

Subject Traffic safety cameras

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Overview

This bill (1) authorizes state agencies and local road authorities (such as cities and counties) to perform speed or red-light enforcement, or both, using traffic safety cameras in designated work zones and school zones; (2) establishes a pilot program for speed safety camera implementation on trunk highway work zones; and (3) makes a General Fund appropriation for implementation, pilot program, and reporting costs. The provisions are generally effective June 1, 2025.

Summary

Section	Description
1	Traffic safety camera data. Creates a cross reference in the data practices statutes.
2	Definitions. Establishes that traffic safety cameras are not considered a type of automated license plate reader.
3	Limitations; certain camera systems. Prohibits using a traffic safety camera for automated license plate reader purposes.
4	Civil actions. Prevents imposition of a law library fee for a speeding or traffic-control signal violation citation under the traffic safety camera program.
5	Civil fee assessment. Prevents imposition of a law library fee for speeding or traffic-control signal violation citation under the traffic safety camera program.

Section	Description
6	Red light camera system. Defines “red light camera system” in the chapter of state statutes on traffic regulations.
7	Speed safety camera system. Defines “speed safety camera system” in the chapter of state statutes on traffic regulations.
8	Traffic safety camera system. Defines “traffic safety camera system” in the chapter of state statutes on traffic regulations, to be a red light camera system, a speed safety camera system, or both used in combination.
9	Local authority. Provides explicit authority for local units of government to perform traffic regulation under the traffic safety camera authorization.
10	Red light camera; penalty. Establishes a petty misdemeanor offense for the owner or lessee of a vehicle that is identified through a traffic safety camera as violating a traffic-control signal. Sets a fine of \$40. Sets a warning for a first offense. Provides for diversion.
11	Speed safety camera; limitations. Specifies circumstances when the vehicle owner or lessee is not subject to citation for a traffic-signal violation as identified by a traffic safety camera, including for stolen, transferred, and leased vehicles.
12	Radar; speed-measuring device; standards of evidence. Limits use of speed safety camera system evidence. Makes conforming changes.
13	Speed safety camera; penalty. Establishes a petty misdemeanor offense for the owner or lessee of a vehicle that is identified through a speed safety camera as violating the speed limit. Sets a fine of \$40, or \$80 if the speed is 20 miles per hour or higher above the limit. Sets a warning for a first offense. Provides for diversion.
14	Speed safety camera; limitations. Specifies circumstances when the vehicle owner or lessee is not subject to citation for a speeding violation as identified by a speed safety camera, including for stolen, transferred, and leased vehicles.

Section	Description
15	<p data-bbox="318 264 943 289">[Adds § 169.147] Traffic safety camera systems.</p> <p data-bbox="318 310 1317 380">Authorizes implementation and sets requirements on speed and traffic-signal enforcement using traffic safety camera systems.</p> <p data-bbox="367 422 829 447">Subd. 1. Definitions. Defines terms.</p> <p data-bbox="367 489 1393 636">Subd. 2. Authority Authorizes the Minnesota Department of Transportation (MnDOT) and the Department of Public Safety (DPS) as well as local road authorities (e.g., cities and counties) to implement speed and traffic-signal enforcement through traffic safety cameras, subject to specified preconditions.</p> <p data-bbox="367 678 1386 863">Subd. 3. Traffic safety camera system requirements. Paragraph (a) directs MnDOT and DPS to create speed safety camera system standards, including on placement, training, calibration, and inspections. Paragraph (b) directs any authority that implements traffic camera-based enforcement to follow the standards.</p> <p data-bbox="367 905 1317 974">Subd. 4. Public engagement and notice. Sets public information, signage, engagement, and notification requirements.</p> <p data-bbox="367 1016 1360 1201">Subd. 5. Placement requirements. Identifies requirements governing traffic safety camera system placement, including to set a maximum number of cameras based on population, require a camera system impact study prior to placement, and limit locations to trunk highway work zones and near some school zones and educational facilities.</p> <p data-bbox="367 1243 1386 1346">Subd. 6. Traffic enforcement agents. Provides for designation of traffic enforcement agents, which includes peace officers and other employees of the implementing agency.</p> <p data-bbox="367 1388 1409 1575">Subd. 7. Citations; warnings. Authorizes traffic enforcement agents to issue speeding citations based on traffic safety cameras. Sets conditions for citation issuance, which includes requiring warnings instead of citations for the first 30 days of implementation and requiring that a speed violation must be at least ten miles per hour in excess of the posted limit.</p> <p data-bbox="367 1617 1292 1686">Subd. 8. Uniform citation. Provides for a uniform design of citations for violations.</p> <p data-bbox="367 1728 1393 1831">Subd. 9. Traffic safety course. Directs MnDOT and DPS to create a traffic safety course on speeding and other safety topics. Limits fee-setting for diversion participants.</p>

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	<p>Subd. 10. Third-party agreements. Authorizes agreements with a private entity. Prohibits payment to a private entity based on number of violations or citations issued.</p> <p>Subd. 11. Use of revenue. Directs the uses of revenue received by a local unit of government that results from camera-based traffic enforcement, to go to implementation costs and traffic safety calming measures.</p> <p>Subd. 12. Data practices; general requirements. Provides for data practices related to traffic safety cameras, including to classify the data and establish requirements for a private entity. Limits uses and distribution of traffic safety camera system data.</p> <p>Subd. 13. Data practices; traffic safety camera system. Limits the information recorded and retained by traffic safety camera systems, including prohibiting recording in a manner that makes an individual personally identifiable.</p> <p>Subd. 14. Data practices; destruction of data. Provides timelines and conditions for destruction of traffic safety camera system data.</p> <p>Subd. 15. Not rulemaking. Establishes that traffic safety camera system requirements and standards developed by MnDOT and DPS are not considered rulemaking.</p>
16	<p>Form. Makes a conforming change.</p>
17	<p>Driving record; traffic safety camera system. Prohibits DPS from recording a speeding or traffic-signal violation citation identified through a traffic safety camera on a person's driving record.</p>
18	<p>Failure to pay fine. Prohibits driver's license suspension for failure to pay a fine for a speeding or traffic-signal violation identified through a traffic safety camera.</p>
19	<p>Surcharges on criminal and traffic offenders. Prevents imposition of a court surcharge for a speeding or traffic-signal violation citation identified through a traffic safety camera.</p>
20	<p>Work zone speed safety camera pilot program. Creates a pilot program for speed safety camera-based speed enforcement in trunk highway work zones. Effective the day after enactment.</p>

Section	Description
	<p>Subd. 1. Definitions. Defines terms.</p> <p>Subd. 2. Establishment. Directs MnDOT and DPS to create the pilot program.</p> <p>Subd. 3. Requirements. Makes the pilot program subject to the speed safety camera regulations being created in this bill. Requires placement in at least two trunk highway work zones.</p> <p>Subd. 4. Schedule. Requires an implementation schedule.</p> <p>Subd. 5. Expiration. Sets a June 30, 2030, expiration for the pilot program.</p>
21	<p>Traffic safety camera systems; evaluation and report. Provides for an independent evaluation of traffic safety cameras and the pilot program. Specifies aspects of the evaluation. Requires a legislative report.</p>
22	<p>Appropriation; traffic safety camera system implementation.</p> <p>Appropriates an amount to be specified from the General Fund in fiscal year 2025 for traffic safety camera administrative costs, the pilot program, and the evaluation and report. Makes the funds available until June 30, 2030.</p>



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