



March 6, 2026

The Honorable D. Scott Dibble, Chair
The Honorable Ann M. Johnson Stewart, Vice Chair
The Honorable John R. Jasinski, Ranking Minority Member
Senate Transportation Committee
Minnesota State Legislature
95 University Avenue West
St. Paul, Minnesota 55155

Dear Chair Dibble, Vice Chair Stewart and Ranking Minority Member Jasinski:

Advocates for Highway and Auto Safety (Advocates), an alliance of consumer, safety, medical, public health and law enforcement groups and insurance companies working together to pass highway and auto safety laws that prevent crashes, save lives, reduce injuries, and contain costs, supports Senate File (SF) 3656/House File (HF) 3431. This bill would make permanent the traffic safety camera system pilot program for automated enforcement (AE). The legislation also would give all localities the ability to use AE to curb speeding and red light running. AE is a proven technology and a vital tool to ensure roadway safety.

In 2024, there were an overall estimated 478¹ traffic fatalities in Minnesota according to the National Highway Traffic Safety Administration (NHTSA), which is a 16 percent increase since 2015.² Speeding contributed to 29 percent of traffic fatalities in the state in 2023.³ In 2023, 1,086 people were killed and more than 135,000 were injured in red light running crashes in the United States.⁴ According to the Insurance Institute for Highway Safety (IIHS), half of those killed were vulnerable road users (VRUs) or people in other vehicles.⁵ An analysis of four states without red light safety cameras found 3.2 violations per hour per intersection.⁶

In addition to the physical and emotional burden, traffic crashes exact a financial toll. Traffic crashes cause \$3.8 billion of economic damage to Minnesota annually which is equivalent to a “crash tax” of \$674 per resident, according to a 2019 analysis.⁷ When updated for inflation alone, in 2026, costs would equate to over \$4.9 billion.⁸

Small increases in speed cause serious declines in safety. Crash tests show that speed upticks of even five to ten miles-per-hour (mph) greatly escalate a driver’s risk of injury or death.⁹ Speed increases also immensely impact pedestrians and other VRUs. The average risk of death for a pedestrian is 10 percent at an impact speed of 23 mph, 25 percent at 32 mph, and 50 percent at 42 mph.¹⁰ Further, drivers who speed have been shown to exhibit additional deadly driving behaviors; more than half (51 percent) of speeding passenger vehicle drivers in fatal crashes were unbuckled, compared to 23 percent of non-speeding drivers.¹¹

Speed safety cameras are proven to deter speeding and its impact and are recommended for state and local adoption by the National Transportation Safety Board (NTSB) and the Federal Highway Administration (FHWA), among others.¹² Most states have a state law permitting speed safety cameras.¹³ A study by IIHS found that speed safety cameras alone resulted in a 19 percent reduction in the likelihood that a crash caused a fatal or incapacitating injury.¹⁴ Similarly, the U.S. Department of Transportation (DOT) found that AE reduces fatalities and injuries by 20-37 percent and is particularly effective in school and construction zones.¹⁵ A study by Carnegie Mellon University of speed safety cameras in Philadelphia, PA found a 90 percent reduction in speeding and an approximately 50 percent decrease in crashes and injuries relative to the most similar arterials, all arterials and local roads in Philadelphia.¹⁶ Furthermore, the Infrastructure Investment and Jobs Act (Pub. L. 117-58) permits use of certain federal funds for AE programs in school and work zones.

Red light safety cameras show similar safety benefits, and 23 states permit red light safety cameras.¹⁷ In fact, 25 percent of drivers admit to running a red light in the past 30 days¹⁸ even though 83 percent of Americans believe that doing so is “very” or “extremely” dangerous.¹⁹ Red light safety cameras are an

effective tool to deter this behavior. According to the Journal of Safety Research, rates of fatal red light running crashes were 21 percent lower, and all fatal crashes were 14 percent lower at signalized intersections in cities with camera programs.²⁰ Conversely, cities that took down their red light safety cameras experienced a 30 percent increase in deadly red light running crashes and a 16 percent increase in fatal crashes at signalized intersections overall.²¹ This “spillover” effect, wherein people modify their driving habits to avoid running red lights at intersections with and without safety cameras, amplifies the benefits of such programs overall. The data are clear – red light safety cameras are successfully changing driver behavior and making intersections safer.

The City of Minneapolis is reporting promising early results from speed safety cameras with speeding 10 mph over the speed limit down by 51 percent and a 58 percent reduction in speeding 20 mph over the speed limit where cameras are in use.²² However, under the current pilot program, only Minneapolis and Mendota Heights can utilize AE. This legislation remedies that by permitting all localities to use AE should they choose to do so.

Law enforcement risk their lives on roadways every day, and it is implausible for officers to be everywhere and catch every violation. AE augments traditional enforcement without requiring a traffic stop.

We urge you to advance SF 3656/HF 3431 to save lives and keep Minnesota families and visitors to the state safe. Thank you for your consideration.

Sincerely,



Catherine Chase
President

cc: Senate Transportation Committee members

- ¹ Traffic Safety Facts: Crash Stats, Early Estimate of Motor Vehicle Traffic Fatalities in 2024, NHTSA, April 2025, DOT HS 813 710, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813710>.
- ² State Traffic Safety Information for Minnesota, NHTSA, available at <https://cdan.dot.gov/stsi.htm>.
- ³ State Traffic Safety Information for Minnesota, NHTSA, available at <https://cdan.dot.gov/stsi.htm>.
- ⁴ Red Light Running, IIHS, available at <https://www.iihs.org/topics/red-light-running#overview>.
- ⁵ Red Light Running, IIHS, available at <https://www.iihs.org/topics/red-light-running#overview>.
- ⁶ Red Light Running, IIHS, available at <https://www.iihs.org/topics/red-light-running#overview>.
- ⁷ The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, Feb. 2023, DOT HS 813 403, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>.
- ⁸ CPI Inflation Calculator, BLS, January 2019 to January 2026 dollars, available [here](#).
- ⁹ Impact of Speeds on Drivers and Vehicles – Results from Crash Tests, AAA Foundation for Safety, Humanetics, and IIHS, Jan. 2021, available at <https://www.iihs.org/api/datastore/document/bibliography/2218>.
- ¹⁰ Impact Speed and a Pedestrian’s Risk of Severe Injury or Death, AAA Foundation for Traffic Safety, Sep. 2011., available at <https://aaafoundation.org/wp-content/uploads/2018/02/2011PedestrianRiskVsSpeedReport.pdf>.
- ¹¹ Traffic Safety Facts 2021 Data: Speeding, NHTSA, Jul. 2023, DOT HS 813 473, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813473>.
- ¹² Reducing Speeding-Related Crashes Involving Passenger Vehicles, NTSB, July 2017, SS-17-01, available at <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>.
- ¹³ Safety Camera Laws, IIHS, available at <https://www.iihs.org/research-areas/red-light-running/safety-camera-laws>.
- ¹⁴ Effects of Automated Speed Enforcement in Montgomery County Maryland on Vehicle Speeds, Public Opinion and Crashes, IIHS, August; available at <https://www.iihs.org/topics/bibliography/ref/2097>.
- ¹⁵ Speed Safety Camera Program Planning and Operations Guide, Federal Highway Administration, January 2023, available at [Speed Safety Camera Program Planning and Operations Guide](#).
- ¹⁶ Evaluating the Effectiveness of Urban Speed Cameras on Traffic Safety in a Period of Dramatic Change, Carnegie Mellon University, July 2024, available at https://ppms.cit.cmu.edu/media/project_files/Guerra_Erick_420.pdf.
- ¹⁷ Safety Camera Laws, IIHS, available at <https://www.iihs.org/research-areas/red-light-running/safety-camera-laws>.
- ¹⁸ 2022 Traffic Safety Culture Index, AAA Foundation for Traffic Safety, November 2023, available at <https://newsroom.aaa.com/wp-content/uploads/2023/11/AAAFTS-TSCI-Technical-Report.pdf>.
- ¹⁹ 2022 Traffic Safety Culture Index, AAA Foundation for Traffic Safety, November 2023, available at <https://newsroom.aaa.com/wp-content/uploads/2023/11/AAAFTS-TSCI-Technical-Report.pdf>.
- ²⁰ Effects of turning on and off red light cameras on fatal crashes in large U.S. cities, Journal of Safety Research, June 2017, available at <https://www.iihs.org/topics/bibliography/ref/2121>.
- ²¹ Effects of turning on and off red light cameras on fatal crashes in large U.S. cities, Journal of Safety Research, June 2017, available at <https://www.iihs.org/topics/bibliography/ref/2121>.
- ²² Minneapolis Traffic Safety Camera Pilot Annual Report 2025, City of Minneapolis and Vision Zero, available at <https://lims.minneapolismn.gov/Download/RCV2/53302/Traffic%20Safety%20Camera%20Pilot%20Annual%20Report.pdf>.