

1.1 Senator ..... moves to amend the delete-everything amendment (SCS5284A-3)  
1.2 to S.F. No. 5284 as follows:

1.3 Page 17, delete sections 2 and 3 and insert:

1.4 "Sec. 2. Minnesota Statutes 2022, section 13.6905, is amended by adding a subdivision  
1.5 to read:

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

1.8 Sec. 3. Minnesota Statutes 2022, section 13.824, subdivision 1, is amended to read:

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

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

1.19 (c) "Traffic safety camera system" has the meaning given in section 169.011, subdivision  
1.20 85a."

1.21 Page 18, delete section 4 and insert:

1.22 "Sec. 4. Minnesota Statutes 2022, section 13.824, is amended by adding a subdivision to  
1.23 read:

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

1.26 Page 38, after line 23, insert:

1.27 "Sec. 32. Minnesota Statutes 2022, section 168B.035, subdivision 3, is amended to read:

1.28 Subd. 3. **Towing prohibited.** (a) A towing authority may not tow a motor vehicle  
1.29 because:

- 2.1 (1) the vehicle has expired registration tabs that have been expired for less than 90 days;  
2.2 ~~or~~
- 2.3 (2) the vehicle is at a parking meter on which the time has expired and the vehicle has  
2.4 fewer than five unpaid parking tickets; or
- 2.5 (3) the vehicle is identified in conjunction with a citation to the vehicle owner or lessee  
2.6 for (i) a violation under section 169.06, subdivision 10, or (ii) a violation under section  
2.7 169.14, subdivision 13.
- 2.8 (b) A towing authority may tow a motor vehicle, notwithstanding paragraph (a), if:
- 2.9 (1) the vehicle is parked in violation of snow emergency regulations;
- 2.10 (2) the vehicle is parked in a rush-hour restricted parking area;
- 2.11 (3) the vehicle is blocking a driveway, alley, or fire hydrant;
- 2.12 (4) the vehicle is parked in a bus lane, or at a bus stop, during hours when parking is  
2.13 prohibited;
- 2.14 (5) the vehicle is parked within 30 feet of a stop sign and visually blocking the stop sign;
- 2.15 (6) the vehicle is parked in a disability transfer zone or disability parking space without  
2.16 a disability parking certificate or disability license plates;
- 2.17 (7) the vehicle is parked in an area that has been posted for temporary restricted parking  
2.18 (i) at least 12 hours in advance in a home rule charter or statutory city having a population  
2.19 under 50,000, or (ii) at least 24 hours in advance in another political subdivision;
- 2.20 (8) the vehicle is parked within the right-of-way of a controlled-access highway or within  
2.21 the traveled portion of a public street when travel is allowed there;
- 2.22 (9) the vehicle is unlawfully parked in a zone that is restricted by posted signs to use by  
2.23 fire, police, public safety, or emergency vehicles;
- 2.24 (10) the vehicle is unlawfully parked on property at the Minneapolis-St. Paul International  
2.25 Airport owned by the Metropolitan Airports Commission;
- 2.26 (11) a law enforcement official has probable cause to believe that the vehicle is stolen,  
2.27 or that the vehicle constitutes or contains evidence of a crime and impoundment is reasonably  
2.28 necessary to obtain or preserve the evidence;
- 2.29 (12) the driver, operator, or person in physical control of the vehicle is taken into custody  
2.30 and the vehicle is impounded for safekeeping;

(13) a law enforcement official has probable cause to believe that the owner, operator, or person in physical control of the vehicle has failed to respond to five or more citations for parking or traffic offenses;

(14) the vehicle is unlawfully parked in a zone that is restricted by posted signs to use by taxicabs;

(15) the vehicle is unlawfully parked and prevents egress by a lawfully parked vehicle;

(16) the vehicle is parked, on a school day during prohibited hours, in a school zone on a public street where official signs prohibit parking; or

(17) the vehicle is a junk, abandoned, or unauthorized vehicle, as defined in section 168B.011, and subject to immediate removal under this chapter.

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

Page 40, delete sections 36 and 38

Page 40, after line 9, insert:

"Sec. 37. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision to read:

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

Page 41, delete section 39 and insert:

"Sec. 39. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision to read:

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

4.1 Sec. 40. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision  
4.2 to read:

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

4.5 Page 42, delete line 22

4.6 Page 43, line 1, delete "9" and insert "11"

4.7 Page 43, after line 3, insert:

4.8 "(c) This subdivision applies to violations committed on or after June 1, 2025, and before  
4.9 June 1, 2029."

4.10 Page 43, delete lines 4, 5, 15, and 16

4.11 Page 43, line 10, delete "(5)" and insert "(6)"

4.12 Page 43, after line 14, insert:

4.13 "(d) This subdivision applies to violations committed on or after June 1, 2025, and before  
4.14 June 1, 2029."

4.15 Page 44, delete line 7

4.16 Page 44, line 20, delete "9" and insert "11"

4.17 Page 44, after line 22, insert:

4.18 "(c) This subdivision applies to violations committed on or after June 1, 2025, and before  
4.19 June 1, 2029."

4.20 Page 44, delete lines 23 and 24

4.21 Page 44, delete section 46 and insert:

4.22 "Sec. 47. Minnesota Statutes 2022, section 169.14, is amended by adding a subdivision  
4.23 to read:

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

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

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

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

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

5.5 (5) another person is convicted, within the meaning under section 171.01, subdivision  
5.6 29, for the same violation; or

5.7 (6) the vehicle owner provides a sworn statement to the court or prosecuting authority  
5.8 that they were not operating the vehicle at the time of the violation.

5.9 (b) The owner or lessee of a motor vehicle may not be issued a citation under subdivision  
5.10 13 and under another subdivision in this section for the same conduct.

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

5.13 (d) This subdivision applies to violations committed on or after June 1, 2025, and before  
5.14 June 1, 2029."

5.15 Page 45, delete section 47 and insert:

5.16 "Sec. 48. **[169.147] TRAFFIC SAFETY CAMERA SYSTEM PILOT PROGRAM.**

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

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

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

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

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

5.27 (f) "Local authority" means a local unit of government authorized under the pilot program  
5.28 as provided under subdivision 2.

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

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

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

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

6.10 (b) The authority for camera-based traffic enforcement under the pilot program is limited  
6.11 to June 1, 2025, to May 31, 2029.

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

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

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

6.16 (3) the city of Mendota Heights;

6.17 (4) one statutory or home rule charter city or town located outside of a metropolitan  
6.18 county, as defined in section 473.121, subdivision 4, as determined by the commissioner;  
6.19 and

6.20 (5) one county, as determined by the commissioner.

6.21 (d) Under the pilot program, the commissioners must, beginning June 1, 2025, commence  
6.22 enforcement of speeding violations in trunk highway work zones as specified under  
6.23 subdivision 6, paragraph (f).

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

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

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

7.1 (2) notify the commissioner; and

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

7.3 Subd. 4. **Traffic safety camera system requirements.** (a) By May 1, 2025, the  
7.4 commissioners must establish traffic safety camera system standards that include:

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

7.6 (2) requirements for monitoring site signage in conformance with the requirements under  
7.7 subdivision 5, paragraph (b), clause (3);

7.8 (3) procedures for traffic safety camera system placement in conformance with the  
7.9 requirements under subdivision 6;

7.10 (4) training and qualification of individuals to inspect and calibrate a traffic safety camera  
7.11 system;

7.12 (5) procedures for initial calibration of the traffic safety camera system prior to  
7.13 deployment; and

7.14 (6) requirements for regular traffic safety camera system inspection and maintenance  
7.15 by a qualified individual.

7.16 (b) Prior to establishing the standards under paragraph (a), the commissioners must  
7.17 solicit review and comments and consider any comments received.

7.18 (c) An implementing authority must follow the requirements and standards established  
7.19 under this subdivision.

7.20 Subd. 5. **Public engagement and notice.** (a) The commissioner and each implementing  
7.21 authority must maintain information on their respective websites that, at a minimum:

7.22 (1) summarizes implementation of traffic safety camera systems under the pilot program;

7.23 (2) provides each camera system impact study performed by the implementing authority  
7.24 under subdivision 6, paragraph (b);

7.25 (3) provides information and procedures for a person to contest a citation under the pilot  
7.26 program; and

7.27 (4) identifies the current geographic locations of camera-based traffic enforcement that  
7.28 are under the jurisdiction of the implementing authority.

7.29 (b) An implementing authority must:

- 8.1 (1) implement a general public engagement and information campaign prior to  
8.2 commencing camera-based speed enforcement under the pilot program;
- 8.3 (2) perform public engagement as part of conducting a camera system impact study  
8.4 under subdivision 6, paragraph (b); and
- 8.5 (3) place conspicuous signage prior to the motorist arrival at each monitoring site, which  
8.6 must:
- 8.7 (i) notify motor vehicle operators of the use of a traffic safety camera system to detect  
8.8 violations; and
- 8.9 (ii) if a speed safety camera is in use, identify the speed limit.
- 8.10 (c) Public engagement under paragraph (b) must include but is not limited to:
- 8.11 (1) outreach to populations that are traditionally underrepresented in public policy or  
8.12 planning processes;
- 8.13 (2) consolidation and analysis of public feedback; and
- 8.14 (3) creation of an engagement summary that identifies public feedback and the resulting  
8.15 impacts on implementation of camera-based traffic enforcement.
- 8.16 Subd. 6. **Placement requirements.** (a) A local authority with fewer than 10,000 residents  
8.17 may place no more than one traffic safety camera system, whether the camera system is  
8.18 activated or inactive. A local authority with at least 10,000 residents may place no more  
8.19 than one traffic safety camera system per 10,000 residents, whether the camera system is  
8.20 activated or inactive. An implementing authority may move the location of a traffic safety  
8.21 camera system if the placement requirements under this subdivision are met.
- 8.22 (b) An implementing authority may only place a traffic safety camera system in  
8.23 conformance with the results of a camera system impact study. At a minimum, the study  
8.24 must:
- 8.25 (1) include evaluation of crash rates and severity, vehicle speed, equity, and traffic safety  
8.26 treatment alternatives;
- 8.27 (2) identify traffic safety camera system locations; and
- 8.28 (3) explain how the locations comply with the placement requirements under paragraph  
8.29 (d).
- 8.30 (c) An implementing authority may only place a traffic safety camera system:
- 8.31 (1) in a trunk highway work zone; or



9.1 (2) at a location that:

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

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

9.7 (d) An implementing authority that places more than one traffic safety camera system  
9.8 must ensure that the cameras are placed in geographically distinct areas and in multiple  
9.9 communities with differing socioeconomic conditions.

9.10 (e) An implementing authority may place a traffic safety camera system on a street or  
9.11 highway that is not under its jurisdiction only upon approval by the road authority that has  
9.12 jurisdiction.

9.13 (f) The commissioner must establish monitoring sites on at least two trunk highway  
9.14 work zone segments.

9.15 Subd. 7. **Traffic-control devices.** (a) An implementing authority must not adjust the  
9.16 change interval for the steady yellow indication in a traffic-control signal:

9.17 (1) for one month prior to beginning to operate a red light camera system at the associated  
9.18 intersection; or

9.19 (2) during the period that the red light camera system is operated at the associated  
9.20 intersection.

9.21 (b) The yellow change interval for a traffic-control signal that is subject to paragraph  
9.22 (a) must meet or exceed the standards and guidance specified in the manual on uniform  
9.23 traffic-control devices adopted under section 169.06, subdivision 1.

9.24 (c) An implementing authority that adjusts the yellow change interval for a traffic-control  
9.25 signal at an intersection where a red light camera system is being operated must deactivate  
9.26 the red light camera system and subsequently meet the requirements under paragraph (a).

9.27 Subd. 8. **Traffic enforcement agents.** (a) An implementing authority may designate  
9.28 one or more permanent employees of the authority, who is not a licensed peace officer, as  
9.29 a traffic enforcement agent. A licensed peace officer is a traffic enforcement agent and is  
9.30 not required to be designated under this subdivision. An employee of a private entity may  
9.31 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.

10.7 Subd. 9. **Citations; warnings.** (a) A traffic enforcement agent under the pilot program  
10.8 has the exclusive authority to issue a citation to the owner or lessee of a motor vehicle for  
10.9 (1) a violation under section 169.06, subdivision 10, and (2) a violation under section 169.14,  
10.10 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: (1)  
10.27 14 days of the violation for a vehicle registered in Minnesota; or (2) 30 days of the violation  
10.28 for a vehicle registered outside of Minnesota. Section 168.346, subdivision 2, applies to a  
10.29 private entity that provides citation mailing services under this section.

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

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

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

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

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

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

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

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

11.18 (7) information on the diversion and traffic safety course requirements under sections  
11.19 169.06, subdivision 10, paragraph (b), and 169.14, subdivision 13, paragraph (b);

11.20 (8) the total amount of fine imposed;

11.21 (9) a notification that the person has the right to contest the citation;

11.22 (10) information on the process and procedures for a person to contest the citation; and

11.23 (11) a statement that payment of the fine constitutes a plea of guilty and failure to appear  
11.24 in court is considered a plea of guilty, as provided under section 169.91.

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

11.28 Subd. 11. **Traffic safety course.** (a) The commissioners must establish a traffic safety  
11.29 course that provides at least 30 minutes of instruction on speeding, traffic-control signals,  
11.30 and other traffic safety topics. The curriculum must include safety risks associated with  
11.31 speed and speeding in school zones and work zones.

12.1 (b) The commissioners must not impose a fee for an individual who is authorized to  
12.2 attend the course under sections 169.06, subdivision 10, and 169.14, subdivision 13.

12.3 Subd. 12. **Third-party agreements.** (a) An implementing authority may enter into  
12.4 agreements with a private entity for operations, services, or equipment under this section.  
12.5 Payment under a contract with a private entity must not be based on the number of violations,  
12.6 citations issued, or other similar means.

12.7 (b) An implementing authority that enters into a third-party agreement under this  
12.8 subdivision must perform a data practices audit of the private entity to confirm compliance  
12.9 with the requirements under subdivisions 14 to 16 and chapter 13. An audit must be  
12.10 undertaken at least every other year.

12.11 Subd. 13. **Use of revenue.** (a) Revenue from citations received by an implementing  
12.12 authority that is attributable to camera-based traffic enforcement must be allocated as follows:

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

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

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

12.19 Subd. 14. **Data practices; general requirements.** (a) All data collected by a traffic  
12.20 safety camera system are private data on individuals as defined in section 13.02, subdivision  
12.21 12, or nonpublic data as defined in section 13.02, subdivision 9, unless the data are public  
12.22 under section 13.82, subdivision 2, 3, or 6, or are criminal investigative data under section  
12.23 13.82, subdivision 7.

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

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

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

- 13.1 Subd. 15. **Data practices; traffic safety camera system.** A traffic safety camera system:
- 13.2 (1) is limited to collection of the following data:
- 13.3 (i) recorded video or images of the rear license plate of a motor vehicle;
- 13.4 (ii) recorded video or images of motor vehicles and areas surrounding the vehicles to
- 13.5 the extent necessary to (A) identify a violation of a traffic-control device, or (B) calculate
- 13.6 vehicle speeds;
- 13.7 (iii) date, time, and vehicle location that correlates to the data collected under item (i)
- 13.8 or (ii); and
- 13.9 (iv) general traffic data:
- 13.10 (A) collected specifically for purposes of pilot program analysis and evaluation;
- 13.11 (B) that does not include recorded video or images;
- 13.12 (C) in which individuals or unique vehicles are not identified; and
- 13.13 (D) from which an individual or unique vehicle is not ascertainable;
- 13.14 (2) must not record in a manner that makes any individual personally identifiable,
- 13.15 including but not limited to the motor vehicle operator or occupants; and
- 13.16 (3) may only record or retain the data specified in clause (1), items (i) to (iii), if the
- 13.17 traffic safety camera system identifies an appropriate potential violation for review by a
- 13.18 traffic enforcement agent.
- 13.19 Subd. 16. **Data practices; destruction of data.** (a) Notwithstanding section 138.17,
- 13.20 and except as otherwise provided in this subdivision, data collected by a traffic safety camera
- 13.21 system must be destroyed within 30 days of the date of collection unless the data are criminal
- 13.22 investigative data under section 13.82, subdivision 7, related to a violation of a traffic-control
- 13.23 signal or a speed limit.
- 13.24 (b) Upon written request to a law enforcement agency from an individual who is the
- 13.25 subject of a pending criminal charge or complaint, along with the case or complaint number
- 13.26 and a statement that the data may be used as exculpatory evidence, data otherwise subject
- 13.27 to destruction under paragraph (a) must be preserved by the law enforcement agency until
- 13.28 the charge or complaint is resolved or dismissed.
- 13.29 (c) Upon written request from a program participant under chapter 5B, data collected
- 13.30 by a traffic safety camera system related to the program participant must be destroyed at
- 13.31 the time of collection or upon receipt of the request, whichever occurs later, unless the data

14.1 are active criminal investigative data. The existence of a request submitted under this  
14.2 paragraph is private data on individuals as defined in section 13.02, subdivision 12.

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

14.6 (e) The destruction requirements under this subdivision do not apply to: (1) general  
14.7 traffic data as provided under subdivision 14, clause (1), item (iv); and (2) data that identifies  
14.8 the number of warnings or citations issued to an individual under this section.

14.9 Subd. 17. **Exempt from rulemaking.** Rules adopted to implement this section are  
14.10 exempt from rulemaking under chapter 14 and are not subject to exempt rulemaking  
14.11 procedures under section 14.386.

14.12 Subd. 18. **Expiration.** This section expires May 31, 2029."

14.13 Page 58, delete line 12

14.14 Page 64, line 3, before "The" insert "(a)"

14.15 Page 64, after line 6, insert:

14.16 "(b) This subdivision applies to violations committed on or after June 1, 2025, and before  
14.17 June 1, 2029."

14.18 Page 64, delete lines 7 and 8

14.19 Page 68, delete line 29

14.20 Page 102, after line 14, insert:

14.21 "Sec. 123. Minnesota Statutes 2022, section 480.15, is amended by adding a subdivision  
14.22 to read:

14.23 Subd. 10d. **Uniform collections policies and procedures; limitations.** The uniform  
14.24 collections policies and procedures under subdivision 10c must not allow collections of  
14.25 court debt, as defined in subdivision 10c, or referral of court debt to the Department of  
14.26 Revenue, that only arises from a single violation under section 169.06, subdivision 10, or  
14.27 169.14, subdivision 13."

14.28 Page 120, delete section 136 and insert:

15.1 "Sec. 138. **TRAFFIC SAFETY CAMERA SYSTEMS; EVALUATION AND**  
15.2 **REPORTING.**

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

15.6 (b) "Traffic safety camera system" has the meaning given in Minnesota Statutes, section  
15.7 169.011, subdivision 85a.

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

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

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

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

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

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

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

15.26 **Subd. 3. Independent evaluation; implementing authorities.** (a) Each implementing  
15.27 authority under the pilot program must follow the evaluation methodology established under  
15.28 subdivision 2.

15.29 (b) Each implementing authority under the pilot program must provide information for  
15.30 the evaluation under subdivision 2 as requested and include the following: the total number  
15.31 of warnings issued; the total number of citations issued; the number of people who opted  
15.32 for diversion under Minnesota Statutes, sections 169.06, subdivision 10, paragraph (b), and

16.1 169.14, subdivision 13, paragraph (b); gross and net revenue received; expenditures incurred;  
16.2 a description of how the net revenue generated by the program was used; total amount of  
16.3 any payments made to a contractor; the number of employees involved in the pilot program;  
16.4 the type of traffic safety camera system used; the location of each monitoring site; the  
16.5 activation start and stop dates of the traffic safety camera system at each monitoring site;  
16.6 the number of citations issued, with a breakout by monitoring site; the number of instances  
16.7 in which a traffic enforcement agent reviewed recorded video or images for a potential  
16.8 violation but did not issue a resulting citation; and details on traffic safety camera system  
16.9 inspection and maintenance activities.

16.10 Subd. 4. **Pilot program reporting.** (a) An implementing authority that operates a traffic  
16.11 safety camera in a calendar year must publish a report on the implementation for that calendar  
16.12 year. The report is due by March 1 of the following calendar year.

16.13 (b) At a minimum, the report must summarize the activities of the implementing authority  
16.14 and provide the information required under subdivision 3, paragraph (b).

16.15 Subd. 5. **Legislative report.** By January 15, 2029, the commissioners must submit a  
16.16 report on traffic safety camera systems to the members of the legislative committees with  
16.17 jurisdiction over transportation policy and finance. At a minimum, the report must:

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

16.19 (2) provide data on citations issued under the pilot program, with breakouts by year and  
16.20 location;

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

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

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

16.25 (6) make any recommendations regarding ongoing traffic safety camera implementation,  
16.26 including but not limited to any draft legislative proposal."

16.27 Page 121, delete section 137

16.28 Renumber the sections in sequence and correct the internal references