

# MINNESOTA STATE REGISTER

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# Minnesota State Register

## Judicial Notice Shall Be Taken of Material Published in the Minnesota State Register

The Minnesota State Register is the official publication of the State of Minnesota's Executive Branch of government, published weekly to fulfill the legislative mandate set forth in Minnesota Statutes, Chapter 14, and Minnesota Rules, Chapter 1400. It contains:

- Proposed Rules
- Adopted Rules
- Exempt Rules
- Expedited Rules
- Withdrawn Rules
- Executive Orders of the Governor
- Appointments
- Proclamations
- Vetoed Rules
- Commissioners' Orders
- Revenue Notices
- Official Notices
- State Grants and Loans
- Contracts for Professional, Technical and Consulting Services
- Non-State Public Bids, Contracts and Grants

## Printing Schedule and Submission Deadlines

Vol. 49 Issue Number	Publish Date	Deadline for: all Short Rules, Executive and Commissioner's Orders, Revenue and Official Notices, State Grants, Professional-Technical- Consulting Contracts, Non-State Bids and Public Contracts	Deadline for LONG, Complicated Rules (contact the editor to negotiate a deadline)
#53	Monday 30 June	Noon Tuesday 24 June	Noon Thursday 19 June
#1	Monday 7 July	Noon Tuesday 1 July	Noon Thursday 26 June
#2	Monday 14 July	Noon Tuesday 8 July	Noon Thursday 3 July
#3	Monday 21 July	Noon Tuesday 15 July	Noon Thursday 10 July

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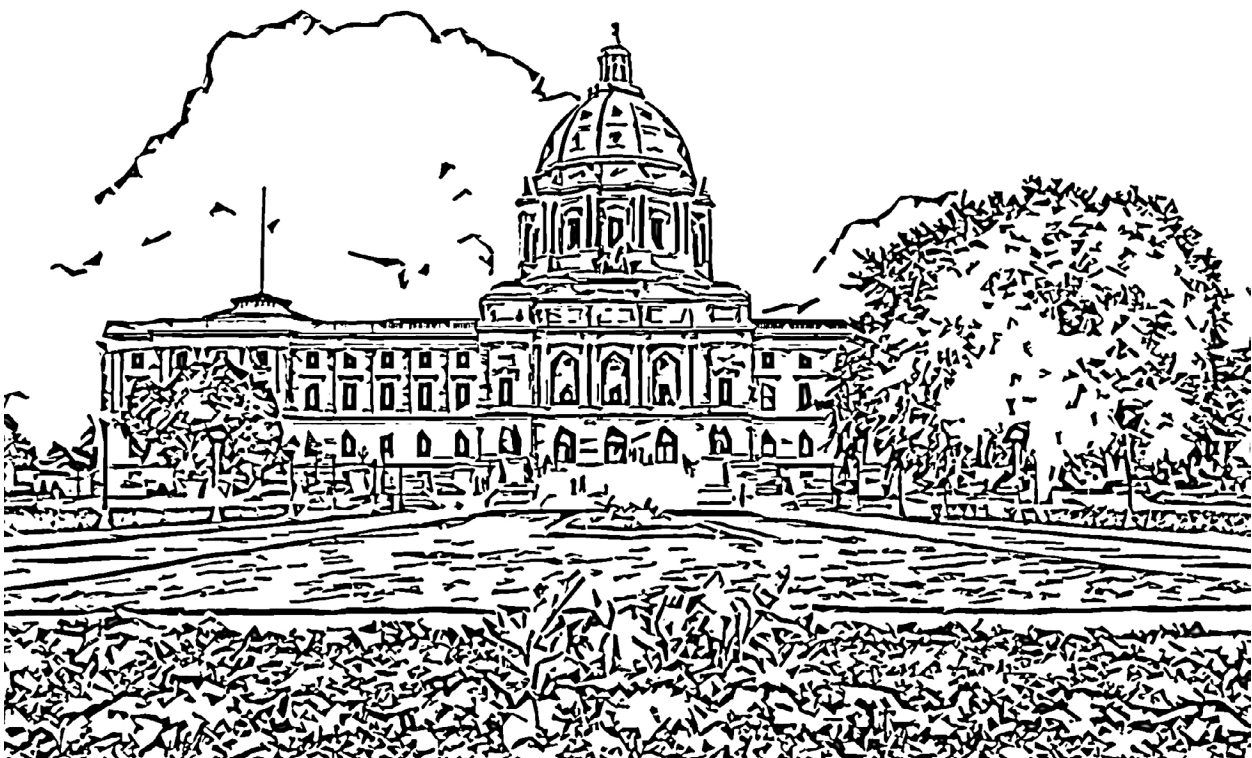
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**Front Cover Artwork:** *A sunset shines at the end of a former railroad tunnel running underneath Ely's Peak in Duluth, Minn.  
Photo by Sean Plemmons*



# Minnesota Rules: Amendments and Additions

## NOTICE: How to Follow State Agency Rulemaking in the State Register

The State Register is the official source, and only complete listing, for all state agency rulemaking in its various stages. State agencies are required to publish notice of their rulemaking action in the State Register. Published every Monday, the State Register makes it easy to follow and participate in the important rulemaking process. Approximately 80 state agencies have the authority to issue rules. Each agency is assigned specific Minnesota Rule chapter numbers. Every odd-numbered year the Minnesota Rules are published. Supplements are published to update this set of rules. Generally speaking, proposed and adopted exempt rules do not appear in this set because of their short-term nature, but are published in the State Register.

An agency must first solicit Comments on Planned Rules or Comments on Planned Rule Amendments from the public on the subject matter of a possible rulemaking proposal under active consideration within the agency (Minnesota Statutes §§ 14.101). It does this by publishing a notice in the State Register at least 60 days before publication of a notice to adopt or a notice of hearing, or within 60 days of the effective date of any new statutory grant of required rulemaking.

When rules are first drafted, state agencies publish them as Proposed Rules, along with a notice of hearing, or a notice of intent to adopt rules without a hearing in the case of noncontroversial rules. This notice asks for comment on the rules as proposed. Proposed emergency rules, and withdrawn proposed rules, are also published in the State Register. After proposed rules have gone through the comment period, and have been rewritten into their final form, they again appear in the State Register as Adopted Rules. These final adopted rules are not printed in their entirety, but only the changes made since their publication as Proposed Rules. To see the full rule, as adopted and in effect, a person simply needs two issues of the State Register, the issue the rule appeared in as proposed, and later as adopted.

The State Register features partial and cumulative listings of rules in this section on the following schedule: issues #1-26 inclusive (issue #26 cumulative for issues #1-26); issues #27-52 inclusive (issue #52, cumulative for issues #27-52 or #53 in some years). A subject matter index is updated weekly and is available upon request from the editor. For copies or subscriptions to the State Register, contact the editor at 651-201-3204 or email at sean.plemmons@state.mn.us

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# Adopted Rules

A rule becomes effective after the requirements of *Minnesota Statutes* §§ 14.05-14.28 have been met and five working days after the rule is published in the *State Register*, unless a later date is required by statutes or specified in the rule. If an adopted rule is identical to its proposed form as previously published, a notice of adoption and a citation to its previous *State Register* publication will be printed. If an adopted rule differs from its proposed form, language which has been deleted will be printed with strikeouts and new language will be underlined. The rule's previous *State Register* publication will be cited.

**KEY: Proposed Rules** - Underlining indicates additions to existing rule language. ~~Strikeouts~~ indicate deletions from existing rule language. If a proposed rule is totally new, it is designated "all new material."  
**Adopted Rules** - Underlining indicates additions to proposed rule language. ~~Strikeout~~ indicates deletions from proposed rule language.

## Department of Labor and Industry

### Adopted Permanent Rules Governing Registration of Rehabilitation Providers

The rules proposed and published at State Register, Volume 49, Number 13, pages 313-316, September 23, 2024 (49 SR 313), are adopted as proposed.

# Expedited Emergency Rules

Provisions exist for the Commissioners of some state agencies to adopt expedited emergency rules when conditions exist that do not allow the Commissioner to comply with the requirements for emergency rules. The Commissioner must submit the rule to the attorney general for review and must publish a notice of adoption that includes a copy of the rule and the emergency conditions. Expedited emergency rules are effective upon publication in the *State Register*, and may be effective up to seven days before publication under certain emergency conditions.

Expedited emergency rules are effective for the period stated or up to 18 months. Specific *Minnesota Statute* citations accompanying these expedited emergency rules detail the agency's rulemaking authority.

**KEY: Proposed Rules** - Underlining indicates additions to existing rule language. ~~Strikeouts~~ indicate deletions from existing rule language. If a proposed rule is totally new, it is designated "all new material."  
**Adopted Rules** - Underlining indicates additions to proposed rule language. ~~Strikeout~~ indicates deletions from proposed rule language.

## Minnesota Department of Natural Resources

### Adopted Expedited Emergency Game and Fish Rules: Canada Lynx Management Zone

Notice is hereby given that the above-entitled rules have been adopted through the process prescribed by *Minnesota Statutes*, section 84.027, subdivision 13(b). The statutory authority for the content of the rules is *Minnesota Statutes*, section 84.027, subdivision 13; 97A.045, subdivision 2; and 97B.605.

The rule changes are necessary to comply with a consent decree that was issued on February 21, 2023 (the "2023 Consent Decree") by U.S. Federal District Court Judge Eric C. Tostrud. The 2023 Consent Decree resolves a lawsuit filed by the Center for Biological Diversity alleging that the DNR's current trapping restrictions, including those within the Lynx Management Zone, violate Section 9 of the federal Endangered Species Act, 16 U.S.C. § 1538. A portion of the 2023 Consent Decree requires the DNR "[b]y whatever regulatory means are necessary, including expedited emergency rulemaking," to adopt additional restrictions on trapping activities in the Lynx Management Zone within 40 days after the decree became effective.

The proposed rule continues the additional regulations required by the 2023 Consent Decree, as well as changes

# Expedited Emergency Rules

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that were required by a 2008 federal court order (the “2008 Order”) directing the DNR to implement regulatory and programmatic changes to restrict, modify, or eliminate the incidental taking of Canada lynx due to trapping activities in the core lynx range.

Regulations define the Lynx Management Zone as a northeast portion of the state, where Canada lynx are known to occur. In this zone, body-grip traps are required to be set above the ground or in boxes with small openings, which are intended to prevent the accidental capture of Canada lynx. Nonlethal traps are required to be firmly secured to prevent incidentally captured Canada lynx to evade detection by moving. Bait and site attractants that are likely to attract Canada lynx are prohibited. Restrictions on foothold traps and snares are intended to prevent the accidental capture of Canada lynx or to allow the release of Canada lynx that are accidentally captured. The requirement for breakaway devices in the entire state is based on annual assessments of biological data and field reports that indicate the potential for increasing incidents in which non-target mammals such as moose, elk, wolves, and adult deer are being accidentally caught and restrained in snares.

The 2008 Order and 2023 Consent Decree remain in effect until the U.S. Fish and Wildlife Service (“FWS”) issues an incidental take permit (“ITP”), which could require further changes to the lynx rules. DNR has previously applied for an ITP from FWS, but FWS did not act on DNR’s application. DNR has recently reinitiated the ITP process. The 18-month effective time of rules under *Minnesota Statutes*, section 84.027, subdivision 13(b) best accommodates the ITP process.

In addition, the DNR has interpreted *Minnesota Statutes*, section 84.027, subdivision 13(b), to allow the agency to promulgate trapping restrictions to protect Canada Lynx since 2008. Likewise, DNR has determined that expedited emergency rulemaking under subdivision 13(b) is appropriate because the 2023 Consent Decree remains in effect until the U.S. Fish and Wildlife Service issues an incidental take permit, which could necessitate further changes to the lynx rules.

Dated: May 21, 2025

Sarah Strommen  
Commissioner of Natural Resources

## 6234.0900 SCOPE AND DEFINITIONS.

*[For text of subparts 1 to 6, see Minnesota Rules]*

Subp. 7. **Static load test.** “Static load test” means a test for rating breakaway devices on snares that uses a nonmoving weight or nonjolting force applied to the snare.

## 6234.1000 DESCRIPTION OF FURBEARER ZONES.

*[For text of subparts 1 and 2, see Minnesota Rules]*

*[For text of subparts 3 and 4, see State Register, volume 49, page 150]*

Subp. 5. **Lynx Management Zone.** That portion of the state lying north and east of a line beginning at U.S. Highway 53 at the east boundary of the state, thence along U.S. Highway 53 to the north boundary of the state, is known as the Lynx Management Zone.

## 6234.2200 USE OF TRAPS.

*[For text of subparts 1 to 5, see Minnesota Rules]*

Subp. 5a. **Body-gripping traps; Lynx Management Zone.** In the Lynx Management Zone, a person may not set, place, or operate, except as a water set, any body-gripping trap that has a maximum jaw opening, when set, of greater than five inches and less than or equal to 7-1/2 inches measured from the inside edges of the body-gripping portions of the jaws, unless the trap is set:

A. at least three feet above the ground or snow level in a tree;



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# Expedited Emergency Rules

B. at least three feet above the ground or snow level on a leaning pole six inches or less in diameter; or

C. in a cubby box recessed at least seven inches from the box opening, which must be less than 50 square inches in opening size. A cubby box may be constructed of any material, but must be constructed and set in a manner that allows an animal to enter only through the cubby box opening.

*[For text of subparts 6 to 12, see Minnesota Rules]*

Subp. 13. **Trap staking and tethering; Lynx Management Zone.** In the Lynx Management Zone, except for water sets and weasel boxes as described in subpart 2, item B, all leghold traps must be staked or otherwise secured by tethering chains or cables not more than 18 inches long, in a manner that prevents captured animals from removing the trap from the trap site.

Subp. 14. **Trap tether swivels; Lynx Management Zone.** In the Lynx Management Zone, except for water sets, all leghold traps must have two or more swivels in the tethering chain or cable.

Subp. 15. **Bait restrictions; Lynx Management Zone.** In the Lynx Management Zone, the use of fresh meat, rabbits or hares, or parts of rabbits or hares is prohibited. Other meat may be used as bait if it has been unfrozen and exposed to air for at least 24 hours before being placed in a trap.

Subp. 16. **Sight attractant restrictions; Lynx Management Zone.** In the Lynx Management Zone, the use of suspended flags or other sight attractants within 20 feet of a trap is prohibited.

Subp. 17. **Foothold traps; Lynx Management Zone.** In the Lynx Management Zone, a person may not set, place, or operate any foothold trap that has a maximum jaw opening, when set, of greater than 6-½ inches measured from the inside edges of the jaw, except when

A. placed as a water set; or

B. used by licensed wolf trappers during a wolf season.

## 6234.2400 SPECIAL RESTRICTIONS ON USE OF SNARES.

*[For text of subpart 1, see Minnesota Rules]*

*[For text of subpart 2, see State Register, volume 49, page 150]*

*[For text of subparts 3 to 7, see Minnesota Rules]*

Subp. 8. **Snare loop diameter.** The diameter of a snare loop may not exceed ten inches. In the Lynx Management Zone, the diameter of a snare loop must be at least eight inches when set on land.

Subp. 9. **Snare cable diameter.** Snare cable or wire may not exceed one-eighth inch in diameter. In the Lynx Management Zone, snare cable or wire must be at least 5/64 inch in diameter when set on land.

*[For text of subparts 10 and 11, see Minnesota Rules]*

Subp. 12. **Snare breakaway devices.** Snares capable of taking a wild animal must include a breakaway device that causes the snare loop to disassemble at 350 pounds pull or less as measured by a static load test, except for:

A. wolf snares as defined in part 6234.0900, subpart 6;

B. snares set by licensed wolf trappers in possession of a valid wolf tag during a legal wolf trapping season; and

C. snares set under ice.

Subp. 13. **Snares in Lynx Management Zone.** In the Lynx Management Zone, the following restrictions apply to snares that are not set as water sets:

# Expedited Emergency Rules

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A. A snare must be equipped with:

(1) a minimum loop stop that prevents the snare loop from closing to a diameter less than 3-¼ inches; and

(2) a one-piece snare lock that contains no moving parts, has no integrated or attached compression springs, and has a side that contacts the animal that is a minimum of ½ inch in width.

B. A snare may not be attached or anchored to a fence or tree and may not be set in a location such that, when fully extended, it can reach any part of a fence or any rooted vegetation greater than ½ inch in diameter.

C. Except when used by a licensed wolf trapper as a wolf snare within the meaning of part 6234.0900, subpart 6, a snare may not exceed seven feet in length from the anchor point to the end of the snare when fully extended.

D. A snare must be equipped with at least one swivel.

## Minnesota Department of Natural Resources Adopted Expedited Emergency Game and Fish Rules: 2025 Update to Prohibition on Placing Deer Feed and Using Deer Attractants

Notice is hereby given that the following rules are being adopted through the process prescribed by *Minnesota Statutes*, section 84.027, subdivision 13, which authorizes the Commissioner to adopt expedited emergency rules to control wildlife disease. Additional authority for the content of the rule is found in *Minnesota Statutes*, section 97A.045, subdivision 11.

The following conditions do not allow compliance with *Minnesota Statutes*, sections 97A.0451 to 97A.0459: The rules are necessary to combat the spread of Chronic Wasting Disease (CWD). Prions, the infectious agents that transmit the disease, are shed through saliva, urine, blood, feces, and antler velvet. Prions are highly resistant to degradation and can persist in the environment for decades. Prions spread among individual deer through both direct (animal-to-animal) and indirect (environmental) contact. The use of deer feed and attractants causes deer to concentrate in one area, thus greatly increasing the risk of CWD transmission between individuals. CWD, which is always fatal, has been detected among captive and wild deer in portions of northern, central, and southeastern Minnesota. The detection of the disease in free-ranging deer in the fall of 2024 in three new counties underscores the shifting and unpredictable distribution of the disease in Minnesota.

The most effective means to reduce disease transmission and spread is to implement management strategies as soon as possible after detection. Because of potential damage that CWD could do to the wild deer population in the time it would take to use the Chapter 14 rulemaking process to adopt this rule, the Minnesota Department of Natural Resources (DNR) is using its expedited emergency rulemaking authority pursuant to Minn. Stat. § 84.027, subd. 13(b). Additionally, the DNR is expressly authorized by Minn. Stat. § 97A.045, subdivision 11 to adopt expedited emergency rules to prevent or control wildlife disease.

Changes to the wording of the attractant definition and exemptions are necessary to allow hunters to use items that were never intended to be covered under the deer feeding and attractant ban, such as unscented ropes and mock scrapes.

To reduce the transmission of CWD, the placement or distribution of deer feed and deer attractants is prohibited in Aitkin, Anoka, Beltrami, Carver, Cass, Clay, Crow Wing, Dakota, Dodge, Fillmore, Goodhue, Hennepin, Houston, Hubbard, Itasca, Le Sueur, Mower, Norman, Olmsted, Polk, Ramsey, Rice, Scott, Sherburne, Sibley, Steele, Traverse, Wabasha, Washington, Wilkin, Winona and Wright counties. This includes three new counties where CWD positive deer were discovered in the fall of 2024 and six surrounding counties.

Dated: May 22, 2025

Sarah Strommen  
Commissioner of Natural Resources



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# Expedited Emergency Rules

## **6232.4800 FEEDING AND ATTRACTING DEER PROHIBITED IN CERTAIN COUNTIES.**

**Subpart 1. Definitions.** For purposes of this part:

A. “attractants” means food scents, salt, minerals, prescented items with natural or synthetic attractants, and any product, either natural or synthetic, that contains or purports to contain cervid urine, cervid blood, cervid gland oil, cervid feces, or other cervid bodily fluid;

B. “feed” means grains, fruits, vegetables, nuts, hay, and other food, either natural or synthetic, that is capable of attracting or enticing deer; and

C. “place” includes to place, cause to place, distribute, or otherwise put on a person’s property in an outdoor location accessible to deer or to allow another person to so place, cause to place, distribute, or put on a person’s property.

**Subp. 2. Applicability; prohibition; feed and attractants.** In Aitkin, Anoka, Beltrami, Carver, Cass, Clay, Crow Wing, Dakota, Dodge, Fillmore, Goodhue, Hennepin, Houston, Hubbard, Itasca, Le Sueur, Mower, Norman, Olmsted, Polk, Ramsey, Rice, Scott, Sherburne, Sibley, Steele, Traverse, Wabasha, Washington, Wilkin, Winona, and Wright Counties, a person may not place feed or attractants, except as provided in subpart 3.

**Subp. 3. Exceptions.** The prohibition in subpart 2 does not include:

A. feed that is intended to feed wildlife other than deer, if the feed is:

(1) arranged to exclude access to deer; or

(2) put at least six feet above the ground;

B. feed that is present solely as a result of normal agricultural, forest management, or wildlife food-planting practices;

C. feed or minerals that are for livestock purposes if the feed or minerals are:

(1) for domestic livestock that are present and actively consuming the feed or minerals daily;

(2) covered to deter deer from accessing the feed or minerals; or

(3) stored consistent with normal agricultural practices; or

D. natural or manufactured products that do not have attractants or feed.

**Subp. 4. Cleanup.**

A. In addition to any other penalties imposed, a person must immediately remove any feed and attractants that have been placed in violation of subpart 2.

B. Failure to comply with this subpart is a separate violation from and in addition to a violation of subpart 2.

**Subp. 5. Bear bait stations in counties where placing feed or attractants is prohibited.** A person may establish a bear bait station, as described in part 6232.2600, subpart 3, in counties where placing feed or attractants is otherwise prohibited under subpart 2.

**REPEALER.** Minnesota Rules, part 6232.4800, published in the State Register, volume 49, page 8, July 1, 2024, is repealed.

# Official Notices

Pursuant to *Minnesota Statutes* §§ 14.101, an agency must first solicit comments from the public on the subject matter of a possible rulemaking proposal under active consideration within the agency by publishing a notice in the *State Register* at least 60 days before publication of a notice to adopt or a notice of hearing, and within 60 days of the effective date of any new statutory grant of required rulemaking.

The *State Register* also publishes other official notices of state agencies and non-state agencies, including notices of meetings and matters of public interest.

## Minnesota Agricultural and Economic Development Board

### Notice of Public Hearing by the Minnesota Agricultural and Economic Development Board on Proposed Projects and the Issuance of Private Activity Bonds under Minnesota Statutes, Chapter 41A and Sections 469.152 through 469.1655, as amended

Notice is hereby given pursuant to Section 147(f) of the Internal Revenue Code of 1986, as amended (the “Code”), and Chapter 41A of the Minnesota Statutes, as amended, and Sections 469.152 through 469.1655 of the Minnesota Statutes, as amended (the “Act”), that the Minnesota Agricultural and Economic Development Board (the “Board”), will meet on July 9, 2025, at 10:00 a.m., or as soon thereafter as reasonably possible, in the Brainerd Conference Room at the Great Northern Building located at 180 5th Street East, 12th Floor, St. Paul, Minnesota, 55101 for the purpose of holding a public hearing on a proposal that the Board issue revenue bonds, in one or more tax-exempt series (the “Bonds”), under Chapter 41A of the Minnesota Statutes, the Act and Sections 103 and 145 of the Code, for the benefit of Essentia Health, a Minnesota nonprofit corporation, or one or more of its affiliates (the “Borrower”), in order to (i) finance, refinance or reimburse the Borrower for all or a portion of the costs of the acquisition, construction and equipping of an approximately 60,000 square foot orthopedic center (and an additional approximately 40,000 square feet of shelved space), with approximately 78 exam and procedure rooms, at which orthopedic surgery consultations, podiatry, rheumatology, endocrinology, interventional pain care, sports medicine and other services will be provided, to be located at 14275 Edgewood Drive N, Baxter, Minnesota, including any necessary and attendant land acquisition, facilities, equipment, site work and utilities appurtenant thereto (the “Project”); (ii) finance capitalized interest, if any, on the Bonds, if deemed necessary or desirable by the Borrower; and (iii) finance all or a portion of the costs of issuance of the Bonds.

The maximum aggregate stated principal amount of the Bonds to be issued is not expected to exceed \$50,000,000. The assets to be financed with proceeds of the Bonds are owned or leased and operated by the Borrower. The Bonds are proposed to be issued pursuant to the authority granted to the Board under Section 41A.05, subdivision 2, of the Minnesota Statutes, as amended, which permits the Board to exercise all powers of a municipality under the Act, and Section 469.153, subdivision 2(d) of the Act.

The Bonds or other evidence of indebtedness issued by the Board to finance the Project shall be limited obligations of the Board payable solely from the revenue pledged to the payment thereof and may be secured by a mortgage or other encumbrance on the assets financed with proceeds of the Bonds. No holder of any such evidence of indebtedness shall ever have the right to compel any exercise of the taxing power of the Board, the State of Minnesota or any political subdivision thereof to pay such evidence of indebtedness, or the interest thereon, nor to enforce payment against any property of the Board, the State or any political subdivision thereof.

A draft copy of the proposed Application to the Minnesota Department of Employment and Economic Development for approval of the Project, together with draft copies of all attachments and exhibits thereto will be available at the front desk of the 12th floor of the Great Northern Building located at 180 5th Street East, St. Paul, Minnesota, 55101 during normal business hours on normal business days.

All persons interested may appear and be heard at the time and place set forth above or may mail written comments to the Executive Director at the address set forth above prior to the date of the hearing set forth above.

Dated this 23<sup>rd</sup> day of June, 2025, by order of the Minnesota Agricultural and Economic Development Board.



## Department of Human Services

### Health Care Administration

#### Notice of Reform: Pathways to Independence Demonstration Waiver Annual Forum

The Minnesota Department of Human Services (DHS) invites the public to comment on the progress of the Reform: Pathways to Independence (Reform) demonstration waiver at the annual public forum on July 31, 2025.

The Centers for Medicare & Medicaid Services (CMS) initially approved Minnesota's section 1115 demonstration waiver on October 18, 2013 under the title "Reform 2020: Pathways to Independence." The five-year demonstration was extended and provides federal financial support for services covered under the Alternative Care program, which helps older adults at risk of nursing home placement stay in their home. On January 2, 2025, CMS approved Minnesota's request to extend the waiver from February 1, 2025, through January 31, 2030. As part of this extension request, the title was changed to "Reform: Pathways to Independence."

For additional information about the Reform demonstration waiver, see:

- ***Reform Waiver Approval, Expenditure and Waiver Authorities, and Special Terms and Conditions*** for information about CMS' approval of the Reform demonstration waiver;
- ***Reform Quarterly Report 4 Demonstration Year 11*** for the most recent approved annual report; and
- ***Federal health care waivers with public hearings and comments / Minnesota Department of Human Services (mn.gov)*** webpage.

Under the terms of the Reform demonstration waiver, DHS must hold an annual forum to provide the public with an opportunity to comment on the progress of the waiver over the last year. All interested members of the public are invited to attend and provide comments. Comments will be recorded and shared publicly as part of the state's federal reporting requirements.

You may attend the forum via video conference or in-person. The next public forum is:

DATE: Thursday, July 31, 2025

TIME: 10:00 – 11:00 a.m.

#### **Video Conference Option**

Use this ***Webex link*** to attend virtually (at the date and time above).

#### **In-Person Option**

If you would like to attend in-person, please send an email to ***Section1115WaiverComments@state.mn.us*** so we can assure sufficient room capacity.

LOCATION: Minnesota Department of Human Services  
Elmer L. Anderson Human Services Building, Room 2222  
540 Cedar Street  
St. Paul, MN 55101

Limited parking is available in the ramp adjacent to the building. Refer to the DHS ***Directions and parking*** webpage for more information, including additional parking options.

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## MNsure

### Notice of Call for Applications for MNsure Advisory Committee Membership

**NOTICE IS HEREBY GIVEN** that the MNsure Board of Directors is recruiting members to fill open seats on its Board Advisory Committee. The advisory committee provides guidance, advice and recommendations to the board as it carries out its mission.

The MNsure board appoints members to a two-year term. Members may serve a maximum of two complete consecutive terms. More information is available on the MNsure website, *MNsure.org*.

Minnesotans who are interested in serving on the committee must complete an application, available on the MNsure website.

Submissions are due by 5 p.m. on Tuesday, July 22, 2025. They must include (1) a résumé and (2) the application, which includes contact information and a description of why the applicant is interested in serving on the committee. Please note that any information submitted on this form is classified as public data.

Submissions may sent by email to: *MNsureBoard@state.mn.us*.

They may also be mailed to:

MNsure  
Attn: Board Advisory Committees  
335 Randolph Ave., Suite 200  
St. Paul, MN 55102

The MNsure board will review applications and expects to make appointments in July 2025.

If you have questions or would like to request another format of the application, please contact MNsure at *MNsureBoard@state.mn.us*.

## Minnesota Pollution Control Agency (MPCA)

### Notice of Intent to Issue an Air Emission Permit Manufacturing Part 70 General Permit

**NOTICE IS HEREBY GIVEN**, that the Minnesota Pollution Control Agency (MPCA) proposes to issue a federal general permit governing certain manufacturing sources located in Minnesota. The issuance of this general permit is authorized by Minn. R. 7007.1100, subp. 1, which allows the MPCA to issue a general permit if “numerous and similar stationary sources are subject to substantially similar regulatory requirements.” This general permit is designed for stationary sources that can meet the emission limits and requirements established in the permit. The permit allows operating flexibility by authorizing the installation, replacement, and removal of equipment without significant regulatory burden to the Permittee, as long as the Permittee remains in compliance with the general permit.

The stationary sources eligible for the proposed general permit are major sources as defined in Minn. R. 7007.0200 subp. 2. The general permit covers stationary sources required to obtain permits under Minn. R. 7007.0250. Activities and emission units allowed by this permit action include abrasive blasting, boilers, brazing, casting, catalytic or thermal oxidizers, cleaning (including acid cleaning, degreasers, general cleanup with solvents), dip tanks, fabric filters, fuel storage, furnaces, injection molding, internal combustion engines (generators), lamination, mixing, molding, ovens, resin and gel coating, sanding, screen printing, soldering, space heaters, spraying and coating activities, stenciling, storage tanks, wall/panel filters, paint booths, and welding.

If a stationary source has process operations or emission units that are not listed in this permit and that are not insignificant activities (listed in Minn. R. 7007.1300 or conditionally insignificant activities listed in Minn. R. 7008), the stationary source does not qualify for the general permit. Stationary sources also may not be any of the source categories

listed in 40 CFR § 52.21(b)(1)(iii), prevention of significant deterioration (PSD).

A stationary source is not eligible for the proposed general permit, or ceases to be eligible for the proposed general permit, if any of the following are true:

1. The stationary source has an emission unit other than those described above;
2. The stationary source has an emission unit subject to a Standard of Performance for New Stationary Sources other than volatile organic liquid storage vessels (subpart Kb) and stationary compression ignition internal combustion sources (subpart IIII) in 40 CFR pt. 60;
3. The stationary source is affected by a 40 CFR pt. 63 National Emission Standard for Hazardous Air Pollutants (NESHAP) already adopted other than:
  - Halogenated solvent cleaning machines (40 CFR pt. 63, subp. T)
  - Miscellaneous metal parts and products for surface coating operations (40 CFR pt. 63, subp. MMMM)
  - Surface coating of plastic parts and products (40 CFR pt. 63, subp. PPPP)
  - Reinforced plastic composites production (40 CFR pt. 63, subp. WWWW)
  - Stationary reciprocating internal combustion engines (40 CFR pt. 63, subp. ZZZZ)
  - Industrial/commercial/institutional boilers and process heaters at major HAP sources (40 CFR pt. 63, subp. DDDDD)
4. The stationary source emits at any time a 12-month rolling sum of more than the permitted amount for any pollutant.
5. The stationary source emits or uses Trichloroethylene (TCE) six months after the permit issuance date.
6. A stationary source that is subject to a case-by-case maximum achievable control technology standards (MACT) determination under section 112(g) of the Clean Air.
7. A stationary source subject to 40 CFR pt. 61 and Minn. R. 7011.9900 through 7011.9990.
8. A stationary source that does an Air Emission Risk Analysis (AERA) and the analysis results in a need for source specific permit conditions.

As allowed by Minn. R. 7007.1100, subp. 5, the MPCA has developed a source-specific permit application that does not include all the required information given in Minn. R. 7007.0100 to 7007.1850. The application forms will contain the elements discussed in the TSD needed to determine eligibility for the general permit.

The overall general permit contains each applicable requirement that could apply to eligible stationary sources. Based upon the information in the permit application, the Permittee need only comply with those requirements, which are applicable to their facility. The Permittee is also allowed to construct allowable additional emission units at the source under this general permit without a permit amendment.

The Commissioner's determination to issue the general permit is tentative. Interested persons are invited to submit written comments upon the draft permit action. The public comment period commences June 23, 2025, and terminates at 4:30 p.m. on July 23, 2025. Any comments received no later than 4:30 p.m. on the last day of the comment period will be considered in the formulation of the final determination.

Comments should be submitted online at <https://mpca.commentinput.com/comment/search>; or through the mail, to Alfredo Rincon-Gonzalez, Air Permit Engineer, Industrial Division, Minnesota Pollution Control Agency, 520 Lafayette Road North, Saint Paul, Minnesota 55155.

A copy of the draft general permit, supporting documents, and application are available for review on the MPCA's

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Public Notices webpage at <http://www.pca.state.mn.us/publicnotices>

If you have any questions on this draft permit, public notice, or the Commissioner's preliminary determination, please contact Alfredo Rincon-Gonzalez via telephone at 651-757-2167 or via e-mail at [Alfredo.Rincon.Gonzalez@state.mn.us](mailto:Alfredo.Rincon.Gonzalez@state.mn.us).

## Minnesota Department of Transportation (MnDOT)

### Office of Traffic Engineering

### Request for Review and Comment for the Establishment of Traffic Safety Camera System Standards

**Introduction.** Minnesota Statutes § 169.147, require the Minnesota Department of Transportation (Department), in coordination with the Minnesota Department of Public Safety, to establish a traffic safety camera pilot program that provides for the education and enforcement of speeding violations, traffic-control signal violations, or both in conjunction with the use of traffic safety camera systems. Additionally, the law requires that the Department establish traffic camera system standards, solicit review and comments about the standards, and consider any comments received. The development and implementation of the program and standards are exempt from rulemaking procedures.

**Authority.** The authority for camera-based traffic enforcement under the pilot program is August 1, 2025, to July 31, 2029. Camera-based traffic enforcement is limited to:

1. The commissioners of transportation and public safety for enforcement of speeding violations in trunk highway work zones;
2. The city of Minneapolis; and
3. The city of Mendota Heights.

**Proposed Standards.** A copy of the proposed standards is published in the *State Register* and may be viewed on the Department's website at: <https://www.dot.state.mn.us/trafficeng/safety/traffic-safety-cameras.html>

**Public Comment.** Interested persons or groups may submit comments on the traffic safety camera system standards in writing to the agency contact person until 4:30 p.m. on **Wednesday, July 23, 2025**.

MnDOT will consider and incorporate public comments, as appropriate, and will publish the final standards by **Friday, August 1, 2025**, on the Department's website at: <https://www.dot.state.mn.us/trafficeng/safety/traffic-safety-cameras.html>

**Agency Contact Person.** Written comments, questions, and requests for more information on the traffic safety camera system standards should be directed to Mark Wagner at:

Minnesota Department of Transportation  
1500 County Road B2 West  
Mail Stop 725  
Roseville, MN 55113  
or via email to [safetycameras.dot@state.mn.us](mailto:safetycameras.dot@state.mn.us)

**Alternative Format.** Upon request, this information can be made available in an alternative format, such as large print, braille, or audio. To make such a request, please contact the agency contact person at 651-234-7011 or the address listed above.

## Minnesota Traffic Safety Camera (TSC) System Standards

### Introduction

Managing high-risk driving behaviors is a key component of MnDOT's commitment to the Safe System Approach to eliminate fatal and serious injuries for all roadway users. Traffic safety cameras (TSC) systems<sup>1</sup> are part of a comprehensive enforcement strategy to address risky behaviors such as excessive speeding and red light infractions. These devices, also called photo radar or automated traffic enforcement, automatically detect vehicles that exceed the threshold speed limit<sup>2</sup> or commit a traffic control signal violation. Agencies across the country have successfully implemented TSC programs to address dangerous driving behaviors. Per the Federal Highway Administration (FHWA), traffic safety cameras have proven to be a successful safety countermeasure by reducing roadway fatalities by 20 to 37 percent.<sup>3</sup>

In 2024, Minnesota Statutes § 169.147 was adopted, providing MnDOT and select local agencies the authority to implement a four-year pilot program to evaluate the enforcement of traffic laws through the use of TSC systems. As part of the pilot program, the cities of Minneapolis and Mendota Heights were granted the authority to implement speed safety camera and red light camera systems and to issue citations with associated fines to the owner or lessee of a motor vehicle that was recorded violating existing traffic laws. In addition, MnDOT was mandated to conduct a warning-only speed camera pilot in Trunk Highway work zones.

The authorized pilot programs vary in size, camera system type, and citation type, allowing for thorough evaluation of their effectiveness in improving road safety in an equitable manner. The pilot programs will inform recommendations for future program consideration in the event of broader, statewide adoption.

### Purpose

Minn. Stat. § 169.147, subd. 4, requires MnDOT, in coordination with DPS and in consultation with agency stakeholders, to develop a system standards document for the TSC pilot programs. This document satisfies the statutory requirements by establishing system standards for program operations that ensure pilot programs align with national best practices, support data-driven decision making, and promote transparent implementation that prioritizes human safety in both program development and operations. The standards established in this document were developed based on extensive review of existing programs around the country, interviews with existing program operators, and coordination with local stakeholders to understand Minnesota-specific challenges and considerations.

Minn. Stat. § 169.147 outlines, in detail, the requirements for the TSC pilot programs. This document expands on certain sections of the statutory requirements by providing additional context, and as necessary, system standard requirements to meet TSC program best practices. It does not provide a comprehensive summary of the TSC pilot program requirements under Minn. Stat. § 169.147 and should be seen as a supplement to be reviewed in conjunction with full statute review.

The standards outlined in this document allow for flexibility of methodology during the pilot phase but require thorough documentation of TSC program implementation. This approach will facilitate an extensive assessment of various methods for TSC programs, enhance transparency, and provide data to support the pilot program evaluation and future recommendations to the legislature on the continued use of TSCs.

### Requirements vs. Recommendations

The types of citations issued may be warning-only or fee-based civil citations based on individual pilot programs and legislative authorization. Under this document, only fee-based (civil citation) programs are required to meet system standards. Warning-only programs may interpret any system standard requirements as recommendations, since there are no associated fees or penalties, and the programs are not eligible for citation appeal through the judicial system.

### Disclaimer

All statutes summarized or quoted in this document are current as of the date of this report. Any changes to statutes supersede this document. It is the responsibility of the agency to remain up to date on current statutes.

1 Minn. Stat. § 169.011, subd. 85a, defines traffic safety camera systems as a "red light camera system, a speed safety camera system, or both in combination."

2 10 miles per hour or more above the posted speed limit.

3 Speed Safety Camera Program Planning and Operations Guide (FHWA, 2023)



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## **Recording and Data Requirements**

Minnesota Statutes, section 169.147, subdivisions 14-16 outline the data practices and general requirements for TSC systems. The statute specifies that all data collected by these systems are private or nonpublic unless deemed public or criminal investigative data under certain sections. Agreements with private entities must adhere to specific data practices, and the data collected can only be used for camera-based traffic enforcement under the pilot program.

The statute also details the types of data that can be collected, the limitations on recording personally identifiable information, and the destruction requirements for the data collected. Minn. Stat. § 169.147, subds. 14-16, outlining data practices are provided in Appendix B.

### **In addition to adhering to data practice requirements under Minn. Stat. § 169.147, TSC programs:**

1. Are required to:
  - Obtain and review detailed Information Security Policies from vendors before implementing TSC programs.
2. Are recommended to:
  - Adopt written privacy policies regarding privacy, security, collection, and destruction of personally identifiable information and other data gathered from TSC systems.

## **Monitoring Site Signage**

Conspicuous signage is required under current statute and is crucial for promoting safe driver behaviors as part of a successful TSC program. Minn. Stat. § 169.147, subd. 5, requires TSC systems to include conspicuous signage located prior to the motorist's arrival at each monitoring site.

The signage must:

- Notify motor vehicle operators of the use of a TSC system to detect violations; and
- If a speed safety camera is in use, identify the speed limit.

Minn. Stat. § 169.147, subd. 5, site signage requirements are provided in Appendix B.

### **In addition to adhering to monitoring site signage requirements under Minn. Stat. § 169.147, TSC programs:**

1. Are required to:
  - Follow signing specifications outlined in the Minnesota Manual of Uniform Traffic Control Devices (MUTCD).
  - Only install signs when cameras are active (i.e., actively issuing warnings or citations).
    - Remove signage within 72 hours if TSCs become inoperable or are no longer actively enforcing traffic laws.
  - Develop, and keep on file, a roadway plan or an aerial image showing the location for the TSC, regulatory signage, traffic controls, and TSC signage.
  - Be aware of upcoming changes proposed to the MUTCD by the National Committee on Uniform Traffic Control Devices (NCUTCD).

The proposed changes upgrade the support language to explain the application of traffic control devices and focus on the prominent posting objective. The proposal emphasizes that this traffic control device is a warning and is supplementary to regulatory signs. It uses sign and plaque combinations as the consistent application and addresses the portable applications and multiple regulations being enforced from a single

camera. It also improves symbol recognition by combining boundary signs with words explaining the symbol for situations where the symbol would replace the word message. The full NCUTCD Proposal for Change to the MUTCD can be found at: <https://ncutcd.org/wp-content/uploads/Sponsor%20Comments/2025A/25A-RW-03-PhotoEnfSigns.pdf>

2. Are recommended to:

- Notify operators of navigation applications to increase awareness of TSC system enforcement.
- A municipality or agency may provide notification of TSC system locations to persons, firms, or corporations that operate a mobile application that is used for navigation purposes or to provide real-time information on motor vehicle traffic. Such notification may include appropriate detail as to the nature and hours of operation of the enforcement device, and how the municipality or agency will support such location-based applications through baseline mapping platforms.

3. May also consider:

- Installing signs at jurisdictional boundaries in accordance with MUTCD guidance.
- Using speed feedback signs, in accordance with the MUTCD guidance, to increase public awareness and compliance.

### **Traffic Camera System Placement**

A data driven approach to TSC system placement is important for effective, equitable, and transparent program operations. Minnesota Statutes, section 169.147, subdivisions 6 and 7 contain general placement requirements and requirements specific to red light cameras as part of the pilot program. Below is a summary of the pilot program parameters.

### **General Placement Requirements**

Minn. Stat. § 169.147, subd. 6, outlines the placement requirements for TSC systems. Based on the legislation, the following restrictions apply to general camera placement:

### **Minn. Stat. § 169.147, subd. 6: Placement requirements.**

(a) A local authority with fewer than 10,000 residents may place no more than one traffic safety camera system, whether the camera system is activated or inactive. A local authority with at least 10,000 residents may place no more than one traffic safety camera system per 10,000 residents, whether the camera system is activated or inactive. An implementing authority may move the location of a traffic safety camera system if the placement requirements under this subdivision are met.

(b) An implementing authority may only place a traffic safety camera system in conformance with the results of a camera system impact study. At a minimum, the study must:

- (1) include evaluation of crash rates and severity, vehicle speed, equity, and traffic safety treatment alternatives;
- (2) identify traffic safety camera system locations; and
- (3) explain how the locations comply with the placement requirements under paragraph (d).

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

- (1) in a trunk highway work zone; or
- (2) at a location that:

(i) is within 2,000 feet of (A) a public or nonpublic school, (B) a school zone established under section

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169.14, subdivision 5a, or (C) a public or private postsecondary institution;

and

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

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

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

## **In addition to adhering to general placement requirements under Minn. Stat. § 169.147, TSC programs:**

### **1. Are required to:**

- Document the methodology used to identify candidate locations. The TSC program is required to provide details on how traffic safety concerns are defined, how equity is evaluated, and the method used to place cameras in geographically distinct areas and communities with differing socioeconomic conditions. For programs with only one operational camera where review of “geographically distinct areas” is not applicable, describe how socioeconomic conditions were reviewed and how disproportionate impacts to low-income communities were considered in the placement of the TSC system.

### **2. Are recommended to:**

- Document the history of traffic crashes caused by speeding or failing to obey a traffic control sign or signal at the location, including the history of traffic crashes that resulted in a person’s death or serious injury at the location.
- Document the average daily traffic (ADT) and Vulnerable Road Users volumes at the location.
- Not place cameras on freeway ramps.
- Document any changes to camera system impact study methodology during the pilot program and the date changes were made.
- Document site feasibility study criteria such as sight distance, geometrics, and utility needs that are evaluated as part of the site selection process to identify sites that are not deemed safe or feasible for TSC placement.
- Document sites that met the above criteria, but were not chosen due to other site constraints, and what those constraints were.

### **3. May also consider:**

- Performing an equity analysis to consider who is impacted by fines and who benefits from the chosen location for a speed camera.
- Using Origin-Destination analysis to evaluate equity for corridor users and adjacent neighborhoods.

## **Requirements Specific to Red Light Cameras**

Minn. Stat. § 169.147, subd. 7, outlines requirements specific to red light cameras.

## **Minn. Stat. § 169.147, subd. 7: Traffic-control devices.**

(a) An implementing authority must not adjust the change interval for the steady yellow indication in a traffic-control signal:

- (1) for one month prior to beginning to operate a red light camera

(2) during the period that the red light camera system is operated

(b) meet or exceed the standards and guidance specified in the Manual on Uniform Traffic Control Devices

(c) If any changes are made, a red light camera system must be to meet the requirements under paragraph (a).

**In addition to adhering to red light camera placement requirements under Minn. Stat. § 169.147, subd. 7, TSC programs:**

1. Are recommended to:

- Optimize traffic signal change intervals (e.g., yellow/red/pedestrian clearance timings) for a red light camera system at a traffic control signal in accordance with the Institute of Transportation Engineers (ITE) Traffic Signal Maintenance Handbook and, in the case of MnDOT-owned signals, the Minnesota Traffic Signal Timing and Coordination Manual.
- Exclude traffic control signals that were upgraded within the last 12 months or are scheduled to be upgraded within the next 12 months. These locations may not be good candidates for red light cameras since the crash history associated with the location may not reflect current conditions.

### **Installation, Calibration, and Maintenance Requirements**

Properly installed and calibrated TSC systems are critical for a safe, effective, and legally defensible program. This section expands on the requirements for installation and calibration of TSC systems to ensure accurate violation captures and provide sufficient quality control and quality assurance.

#### **Installation**

Minn. Stat. § 169.147 provides little detail on site-specific installation requirements beyond those pertaining to the selection of locations. Many laws, beyond those specifically addressing TSC systems, must be adhered to during the installation of TSC systems. In addition, the safety best practices outlined below must be followed to ensure safe and accessible placement of TSC systems.

**In addition to adhering to installation requirements under Minn. Stat. § 169.147, TSC programs:**

1. Are required to:

- Comply with requirements in the Americans with Disabilities Act (ADA) and not place signs and equipment in a manner that restricts accessible movement through a site.
- Be installed in a manner that does not pose a hazard to the camera operator or traveling public. Based on the site, this may include lane closure permits and temporary traffic control to ensure safety during installation.
- Ensure that TSC equipment meets the requirements of state law. All materials, such as concrete for foundations, poles, pull boxes, conduit, cable, cabinets, etc., shall conform to state and local standards, specifications, and all other applicable codes as required by the authority having jurisdiction over the roadway.
- For TSC system placement on state-maintained roads, all equipment placed within the clear zone shall be:
  - Placed behind barrier; and/or
  - Breakaway/MASH-compliant
  - Receive written approval if placed on a roadway outside of the implementing authority's jurisdiction.

2. Are recommended to:

- Secure portable TSC systems to prevent unauthorized relocation or vandalism of the device.

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- Ensure equipment placed within the clear zone is breakaway or protected according to the MUTCD and other relevant MnDOT or local road authority standards.
- Provide appropriate shielding (e.g., behind barrier, guardrails, cones, drums, etc.)

## **Calibration, Inspection, and Maintenance**

Accurate speed and red light enforcement measurements depend on the proper setup of equipment as well as quality assurance and quality control protocols to ensure accuracy and promote transparency. In 2024, Minn. Stat. § 169.14, subd. 10, was amended to include speed safety camera systems as admissible evidence, subject to proper operation and testing. The legislative changes and language are provided in Appendix B.

### **In addition to adhering to calibration and records of tests requirements under Minn. Stat. §§ 169.14 and 169.147, TSC programs:**

#### **1. Are required to:**

- On a daily basis, successfully perform the manufacturer-specified self-test of each TSC system prior to producing a recorded image, as well as keep a log of self-test date, time, and results. For systems with constant monitoring and notification processes, this step is not a requirement if the manufacturers specifications are followed, but randomized self-tests are recommended.
- Upon initial installation, and once every 365 days, have a calibration performed by an independent calibration laboratory. A certificate of calibration, issued by the independent calibration laboratory, will be kept on file.
- Conduct random field speed verification to ensure the units are accurately detecting speeds and that signs and equipment are properly installed.
- Keep maintenance and calibration logs for all calibrations, repairs, modification, and changes to the TSC system as evidence of system accuracy and integrity.
- Remove signage within 72 hours if a camera becomes inoperable or is no longer actively enforcing traffic laws.

## **Training and Qualifications**

For speed-measuring devices, Minnesota Statutes, section 169.14, subdivision 10 requires that “(1) the officer or traffic enforcement agent under section 169.147 operating the device has sufficient training to properly operate the equipment.” In most programs across the county, vendors and manufacturers are accustomed to providing agencies training on the proper use of equipment as needed, based on contract requirements.

### **In addition to adhering to training and qualification requirements under Minn. Stat. § 169.14, TSC programs:**

#### **1. Are required to:**

- Provide initial on-site vendor training for field staff and in-person or virtual training for office administrative staff, with vendor-provided support materials, until the traffic enforcement agent and support staff become proficient with all equipment and duties. Include training for all agency staff involved in the installation, inspection, and review and processing of citations. Once initial vendor training is completed, peer-to-peer review may satisfy training requirements.
- Complete supplementary on-site or virtual vendor training if equipment and/or software undergo significant changes.
- Work with vendors to establish, in detail, the elements that currently constitute evidence of traffic violation and establish standards for violation detection.
  - In particular, red light camera detection standards, weather, and lighting conditions under which citations cannot be issued, and any other information necessary for vendor and traffic enforcement agents to review and approve traffic violations.



- Keep a log of staff training completed and support materials.
2. Are recommended to:
- Review and provide comments on training materials provided by the system vendor.
  - Provide training to customer service representatives, either vendor or agency staff, on how to manage citizen inquires or complaints.

## Reporting Requirements

The intent of the TSC pilot program is to provide an evaluation of the programs from a safety and efficacy perspective to understand lessons learned and provide recommendations to the legislature for potential long-term adoption of the technology throughout the state. The Laws of Minnesota 2024, chapter 127, article 3, section 116, mandates an independent evaluation to be completed by December 31, 2028. To aid in providing sufficient records, this section outlines requirements for system placement notification and yearly data reporting.

### Upon installation or removal of camera systems, TSC programs:

Are required to:

- Notify MnDOT and DPS of camera location, type, and date of change.
- Provide a link to a map of active camera locations on the agency's website.

**In addition to the final program evaluation requirements due by December 31, 2028, under Laws 2024, ch. 127, art. 3, sec. 116, subd. 3, TSC programs are required to provide yearly statistics to MnDOT's State Traffic Safety Engineer. For the first year of the program, the information should be provided within 18 months of the first date of camera activation, then every 12 months thereafter. The information will include, at a minimum:**

For all camera types, provide the following data by day:

- Type of TSC system used
- Average daily traffic volumes
- Total number of warnings issued
- Total number of citations issued
- Total number of unique vehicles whose owner received a warning or one or more citations
- Total number of vehicle owners with five or more citations
- Number of contested violations
- Location of each monitoring site
- Activation start and stop dates of the TSC system at each monitoring site
- Number of citations issued by monitoring site
- Number of times and length of time the system was inoperable due to weather, maintenance, or repairs.

For speed safety cameras, provide the following data, by day, for the periods before (at least 7 days before sign placement), during, and after (at least 7 days after sign removal, if applicable) speed safety camera enforcement:

- Daily mean speeds
- 50th percentile speed
- 85th percentile speed

# Official Notices

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- 95th percentile speed
- Number of threshold violators
- Number of threshold violators at 20 mph or more above the posted speed limit

It is recommended that TSC programs publish a yearly report summarizing the information included above, in addition to:

- Crash statistics
- Number of leased or rented motor vehicles, out-of-state motor vehicles, or other vehicles, including trucks, where enforcement efforts were unsuccessful
- Amount of revenue from the fines and associated fees retained by the municipality, including the percentage of fines collected from residents and the percentage of fines collected from non-residents
- Number of motor vehicles that were subject to one citation, two citations, three citations, or four or more citations
- In the case of red light cameras, number of citations at each location issued to motor vehicles making a right turn, to motor vehicles proceeding through the intersection, and to motor vehicles making a left turn
- Number of flagged violations dismissed after review by vendor or agency representative, and reason for removal, such as weather or other interference

## **Additional Information**

In addition to the information provided in this document, the law mandates additional requirements for the TSC pilot programs. Sections not covered in this document include, but are not limited to, public engagement and notice for camera system placement, enforcement and citations, revenue distribution, and program evaluation. It is the responsibility of the agency to review the law in full and remain up to date on current laws in the event of changes.

## **APPENDIX A: Definitions**

Definitions provided in Minnesota Statutes

### **Minnesota Statutes, section 169.011, subdivision 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.

### **Minnesota Statutes, section 169.011, subdivision 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.

### **Minnesota Statutes, section 169.001, subdivision 85a.**

**Traffic safety camera system.** “Traffic safety camera system” means a red light camera system, a speed safety camera system, or both in combination.

### **Minnesota Statutes, section 169.147, subdivision 1**

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

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

(c) “Commissioner” means the commissioner of transportation.

(d) “Commissioners” means the commissioner of transportation as the lead in coordination with the commissioner of public safety.

(e) “Implementing authority” means either:

(1) the commissioners with respect to trunk highways for the work zone pilot program provided under subdivision 17; or

(2) a local authority specified in paragraph (f) that implements the traffic safety camera system pilot program.

(f) “Local authority” means either the city of Minneapolis or the city of Mendota Heights, which are authorized to conduct the pilot program.

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

(h) “Pilot program” means the traffic safety camera pilot program established in this section.

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

## **Appendix B: Statutes related to Traffic Safety Cameras**

### **Recording and Data Requirements**

#### **Minnesota Statutes, section 169.147, subdivision 12**

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

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

#### **Minnesota Statutes, section 169.147, subdivision 14**

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

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

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

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

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## Minnesota Statutes, section 169.147, subdivision 15

**Data practices; traffic safety camera system.** A traffic safety camera system:

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

- (i) recorded video or images of the rear license plate of a motor vehicle;
- (ii) recorded video or images of motor vehicles and areas surrounding the vehicles to the extent necessary to (A) identify a violation of a traffic-control device, or (B) calculate vehicle speeds;
- (iii) date, time, and vehicle location that correlates to the data collected under item (i) or (ii); and
- (iv) general traffic data:
  - (A) collected specifically for purposes of pilot program analysis and evaluation;
  - (B) that does not include recorded video or images;
  - (C) in which individuals or unique vehicles are not identified; and
  - (D) from which an individual or unique vehicle is not ascertainable;

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

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

## Minnesota Statutes, section 169.147, subdivision 16

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

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

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

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

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

## Monitoring Site Signage

## Minnesota Statutes, section 169.147, subdivision 5

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

- (1) summarizes implementation of traffic safety camera systems under the pilot program;
- (2) provides each camera system impact study performed by the implementing authority under subdivision 6, paragraph (b);
- (3) provides information and procedures for a person to contest a citation under the pilot program; and
- (4) identifies the enforcement locations under the pilot program.

(b) An implementing authority must:

- (1) implement a general public engagement and information campaign prior to commencing camera-based speed enforcement under the pilot program;
- (2) perform public engagement as part of conducting a camera system impact study under subdivision 6, paragraph (b); and
- (3) place conspicuous signage prior to the motorist's arrival at each monitoring site, which must:
  - (i) notify motor vehicle operators of the use of a traffic safety camera system to detect violations; and
  - (ii) if a speed safety camera is in use, identify the speed limit.

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

- (1) outreach to populations that are traditionally underrepresented in public policy or planning processes;
- (2) consolidation and analysis of public feedback; and
- (3) creation of an engagement summary that identifies public feedback and the resulting impacts on implementation of camera-based traffic enforcement.

## **Traffic Camera System Placement**

### **Minnesota Statutes, section 169.147, subdivision 6**

**Placement requirements.** (a) A local authority with fewer than 10,000 residents may place no more than one traffic safety camera system, whether the camera system is activated or inactive. A local authority with at least 10,000 residents may place no more than one traffic safety camera system per 10,000 residents, whether the camera system is activated or inactive. An implementing authority may move the location of a traffic safety camera system if the placement requirements under this subdivision are met.

(b) An implementing authority may only place a traffic safety camera system in conformance with the results of a camera system impact study. At a minimum, the study must:

- (1) include evaluation of crash rates and severity, vehicle speed, equity, and traffic safety treatment alternatives;
- (2) identify traffic safety camera system locations; and
- (3) explain how the locations comply with the placement requirements under paragraph (d).

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

- (1) in a trunk highway work zone; or
- (2) at a location that:
  - (i) is within 2,000 feet of (A) a public or nonpublic school, (B) a school zone established under section



# Official Notices

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169.14, subdivision 5a, or (C) a public or private postsecondary institution;

and

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

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

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

## **Minnesota Statutes, section 169.147, subdivision 7**

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

(1) for one month prior to beginning to operate a red light camera

(2) during the period that the red light camera system is operated

(b) meet or exceed the standards and guidance specified in the Manual on Uniform Traffic Control Devices

(c) If any changes are made, a red light camera system must be to meet the requirements under paragraph (a).

## **Installation and Calibration Requirements**

### **Minnesota Statutes, section 169.14, subdivision 10:**

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

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

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

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

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

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

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

## Training and Qualifications

### Minnesota Statutes, section 169.147, subdivision 8

**Traffic enforcement agents.** (a) To meet the requirement established in subdivision 2, paragraph (e), the city of Minneapolis must designate one or more permanent employees of the authority, who is not a licensed peace officer, as a traffic enforcement agent. An employee of a private entity may not be designated as a traffic enforcement agent. A traffic enforcement agent who is not a licensed peace officer has the authority to issue citations under this section only while engaged in job duties and otherwise has none of the other powers and privileges reserved to peace officers.

(b) The city of Mendota Heights must designate a sworn peace officer as a traffic enforcement agent.

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

## Reporting requirements

### Minnesota Statutes, section 169.147, subdivision 3

**Independent evaluation; implementing authorities.** (a) An implementing authority under the pilot program must follow the evaluation methodology established under subdivision 2.

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

- (1) the total number of warnings issued;
- (2) the total number of citations issued;
- (3) the number of people who opted for diversion under Minnesota Statutes, sections 169.06, subdivision 10, paragraph (b), and 169.14, subdivision 13, paragraph (b);
- (4) gross and net revenue received;
- (5) expenditures incurred;
- (6) a description of how the net revenue generated by the program was used;
- (7) total amount of any payments made to a contractor;
- (8) the number of employees involved in the pilot program;
- (9) the type of traffic safety camera system used;
- (10) the location of each monitoring site;
- (11) the activation start and stop dates of the traffic safety camera system at each monitoring site;
- (12) the number of citations issued, with a breakout by monitoring site;
- (13) the number of instances in which a traffic enforcement agent reviewed recorded video or images for a potential violation but did not issue a resulting citation; and
- (14) details on traffic safety camera system inspection and maintenance activities.

# State Grants & Loans

In addition to requests by state agencies for technical/professional services (published in the State Contracts Section), the *State Register* also publishes notices about grants and loans available through any agency or branch of state government. Although some grant and loan programs specifically require printing in a statewide publication such as the *State Register*, there is no requirement for publication in the *State Register* itself. Agencies are encouraged to publish grant and loan notices, and to provide financial estimates as well as sufficient time for interested parties to respond.

SEE ALSO: Office of Grants Management (OGM) at: <https://mn.gov/admin/citizen/grants/>

## Department of Employment and Economic Development (DEED) Notice of Grant Opportunity

**NOTICE IS HEREBY GIVEN** that the Minnesota Department of Employment and Economic Development (DEED) places notice of any available grant opportunities online at <https://mn.gov/deed/about/contracts/open-rfp.jsp>

## Minnesota Department of Human Services Notice of Grant Opportunities

**NOTICE IS HEREBY GIVEN** that the Minnesota Department of Human Services (DHS) places notice of any available grant opportunities on the DHS Grant Requests for Proposals website: <https://mn.gov/dhs/partners-and-providers/grants-rfps/open-rfps/>.

## Minnesota Department of Transportation (MnDOT) Notice of Applications for Minnesota Highway Freight Program Funding - \$51 Million Available for Freight and Intermodal Freight Projects

Minnesota cities, counties, ports, waterways, railroads and airports, as well as Tribal governments, are encouraged to apply for funding for transportation projects that benefit freight movement, safety, intermodal connections or efficiency across modes. The funding is available through the *Minnesota Highway Freight Program*. *The solicitation opens on June 25 and runs through September 3, 2025.*

### What is the Minnesota Highway Freight Program?

The *Minnesota Highway Freight Program* is a statewide competitive program designed to help meet the state's freight transportation needs through funding projects that improve freight transportation safety, mobility, efficiency and access to freight and intermodal facilities. The funding comes from the federal National Highway Freight Program, which supports states in making freight movement improvements.

MHFP funding can be used on any public road, railroad crossing or intermodal facility if the project provides a public freight benefit. **The upcoming solicitation will specifically target projects that support intermodal connections of two or more transportation modes, including railroads, ports and waterways, and airports, etc.** Projects on public roads, railroad crossings, or intermodal facilities are eligible where a public freight benefit can be demonstrated. The MHFP program will award about \$25 million in state fiscal year 2029 and another \$25 million in state fiscal year 2030. Freight improvement projects that are awarded funds will help to meet the investment goals identified in the State Freight Plan. Freight projects that may be funded through the program include the following examples:

- Intermodal projects connecting two or more modes, including railroads, airports, and ports and waterways.
- Railroad at-grade crossing improvements
- Truck parking, Rest area, and Weigh station improvements

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# State Grants & Loans

- Freight mobility projects that address bottlenecks
- Enhanced access to freight-generating facilities or industrial areas

## **How do I participate in the solicitation:**

To download an application or get more information visit [www.mndot.gov/ofrw/mhfp](http://www.mndot.gov/ofrw/mhfp).

Two webinars will help explain the program process to potential applicants.

1. A pre-recorded webinar summarizing the program and application process will be uploaded to the program website upon launch of the solicitation. To download and view the webinar, visit [www.mndot.gov/ofrw/mhfp](http://www.mndot.gov/ofrw/mhfp) **for more information.**
2. A public interactive informational webinar will be held online Wednesday, July 23 at 1 p.m. The webinar will present details on the program and this round of funding, followed by a question and answer session. Instructions to join the webinar will be placed on the **MHFP website** prior to July 23.

**Applications must be received by 11:59 p.m. Central Time Wednesday, Sept. 3, 2025.** Applications can be submitted electronically to [FreightPlans.DOT@state.mn.us](mailto:FreightPlans.DOT@state.mn.us).

Projects will be selected and awards announced in January 2026.

Contact the Program Manager, Robert Clarksen, with questions about the solicitation at [FreightPlans.DOT@state.mn.us](mailto:FreightPlans.DOT@state.mn.us).

To receive the State Rail Plan or other documents in an alternative format or language, please contact Janet Miller at 651-366-4720 (711 or 1-800-627-3529 for MN Relay). You can also email your request to [ADArequest.dot@state.mn.us](mailto:ADArequest.dot@state.mn.us).

## **Minnesota Department of Transportation (MnDOT)**

### **Office of Civil Rights**

### **Request for Proposal: Commercial Driver's License Training Program**

This request for proposal seeks to fund up to three projects to provide Class A CDL training for at least 10 participants per training, with at least one project in the Metro area and one in greater Minnesota.

MnDOT requests responses from workforce centers, community-based organizations, training institutions, colleges, and trades associations to provide on-the-job training (OJT) support services and Class A CDL training to increase the pool of underrepresented populations such as minorities, women, and disadvantaged individuals in the highway construction industry.

Responses must be received no later than 2:00 p.m. Central Standard Time on June 30, 2025. Late responses will not be considered.

To view the RFP go to: <http://www.dot.state.mn.us/civilrights/requests-for-proposals.html>.

# State Contracts

**Informal Solicitations:** Informal solicitations for professional/technical (consultant) contracts valued at over \$5,000 through \$50,000, may either be published in the *State Register* or posted on the Department of Administration, Office of State Procurement (OSP) Website. Interested vendors are encouraged to monitor the P/T Contract Section of the OSP Website at <https://mn.gov/admin/osp> for informal solicitation announcements.

**Formal Solicitations:** Department of Administration procedures require that formal solicitations (announcements for contracts with an estimated value over \$50,000) for professional/technical contracts must be published in the *State Register*. Certain quasi-state agency and Minnesota State College and University institutions are exempt from these requirements.

**Requirements:** There are no statutes or rules requiring contracts to be advertised for any specific length of time, but the Office of State Procurement strongly recommends meeting the following requirements: \$0 - \$5000 does not need to be advertised; \$5,000 - \$25,000 should be advertised in the *State Register* for a period of at least seven calendar days; \$25,000 - \$50,000 should be advertised in the *State Register* for a period of at least 14 calendar days; and anything above \$50,000 should be advertised in the *State Register* for a minimum of at least 21 calendar days.

Contact the Office of State Procurement at: (651) 296-2600

## Minnesota State Academies

### Request for Proposals for Physical Therapy services and Physical Therapy Supervisory services

**PROJECT NAME:** Physical Therapy services & Physical Therapy Supervisory services

**DETAILS:** The Minnesota State Academies (MSA) is requesting proposals for the purpose of providing part time direct and indirect Physical Therapy services for students who attend the Minnesota State Academy which consists of The Blind School and The Deaf School. This will include providing Physical Therapy Supervisory services to the staff at MSA.

Work is anticipated to start after August 18, 2025.

This is an All or None bid for services from one contractor but note that subcontracting is allowed.

**COPY REQUEST:** To receive a copy of the Request for Proposals, please send a written request by email to:

Patty Rux Accounting Officer  
[patty.rux@msa.state.mn.us](mailto:patty.rux@msa.state.mn.us)

**PROPOSAL DEADLINE:** Proposals in response to the Request for Proposals in this advertisement must be received not later than **2:00 PM, Central Time, July 15, 2025. Late proposals will not be considered.**

Emailed proposals will be considered.

This request does not obligate the State of Minnesota to award a contract or complete the proposed program, and the State reserves the right to cancel this solicitation if it is considered in its best interest. All costs incurred in responding to this solicitation will be borne by the responder.



## **Minnesota State Colleges and Universities (Minnesota State)**

### **Notice of Bid and Contracting Opportunities**

Minnesota State is now placing additional public notices for contract opportunities for goods and services on its Vendor and Supplier Opportunities website (<https://www.minnstate.edu/vendors/index.html>). Minnesota State may add new public notices to the website daily and post for the time indicated within the public notice.

If you have any questions regarding this notice or are having problems viewing the information on the Vendor and Supplier Opportunities website, please email the Minnesota State Procurement Unit at [Sourcing@MinnState.edu](mailto:Sourcing@MinnState.edu).

## **Minnesota Department of Transportation (MnDOT)**

### **Engineering Services Division**

### **Notices Regarding Professional/Technical (P/T) Contracting**

**P/T Contracting Opportunities:** MnDOT is now placing additional public notices for P/T contract opportunities on the MnDOT's Consultant Services website. New public notices may be added to the website on a daily basis and be available for the time period as indicated within the public notice.

**Taxpayers' Transportation Accountability Act (TTAA) Notices:** MnDOT is posting notices as required by the TTAA on the MnDOT Consultant Services website.

**MnDOT's Prequalification Program:** MnDOT maintains a Pre-Qualification Program in order to streamline the process of contracting for highway related P/T services. Program information, application requirements, application forms and contact information can be found on MnDOT's Consultant Services website. Applications may be submitted at any time for this Program.

**MnDOT Consultant Services website:** [www.dot.state.mn.us/consult](http://www.dot.state.mn.us/consult)

If you have any questions regarding this notice, or are having problems viewing the information on the Consultant Services website, please call the Consultant Services Help Line at 651-366-4611, Monday – Friday, 9:00am – 4:00pm.

ACCESS THE HISTORY OF THE  
STATE REGISTER. READ TODAY!

