

1.1 Senator moves to amend S.F. No. 1647 as follows:

1.2 Page 5, after line 21, insert:

1.3 "Sec. 9. Minnesota Statutes 2014, section 161.088, subdivision 3, is amended to read:

1.4 Subd. 3. **Project classification.** The commissioner shall determine whether each
1.5 candidate project can be classified into at least one of the following classifications:

1.6 (1) capacity development, for a project on a segment of a trunk highway where the
1.7 segment:

1.8 (i) is not a divided highway, and that highway is an expressway or freeway beyond
1.9 the project limits;

1.10 (ii) contains a highway terminus that lacks an intersection or interchange with
1.11 another trunk highway;

1.12 (iii) contains fewer lanes of travel compared to that highway beyond the project
1.13 limits; or

1.14 (iv) contains a location that is proposed as a new interchange or to be reconstructed
1.15 from an intersection to an interchange; or

1.16 (2) freight improvement, for an asset preservation or replacement project that can
1.17 result in:

1.18 (i) removing or reducing barriers to commerce;

1.19 (ii) easing or preserving freight movement;

1.20 (iii) supporting emerging industries; or

1.21 (iv) providing connections between the trunk highway system and other
1.22 transportation modes for the movement of freight; or

1.23 (3) main street improvement, for a project on a segment of trunk highway passing
1.24 through a city center, in order to:

1.25 (i) restore or improve economic vitality; and

1.26 (ii) improve safety for all road users.

1.27 Sec. 10. Minnesota Statutes 2014, section 161.088, subdivision 4, is amended to read:

1.28 Subd. 4. **Project eligibility.** (a) The commissioner shall establish eligibility
1.29 requirements for projects that can be funded under the program. Eligibility must include:

1.30 (1) consistency with the statewide multimodal transportation plan under section
1.31 174.03;

1.32 (2) location of the project on an interregional corridor, for a project located outside
1.33 of the Department of Transportation metropolitan district, or within a city;

1.34 (3) placement into at least one project classification under subdivision 3;

2.1 (4) a maximum length of time, as determined by the commissioner, until
2.2 commencement of construction work on the project; and

2.3 (5) for each type of project classification under subdivision 3, a maximum allowable
2.4 amount for the total project cost estimate, as determined by the commissioner with
2.5 available data.

2.6 (b) A project whose construction is programmed in the state transportation
2.7 improvement program is not eligible for funding under the program. This paragraph does
2.8 not apply to a project that is programmed as result of selection under this section.

2.9 (c) A project may be, but is not required to be, identified in the 20-year state highway
2.10 capital investment plan under section 174.03.

2.11 Sec. 11. Minnesota Statutes 2014, section 161.088, subdivision 5, is amended to read:

2.12 Subd. 5. **Project selection process; criteria.** (a) The commissioner shall establish a
2.13 process for identification, evaluation, and selection of projects under the program.

2.14 (b) As part of the project selection process, the commissioner shall annually accept
2.15 recommendations on candidate projects from area transportation partnerships and other
2.16 interested stakeholders in each Department of Transportation district. For each candidate
2.17 project identified under this paragraph, the commissioner shall determine eligibility,
2.18 classify, and if appropriate, evaluate the project for the program.

2.19 (c) Project evaluation and prioritization must be performed on the basis of objective
2.20 criteria, which must include:

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

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

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

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

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

2.30 (4) improvements to traffic safety for all road users;

2.31 (5) connections to between and within regional trade centers; and connections with
2.32 local highway systems, and other transportation modes;

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

3.1 (7) support and consensus for the project among members of the surrounding
3.2 community.

3.3 (d) As part of the project selection process, the commissioner may divide funding
3.4 to be separately available among projects within each classification under subdivision 3,
3.5 and may apply separate or modified criteria among those projects falling within each
3.6 classification.

3.7 Sec. 12. [161.317] MADE IN AMERICA.

3.8 In all highway construction and maintenance projects, the commissioner shall, to
3.9 the greatest extent feasible, utilize products, materials, and equipment that are made in
3.10 America and shall include this requirement in the department's contract specifications."

3.11 Page 13, after line 26, insert:

3.12 "Sec. 27. Minnesota Statutes 2014, section 174.03, subdivision 10, is amended to read:

3.13 Subd. 10. **Highway construction training; report.** (a) The commissioner of
3.14 transportation shall utilize the maximum feasible amount of all federal funds available to
3.15 this state under United States Code, title 23, section 140, paragraph (b), to develop, conduct,
3.16 and administer highway construction training, including skill improvement programs.

3.17 (b) The commissioner of transportation must report by February 1 of each
3.18 ~~odd-numbered~~ year to the house of representatives and senate committees having
3.19 jurisdiction over transportation policy and finance concerning the commissioner's
3.20 compliance with paragraph (a). The report must, with respect to each of the two previous
3.21 calendar years year:

3.22 (1) describe the highway construction training and skill improvement programs the
3.23 commissioner has conducted and administered;

3.24 (2) analyze the results of the commissioner's training programs;

3.25 (3) state the amount of federal funds available to this state under United States Code,
3.26 title 23, section 140, paragraph (b); and

3.27 (4) identify the amount spent by the commissioner in conducting and administering
3.28 the programs.

3.29 Sec. 28. Minnesota Statutes 2014, section 174.03, subdivision 11, is amended to read:

3.30 Subd. 11. **Disadvantaged business enterprise program; report.** (a) The
3.31 commissioner shall include in each contract that is funded at least in part by federal funds,
3.32 a sanction for each contractor who does not meet the established project disadvantaged
3.33 business enterprise goal or demonstrate good-faith effort to meet the goal.

4.1 (b) The commissioner of transportation shall report by February 1 of each
 4.2 ~~odd-numbered~~ year to the house of representatives and senate committees having
 4.3 jurisdiction over transportation policy and finance concerning the commissioner's
 4.4 disadvantaged business enterprise program. The report must, with respect to ~~each~~ of the
 4.5 ~~two~~ previous calendar ~~years~~ year:

4.6 (1) state the department's annual overall goal, compared with the percentage attained;

4.7 (2) explain the methodology, applicable facts, and public participation used to
 4.8 establish the overall goal;

4.9 (3) describe good-faith efforts to meet the goal, if the goal was not attained;

4.10 (4) describe actions to address overconcentration of disadvantaged business
 4.11 enterprises in certain types of work;

4.12 (5) state the number of contracts that included disadvantaged business enterprise
 4.13 goals, the number of contractors that met established disadvantaged business enterprise
 4.14 goals, and sanctions imposed for lack of good-faith effort; and

4.15 (6) describe contracts with no disadvantaged business enterprise goals, and, of
 4.16 those, state number of contracts and amount of each contract with targeted groups under
 4.17 section 16C.16.

4.18 Sec. 29. Minnesota Statutes 2014, section 174.12, subdivision 5, is amended to read:

4.19 Subd. 5. **Financial assistance; criteria.** The commissioners of transportation and
 4.20 employment and economic development shall establish criteria for evaluating projects
 4.21 for financial assistance under this section. At a minimum, the criteria must provide an
 4.22 objective method to prioritize and select projects on the basis of:

4.23 (1) the extent to which the project provides measurable economic benefit
 4.24 in accordance with the performance measures developed by the commissioner of
 4.25 employment and economic development under subdivision 4;

4.26 (2) consistency with relevant state and local transportation plans;

4.27 (3) the availability and commitment of funding or in-kind assistance for the project
 4.28 from nonpublic or nonstate sources;

4.29 (4) the need for the project as part of the overall transportation system;

4.30 (5) the extent to which completion of the project will improve the movement of
 4.31 people and freight; ~~and~~

4.32 (6) the extent to which the project promotes access to jobs and employment centers
 4.33 and connections between modes of transportation; and

4.34 ~~(6)~~ (7) geographic balance as required under subdivision 7, paragraph (b)."

4.35 Page 13, after line 33, insert:

5.1 "Sec. 31. Minnesota Statutes 2014, section 174.52, subdivision 4a, is amended to read:

5.2 Subd. 4a. **Rural road safety account; appropriation.** (a) A rural road safety
5.3 account is established in the local road improvement fund. Money in the account is
5.4 annually appropriated to the commissioner of transportation for expenditure as specified
5.5 in this subdivision. Money in the account must be used as grants to counties to assist in
5.6 paying the costs of capital improvement projects on county state-aid highways that are
5.7 intended primarily to reduce traffic crashes, deaths, injuries, and property damage and
5.8 improve safety for all road users.

5.9 (b) The commissioner shall establish procedures for counties to apply for grants
5.10 from the rural road safety account and criteria to be used to select projects for funding.
5.11 The commissioner shall establish these procedures and criteria in consultation with
5.12 representatives appointed by the Association of Minnesota Counties. Eligibility for
5.13 project selection must be based on the ability of each proposed project to reduce the
5.14 frequency and severity of crashes.

5.15 (c) Money in the account must be allocated in each fiscal year as follows:

5.16 (1) one-third of money in the account must be used for projects in the counties of
5.17 Anoka, Chisago, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington; and

5.18 (2) the remainder must be used for projects elsewhere in the state.

5.19 Sec. 32. Minnesota Statutes 2014, section 174.52, subdivision 5, is amended to read:

5.20 Subd. 5. **Grant procedures and criteria.** The commissioner shall establish
5.21 procedures for statutory or home rule charter cities, towns, and counties to apply for
5.22 grants or loans from the fund and criteria to be used to select projects for funding.
5.23 The commissioner shall establish these procedures and criteria in consultation with
5.24 representatives appointed by the Association of Minnesota Counties, League of Minnesota
5.25 Cities, Minnesota Association of Townships, and the appropriate state agency as needed.
5.26 The criteria for determining project priority and the amount of a grant or loan must be
5.27 based upon consideration of:

5.28 (1) the availability of other state, federal, and local funds;

5.29 (2) the regional significance of the route;

5.30 (3) effectiveness of the proposed project in eliminating a transportation system
5.31 deficiency and improve safety for all road users;

5.32 (4) the number of persons who will be positively impacted by the project;

5.33 (5) the project's contribution to other local, regional, or state economic development
5.34 or redevelopment efforts including livestock and other agricultural operations permitted
5.35 after the effective date of this section; and

6.1 (6) ability of the local unit of government to adequately provide for the safe
6.2 operation and maintenance of the facility upon project completion."

6.3 Page 20, after line 5, insert:

6.4 "Sec. 41. [473.1296] MADE IN AMERICA.

6.5 In all construction and maintenance projects, the council shall, to the greatest extent
6.6 feasible, utilize products, materials, and equipment that are made in America and shall
6.7 include this requirement in its contract specifications."

6.8 Renumber the sections in sequence and correct the internal references

6.9 Amend the title accordingly