

1.1 Senator moves to amend the delete-everything amendment (SCS3157A-1)
1.2 to S.F. No. 3157 as follows:

1.3 Page 124, line 1, after "neutral" insert "or positive"

1.4 Page 124, line 17, delete "50" and insert "20"

1.5 Page 144, line 3, delete "four-year" and insert "five-year"

1.6 Page 144, delete section 24 and insert:

1.7 "Sec. 24. Minnesota Statutes 2022, section 174.03, subdivision 1c, is amended to read:

1.8 Subd. 1c. **Minnesota state highway investment plan.** Within one year of each revision
1.9 of the statewide multimodal transportation plan under subdivision 1a, the commissioner
1.10 must prepare a 20-year Minnesota state highway investment plan that:

1.11 (1) incorporates performance measures and targets for assessing progress and achievement
1.12 of the state's transportation goals, objectives, and policies identified in this chapter for the
1.13 state trunk highway system, and those goals, objectives, and policies established in the
1.14 statewide multimodal transportation plan. Performance targets must be based on objectively
1.15 verifiable measures, and address, at a minimum:

1.16 (i) preservation and maintenance of the structural condition of state highway roadways,
1.17 bridges, pavements, roadside infrastructure, and traveler-related facilities;

1.18 (ii) safety; and

1.19 (iii) mobility;

1.20 (2) summarizes trends and impacts for each performance target over the past five years;

1.21 (3) summarizes the amount and analyzes the impact of the department's capital
1.22 investments and priorities over the past five years on each performance target, including a
1.23 comparison of prior plan projected costs with actual costs;

1.24 (4) identifies the investments required to meet the established performance targets over
1.25 the next 20-year period;

1.26 (5) projects available state and federal funding over the 20-year period, including any
1.27 unique, competitive, time-limited, or focused funding opportunities;

1.28 (6) identifies strategies to ensure the most efficient use of existing transportation
1.29 infrastructure, and to maximize the performance benefits of projected available funding;

1.30 (7) establishes investment priorities for projected funding, which must:

2.1 (i) provide for cost-effective preservation, maintenance, and repair to address the goal
2.2 under section 174.01, subdivision 2, clause (9), in a manner that aligns with other goals in
2.3 that section;

2.4 (ii) as appropriate, provide a schedule of major projects or improvement programs for
2.5 the 20-year period; and

2.6 (iii) identify resulting projected costs and impact on performance targets; ~~and~~

2.7 (8) identifies those performance targets identified under clause (1) not expected to meet
2.8 the target outcome over the 20-year period together with alternative strategies that could
2.9 be implemented to meet the targets; and

2.10 (9) establishes procedures and guidance for capacity expansion project development to
2.11 conform with section 161.178, subdivision 2, paragraph (a).

2.12 **EFFECTIVE DATE.** This section is effective the day following final enactment and
2.13 applies to plan revisions adopted on or after that date"