

1.1 ..... moves to amend the delete everything amendment (H0004DE2) to H.F.  
1.2 No. 4 as follows:

1.3 Page 48, after line 29, insert:

1.4 "Sec. 33. Minnesota Statutes 2014, section 174.03, is amended by adding a subdivision  
1.5 to read:

1.6 Subd. 12. **Trunk highway system performance; stewardship and sustainability**  
1.7 **required.** (a) The commissioner shall develop a performance, stewardship, and  
1.8 sustainability plan for the trunk highway system to improve the condition of the existing  
1.9 infrastructure and enhance the effectiveness of the transportation system.

1.10 (b) The trunk highway system performance, stewardship, and sustainability plan  
1.11 shall include strategies to achieve the state transportation goals for the trunk highway  
1.12 system defined in section 174.01 and comply with all other applicable Minnesota and  
1.13 federal statutes.

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

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

1.19 (2) predictive and consequential measures of performance, stewardship, and  
1.20 sustainability, identified in consultation with the public;

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

1.23 (i) state transportation goals defined in section 174.01 and all other applicable  
1.24 Minnesota and federal statutes;

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

1.27 (iii) additional performance targets identified in consultation with the public;

2.1 (4) identification and explanation of the performance gap between target and current  
2.2 status;

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

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

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

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

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

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

2.19 (d) The commissioner shall submit the trunk highway system performance,  
2.20 stewardship, and sustainability plan, which shall be signed by a professional engineer  
2.21 licensed in Minnesota, to the chairs and ranking minority members of the legislative  
2.22 committees having jurisdiction over transportation policy and finance every year by  
2.23 December 15.

2.24 **EFFECTIVE DATE.** This section is effective July 1, 2015. The initial performance,  
2.25 stewardship, and sustainability plan under this section is due December 15, 2016."

2.26 Renumber the sections in sequence and correct the internal references

2.27 Amend the title accordingly