

1.1 ..... moves to amend H.F. No. 4, the delete everything amendment  
1.2 (H0004DE2), 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 Page 57, after line 7, insert:

2.27 "Sec. 54. **ENHANCED ORGANIZATIONAL EFFECTIVENESS AND**  
 2.28 **INNOVATION REVIEW.**

2.29 (a) A review and assessment of the department's organizational structure is required  
 2.30 to enhance organizational effectiveness, encourage prudent allocation of resources, and  
 2.31 deliver the greatest value to Minnesota. This review and assessment shall be completed  
 2.32 by a partnership that includes the Humphrey School of Public Affairs, Carlson School of  
 2.33 Management, the Center for Transportation Studies at the University of Minnesota, and  
 2.34 the State Smart Transportation Initiative at the University of Wisconsin.

3.1 (b) A preliminary report of this review and assessment shall be submitted to the  
 3.2 chairs and ranking minority members of the legislative committees having jurisdiction  
 3.3 over transportation policy and finance by December 15, 2015, with the final report  
 3.4 submitted by June 30, 2016.

3.5 (c) At a minimum, the review and assessment shall include:

3.6 (1) the relationship of each district, division, office, and section of the department to  
 3.7 the state's transportation goals under Minnesota Statutes, section 174.01, the department's  
 3.8 mission under Minnesota Statutes, section 174.02, the duties of the commissioner under  
 3.9 Minnesota Statutes, section 174.03, and the annual performance targets under Minnesota  
 3.10 Statutes, section 174.03, subdivision 12;

3.11 (2) the budget assigned to each district, division, office, and section of the department;

3.12 (3) the ratio of employees to supervisors in each district, division, office, and section  
 3.13 of the department;

3.14 (4) recommendations identifying best practices, and comparisons with other state  
 3.15 departments of transportation;

3.16 (5) recommendations regarding the appropriate ratio of employees to supervisors  
 3.17 for the variety of activities performed by the department;

3.18 (6) recommendations regarding the appropriate increase in department operations  
 3.19 resulting from increases in capital investments;

3.20 (7) recommendations regarding the appropriate fiscal responsibility assigned to  
 3.21 construction inspectors and engineers;

3.22 (8) recommendations regarding the appropriate, fiscally constrained size of the  
 3.23 trunk highway system; and

3.24 (9) recommendations regarding how to achieve the appropriate, fiscally constrained  
 3.25 size of the trunk highway system.

3.26 **EFFECTIVE DATE.** This section is effective July 1, 2015."

3.27 Renumber the sections in sequence and correct the internal references

3.28 Amend the title accordingly