

1.1 moves to amend H.F. No. 3749 as follows:

1.2 Page 9, after line 3, insert:

1.3 "Sec. 9. **[174.205] RESILIENT PAVEMENT PROGRAM.**

1.4 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
1.5 the meanings given.

1.6 (b) "Baseline project" means a trunk highway project without revision to pavement
1.7 design life.

1.8 (c) "Commissioner" means the commissioner of transportation.

1.9 (d) "Modified project" means a project that is revised or under a revision analysis to
1.10 contain a modified pavement design life using funds provided under the program.

1.11 (e) "Pavement cost" means the estimated total cost of pavement items, including pavement
1.12 foundation, for the project, in conformance with standard specifications for construction
1.13 established by the commissioner.

1.14 (f) "Program" means the resilient pavement program under this section.

1.15 Subd. 2. **Program established.** Subject to available funds, the commissioner must
1.16 establish a resilient pavement program to provide supplemental funding for revisions to
1.17 pavement design of trunk highway projects on the basis of long-term cost effectiveness.

1.18 Subd. 3. **Administration.** (a) In implementing the program, the commissioner must: (1)
1.19 establish procedures for identification, analysis, and selection of projects that receive funding
1.20 and are accordingly revised in the pavement design; and (2) specify a modified pavement
1.21 design life, whether through pavement material, pavement foundation, or a combination,
1.22 that is at least 50 years for modified projects.

2.1 (b) The commissioner must determine pavement design life using the current standard
2.2 models used by the department for pavement design.

2.3 Subd. 4. **Project eligibility; cost effectiveness.** (a) To be eligible for funds under the
2.4 program, a project must:

2.5 (1) be for trunk highway construction, reconstruction, maintenance, or improvement;

2.6 (2) be included in a prior or the current state transportation improvement program or
2.7 capital highway investment plan with a proposed design life of less than or equal to 20
2.8 years;

2.9 (3) be a modified project with a pavement design life as specified under subdivision 3,
2.10 paragraph (a), clause (2); and

2.11 (4) have a cost-effectiveness ratio, as calculated under paragraph (b), that equals or is
2.12 greater than two.

2.13 (b) The cost-effectiveness ratio is calculated as:

2.14 (1) the pavement cost of the baseline project, divided by the pavement design life of the
2.15 baseline project; divided by

2.16 (2) the pavement cost of the modified project, divided by the modified pavement design
2.17 life.

2.18 Subd. 5. **Use of funds.** (a) For a project selected under the program, the commissioner
2.19 may expend program funds for up to 110 percent of the difference in anticipated pavement
2.20 costs between the modified project and the baseline project.

2.21 (b) The commissioner may expend up to one-third of the funds on projects located wholly
2.22 or substantially inside the Department of Transportation metropolitan district, as calculated
2.23 using total funds under the program over (1) the current fiscal year, and (2) the latest prior
2.24 two years in which funds are allocated.

2.25 (c) The commissioner must not expend funds under the program for program delivery.

2.26 Subd. 6. **Public information.** The commissioner must publish information regarding
2.27 the program on the department's website. The information must include:

2.28 (1) a description of program implementation;

2.29 (2) identification of projects analyzed and selected under the program; and

2.30 (3) for each project selected, an overview that includes a brief project description, the
2.31 pavement design changes, and information on expenditures from program funds."

- 3.1 Renumber the sections in sequence and correct the internal references
- 3.2 Amend the title accordingly