

March 17, 2026

The Honorable Jon Koznick  
Co-Chair, Minnesota House Transportation Finance and Policy  
658 Cedar Street  
St. Paul, MN 55155

The Honorable Brad Tabke  
Co-Chair, Minnesota House Transportation Finance and Policy  
658 Cedar Street  
St. Paul, MN 55155

*RE: HF 3513 – Request to Amend Adopted Amendment to Remove Gross Vehicle Weight Limitation*

Dear Chairs Koznick and Tabke:

On behalf of TechNet, I write regarding HF 3513 and the adopted delete-all amendment considered in committee on March 11. We appreciate the author's work to establish a clear statewide framework for the safe deployment of fully automated vehicles in Minnesota. As amended, HF 3513 takes important steps to provide regulatory clarity, create a statewide permitting structure, and avoid a patchwork of local requirements that could impede innovation.

TechNet supports policies that encourage the safe and efficient deployment of autonomous vehicles on public roads. AV technology holds significant promise to improve roadway safety, expand access to transportation, reduce congestion, strengthen supply chains, and support innovation and economic growth. A durable AV framework should therefore be technology-neutral, focused on safety outcomes, and flexible enough to accommodate the full range of AV use cases as the technology continues to develop.

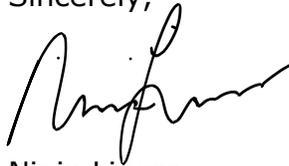
With that in mind, we respectfully request an amendment to remove the gross vehicle weight limitation in Section 3, subdivision 2(e), lines 5.1–5.2, which provides that “[a] fully automated vehicle must have a gross vehicle weight of less than 10,000 pounds.” This language was added in the amendment last week, and we encourage you to return to the original bill language in this regard.

This provision unnecessarily narrows the bill's otherwise broad and forward-looking framework, as a 10,000-pound cap would exclude an important category of autonomous vehicle deployment: autonomous trucking and other heavier-duty commercial applications. AV trucking has the potential to deliver substantial public

and economic benefits, including improving freight efficiency, supporting more resilient supply chains, expanding the safe movement of goods, and helping address longstanding workforce and logistics challenges in the freight sector. In a state where reliable goods movement is critical to communities, businesses, agriculture, manufacturing, and retailers, these benefits are especially important.

Thank you for your consideration of this request. We appreciate the work being done on HF 3513 and would welcome the opportunity to continue engaging as the bill moves forward.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ninia Linero', written in a cursive style.

Ninia Linero  
Executive Director, Illinois and the Midwest  
TechNet