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ICM Forum: Minnesota Legislative Update

The 2026 Minnesota Legislative Session is currently in high gear, with committees working through a significant budget surplus and a dense agenda of transportation and logistics policy. As of April 2026, the focus has shifted toward refining infrastructure funding and addressing specific "pain points" in the supply chain.

Here is a scan of the transportation, logistics, and supply chain bills currently in action:

1. Major Infrastructure & Freight Bills

- **HF 3749 / SF 3749 (Transportation Policy Omnibus):** This is the primary vehicle for policy changes this session. Key provisions include:
 - **Truck Parking Improvements:** Establishes a dedicated program to expand and improve truck parking facilities across the state, a direct response to supply chain safety concerns.
 - **Bridge Inspection Standards:** Updates the frequency and technical requirements for bridge inspections to prioritize "at-risk" freight corridors.
 - **Scenic Byway Designations:** Removes certain designations to allow for more flexible commercial development and infrastructure expansion in rural areas.
- **HF 3760 (U.S. Highway 169 Expansion):** This bill appropriates significant funding to expand a segment of U.S. Highway 169 into a four-lane highway, a move intended to alleviate a major bottleneck for agricultural and industrial freight.

2. Logistics & Supply Chain Crime

- **Organized Retail and Supply Chain Crimes Advisory Board:** Backed heavily by the **Minnesota Trucking Association (MTA)**, this legislative push aims to create a joint task force to combat "strategic theft" and cargo hijacking. It would provide law enforcement with specialized resources to track and prosecute Organized Theft Groups (OTGs) targeting transit hubs.

3. Emerging Technology & Autonomous Vehicles

- **HF 3513 (Autonomous Vehicle Framework):** This bill sought to establish a statewide regulatory framework for autonomous vehicles (AVs). It included provisions for insurance requirements and prohibited local municipalities from creating their own AV rules.
 - **Current Status: Stalled.** The bill failed a committee vote in March 2026 due to concerns over labor impacts and "snowy weather" safety, but it remains a major topic of discussion for future logistics planning.

4. Labor & Operational Regulations for Trucking

Industry groups are actively lobbying on several bills that directly impact the operational costs of the supply chain:

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- **Paid Family Medical Leave (PFML) Exemption:** There is an active push to exempt trucking operations from certain PFML requirements, with proponents arguing that 20-week absences for specialized drivers or dispatchers could "stall" delivery networks.
- **Seatbelt Gag Rule Repeal:** A bill is moving through committees to repeal the 50-year-old "seatbelt gag rule," which currently prevents the non-use of a seatbelt from being admitted as evidence in civil litigation (such as trucking accident lawsuits).

5. Funding & Capital Investment

With a projected **\$3.7 billion surplus** for the 2026-27 biennium, the following "Capital Bonding" requests are in high demand:

- **Port Development Assistance:** \$45 million requested for upgrading river and lake ports to handle larger freight volumes.
 - **Rail Service Improvement Program:** \$20 million for upgrading short-line railroads to better connect rural manufacturers to the global supply chain.
 - **Corridors of Commerce:** \$400 million in trunk highway bonds to prioritize projects that have the highest impact on regional trade.
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Contact us at Research@GovernmentAnalytica.com for additional insights.
Government Analytica does tracking of transportation regulations and funding in all 50 States.