



March 17, 2026

Dear Chair Koznick, Chair Tabke, and members of the House Transportation Finance and Policy Committee,

The Autonomous Vehicle Industry Association (“AVIA”) writes to express a strong desire for Minnesota’s leadership to establish a clear framework for the safe deployment of autonomous vehicles (AVs). AVIA strongly supports the goal of establishing a clear statutory framework that enables the safe deployment of AVs in Minnesota. To this end, AVIA supports HF 3513 as introduced and respectfully urges the Committee to reconsider several provisions of amendment DE2.

AVIA represents the world’s leading technology, ridesharing, trucking, and automotive companies. Our mission is to realize the benefits of AVs and support the safe and expeditious deployment of AV technology. Vehicles operated by AVIA members have driven more than [145 million autonomous miles](#) on public roads in the U.S. alone and have a tremendous safety record that is supported by data collected by the federal government.

AV technology presents a significant opportunity for Minnesota, offering the potential to reduce roadway fatalities, expand mobility options for seniors and individuals with disabilities, improve freight efficiency, attract investment, and create new opportunities for Minnesota’s workforce. For these reasons, AVIA supported the original framework proposed in HF 3513 establishing a clear, workable pathway for AV deployment. However, the proposed amendment would substantially alter this framework that has been adopted in 26 other states in ways that risk discouraging investment, creating regulatory uncertainty, and limiting the potential safety and economic benefits of AV technology in Minnesota.

Prohibition on Heavy-Duty AVs. Amendment DE2 would prohibit deployment of AVs with a gross vehicle weight of 10,000 pounds or more. This restriction would impose a permanent ban on autonomous trucks and discourage AV investment and operations in Minnesota. A categorical prohibition on heavy-duty AVs would also be inconsistent with the technology-neutral approach adopted in other states with AV laws.

A regulatory framework that supports the full deployment of AVs will better equip Minnesota’s transportation system, environment, and workforce to take advantage of the benefits presented by this technology. Autonomous trucks can significantly improve roadway safety, enhance freight efficiency, and strengthen supply chain resilience. Legislative action on AVs should promote safe driverless deployment of such vehicles, as autonomous trucks are safely operating in other states across the country.

Novel Requirements for Robotaxis. The amendment would also introduce a variety of novel requirements for AVs operating as robotaxis. For example, the amendment would require companies to “inspect” AVs without specifying the scope, standards, or procedures for such inspections. Creating a novel inspection requirement for vehicles used for ride-hail services—particularly without clear standards or processes—would introduce uncertainty and significant operational burdens. Additionally, federal law has long governed the design, construction, and performance of motor vehicles. This federal framework is

the reason Americans can drive from Minnesota to California without encountering conflicting vehicle design requirements at each state border. AVIA strongly supports the traditional and vital state role in regulating vehicle operation, licensing, insurance, titling, and registration; however, introducing state-specific requirements that effectively regulate vehicle design, performance, or core safety systems risks fragmenting the national vehicle market and undermining decades of regulatory uniformity.

The amendment would also require robotaxi companies to comply with certain requirements such as disclosing fare calculations. Applying unique requirements to AV services risks introducing an uneven regulatory structure that does not apply to conventional passenger transportation providers. To avoid inconsistent or duplicative requirements, any transparency provisions should align with established practices and requirements applicable to other ride-hail services.

Further, the amendment would require robotaxi companies that cannot accommodate wheelchair users to direct ride requests to another provider that can. AV technology has the potential to significantly improve transportation options for many individuals who currently face barriers to mobility. However, requiring companies to redirect ride requests to third-party providers would introduce operational complexities and obligations that are not imposed on other mobility providers. AVIA welcomes the opportunity to work with stakeholders to develop accessibility solutions that are effective, scalable, and consistent across the transportation ecosystem.

Local Authority to Request Permit Suspension. The amendment would allow local ordinances to request that permits be suspended for “multiple violations of local ordinances.” AV permitting frameworks should be administered at the state level to ensure consistency across jurisdictions. Allowing local ordinances to trigger permit suspensions could create a patchwork regulatory environment in which operators face differing standards across municipalities. A uniform statewide approach helps ensure that vehicles operating safely under state law can function predictably across Minnesota.

AVIA shares the Committee’s goal of creating a responsible regulatory framework for AVs that protects public safety while enabling innovation, expanding mobility, and strengthening the state’s economy. While the original bill represented an important step toward establishing such a framework, the amended version would introduce provisions that could significantly limit the benefits AV technology can deliver in Minnesota. AVIA respectfully encourages the Committee to reconsider these provisions and work toward an appropriate framework for AV operations.

We appreciate your consideration and welcome the opportunity to work collaboratively with legislators and stakeholders to ensure Minnesota adopts a balanced and forward-looking autonomous vehicle policy.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeff Farrah', with a stylized, cursive script.

Jeff Farrah
Chief Executive Officer
Autonomous Vehicle Industry Association