

TRAFFIC SAFETY CAMERA PILOT PROVISIONS ADOPTED DURING 2024 MINNESOTA STATE LEGISLATIVE SESSION

All provisions adopted as part of HF 5247. Full details on that bill available:

2024 MINNESOTA STATE LEGISLATIVE SESSION

<https://www.revisor.mn.gov/bills/bill.php?b=house&f=hf5247&ssn=0&y=2024>

3.3 Subd. 3. State Roads

3.4 (a) Operations and Maintenance

3.14 \$1,000,000 is from the general fund for the
3.15 traffic safety camera pilot program under
3.16 Minnesota Statutes, section 169.147, and the
3.17 evaluation and legislative report under article
3.18 3, sections 116 and 117. With the approval of
3.19 the commissioner of transportation, any
3.20 portion of this appropriation is available to the
3.21 commissioner of public safety. This is a
3.22 onetime appropriation and is available until
3.23 June 30, 2029.

20.23 ARTICLE 3

20.24 TRANSPORTATION POLICY

20.25 Section 1. Minnesota Statutes 2022, section 13.6905, is amended by adding a subdivision
20.26 to read:

20.27 Subd. 38. Traffic safety camera data. Data related to traffic safety cameras are governed
20.28 by section 169.147, subdivisions 14 to 16.

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

20.30 Subdivision 1. Definition Definitions. As used in (a) For purposes of this section, the
20.31 following terms have the meanings given.

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

21.9 (c) "Traffic safety camera system" has the meaning given in section 169.011, subdivision
21.10 85a.

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

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

27.20 Sec. 9. Minnesota Statutes 2022, section 134A.09, subdivision 2a, is amended to read:

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

27.31 (b) Beginning August 1, 2025, the law library fee does not apply to a citation issued
27.32 pursuant to sections 169.06, subdivision 10, and 169.14, subdivision 13.

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

28.2 Subd. 3. Petty misdemeanor cases and criminal convictions; fee assessment. (a) The
28.3 judge of district court may, upon the recommendation of the board of trustees and by standing
28.4 order, include in the costs or disbursements assessed against a defendant convicted in the
28.5 district court of the violation of any statute or municipal ordinance, in all petty misdemeanor
28.6 cases and criminal prosecutions in which, upon conviction, the defendant may be subject
28.7 to the payment of the costs or disbursements in addition to a fine or other penalty a county
28.8 law library fee. When a defendant is convicted of more than one offense in a case, the county
28.9 law library fee shall be imposed only once in that case. The item of costs or disbursements
28.10 may not be assessed for any offense committed prior to the establishment of the county law
28.11 library.

28.12 (b) Beginning August 1, 2025, the law library fee does not apply to citations issued
28.13 pursuant to sections 169.06, subdivision 10, and 169.14, subdivision 13.

51.9 Sec. 39. Minnesota Statutes 2022, section 168B.035, subdivision 3, is amended to read:

51.10 Subd. 3. Towing prohibited. (a) A towing authority may not tow a motor vehicle
51.11 because:

51.12 (1) the vehicle has expired registration tabs that have been expired for less than 90 days;
51.13 or

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

51.16 (3) the vehicle is identified in conjunction with a citation to the vehicle owner or lessee
51.17 for (i) a violation under section 169.06, subdivision 10, or (ii) a violation under section
51.18 169.14, subdivision 13.

- 51.19 (b) A towing authority may tow a motor vehicle, notwithstanding paragraph (a), if:
- 51.20 (1) the vehicle is parked in violation of snow emergency regulations;
- 51.21 (2) the vehicle is parked in a rush-hour restricted parking area;
- 51.22 (3) the vehicle is blocking a driveway, alley, or fire hydrant;
- 51.23 (4) the vehicle is parked in a bus lane, or at a bus stop, during hours when parking is
51.24 prohibited;
- 51.25 (5) the vehicle is parked within 30 feet of a stop sign and visually blocking the stop sign;
- 51.26 (6) the vehicle is parked in a disability transfer zone or disability parking space without
51.27 a disability parking certificate or disability license plates;
- 51.28 (7) the vehicle is parked in an area that has been posted for temporary restricted parking
51.29 (i) at least 12 hours in advance in a home rule charter or statutory city having a population
51.30 under 50,000, or (ii) at least 24 hours in advance in another political subdivision;
- 52.1 (8) the vehicle is parked within the right-of-way of a controlled-access highway or within
52.2 the traveled portion of a public street when travel is allowed there;
- 52.3 (9) the vehicle is unlawfully parked in a zone that is restricted by posted signs to use by
52.4 fire, police, public safety, or emergency vehicles;
- 52.5 (10) the vehicle is unlawfully parked on property at the Minneapolis-St. Paul International
52.6 Airport owned by the Metropolitan Airports Commission;
- 52.7 (11) a law enforcement official has probable cause to believe that the vehicle is stolen,
52.8 or that the vehicle constitutes or contains evidence of a crime and impoundment is reasonably
52.9 necessary to obtain or preserve the evidence;
- 52.10 (12) the driver, operator, or person in physical control of the vehicle is taken into custody
52.11 and the vehicle is impounded for safekeeping;
- 52.12 (13) a law enforcement official has probable cause to believe that the owner, operator,
52.13 or person in physical control of the vehicle has failed to respond to five or more citations
52.14 for parking or traffic offenses;
- 52.15 (14) the vehicle is unlawfully parked in a zone that is restricted by posted signs to use
52.16 by taxicabs;
- 52.17 (15) the vehicle is unlawfully parked and prevents egress by a lawfully parked vehicle;
- 52.18 (16) the vehicle is parked, on a school day during prohibited hours, in a school zone on
52.19 a public street where official signs prohibit parking; or
- 52.20 (17) the vehicle is a junk, abandoned, or unauthorized vehicle, as defined in section
52.21 168B.011, and subject to immediate removal under this chapter.

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

53.26 Sec. 42. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
53.27 to read:

53.28 Subd. 62b. Red light camera system. "Red light camera system" means an electronic
53.29 system of one or more cameras or other motor vehicle sensors that is specifically designed
53.30 to automatically produce recorded images of a motor vehicle operated in violation of a

54.1 traffic-control signal, including related information technology for recorded image storage,
54.2 retrieval, and transmission.

54.3 Sec. 43. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
54.4 to read:

54.5 Subd. 77a. Speed safety camera system. "Speed safety camera system" means an
54.6 electronic system of one or more cameras or other motor vehicle sensors that is specifically
54.7 designed to automatically produce recorded images of a motor vehicle operated in violation
54.8 of the speed limit, including related information technology for recorded image storage,
54.9 retrieval, and transmission.

54.10 Sec. 44. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
54.11 to read:

54.12 Subd. 85a. Traffic safety camera system. "Traffic safety camera system" means a red
54.13 light camera system, a speed safety camera system, or both in combination.

55.1 Sec. 46. Minnesota Statutes 2022, section 169.04, is amended to read:

55.2 169.04 LOCAL AUTHORITY.

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

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

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

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

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

- 55.15 (5) designating any highway as a through highway and requiring that all vehicles stop
55.16 before entering or crossing the same, or designating any intersection as a stop intersection,
55.17 and requiring all vehicles to stop at one or more entrances to such intersections;
- 55.18 (6) restricting the use of highways as authorized in sections 169.80 to 169.88.;
- 55.19 (7) regulating speed limits through the use of a speed safety camera system implemented
55.20 under section 169.147; and
- 55.21 (8) regulating traffic control through the use of a red light camera system implemented
55.22 under section 169.147.
- 55.23 (b) No ordinance or regulation enacted under paragraph (a), clause (4), (5), or (6), shall
55.24 be effective until signs giving notice of such local traffic regulations are posted upon and
55.25 kept posted upon or at the entrance to the highway or part thereof affected as may be most
55.26 appropriate.
- 55.27 (c) No ordinance or regulation enacted under paragraph (a), clause (3), or any other
55.28 provision of law shall prohibit:
- 55.29 (1) the use of motorcycles or vehicles utilizing flashing red lights for the purpose of
55.30 escorting funeral processions, oversize buildings, heavy equipment, parades or similar
55.31 processions or assemblages on the highways; or
- 56.1 (2) the use of motorcycles or vehicles that are owned by the funeral home and that utilize
56.2 flashing red lights for the purpose of escorting funeral processions.
- 56.3 (d) Ordinances or regulations enacted under paragraph (a), clauses (7) and (8), are
56.4 effective after August 1, 2025, and before August 1, 2029.
- 56.5 Sec. 47. Minnesota Statutes 2022, section 169.06, is amended by adding a subdivision to
56.6 read:
- 56.7 Subd. 10. Red light camera; penalty. (a) Subject to subdivision 11, if a motor vehicle
56.8 is operated in violation of a traffic-control signal and the violation is identified through the
56.9 use of a red light camera system implemented under section 169.147, the owner of the
56.10 vehicle or the lessee of the vehicle is guilty of a petty misdemeanor and must pay a fine of
56.11 \$40.
- 56.12 (b) A person who commits a first offense under paragraph (a) must be given a warning
56.13 and is not subject to a fine or conviction under paragraph (a). A person who commits a
56.14 second offense under paragraph (a) is eligible for diversion, which must include a traffic
56.15 safety course established under section 169.147, subdivision 11. A person who enters
56.16 diversion and completes the traffic safety course is not subject to a fine or conviction under
56.17 paragraph (a).
- 56.18 (c) Paragraph (b) does not apply to:
- 56.19 (1) a violation that occurs in a commercial motor vehicle; or

56.20 (2) a violation committed by a holder of a class A, B, or C commercial driver's license
56.21 or commercial driver learner's permit, without regard to whether the violation was committed
56.22 in a commercial motor vehicle or another vehicle.

56.23 (d) This subdivision applies to violations committed on or after August 1, 2025, and
56.24 before August 1, 2029.

56.25 Sec. 48. Minnesota Statutes 2022, section 169.06, is amended by adding a subdivision to
56.26 read:

56.27 Subd. 11. Red light camera; limitations. (a) An owner or lessee of a motor vehicle is
56.28 not subject to a fine or conviction under subdivision 10 if any of the conditions under section
56.29 169.14, subdivision 14, paragraph (a), clauses (1) to (7), are met.

56.30 (b) The owner or lessee of a motor vehicle may not be issued a citation under subdivision
56.31 10 and under another subdivision in this section for the same conduct.

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

57.3 (d) Except as provided in subdivision 10, paragraph (c), this subdivision applies to
57.4 violations committed on or after August 1, 2025, and before August 1, 2029.

57.5 Sec. 49. Minnesota Statutes 2022, section 169.14, subdivision 10, is amended to read:

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

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

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

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

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

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

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

57.26 Sec. 50. Minnesota Statutes 2022, section 169.14, is amended by adding a subdivision to
57.27 read:

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

58.1 (1) \$40; or

58.2 (2) \$80, if the violation is for a speed at least 20 miles per hour in excess of the speed
58.3 limit.

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

58.10 (c) Paragraph (b) does not apply to:

58.11 (1) a violation that occurs in a commercial motor vehicle; or

58.12 (2) a violation committed by a holder of a class A, B, or C commercial driver's license
58.13 or commercial driver learner's permit, without regard to whether the violation was committed
58.14 in a commercial motor vehicle or another vehicle.

58.15 (d) This subdivision applies to violations committed on or after August 1, 2025, and
58.16 before August 1, 2029.

58.17 Sec. 51. Minnesota Statutes 2022, section 169.14, is amended by adding a subdivision to
58.18 read:

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

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

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

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

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

- 58.28 (5) another person is convicted, within the meaning under section 171.01, subdivision
58.29 29, for the same violation;
- 58.30 (6) the vehicle owner provides a sworn statement to the court or prosecuting authority
58.31 that the owner was not operating the vehicle at the time of the violation; or
- 59.1 (7) the vehicle owner provides a sworn statement to the court or prosecuting authority
59.2 that the owner was operating the vehicle at the time of the violation under the circumstances
59.3 of a medical emergency for either the driver or a passenger in the vehicle.
- 59.4 (b) The owner or lessee of a motor vehicle may not be issued a citation under subdivision
59.5 13 and under another subdivision in this section for the same conduct.
- 59.6 (c) Except as provided in subdivision 13, paragraph (c), a fine or conviction under
59.7 subdivision 13 does not constitute grounds for revocation or suspension of a person's driver's
59.8 license.
- 59.9 (d) A vehicle owner asserting a defense under paragraph (a), clause (7), must provide
59.10 an accompanying sworn statement from the physician responsible for treatment of the
59.11 underlying condition or emergency that necessitated medical attention.
- 59.12 (e) This subdivision applies to violations committed on or after August 1, 2025, and
59.13 before August 1, 2029.
- 59.14 Sec. 52. [169.147] TRAFFIC SAFETY CAMERA SYSTEM PILOT PROGRAM.
- 59.15 Subdivision 1. Definitions. (a) For purposes of this section, the following terms have
59.16 the meanings given.
- 59.17 (b) "Camera-based traffic enforcement" means enforcement of traffic control through
59.18 the use of a red light camera system, speed limits through the use of a speed safety camera
59.19 system, or both.
- 59.20 (c) "Commissioner" means the commissioner of transportation.
- 59.21 (d) "Commissioners" means the commissioner of transportation as the lead in coordination
59.22 with the commissioner of public safety.
- 59.23 (e) "Implementing authority" means either:
- 59.24 (1) the commissioners with respect to trunk highways for the work zone pilot program
59.25 provided under subdivision 17; or
- 59.26 (2) a local authority specified in paragraph (f) that implements the traffic safety camera
59.27 system pilot program.
- 59.28 (f) "Local authority" means either the city of Minneapolis or the city of Mendota Heights,
59.29 which are authorized to conduct the pilot program.

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

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

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

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

60.10 (b) The authority for camera-based traffic enforcement under the pilot program is limited
60.11 to August 1, 2025, to July 31, 2029.

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

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

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

60.16 (3) the city of Mendota Heights.

60.17 (d) Under the pilot program, the commissioners must, beginning August 1, 2025,
60.18 commence enforcement of speeding violations in trunk highway work zones as specified
60.19 under subdivision 17.

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

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

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

60.28 (2) review and ensure compliance with the requirements under this section.

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

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

61.1 (2) requirements for monitoring site signage in conformance with the requirements under

- 61.2 subdivision 5, paragraph (b), clause (3);
- 61.3 (3) procedures for traffic safety camera system placement in conformance with the
61.4 requirements under subdivision 6;
- 61.5 (4) training and qualification of individuals to inspect and calibrate a traffic safety camera
61.6 system;
- 61.7 (5) procedures for initial calibration of the traffic safety camera system prior to
61.8 deployment; and
- 61.9 (6) requirements for regular traffic safety camera system inspection and maintenance
61.10 by a qualified individual.
- 61.11 (b) Prior to establishing the standards under paragraph (a), the commissioners must
61.12 solicit review and comments and consider any comments received.
- 61.13 (c) An implementing authority must follow the requirements and standards established
61.14 under this subdivision.
- 61.15 Subd. 5. Public engagement and notice. (a) The commissioner and each implementing
61.16 authority must maintain information on their respective websites that, at a minimum:
- 61.17 (1) summarizes implementation of traffic safety camera systems under the pilot program;
- 61.18 (2) provides each camera system impact study performed by the implementing authority
61.19 under subdivision 6, paragraph (b);
- 61.20 (3) provides information and procedures for a person to contest a citation under the pilot
61.21 program; and
- 61.22 (4) identifies the enforcement locations under the pilot program.
- 61.23 (b) An implementing authority must:
- 61.24 (1) implement a general public engagement and information campaign prior to
61.25 commencing camera-based speed enforcement under the pilot program;
- 61.26 (2) perform public engagement as part of conducting a camera system impact study
61.27 under subdivision 6, paragraph (b); and
- 61.28 (3) place conspicuous signage prior to the motorist's arrival at each monitoring site,
61.29 which must:
- 61.30 (i) notify motor vehicle operators of the use of a traffic safety camera system to detect
61.31 violations; and
- 62.1 (ii) if a speed safety camera is in use, identify the speed limit.
- 62.2 (c) Public engagement under paragraph (b) must include but is not limited to:

- 62.3 (1) outreach to populations that are traditionally underrepresented in public policy or
62.4 planning processes;
- 62.5 (2) consolidation and analysis of public feedback; and
- 62.6 (3) creation of an engagement summary that identifies public feedback and the resulting
62.7 impacts on implementation of camera-based traffic enforcement.
- 62.8 Subd. 6. Placement requirements. (a) A local authority with fewer than 10,000 residents
62.9 may place no more than one traffic safety camera system, whether the camera system is
62.10 activated or inactive. A local authority with at least 10,000 residents may place no more
62.11 than one traffic safety camera system per 10,000 residents, whether the camera system is
62.12 activated or inactive. An implementing authority may move the location of a traffic safety
62.13 camera system if the placement requirements under this subdivision are met.
- 62.14 (b) An implementing authority may only place a traffic safety camera system in
62.15 conformance with the results of a camera system impact study. At a minimum, the study
62.16 must:
- 62.17 (1) include evaluation of crash rates and severity, vehicle speed, equity, and traffic safety
62.18 treatment alternatives;
- 62.19 (2) identify traffic safety camera system locations; and
- 62.20 (3) explain how the locations comply with the placement requirements under paragraph
62.21 (d).
- 62.22 (c) An implementing authority may only place a traffic safety camera system:
- 62.23 (1) in a trunk highway work zone; or
- 62.24 (2) at a location that:
- 62.25 (i) is within 2,000 feet of (A) a public or nonpublic school, (B) a school zone established
62.26 under section 169.14, subdivision 5a, or (C) a public or private postsecondary institution;
62.27 and
- 62.28 (ii) has an identified traffic safety concern, as indicated by crash or law enforcement
62.29 data, safety plans, or other documentation.
- 63.1 (d) An implementing authority that places more than one traffic safety camera system
63.2 must ensure that the cameras are placed in geographically distinct areas and in multiple
63.3 communities with differing socioeconomic conditions.
- 63.4 (e) An implementing authority may place a traffic safety camera system on a street or
63.5 highway that is not under its jurisdiction only upon approval by the road authority that has
63.6 jurisdiction.

- 63.7 Subd. 7. Traffic-control devices. (a) An implementing authority must not adjust the
63.8 change interval for the steady yellow indication in a traffic-control signal:
- 63.9 (1) for one month prior to beginning to operate a red light camera system at the associated
63.10 intersection; or
- 63.11 (2) during the period that the red light camera system is operated at the associated
63.12 intersection.
- 63.13 (b) The yellow change interval for a traffic-control signal that is subject to paragraph
63.14 (a) must meet or exceed the standards and guidance specified in the Manual on Uniform
63.15 Traffic Control Devices adopted under section 169.06, subdivision 1.
- 63.16 (c) An implementing authority that adjusts the yellow change interval for a traffic-control
63.17 signal at an intersection where a red light camera system is being operated must deactivate
63.18 the red light camera system and subsequently meet the requirements under paragraph (a).
- 63.19 Subd. 8. Traffic enforcement agents. (a) To meet the requirement established in
63.20 subdivision 2, paragraph (e), the city of Minneapolis must designate one or more permanent
63.21 employees of the authority, who is not a licensed peace officer, as a traffic enforcement
63.22 agent. An employee of a private entity may not be designated as a traffic enforcement agent.
63.23 A traffic enforcement agent who is not a licensed peace officer has the authority to issue
63.24 citations under this section only while engaged in job duties and otherwise has none of the
63.25 other powers and privileges reserved to peace officers.
- 63.26 (b) The city of Mendota Heights must designate a sworn peace officer as a traffic
63.27 enforcement agent.
- 63.28 (c) An implementing authority must ensure that a traffic enforcement agent is properly
63.29 trained in the use of equipment and the requirements governing traffic safety camera
63.30 implementation.
- 63.31 Subd. 9. Citations; warnings. (a) A traffic enforcement agent under the pilot program
63.32 has the exclusive authority to issue a citation to the owner or lessee of a motor vehicle for
- 64.1 (1) a violation under section 169.06, subdivision 10, and (2) a violation under section 169.14,
64.2 subdivision 13.
- 64.3 (b) A traffic enforcement agent may only issue a citation if:
- 64.4 (1) the violation is committed at least 30 days after the relevant implementing authority
64.5 has commenced camera-based traffic enforcement;
- 64.6 (2) with respect to speed limits, the speeding violation is at least ten miles per hour in
64.7 excess of the speed limit; and
- 64.8 (3) a traffic enforcement agent has inspected and verified recorded images provided by
64.9 the traffic safety camera system.
- 64.10 (c) An implementing authority must provide a warning for a traffic-control signal

64.11 violation under section 169.06, subdivision 10, or a speeding violation under section 169.14,
64.12 subdivision 13, for the period from (1) the date when camera-based traffic enforcement is
64.13 first commenced, to (2) the date when citations are authorized under paragraph (b), clause
64.14 (1).

64.15 (d) Notwithstanding section 169.022, an implementing authority may specify a speed

64.16 in excess of the speed limit that is higher than the amount specified in paragraph (b), clause
64.17 (2), at which to proceed with issuance of a citation.

64.18 (e) A citation may be issued through the United States mail if postmarked within: (1)
64.19 14 days of the violation for a vehicle registered in Minnesota; or (2) 30 days of the violation
64.20 for a vehicle registered outside of Minnesota. Section 168.346, subdivision 2, applies to a
64.21 private entity that provides citation mailing services under this section.

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

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

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

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

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

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

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

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

65.12 (7) notification that an owner is ineligible for diversion if the violation was committed
65.13 by a holder of a class A, B, or C commercial driver's license or commercial driver learner's
65.14 permit, without regard to whether the violation was committed in a commercial motor
65.15 vehicle or another vehicle;

65.16 (8) information on the diversion and traffic safety course eligibility and requirements

65.17 under sections 169.06, subdivision 10, paragraph (b), and 169.14, subdivision 13, paragraph
65.18 (b);

65.19 (9) the total amount of the fine imposed;

65.20 (10) a notification that the person has the right to contest the citation;

65.21 (11) information on the process and procedures for a person to contest the citation; and

65.22 (12) a statement that payment of the fine constitutes a plea of guilty and failure to appear

65.23 in court is considered a plea of guilty, as provided under section 169.91.

65.24 (c) The commissioner of public safety must make the information required under

65.25 paragraph (b) available in languages that are commonly spoken in the state and in each area

65.26 in which a local authority has implemented camera-based traffic enforcement.

65.27 Subd. 11. Traffic safety course. (a) The commissioners must establish a traffic safety

65.28 course that provides at least 30 minutes of instruction on speeding, traffic-control signals,

65.29 and other traffic safety topics. The curriculum must include safety risks associated with

65.30 speed and speeding in school zones and work zones.

65.31 (b) The commissioners must not impose a fee for an individual who is authorized to

65.32 attend the course under sections 169.06, subdivision 10, and 169.14, subdivision 13.

66.1 Subd. 12. Third-party agreements. (a) An implementing authority may enter into

66.2 agreements with a private entity for operations, services, or equipment under this section.

66.3 Payment under a contract with a private entity must not be based on the number of violations,

66.4 citations issued, or other similar means.

66.5 (b) An implementing authority that enters into a third-party agreement under this

66.6 subdivision must perform a data practices audit of the private entity to confirm compliance

66.7 with the requirements under subdivisions 14 to 16 and chapter 13. An audit must be

66.8 undertaken at least every other year.

66.9 Subd. 13. Use of revenue. (a) Revenue from citations received by an implementing

66.10 authority that is attributable to camera-based traffic enforcement must be allocated as follows:

66.11 (1) first as necessary to provide for implementation costs, which may include but are

66.12 not limited to procurement and installation of traffic safety camera systems, traffic safety

66.13 planning, and public engagement; and

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

66.15 (b) The amount expended under paragraph (a), clause (2), must supplement and not

66.16 supplant existing expenditures for traffic safety.

66.17 Subd. 14. Data practices; general requirements. (a) All data collected by a traffic

66.18 safety camera system are private data on individuals as defined in section 13.02, subdivision

66.19 12, or nonpublic data as defined in section 13.02, subdivision 9, unless the data are public

66.20 under section 13.82, subdivision 2, 3, or 6, or are criminal investigative data under section

66.21 13.82, subdivision 7.

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

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

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

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

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

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

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

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

67.8 (iv) general traffic data:

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

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

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

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

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

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

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

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

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

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

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

68.7 Subd. 17. Work zone pilot project. (a) By August 1, 2025, the commissioners must
68.8 implement a speed safety camera pilot project that provides for education of speeding
68.9 violations in conjunction with the development and study of the use of speed safety camera
68.10 systems.

68.11 (b) The commissioners must issue a warning for a violation of section 169.14, subdivision
68.12 13, captured by a speed safety camera system and must not impose any fine for a second
68.13 or subsequent violation.

68.14 (c) The warning issued by the commissioners must include easily understandable
68.15 information on speeding, traffic-control signals, and other safety risks associated with speed
68.16 and speeding in work zones.

68.17 (d) The commissioner must establish an implementation schedule that begins
68.18 commencement of camera-based traffic enforcement on at least two, but no more than four,
68.19 trunk highway work zone segments by August 1, 2025. The commissioners may select
68.20 different trunk highway work zones. The commissioners must conduct the work zone pilot
68.21 project in geographically diverse areas and must consider traffic patterns, work zone accident
68.22 rates, historic speed enforcement and citation rates, and other factors to study further
68.23 deployment of speed camera systems in additional work zones.

68.24 (e) By July 1, 2025, the commissioners of transportation and public safety must establish
68.25 standards, schedules, curricula, and requirements for camera-based traffic enforcement in
68.26 a trunk highway work zone.

68.27 (f) The authority for the work zone pilot project is limited to August 1, 2025, to July 31,
68.28 2029.

68.29 Subd. 18. Exempt from rulemaking. Rules adopted to implement this section are

68.30 exempt from rulemaking under chapter 14 and are not subject to exempt rulemaking
68.31 procedures under section 14.386.

68.32 Subd. 19. Expiration. This section expires July 31, 2029.

75.21 Sec. 62. Minnesota Statutes 2022, section 169.99, subdivision 1, is amended to read:

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

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

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

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

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

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

76.12 EFFECTIVE DATE. This section is effective August 1, 2025, and expires August 1,
76.13 2029.

82.1 Sec. 69. Minnesota Statutes 2022, section 171.12, is amended by adding a subdivision to
82.2 read:

82.3 Subd. 6a. Driving record; traffic safety camera system. (a) Except as provided in
82.4 paragraph (b), the commissioner must not record on an individual's driving record any
82.5 violation of:

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

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

82.8 (b) This subdivision does not apply to:

- 82.9 (1) a violation that occurs in a commercial motor vehicle; or
- 82.10 (2) a violation committed by a holder of a class A, B, or C commercial driver's license
- 82.11 or commercial driver learner's permit, without regard to whether the violation was committed
- 82.12 in a commercial motor vehicle or another vehicle.
- 82.13 (c) This subdivision applies to violations committed on or after August 1, 2025, and
- 82.14 before August 1, 2029.
- 83.18 Sec. 71. Minnesota Statutes 2022, section 171.16, subdivision 3, is amended to read:
- 83.19 Subd. 3. Failure to pay fine. The commissioner is prohibited from suspending a person's
- 83.20 driver's license based solely on the fact that a person:
- 83.21 (1) has been convicted of:
- 83.22 (i) violating a law of this state or an ordinance of a political subdivision which regulates
- 83.23 the operation or parking of motor vehicles,;
- 83.24 (ii) a violation under section 169.06, subdivision 10; or
- 83.25 (iii) a violation under section 169.14, subdivision 13;
- 83.26 (2) has been sentenced to the payment of a fine or had a surcharge levied against that
- 83.27 person, or sentenced to a fine upon which a surcharge was levied,; and
- 83.28 (3) has refused or failed to comply with that sentence or to pay the surcharge.
- 99.3 Sec. 96. Minnesota Statutes 2023 Supplement, section 357.021, subdivision 6, is amended
- 99.4 to read:
- 99.5 Subd. 6. Surcharges on criminal and traffic offenders. (a) Except as provided in this
- 99.6 subdivision, the court shall impose and the court administrator shall collect a \$75 surcharge
- 99.7 on every person convicted of any felony, gross misdemeanor, misdemeanor, or petty
- 99.8 misdemeanor offense, other than a violation of: (1) a law or ordinance relating to vehicle
- 99.9 parking, for which there is a \$12 surcharge; and (2) section 609.855, subdivision 1, 3, or
- 99.10 3a, for which there is a \$25 surcharge. When a defendant is convicted of more than one
- 99.11 offense in a case, the surcharge shall be imposed only once in that case. In the Second
- 99.12 Judicial District, the court shall impose, and the court administrator shall collect, an additional
- 99.13 \$1 surcharge on every person convicted of any felony, gross misdemeanor, misdemeanor,
- 99.14 or petty misdemeanor offense, including a violation of a law or ordinance relating to vehicle
- 99.15 parking, if the Ramsey County Board of Commissioners authorizes the \$1 surcharge. The
- 99.16 surcharge shall be imposed whether or not the person is sentenced to imprisonment or the
- 99.17 sentence is stayed. The surcharge shall not be imposed when a person is convicted of a petty
- 99.18 misdemeanor for which no fine is imposed.
- 99.19 (b) The court may reduce the amount or waive payment of the surcharge required under
- 99.20 this subdivision on a showing of indigency or undue hardship upon the convicted person
- 99.21 or the convicted person's immediate family. Additionally, the court may permit the defendant
- 99.22 to perform community work service in lieu of a surcharge.

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

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

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

100.1 (f) The surcharge does not apply to:

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

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

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

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

100.7 EFFECTIVE DATE. This section is effective August 1, 2025.

113.1 Sec. 113. Minnesota Statutes 2022, section 480.15, is amended by adding a subdivision
113.2 to read:

113.3 Subd. 10d. Uniform collections policies and procedures; limitations. The uniform
113.4 collections policies and procedures under subdivision 10c must not allow collections of
113.5 court debt, as defined in subdivision 10c, or referral of court debt to the Department of
113.6 Revenue, that only arises from a single violation under section 169.06, subdivision 10, or
113.7 169.14, subdivision 13.

113.8 EFFECTIVE DATE. This section is effective August 1, 2025, and expires August 1,
113.9 2029.

114.1 Sec. 115. Laws 2023, chapter 68, article 4, section 126, is amended to read:

114.2 Sec. 126. LEGISLATIVE REPORT; SPEED SAFETY CAMERAS.

114.3 (a) By November 1, 2024 January 15, 2025, the commissioner of public safety must
114.4 submit a report to the chairs and ranking minority members of the legislative committees
114.5 with jurisdiction over transportation policy and finance that identifies a process and associated
114.6 policies for issuance of a mailed citation to the owner or lessee of a motor vehicle that a

114.7 speed safety camera system detects is operated in violation of a speed limit.

114.8 (b) The commissioner must convene a task force to assist in the development of the
114.9 report. The task force must include the Advisory Council on Traffic Safety under Minnesota
114.10 Statutes, section 4.076, a representative from the Minnesota County Attorneys Association,
114.11 a representative from the judicial branch, and a person with expertise in data privacy and
114.12 may include other members as the commissioner determines are necessary to develop the
114.13 report.

114.14 (c) At a minimum, the report must include consideration and analysis of:

114.15 (1) methods to identify the owner, operator, and any lessee of the motor vehicle;

114.16 (2) compliance with federal enforcement requirements related to holders of a commercial
114.17 driver's license;

114.18 (3) authority of individuals who are not peace officers to issue citations;

114.19 (4) authority of individuals who are not peace officers to issue citations electronically;

114.20 (5) judicial and court administrative capacity to process violations issued under the pilot
114.21 program authorized in Minnesota Statutes, section 169.147;

114.22 (6) the appropriate legal classification of citations issued under a camera-based traffic
114.23 enforcement system;

114.24 (7) data practices, including but not limited to concerns related to data privacy;

114.25 (5) (8) due process, an appeals process, the judicial system, and other legal issues;

114.26 (6) (9) technology options, constraints, and factors, including the implementation of
114.27 electronic citations; and

114.28 (7) (10) recommendations regarding implementation, including but not limited to any
114.29 legislative proposal and information on implementation costs of the pilot program authorized
114.30 in Minnesota Statutes, section 169.147.

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

115.1 Sec. 116. TRAFFIC SAFETY CAMERA SYSTEMS; EVALUATION AND
115.2 REPORTING.

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

115.6 (b) "Commissioner" means the commissioner of transportation.

115.7 (c) "Commissioners" means the commissioners of transportation and public safety.

115.8 (d) "Implementing authority" has the meaning given in Minnesota Statutes, section
115.9 169.147, subdivision 1, paragraph (e).

115.10 (e) "Pilot program" means the traffic safety camera system pilot project established in
115.11 Minnesota Statutes, section 169.147.

115.12 (f) "Traffic safety camera system" has the meaning given in Minnesota Statutes, section
115.13 169.011, subdivision 85a.

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

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

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

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

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

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

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

116.1 Subd. 3. Independent evaluation; implementing authorities. (a) An implementing
116.2 authority under the pilot program must follow the evaluation methodology established under
116.3 subdivision 2.

116.4 (b) An implementing authority under the pilot program must provide information for
116.5 the evaluation under subdivision 2 as requested and include the following:

116.6 (1) the total number of warnings issued;

116.7 (2) the total number of citations issued;

116.8 (3) the number of people who opted for diversion under Minnesota Statutes, sections
116.9 169.06, subdivision 10, paragraph (b), and 169.14, subdivision 13, paragraph (b);

116.10 (4) gross and net revenue received;

- 116.11 (5) expenditures incurred;
- 116.12 (6) a description of how the net revenue generated by the program was used;
- 116.13 (7) total amount of any payments made to a contractor;
- 116.14 (8) the number of employees involved in the pilot program;
- 116.15 (9) the type of traffic safety camera system used;
- 116.16 (10) the location of each monitoring site;
- 116.17 (11) the activation start and stop dates of the traffic safety camera system at each
116.18 monitoring site;
- 116.19 (12) the number of citations issued, with a breakout by monitoring site;
- 116.20 (13) the number of instances in which a traffic enforcement agent reviewed recorded
116.21 video or images for a potential violation but did not issue a resulting citation; and
- 116.22 (14) details on traffic safety camera system inspection and maintenance activities.
- 116.23 Subd. 4. Pilot program reporting. (a) An implementing authority that operates a traffic
116.24 safety camera system in a calendar year must publish a report on the authority's website on
116.25 the implementation for that calendar year. The report is due by March 1 of the following
116.26 calendar year.
- 116.27 (b) At a minimum, the report must summarize the activities of the implementing authority
116.28 and provide the information required under subdivision 3, paragraph (b).
- 117.1 Subd. 5. Legislative report. By January 15, 2029, the commissioners must submit a
117.2 report on traffic safety camera systems to the members of the legislative committees with
117.3 jurisdiction over transportation policy and finance. At a minimum, the report must:
- 117.4 (1) provide a review of the pilot program;
- 117.5 (2) provide data on citations issued under the pilot program, with breakouts by year and
117.6 location;
- 117.7 (3) summarize the results of the independent evaluation under subdivision 2;
- 117.8 (4) evaluate any disparities in impacts under the pilot programs, including by income,
117.9 by race, and in communities that are historically underrepresented in transportation planning;
- 117.10 (5) identify fiscal impacts of implementation of traffic safety camera systems; and
- 117.11 (6) make any recommendations regarding ongoing traffic safety camera implementation,
117.12 including but not limited to any draft legislative proposal.

117.13 Sec. 117. REPORT; WORK ZONE SAFETY PILOT PROJECT RESULTS.

117.14 (a) By October 1, 2029, the commissioners of transportation and public safety must
117.15 submit a report on the results and findings of the work zone pilot project that utilized
117.16 camera-based speed enforcement to issue warnings as provided in Minnesota Statutes,
117.17 section 169.147, subdivision 17.

117.18 (b) At a minimum, the report must:

117.19 (1) provide a review of the work zone pilot project;

117.20 (2) provide data on warning notices issued by the pilot project, with breakouts by year,
117.21 location, and trunk highway type;

117.22 (3) evaluate any disparities in impacts under the work zone pilot project;

117.23 (4) make recommendations on the calibration, installation, enforcement, administration,
117.24 adjudication, and implementation of speed camera traffic enforcement in trunk highway
117.25 work zones, including any statutory or legislative changes needed; and

117.26 (5) make recommendations on how to integrate trunk highway work zone speed camera
117.27 enforcement into the commissioner's strategies, practices, and methods to reduce vehicle
117.28 speeds and enhance worker safety in work zones.

117.29 EFFECTIVE DATE. This section is effective August 1, 2025.