



## Advisory Council on Traffic Safety FINAL Minutes

Wednesday, December 17, 2025  
9:00am – 12:00pm

Humphrey School of Public Affairs, University of Minnesota  
301 S 19th Ave, Minneapolis, MN 55455  
Josie Johnson Community Room (Room 180)

### Attendees

Appendix A lists all Council members, staff, and invited guests who were present at the meeting.

### Call to Order

Chair Hanson called the meeting to order at 9:03 a.m.

### Welcome and Introductions

#### *Chairs' Welcome and Introductions*

Chair Hanson welcomed members. All members and staff introduced themselves and the organization they were representing on the Council.

Hanson offered several introductory remarks, including the following.

- As of this morning, year-to-date fatalities are down by 99 compared to last year. Hanson noted this significant milestone would not be possible without the Council's hard work and dedication.
- Over the past two months, Hanson represented Minnesota at several national forums, including: AASHTO Safety Committee Meeting, MADD National Law Enforcement Summit, American Association of Motor Vehicle Administrators, GHSA Executive Committee legislative visits in Washington, D.C. These engagements focused on sharing Minnesota's progress, benchmarking against other states, and bringing innovative safety strategies back to the state.
- Holly Kostrzewski has started with the Office of Traffic Safety as the new ACTS Program Coordinator. In addition, a new Traffic Incident Management and Enforcement Coordinator will be starting in January.
- Hanson noted this will be his last meeting as Chair; Vice Chair Sorenson will transition to Chair starting in 2026.

### *Approve Today's Agenda*

Shelton made a motion to approve the agenda without any changes. Aasen seconded the motion. Motion carried.

### *Approve Minutes of October 20, 2025 Meeting*

Hosmer made a motion to approve the October 20, 2025 minutes without change. Moilanen seconded the motion. Motion carried.

The final meeting minutes are available on the [October meeting webpage](#).

### **Preparations for 2026 Legislative Session**

The Council reviewed draft position statements for the upcoming ACTS Annual Report. These must be finalized by early next week for inclusion in the January report to the Legislature.

Aasen noted the statements are rooted in the SHSP and HSP frameworks. Given the short 2026 legislative session, the document prioritizes immediate actionable items; secondary priorities are captured in an "Emerging Issues" section of the ACTS Annual Report.

Feedback from the Council included:

- Hausladen recommended including connected and automated vehicles (CAV) in the list. Malinoff noted CAV is included in the "Emerging Issues" section of the Annual Report.
- Schallberg recommended explicitly adding pedestrians and bicyclists to the "Vulnerable Road User" (VRU) section, noting they are currently only addressed under "Speeding."
- The group agreed to add an additional statement in the VRU section to clarify the legal definition of e-motos and consider educational requirements for owners and riders. Wojcik noted that Bike MN will be leading a bill on this topic.
- Wojcik recommended adding language supporting the effectiveness and use of automated speed enforcement.
- Shank reported that the State Patrol legislative actions for 2026 are related to school bus and street racing.
- Sorenson asked if the emerging issues session of the ACTS Annual Report can be shared with the Council. Malinoff noted that it will be included in the draft Annual Report that is routed for member review.

**ACTION:** Malinoff will share a draft copy of the ACTS Annual Report with Council members before the holiday break. This version should not be shared outside of Council members.

### **Presentation: Speed Safety Cameras Update**

Derek Leuer shared several highlights from the MnDOT Traffic Safety Camera Pilot Update. Highlights included:

- State legislative requirements allow for the cities of Mendota Heights and Minneapolis to pilot fee-based programs, while MnDOT has authorization to pilot a work zone, warning-only project. All programs are authorized for August 1, 2025 – July 31, 2029.
- MnDOT is required to develop system standards, a 30-minute online diversion course together with DPS and conduct an independent evaluation for all of the pilot projects.
- To date, MnDOT has identified system standards and partnered with DPS to create a 30-minute diversion course video. Specific to the work zone pilot, MnDOT investigated work zone activities and options for the pilot program and selected two trunk highway work zone

segments (one in Burnsville and one in Braham), and has posted a Request for Proposal for vendors for implementation.

Andrew Schmitz from the City of Minneapolis joined the meeting to share updates from their pilot project. Highlights included:

- Minneapolis launched their program with five initial locations; state law allows up to 42 locations.
- Initial data showed 1.3mph speed reduction in November versus baseline.
- In October and November, the city issued 144 warnings and 2,741 citations.

Mendota Heights Police Chief Kelly McCarthy shared updates from their pilot project. Highlights included:

- Mendota Heights has one speed camera in the city. All of the administrative work is handled by the Chief and one other person.
- In October, 43,189 vehicles passed the camera. 177 warnings and 30 citations were issued. The average violation speed was 44.1mph (posted speed limit is 30mph). The average speed of all vehicles passing that location was 29mph and the 85% speed was 33mph.

Slides from all presentations are available [online](#).

Member discussion followed.

- Wojcik asked if warning letters are available as public data. Hanson replied that he assumes they would be, just like any other warning.
- Hausladen requested that the evaluation be set up on the front end to ensure we can track data by vehicle type, in particular passenger vs fleet vs commercial vehicle.
- Hosmer questioned how long cameras would be set up in each work zone location. Leuer noted that for now they will be set up one direction in the two locations. There may be an opportunity to move cameras around in the future.
- Members asked if data shows whether offenders in Minneapolis and Mendota Heights are local residents or people passing through. Mendota Heights saw that 56% of vehicle owners were from their community; Minneapolis did not have that data available at the meeting.
- Sorenson suggested that we invite both cities back near the end of 2026 when more data and lessons learned from them and MnDOT will be available.

#### **Presentation: Safe Road Zone Enforcement Highlights**

Shannon Grabow, Office of Traffic Safety, Department of Public Safety, and Derek Leuer shared enforcement highlights from the Safe Road Zone program. Slides from their presentation are available [online](#). Highlights included:

- The Safe Road Zone program had funding for both education and enforcement activities in Safe Road Zones. MnDOT allocated funding for education activities while DPS allocated funding for enforcement activities.
- DPS awarded 13 enforcement grants, encompassing 23 agencies, for a total of almost \$950,000. Grantees were required to contribute some matching funds. Projects ran from June 2024 – June 2025.

- The combination of education, enforcement, and innovative technology yielding impact on driver behavior and public perception.

Member discussion followed.

- One law enforcement agency focused on distraction and used camera assisted enforcement. Shelton asked why legislative approval was not needed for that project. Hanson clarified that camera assisted enforcement is different than automated enforcement.
- It was noted that some agencies purchased new vehicles with their funds to be able to provide additional distraction-related enforcement. Members asked if any early data was available on the use of these vehicles. Staff did not have that data readily available (although noted it could be parsed out) but anecdotally have heard positive comments.

### **Roadside Testing Pilot Project Update**

Hanson shared updates related to the roadside oral fluid testing pilot project that ran from January through August 2024.

- Officers tested two instruments in their pilot. Both instruments were effective—when field results and BCA confirmatory tests were compared, the instrument proved to be effective and accurate.
- Officers did seem to prefer one instrument over the other because it was easier to handle.
- The instruments tested for six categories of drugs.
- During the pilot, 62% of time a driver was screened they had more than one substance in their body. The average number of substances in each sample was 1.7. And, if someone tested positive for alcohol, 90% of the time they also had at least one other drug in their body.
- DPS will be seeking legislative approval in 2026 for full implementation of roadside oral fluid testing as a preliminary screening tool.

Member discussion followed.

- Hanson outlined the roadside testing process: An officer provides a swab for the subject to collect oral fluid. Once a color indicator confirms a sufficient sample, the swab is placed in an analyzer; within five minutes, the device identifies which of the six substances are present.
- Meyer noted a recent Minnesota Supreme Court ruling requiring search warrants for swabbing (although the ruling was in a different context). Hanson acknowledged similar challenges in other states but remains hopeful that because the tool is for screening rather than evidentiary purposes, it can still proceed.
- Hanson noted this will likely be a standalone bill in 2026, although will confirm with his legislative team.

More information is available online via a DPS [News Release](#) and the [pilot project report](#).

### **Presentation: CODES Dashboard Demonstration**

Ericka Welsh joined the meeting and demonstrated the new CODES dashboard for members, which was published in October. Slides from her presentation are available [online](#).

Member discussion followed.

- Welsh confirmed that CODES includes data from hospitals that participate in the Minnesota trauma system. This means that federal providers, and urgent care facilities, are not included.
- Schallberg suggested adding a feature to sort data by county, noting that regional boundaries can differ from Minnesota Toward Zero Deaths (TZD) regions.

### Subcommittee and Working Group Updates

#### *TIM Subcommittee*

The Subcommittee met on December 2 and agreed that no specific legislative action will be requested in 2026. Instead, the group will take the time needed to be ready to have a thorough request on quick clearance ready for the 2027 legislative session. Leidle also noted that MnDOT is hiring a consultant to update the Minnesota Traffic Incident Management Program Plan, as well as help the team do initial work around quick clearance legislation.

#### *Safe Roads Coalition Working Group*

The Working Group continues to work on fatal review process enhancements. Larson has also been working on documentation to share with the legislature in 2026.

Larson shared that she and Sue Johnson, Northwest Minnesota TZD Regional Coordinator, were recently in California to accept the “Community Champion” from Advancing Shared Roadway Responsibility on behalf of Minnesota Toward Zero Deaths. TZD was recognized for its exemplary leadership and commitment to advancing a comprehensive, statewide approach to roadway safety. In particular, the Impact Teen Driver program was highlighted as an example of equipping partners across the state with high-quality, evidence-based tools to engage communities and promote safer driving.

**ACTION:** Larson will add Holly Kostrzewski will be added to the Working Group.

#### *Youth E-Bike Safety Project Advisory Committee*

ACTS is represented on the Policy Advisory Committee for the Youth E-bike safety study, which MnDOT is leading with a consultant team. Their final report is being routed to PAC members now and the report will be published in January.

**ACTION:** CTS will post the final report to the ACTS website, and route to Council members, once published.

### Public Comment

- Malinoff noted that the Traffic Safety Violations Disposition Analysis project will be wrapping up this month and a final report will be shared with the legislature in January. The research team is confirmed to attend the February Council meeting to share findings.
- Vice Chair Sorenson shared key themes from the recent 2025 AASHTO Safety Summit, including: transitioning from intuition- to evidence-based work, the significant cost of life changing crashes in our country being more significant than deteriorating infrastructure and the cost of congestion/delays combined, and addressing the impact of mental health on the transportation workforce.
- Aasen provided details from an update meeting with OSHA, DPS, National Safety Council, Minnesota Safety Council, and MnDOT. Their goal is to get federal agencies to talk with

each other in determining what role OSHA can and should play in transportation, given that transportation is a reason people die in the workplace.

### **Adjourn**

Chair Hanson thanked everyone for their time, attention, and involvement in traffic safety.

Vice Chair Sorenson thanked Hanson for his leadership over the last two years.

Ramos made a motion to adjourn, Hausladen seconded the motion. Motion carried. The meeting adjourned at 11:59 a.m.

The next Advisory Council on Traffic Safety meeting will be Wednesday, February 11 from 1:00-4:00pm in the Josie Johnson Community Room at the Humphrey School of Public Affairs on the University of Minnesota campus.

**Appendix A: Attendance: Members, Staff, and Invited Guests**

Member Name	Organization	Present		Not Present
		In-person	Virtual	
<i>Council Members</i>				
Aasen, Paul	Minnesota Safety Council	X		
Ali-Mumin, Abdirahman	Representing Vulnerable Road Users			X
Bogojevic, Christina	Minnesota State Patrol		X (Major Shank)	
Calistro, Gina	Representing Victims Advocacy Organizations		X	
Cocking, Aaron	Insurance Federation of Minnesota			X
Diamond, Catherine	Minnesota Department of Health, Injury Prevention and Mental Health Division	X		
Donohue, Josephine	AAA - The Auto Club Group			X
Ferguson, Dylan	Minnesota Office of Emergency Medical Services	X		
Hanson, Mike	Minnesota Department of Public Safety, Office of Traffic Safety	X		
Hansen, Richard	Minnesota Operation Lifesaver		X	
Hartzell, Chris	City of Woodbury (representing League of Minnesota Cities)		X	
Hausladen, John	Minnesota Trucking Association	X		
Hernandez, Kristine	TZD Statewide Communications Director			X
Hosmer, Pete	A+ Driving School (representing Minnesota Driver and Traffic Safety Education Association)	X		
Jacobs, Robert	CentraCare (representing Minnesota Statewide Trauma Advisory Council)			X
Jeppson, Julie	Anoka County (representing Association of Minnesota Counties)			X
Kosluchar, Jim	City of Fridley (representing City Engineers Association of Minnesota)	X		
Larson, Annette	TZD Statewide Program and Operations Director		X	
Leidle, Reed	Safety Signs (representing contractors)		X	
Leuer, Derek	Minnesota Department of Transportation, State Traffic Safety Engineer	X		
Martini, Nick	Northstar Bus Lines (representing Minnesota Association for Pupil Transportation)		X	

Member Name	Organization	Present		Not Present
		In-person	Virtual	
Meyer, Kerry	American Bar Association, State Judicial Outreach Liaison		X	
Moilanen, Michael	Mille Lacs Band of Ojibwe (representing tribal governments)	X		
Ostgaard, Gayra	Minnesota Department of Education			X
Putzke, Becky	Law Enforcement Liaison		X	
Quinn, Cheryl	Representing Vulnerable Road Users	X		
Ramos, Michael	Washington County Sheriff's Office (representing Minnesota Sheriff's Association)	X		
Schallberg, Heidi	Met Council (representing metropolitan planning organizations)	X		
Schleck, Jessica	TZD Regional Coordinator	X		
Severson, Michele	Council on Disability		X	
Shelton, Kyle	Center for Transportation Studies, University of Minnesota	X		
Sorenson, Brian	Minnesota Department of Transportation, Office of Traffic Engineering	X		
Tate, Jeff	Shakopee Police Department (representing Minnesota Chiefs of Police Association)		X	
Witter, Andrew	Sherburne County (representing Minnesota County Engineers Association)	X		
Wojcik, Michael	Bicycle Alliance of Minnesota		X	
Young, Charles	Minnesota Department of Human Services		X	
<i>Council Staff</i>				
Kostrzewski, Holly	Minnesota Department of Public Safety, Office of Traffic Safety			X
Malinoff, Stephanie	Center for Transportation Studies, University of Minnesota	X		
Piper, Jackson	Center for Transportation Studies, University of Minnesota	X		
<i>Invited Guests</i>				
Shannon Grabow	Minnesota Department of Public Safety, Office of Traffic Safety	X		
Chief Kelly McCarthy	City of Mendota Heights	X		
Andrew Schmitz	City of Minneapolis	X		
Ericka Welsh	Minnesota Department of Health, Injury Prevention and Mental Health Division	X		