

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

1.3 Page 57, after line 7, insert:

1.4 "Sec. 53. **ENHANCED ORGANIZATIONAL EFFECTIVENESS AND**
1.5 **INNOVATION REVIEW.**

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

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

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

1.17 (1) the relationship of each district, division, office, and section of the department to
1.18 the state's transportation goals under Minnesota Statutes, section 174.01, the department's
1.19 mission under Minnesota Statutes, section 174.02, the duties of the commissioner under
1.20 Minnesota Statutes, section 174.03, and the annual performance targets under Minnesota
1.21 Statutes, section 174.03, subdivision 12;

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

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

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

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

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

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

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

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

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

2.12 Renumber the sections in sequence

2.13 Amend the title accordingly