

May 7, 2025

The Honorable Scott Dibble  
Chair, Senate Transportation Committee  
3107 Minnesota Senate Bldg.  
St. Paul, MN 55155

The Honorable Erin Koegel  
Co-Chair, House Transportation Finance and Policy Committee  
5th Floor Centennial Office Building  
658 Cedar Street  
St. Paul, MN 55155

The Honorable Jon Koznick  
Co-Chair, House Transportation Finance and Policy Committee  
2nd Floor Centennial Office Building  
658 Cedar Street  
St. Paul, MN 55155

**SUBJECT: Opposition to Statutory Speed Limit Provisions in SF 2080 / HF 2438 – Transportation Finance and Policy Conference Committee**

Dear Chair Dibble, Co-Chair Koegel, Co-Chair Koznick, and Members of the Transportation Finance and Policy Conference Committee:

On behalf of the Minnesota Society of Professional Engineers (MnSPE), we are writing to express our strong opposition to the statutory speed limit provisions included in SF 2080, which are now under discussion by the Transportation Finance and Policy Conference Committee.

Specifically, we are concerned with the proposals to establish location-specific speed limits:

- On Steele County State-Aid Highway (CSAH) 12 within the City of Medford.
- On Beltrami CSAH 20, from CSAH 21 leading to the entrance of Lake Bemidji State Park.

MnSPE represents over 600 licensed Professional Engineers (PEs) across Minnesota committed to ensuring that public infrastructure decisions are grounded in sound, ethical, and evidence-based engineering practice.

We oppose these provisions because they bypass Minnesota's longstanding engineering-based process for setting speed limits. Under current law, speed limits are established following a professional traffic engineering study—led by PEs—that evaluates factors such as roadway geometry, prevailing speeds, crash history, and surrounding land use. These studies provide a consistent and data-driven approach that prioritizes public safety and legal defensibility.

Legislating speed limits without the involvement of licensed engineers or a supporting study introduces arbitrary decisions that may conflict with observed driver behavior, undermine roadway safety, and expose the state, county, or city to liability.

We understand that MnDOT has agreed to a temporary reduction in the speed limit on CSAH 12 in Steele County and will monitor the effects over a one- to two-year period. This engineering-led, evaluative approach reflects the process MnSPE supports—and reinforces why legislative mandates are inappropriate substitutes for professional analysis.

MnSPE urges the conference committee to remove both statutory speed limit provisions from the final conference committee bill. We recommend instead that any speed-related concerns be addressed locally through collaboration between city and county staff, with guidance and design support from licensed Professional Engineers. This allows for the use of context-sensitive traffic calming strategies and other engineered solutions that achieve public safety goals while preserving the integrity of Minnesota's traffic control system.

Thank you for your time and attention to this matter. If you have any questions or would like to discuss further, please contact Darin Mielke at [dmielke@carvercountymn.gov](mailto:dmielke@carvercountymn.gov) or (952) 465-6795.

Sincerely,



Jennifer Lowry PE  
MnSPE President



Darin Mielke PE  
MnSPE Legislative Advocacy Committee Chair