

**SENATE
STATE OF MINNESOTA
NINETY-SECOND SESSION**

S.F. No. 1300

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DATE
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Introduction and first reading
Referred to Transportation Finance and Policy

OFFICIAL STATUS

1.1 A bill for an act
1.2 relating to transportation; statutorily appropriating ten percent of the trunk highway
1.3 fund to the corridors of commerce program; amending corridors of commerce
1.4 project selection criteria; amending Minnesota Statutes 2020, sections 161.04,
1.5 subdivision 1; 161.088, subdivision 5.

1.6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.7 Section 1. Minnesota Statutes 2020, section 161.04, subdivision 1, is amended to read:

1.8 Subdivision 1. **Composition; distribution.** (a) The trunk highway fund shall consist of
1.9 62 percent of the net highway user tax distribution fund as provided in article 14 of the
1.10 constitution; the proceeds of the sale of any bonds authorized by article 14 of the constitution;
1.11 money received from the federal government as aid in the construction and maintenance of
1.12 trunk highways; and any other money otherwise allotted, appropriated, or legislated therefor.

1.13 (b) Ten percent of the money transferred to the trunk highway fund from the highway
1.14 user tax distribution fund as provided in article 14 of the constitution is annually appropriated
1.15 from the trunk highway fund to the commissioner of transportation for the corridors of
1.16 commerce program authorized in section 161.088.

1.17 Sec. 2. Minnesota Statutes 2020, section 161.088, subdivision 5, is amended to read:

1.18 Subd. 5. **Project selection process; criteria.** (a) The commissioner must establish a
1.19 process to identify, evaluate, and select projects under the program. The process must be
1.20 consistent with the requirements of this subdivision and must not include any additional
1.21 evaluation criteria.

2.1 (b) As part of the project selection process, the commissioner must annually accept
2.2 recommendations on candidate projects from area transportation partnerships and other
2.3 interested stakeholders in each Department of Transportation district. The commissioner
2.4 must determine the eligibility for each candidate project identified under this paragraph.
2.5 For each eligible project, the commissioner must classify and evaluate the project for the
2.6 program, using all of the criteria established under paragraph (c).

2.7 (c) Projects must be evaluated using all of the following criteria:

2.8 (1) a return on investment measure that provides for comparison across eligible projects;

2.9 (2) measurable impacts on commerce and economic competitiveness;

2.10 (3) efficiency in the movement of freight, including but not limited to:

2.11 (i) measures of annual average daily traffic and commercial vehicle miles traveled, which
2.12 may include data near the project location on that trunk highway or on connecting trunk
2.13 and local highways; and

2.14 (ii) measures of congestion or travel time reliability, which may be within or near the
2.15 project limits, or both;

2.16 (4) improvements to traffic safety;

2.17 (5) connections to regional trade centers, local highway systems, and other transportation
2.18 modes;

2.19 (6) the extent to which the project addresses multiple transportation system policy
2.20 objectives and principles;

2.21 (7) support and consensus for the project among members of the surrounding community;
2.22 ~~and~~

2.23 (8) the time and work needed before construction may begin on the project; and

2.24 (9) regional balance throughout the state.

2.25 The commissioner must give the criteria in clauses (1) to (8) equal weight in the selection
2.26 process.

2.27 (d) The list of all projects evaluated must be made public and must include the score of
2.28 each project.

2.29 (e) As part of the project selection process, the commissioner may divide funding to be
2.30 separately available among projects within each classification under subdivision 3, and may
2.31 apply separate or modified criteria among those projects falling within each classification.