

**SENATE
STATE OF MINNESOTA
NINETIETH SESSION**

S.F. No. 1925

(SENATE AUTHORS: TOMASSONI)

DATE
03/08/2017

D-PG

Introduction and first reading
Referred to Transportation Finance and Policy

OFFICIAL STATUS

1.1 A bill for an act
1.2 relating to transportation; requiring the commissioner of transportation to develop
1.3 a performance, stewardship, and sustainability plan for the trunk highway system;
1.4 amending Minnesota Statutes 2016, section 174.03, by adding a subdivision.

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

1.6 Section 1. Minnesota Statutes 2016, section 174.03, is amended by adding a subdivision
1.7 to read:

1.8 Subd. 12. Trunk highway system performance, stewardship, and sustainability
1.9 plan. (a) The commissioner must develop a performance, stewardship, and sustainability
1.10 plan for the trunk highway system to improve the condition of the existing infrastructure
1.11 and enhance the effectiveness of the transportation system.

1.12 (b) The trunk highway system performance, stewardship, and sustainability plan must
1.13 include strategies to achieve the state transportation goals for the trunk highway system
1.14 established in section 174.01 and comply with all other applicable state and federal law.

1.15 (c) The trunk highway system performance, stewardship, and sustainability plan must
1.16 include all transportation modes and all infrastructure assets within trunk highway
1.17 rights-of-way. At a minimum, the plan must include:

1.18 (1) an inventory of the quantity and quality of assets, including but not limited to bridge,
1.19 pavement, geotechnical, pedestrian, bicycle, and transit assets;

1.20 (2) predictive and consequential measures of system performance, stewardship, and
1.21 sustainability, identified in collaboration with the public;

2.1 (3) annual performance targets to be achieved by each district of the department for each
2.2 performance measure, which must comply with the following:

2.3 (i) state transportation goals defined in section 174.01 and all other applicable state and
2.4 federal law;

2.5 (ii) United States Department of Transportation regulations under Code of Federal
2.6 Regulations, title 23, part 490; and

2.7 (iii) additional performance targets identified in collaboration with the public;

2.8 (4) identification and explanation of the gaps between performance targets and current
2.9 status;

2.10 (5) life cycle, risk, and health impact assessments for the projects in each district of the
2.11 department, which must include, at a minimum:

2.12 (i) identification of the expected and potential material and energy inputs, including
2.13 costs;

2.14 (ii) identification of the expected and potential material and energy outputs, including
2.15 costs; and

2.16 (iii) assessment of the safety, health, economic, social, and environmental impacts
2.17 associated with the inputs and outputs;

2.18 (6) an annual investment plan for each district of the department based on funding
2.19 expected during the next ten years, that describes strategic investments likely to produce
2.20 the best long-term value to Minnesota and enhance safety, health, mobility, and economic
2.21 well-being; and

2.22 (7) a sustainability plan for each district of the department that recommends specific
2.23 trunk highway segments to be removed from the trunk highway system and specific local
2.24 road segments to be added to the trunk highway system, in order to optimize financial
2.25 sustainability.

2.26 (d) Annually by December 15, the commissioner must submit the trunk highway system
2.27 performance, stewardship, and sustainability plan to the chairs and ranking minority members
2.28 of the legislative committees having jurisdiction over transportation policy and finance.
2.29 The plan must be signed by a professional engineer licensed in Minnesota.

2.30 **EFFECTIVE DATE.** This section is effective July 1, 2017. The initial performance,
2.31 stewardship, and sustainability plan under this section is due December 15, 2018.