definition**~~ **Definitions.** ~~As used in~~ (a) For purposes of this section, the
1.17 following terms have the meanings given them.

1.18 (b) "Automated license plate reader" means an electronic device mounted on a law
1.19 enforcement vehicle or positioned in a stationary location that is capable of recording data
1.20 on, or taking a photograph of, a vehicle or its license plate and comparing the collected data
1.21 and photographs to existing law enforcement databases for investigative purposes. Automated
1.22 license plate reader includes a device that is owned or operated by a person who is not a
1.23 government entity to the extent that data collected by the reader are shared with a law
1.24 enforcement agency. Automated license plate reader does not include a traffic safety camera
1.25 system.

1.26 (c) "Traffic safety camera system" has the meaning given in section 169.011, subdivision
1.27 85a.

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

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

Sec. 4. Minnesota Statutes 2022, section 134A.09, subdivision 1, is amended to read:

Subdivision 1. **Civil actions.** (a) In Hennepin and Ramsey Counties, the district administrator or a designee shall collect in each civil suit, action or proceeding filed in the district, municipal and conciliation courts of the district, in the manner in which other fees are collected, a law library fee from:

~~(a)~~ (1) the plaintiff, petitioner or other person instituting the suit, action or proceeding, at the time of the filing of the first paper; and

~~(b)~~ (2) each defendant, respondent, intervenor or other party who appears, either separately or jointly, to be collected at the time of the filing of the first paper by the defendant, respondent, intervenor or other party, or at the time when the party's appearance is entered in the 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.

EFFECTIVE DATE. This section is effective June 1, 2025.

Sec. 5. Minnesota Statutes 2022, section 134A.10, subdivision 1, is amended to read:

Subdivision 1. **Civil fee assessment.** (a) In counties other than Hennepin and Ramsey, the court administrator shall collect in each civil suit, action or proceeding filed in the district, county or county municipal and conciliation courts of the county, in the manner in which other fees are collected, a law library fee from:

~~(a)~~ (1) the plaintiff, petitioner or other person instituting the suit, action or proceeding, at the time of the filing of the first paper; and

~~(b)~~ (2) each defendant, respondent, intervenor or other party who appears, either separately or jointly, to be collected at the time of the filing of the first paper by the defendant, respondent, intervenor or other party, or at the time when the party's appearance is entered in the case.

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

EFFECTIVE DATE. This section is effective June 1, 2025.

3.1 Sec. 6. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision to
3.2 read:

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

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

3.10 Subd. 77a. **Speed safety camera system.** "Speed safety camera system" means an
3.11 electronic system of one or more cameras or other motor vehicle sensors that is capable of
3.12 automatically producing recorded images of a motor vehicle operated in violation of the
3.13 speed limit, including related information technology for recorded image storage, retrieval,
3.14 and transmission.

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

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

3.19 Sec. 9. Minnesota Statutes 2022, section 169.04, is amended to read:

3.20 **169.04 LOCAL AUTHORITY.**

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

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

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

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

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

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

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

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

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

(b) No ordinance or regulation enacted under paragraph (a), clause (4), (5), or (6), shall 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.

EFFECTIVE DATE. This section is effective June 1, 2025.

Sec. 10. 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 9. A person who enters diversion and completes the traffic safety course is not subject to a fine or conviction under paragraph (a).

EFFECTIVE DATE. This section is effective June 1, 2025, and applies to violations committed on or after that date.

Sec. 11. 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 (5), 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.

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

EFFECTIVE DATE. This section is effective June 1, 2025, and applies to violations committed on or after that date.

Sec. 12. Minnesota Statutes 2022, section 169.14, subdivision 10, is amended to read:

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

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

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

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

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

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

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

EFFECTIVE DATE. This section is effective June 1, 2025.

Sec. 13. Minnesota Statutes 2022, section 169.14, is amended by adding a subdivision to read:

Subd. 13. **Speed safety camera; penalty.** (a) Subject to subdivision 14, if a motor vehicle is operated in violation of a speed limit and the violation is identified through the use of a speed safety 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:

(1) \$40; or

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

(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 9. A person who enters diversion and completes the traffic safety course is not subject to a fine or conviction under paragraph (a).

EFFECTIVE DATE. This section is effective June 1, 2025, and applies to violations committed on or after that date.

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

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

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

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

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

7.5 (4) the vehicle is an authorized emergency vehicle operated in the performance of official
7.6 duties at the time of the violation; or

7.7 (5) another person is convicted, within the meaning under section 171.01, subdivision
7.8 29, for the same violation.

7.9 (b) The owner or lessee of a motor vehicle may not be issued a citation under subdivision
7.10 13 and under another subdivision in this section for the same conduct.

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

7.13 **EFFECTIVE DATE.** This section is effective June 1, 2025, and applies to violations
7.14 committed on or after that date.

7.15 Sec. 15. **[169.147] TRAFFIC SAFETY CAMERA SYSTEMS.**

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

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

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

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

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

7.26 (f) "Monitoring site" means a location at which a traffic safety camera system is placed
7.27 and operated under this section.

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

7.30 Subd. 2. **Authority.** (a) The commissioners and a local authority may implement
7.31 camera-based traffic enforcement.

8.1 (b) Prior to implementation of camera-based traffic enforcement, a local authority must:

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

8.5 (2) notify the commissioner; and

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

8.7 Subd. 3. **Traffic safety camera system requirements.** (a) The commissioners must
8.8 establish traffic safety camera system standards that include:

8.9 (1) recording and data requirements as specified in subdivision 13;

8.10 (2) procedures for traffic safety camera system placement in conformance with the
8.11 requirements under subdivision 5;

8.12 (3) training and qualification of individuals to inspect and calibrate a traffic safety camera
8.13 system;

8.14 (4) procedures for initial calibration of the traffic safety camera system prior to
8.15 deployment; and

8.16 (5) requirements for regular traffic safety camera system inspection and maintenance
8.17 by a qualified individual.

8.18 (b) An implementing authority must follow the requirements and standards established
8.19 under this subdivision.

8.20 Subd. 4. **Public engagement and notice.** (a) The commissioner must maintain
8.21 information on a website that, at a minimum, summarizes implementation of traffic safety
8.22 camera systems; provides each camera system impact study under subdivision 5, paragraph
8.23 (b), and identifies the current geographic locations of camera-based traffic enforcement.

8.24 (b) An implementing authority must:

8.25 (1) implement a general public engagement and information campaign prior to
8.26 commencing camera-based speed enforcement;

8.27 (2) perform public engagement as part of conducting a camera system impact study
8.28 under subdivision 5; and

8.29 (3) place conspicuous signage prior to motorist arrival at each monitoring site, which
8.30 must (i) notify motor vehicle operators of the use of a traffic safety camera system to detect
8.31 violations, and (ii) identify the speed limit.

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

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

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

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

9.7 Subd. 5. **Placement requirements.** (a) A local authority with fewer than 10,000 residents
9.8 may operate no more than one active traffic safety camera system. A local authority with
9.9 at least 10,000 residents may operate no more than one active traffic safety camera system
9.10 per 10,000 residents.

9.11 (b) An implementing authority may only place a traffic safety camera system in
9.12 conformance with the results of a camera system impact study. At a minimum, the study
9.13 must identify traffic safety camera system locations and must include evaluation of crash
9.14 rates and severity, vehicle speed, equity, and traffic safety treatment alternatives.

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

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

9.17 (2) at a location that:

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

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

9.23 (d) An implementing authority may place a traffic safety camera system on a street or
9.24 highway that is not under its jurisdiction only upon approval by the road authority that has
9.25 jurisdiction.

9.26 Subd. 6. **Traffic enforcement agents.** (a) An implementing authority may designate
9.27 one or more permanent employees of the authority, who is not a licensed peace officer, as
9.28 a traffic enforcement agent. A licensed peace officer is a traffic enforcement agent and is
9.29 not required to be designated under this subdivision. An employee of a private entity may
9.30 not be designated as a traffic enforcement agent.

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

10.4 (c) A traffic enforcement agent who is not a licensed peace officer has the authority to
10.5 issue citations under this section only while actually engaged in job duties and otherwise
10.6 has none of the other powers and privileges reserved to peace officers, including but not
10.7 limited to the power to enforce traffic laws and regulations.

10.8 Subd. 7. **Citations; warnings.** (a) A traffic enforcement agent has the exclusive authority
10.9 to issue a citation to the owner or lessee of a motor vehicle for (1) a violation under section
10.10 169.06, subdivision 10, and (2) a violation under section 169.14, subdivision 13.

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

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

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

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

10.18 (c) An implementing authority must provide a warning for a traffic-control signal
10.19 violation under section 169.06, subdivision 10, or a speeding violation under section 169.14,
10.20 subdivision 13, for the period from (1) the date when camera-based traffic enforcement is
10.21 first commenced, to (2) the date when citations are authorized under paragraph (b), clause
10.22 (1).

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

10.26 (e) A citation may be issued through the United States mail if postmarked within:

10.27 (1) 14 days of the violation for a vehicle registered in Minnesota; or

10.28 (2) 30 days of the violation for a vehicle registered outside of Minnesota.

10.29 Section 168.346, subdivision 2, applies to a private entity that provides citation mailing
10.30 services under this section.

10.31 Subd. 8. **Uniform citation.** (a) There must be a uniform traffic safety camera citation
10.32 issued throughout the state by a traffic enforcement agent for a violation as provided under

11.1 this section. The uniform traffic safety camera citation is in the form and has the effect of
11.2 a summons and complaint.

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

11.7 (1) a brief overview of implementation of traffic safety camera systems;

11.8 (2) a summary of limitations under sections 169.06, subdivision 11, and 169.14,
11.9 subdivision 14;

11.10 (3) information on the fine and traffic safety course requirements under sections 169.06,
11.11 subdivision 10, paragraph (b), and 169.14, subdivision 13, paragraph (b); and

11.12 (4) a notification that the person has the right to contest the citation.

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

11.16 Subd. 9. **Traffic safety course.** (a) The commissioners must establish a traffic safety
11.17 course that provides at least 30 minutes of instruction on speeding, traffic-control signals,
11.18 and other traffic safety topics. The curriculum must include safety risks associated with
11.19 speed and speeding in school zones and work zones.

11.20 (b) The commissioners must not impose a fee for an individual who is authorized to
11.21 attend the course under sections 169.06, subdivision 11, and 169.14, subdivision 13.

11.22 Subd. 10. **Third-party agreements.** An implementing authority may enter into
11.23 agreements with a private entity for operations, services, or equipment under this section.
11.24 Payment under a contract with a private entity must not be based on the number of violations,
11.25 citations issued, or other similar means.

11.26 Subd. 11. **Use of revenue.** (a) Revenue from citations received by an implementing
11.27 authority that is attributable to camera-based traffic enforcement must be allocated as follows:

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

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

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

12.3 Subd. 12. **Data practices; general requirements.** (a) All data collected by a traffic
12.4 safety camera system are private data on individuals as defined in section 13.02, subdivision
12.5 12, or nonpublic data as defined in section 13.02, subdivision 9, unless the data are public
12.6 under section 13.82, subdivision 2, 3, or 6, or are active criminal investigative data under
12.7 section 13.82, subdivision 7.

12.8 (b) An agreement with a private entity and an implementing authority pursuant to
12.9 subdivision 10 is subject to section 13.05, subdivisions 6 and 11.

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

12.15 (d) Traffic safety camera system data are not subject to subpoena, discovery, or admission
12.16 into evidence in any criminal prosecution, civil action, or administrative process that is not
12.17 related to a violation of a traffic-control signal or a speed limit.

12.18 Subd. 13. **Data practices; traffic safety camera system.** A traffic safety camera system:

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

12.20 (i) the rear license plate of a motor vehicle;

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

12.23 (iii) date, time, and vehicle location;

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

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

12.28 Subd. 14. **Data practices; destruction of data.** (a) Notwithstanding section 138.17,
12.29 and except as otherwise provided in this subdivision, traffic safety camera system data must
12.30 be destroyed within 30 days of the date of collection unless the data are active investigative
12.31 data under section 13.82, subdivision 7, related to a violation of a traffic-control signal or
12.32 a speed limit.

(b) Upon written request 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 criminal charge or complaint is resolved or dismissed.

(c) Upon written request from a program participant under chapter 5B, traffic safety camera system data 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) Traffic safety camera system data that are inactive criminal investigative data are subject to destruction according to the retention schedule for the data established under section 138.17, provided that the retention schedule must require that the data be destroyed within three years of the resolution of a citation issued pursuant to this section.

Subd. 15. **Not rulemaking.** The actions of the commissioners of transportation and public safety to establish standards, curriculum, and requirements under this section are not rulemaking for purposes of chapter 14, are not subject to the Administrative Procedure Act contained in chapter 14, and are not subject to section 14.386.

EFFECTIVE DATE. This section is effective June 1, 2025.

Sec. 16. Minnesota Statutes 2022, section 169.99, subdivision 1, is amended to read:

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

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

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

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

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

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

EFFECTIVE DATE. This section is effective June 1, 2025.

Sec. 17. Minnesota Statutes 2022, section 171.12, is amended by adding a subdivision to read:

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

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

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

EFFECTIVE DATE. This section is effective July 1, 2025, and applies to violations committed on or after that date.

Sec. 18. Minnesota Statutes 2022, section 171.16, subdivision 3, is amended to read:

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

(1) has been convicted of:

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

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

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

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

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

15.2 **EFFECTIVE DATE.** This section is effective June 1, 2025.

15.3 Sec. 19. Minnesota Statutes 2023 Supplement, section 357.021, subdivision 6, is amended
15.4 to read:

15.5 Subd. 6. **Surcharges on criminal and traffic offenders.** (a) Except as provided in this
15.6 subdivision, the court shall impose and the court administrator shall collect a \$75 surcharge
15.7 on every person convicted of any felony, gross misdemeanor, misdemeanor, or petty
15.8 misdemeanor offense, other than a violation of: (1) a law or ordinance relating to vehicle
15.9 parking, for which there is a \$12 surcharge; and (2) section 609.855, subdivision 1, 3, or
15.10 3a, for which there is a \$25 surcharge. When a defendant is convicted of more than one
15.11 offense in a case, the surcharge shall be imposed only once in that case. In the Second
15.12 Judicial District, the court shall impose, and the court administrator shall collect, an additional
15.13 \$1 surcharge on every person convicted of any felony, gross misdemeanor, misdemeanor,
15.14 or petty misdemeanor offense, including a violation of a law or ordinance relating to vehicle
15.15 parking, if the Ramsey County Board of Commissioners authorizes the \$1 surcharge. The
15.16 surcharge shall be imposed whether or not the person is sentenced to imprisonment or the
15.17 sentence is stayed. The surcharge shall not be imposed when a person is convicted of a petty
15.18 misdemeanor for which no fine is imposed.

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

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

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

15.31 (e) A person who enters a diversion program, continuance without prosecution,
15.32 continuance for dismissal, or stay of adjudication for a violation of chapter 169 must pay

16.1 the surcharge described in this subdivision. A surcharge imposed under this paragraph shall
16.2 be imposed only once per case.

16.3 (f) The surcharge does not apply to:

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

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

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

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

16.9 **EFFECTIVE DATE.** This section is effective June 1, 2025.

16.10 Sec. 20. **WORK ZONE SPEED SAFETY CAMERA PILOT PROGRAM.**

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

16.14 (b) "Pilot program" means the work zone speed safety camera pilot program established
16.15 in this section.

16.16 (c) "Speed safety camera system" has the meaning given in Minnesota Statutes, section
16.17 169.011, subdivision 77a.

16.18 Subd. 2. **Establishment.** The commissioner, in coordination with the commissioner of
16.19 public safety, must implement a speed safety camera pilot program that provides for education
16.20 and enforcement of speeding violations in conjunction with use of speed safety camera
16.21 systems.

16.22 Subd. 3. **Requirements.** (a) The pilot program must meet the requirements under
16.23 Minnesota Statutes, section 169.147.

16.24 (b) The commissioner must establish monitoring sites on at least two trunk highway
16.25 work zone segments.

16.26 Subd. 4. **Schedule.** The commissioners must create an implementation schedule that
16.27 includes commencement by June 1, 2025, of the pilot program and camera-based speed
16.28 enforcement in trunk highway work zones.

16.29 Subd. 5. **Expiration.** This section expires June 30, 2030.

16.30 **EFFECTIVE DATE.** This section is effective the day following final enactment.

17.1 Sec. 21. **TRAFFIC SAFETY CAMERA SYSTEMS; EVALUATION AND REPORT.**

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

17.5 (b) "Pilot program" means the work zone speed safety camera pilot program established
17.6 in section 20.

17.7 (c) "Traffic safety camera system" has the meaning given in Minnesota Statutes, section
17.8 169.011, subdivision 85a.

17.9 Subd. 2. Independent evaluation. (a) The commissioner must arrange for an independent
17.10 evaluation of traffic safety camera systems that includes analysis of (1) the pilot program,
17.11 and (2) any other traffic safety camera system implementation under Minnesota Statutes,
17.12 section 169.147.

17.13 (b) The evaluation must be performed outside the Departments of Transportation and
17.14 Public Safety by an entity with qualifying experience in traffic safety research. The evaluation
17.15 must include monitoring sites, including any sites established by an implementing authority,
17.16 as determined by the commissioner.

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

17.20 (d) Each implementing authority under the pilot program and under Minnesota Statutes,
17.21 section 169.147, must follow the methodology established under paragraph (c) and must
17.22 provide information as necessary for the evaluation.

17.23 (e) At a minimum, the evaluation must:

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

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

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

17.30 (f) The commissioner must submit a copy of a preliminary evaluation by January 15,
17.31 2029, and the final evaluation by December 31, 2029, to the chairs and ranking minority

18.1 members of the legislative committees with jurisdiction over transportation policy and
 18.2 finance.

18.3 Subd. 3. **Legislative report.** By January 15, 2030, the commissioners must submit a
 18.4 report on traffic safety camera systems to the members of the legislative committees with
 18.5 jurisdiction over transportation policy and finance. At a minimum, the report must:

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

18.7 (2) provide data on citations issued under the pilot program and under Minnesota Statutes,
 18.8 section 169.14, with breakouts by year and location;

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

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

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

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

18.15 Sec. 22. **APPROPRIATION; TRAFFIC SAFETY CAMERA SYSTEM**
 18.16 **IMPLEMENTATION.**

18.17 \$..... in fiscal year 2025 is appropriated from the general fund to the commissioner of
 18.18 transportation for traffic safety camera implementation, including administrative costs under
 18.19 Minnesota Statutes, section 169.147, the work zone speed safety camera pilot program
 18.20 under section 20, and the evaluation and report under section 21. With the approval of the
 18.21 commissioner of transportation, any portion of this appropriation is available to the
 18.22 commissioner of public safety. This is a onetime appropriation and is available until June
 18.23 30, 2030."

18.24 Delete the title and insert:

18.25 "A bill for an act

18.26 relating to transportation; authorizing traffic safety camera enforcement in certain
 18.27 specified areas; providing for public engagement and notice; creating a pilot
 18.28 program; imposing petty misdemeanor penalties; classifying and providing
 18.29 requirements for traffic safety camera data; requiring reports; appropriating money;
 18.30 amending Minnesota Statutes 2022, sections 13.6905, by adding a subdivision;
 18.31 13.824, subdivision 1, by adding a subdivision; 134A.09, subdivision 1; 134A.10,
 18.32 subdivision 1; 169.011, by adding subdivisions; 169.04; 169.06, by adding
 18.33 subdivisions; 169.14, subdivision 10, by adding subdivisions; 169.99, subdivision
 18.34 1; 171.12, by adding a subdivision; 171.16, subdivision 3; Minnesota Statutes
 18.35 2023 Supplement, section 357.021, subdivision 6; proposing coding for new law
 18.36 in Minnesota Statutes, chapter 169."

19.1

And when so amended the bill do pass and be re-referred to the Committee on Judiciary

19.2

and Public Safety. Amendments adopted. Report adopted.

D. Scott Dibble

19.3

.....

19.4

(Committee Chair)

19.5

March 6, 2024.....

19.6

(Date of Committee recommendation)