

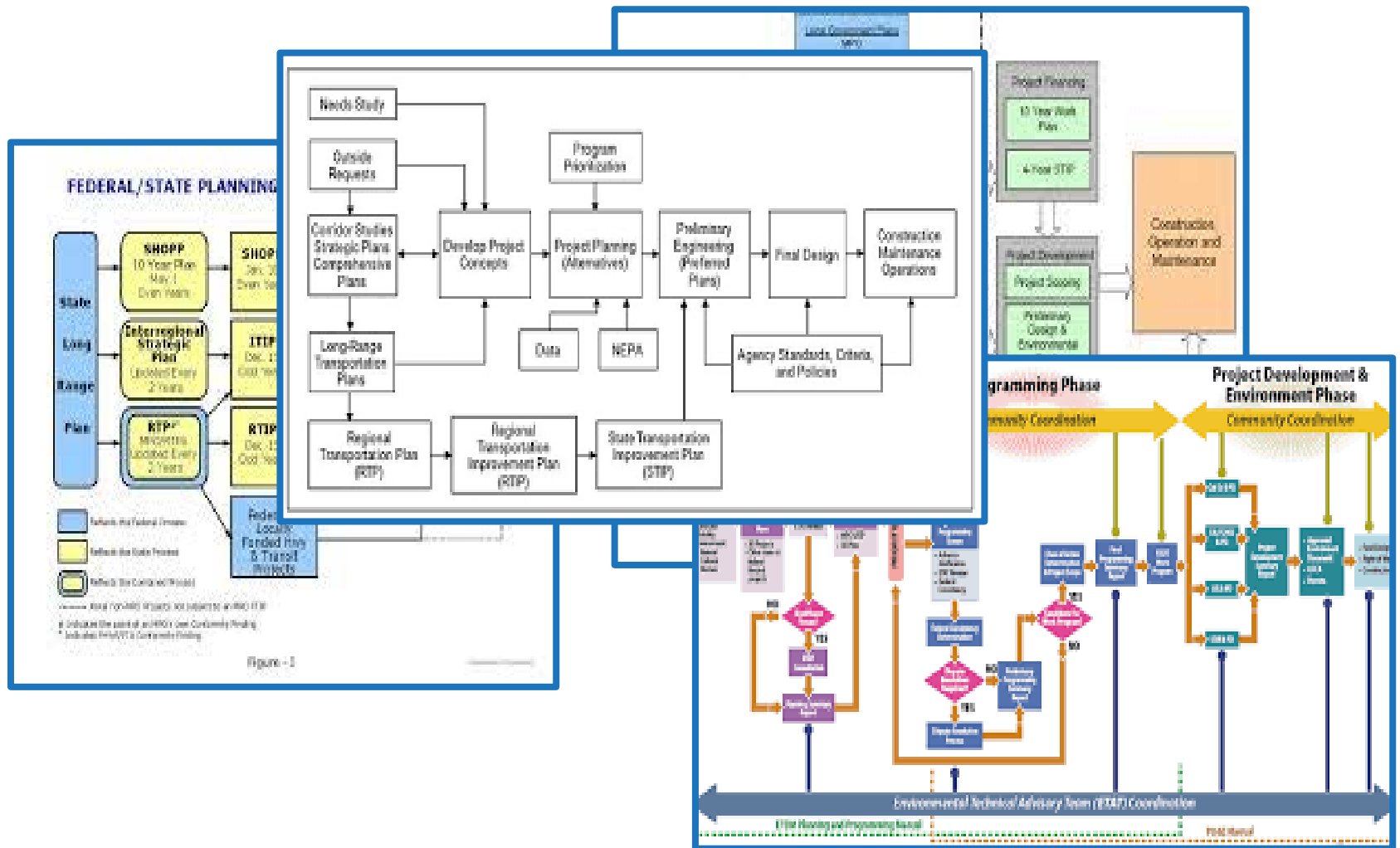


# MnDOT Project Selection Policy Initial Input

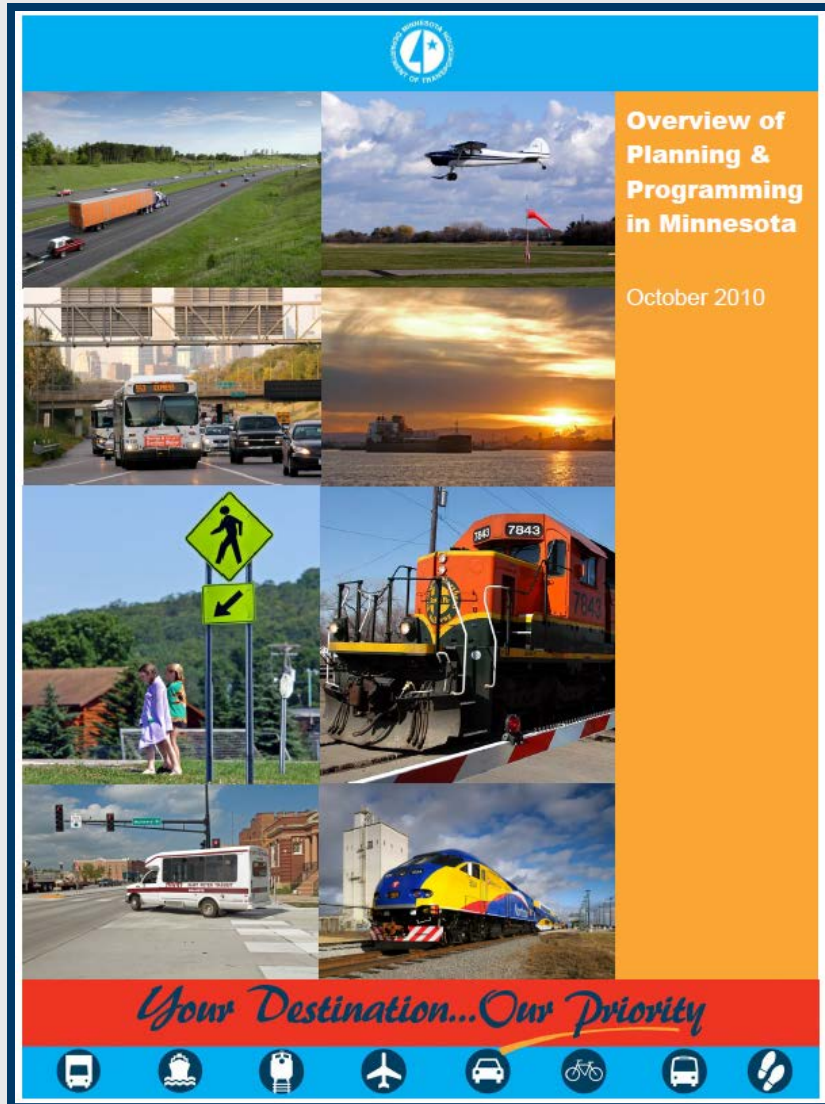
Metropolitan Council Transportation Advisory Board

December 20, 2017

# Many have tried to explain it...



# MnDOT has tried long explanations...



Only 83  
pages

# We've tried elevator speeches...

## How MnDOT Selects Projects in Less Than 100 words

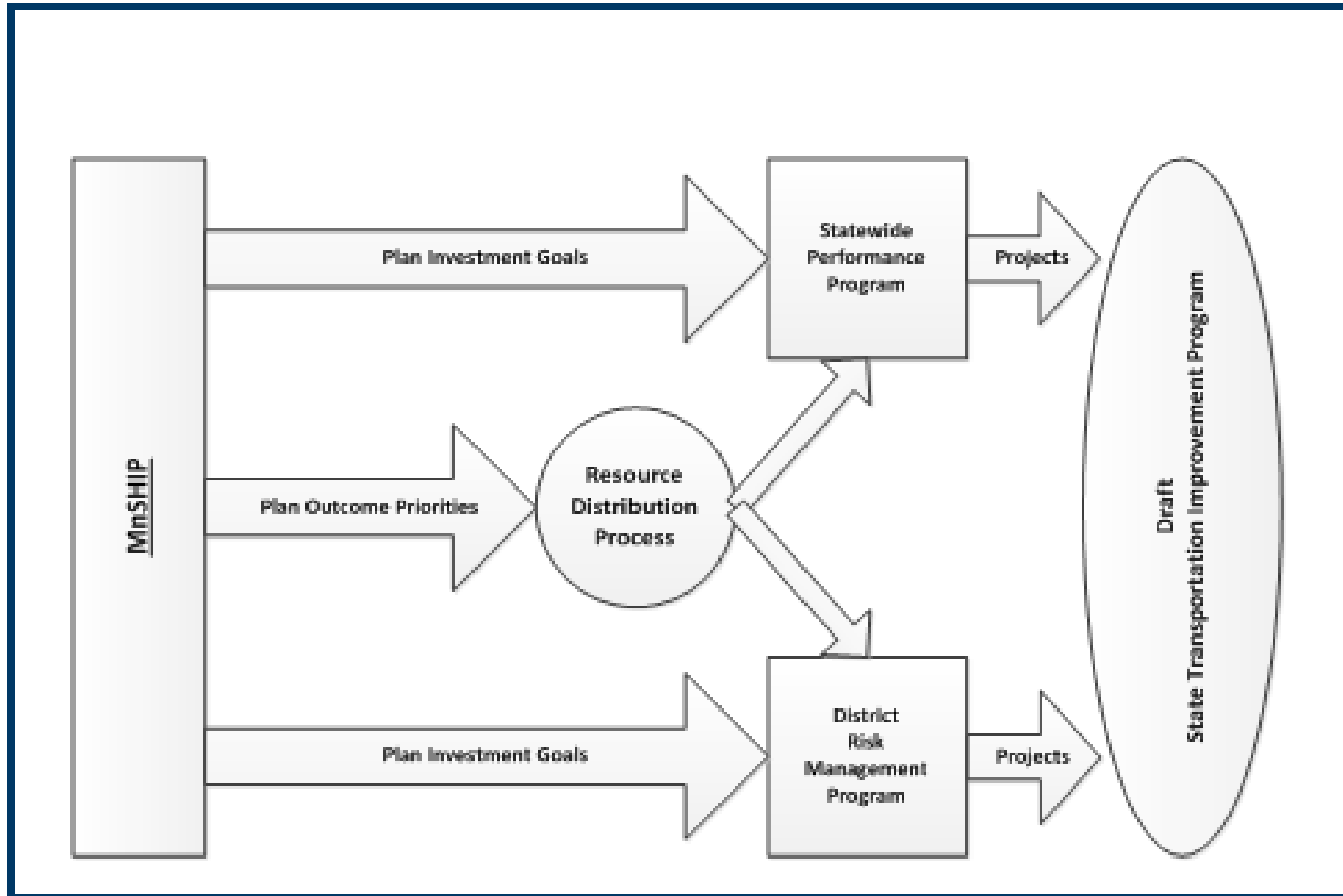
Transportation investments should improve the quality of life and support economic development.

To meet Minnesota's goals, MnDOT evaluates physical factors like smoothness for pavement or state-of-good-repair for bridges combined with qualitative factors like Minnesota's quality of life or economic development potential.

There are never enough resources to meet every worthy goal completely. So with the aid of citizen and transportation partner input, MnDOT chooses a mix of projects that represent the best compromise of asset preservation, system expansion, enhancements, local needs, legal obligations, and public opinion.

Learn more in the [Minnesota State Highway Investment Plan](#).

# We've tried pictures...



# We've tried video...

## Your questions, answered!



How are construction projects selected?

Mark Nelson, Program Manager for Statewide Planning and Transportation Data Analysis

[Learn more about how projects are selected](#)

We've tried presentations...



The image shows a presentation slide for MnDOT. At the top, there is a blue header bar with the Minnesota Department of Transportation logo. The main content area is white and features the title "MnDOT Overview" in a large, dark blue font. Below the title, it says "House Transportation Committee" and "March 4, 2015". At the bottom, there is a dark blue footer bar with the slogan "We all have a stake in A to B" and a row of eight icons representing different modes of transportation: a bus, a ship, a train, an airplane, a car, a bicycle, a van, and a person walking.



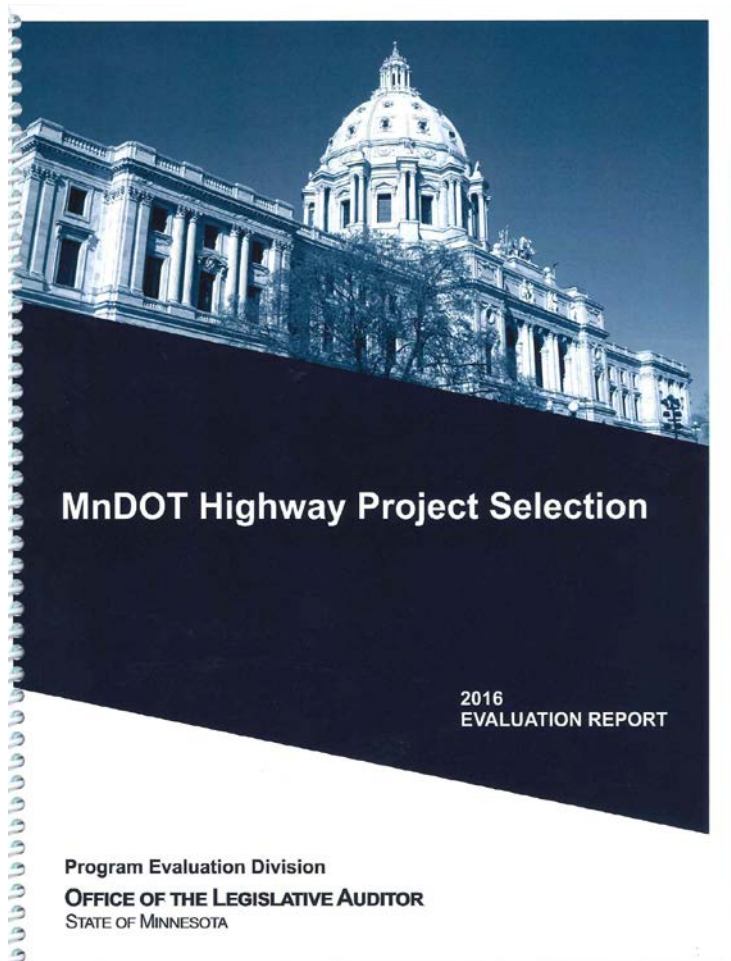
# MnDOT Overview

House Transportation Committee  
March 4, 2015

We all have a stake in **A to B**

# We welcomed an audit...



- How does MnDOT select projects?
- How transparent is MnDOT's process?
- Who makes decisions?
- What criteria are used?
- How do special programs compare to the standard project selection process?



# OLA Audit Findings

*“In our interviews with MnDOT staff, it was clear that standard programming decisions were carefully thought out and took into consideration a wide variety of important factors.”*

# OLA Audit Findings

*“Further, we found that when we asked specific questions, MnDOT staff could generally provide cogent explanations for the reasons behind specific programming decisions. **We do not have significant concerns about the decisions themselves.**”*

# OLA Audit Findings

*“MnDOT does not provide sufficient information about its project-selection decisions to the public or interested stakeholders.”*

# OLA Audit Findings

*“MnDOT publishes lists of the projects it plans to construct, **but it does not publish information about how these decisions were reached or what alternatives were considered.** Without that basis for comparison, it is difficult for those outside of MnDOT to understand or assess its decisions.”*

# OLA Recommendation #1

**The Minnesota Department of Transportation should take steps to improve the transparency of its standard project selection process.**

# MN Laws 2017, Chapter 3, Sec. 124

The commissioner of transportation must develop, adopt, and implement a policy for project evaluation and selection by November 2018

<https://www.revisor.mn.gov/laws/?year=2017&type=1&doctype=Chapter&id=3>

*... after consultation with the Federal Highway Administration, metropolitan planning organizations, regional development commissions, area transportation partnerships, local governments, the Metropolitan Council, and transportation stakeholders, ...*

<https://www.revisor.mn.gov/laws/?year=2017&type=1&doctype=Chapter&id=3>

# For Each Selection Process

- Identify criteria, the weight of each criterion, and a process to score each project based on the weighted criteria
- Identify both projects selected and not selected
- Publicize scores and reasons projects were not selected
- Involve ATPs and other local authorities, as appropriate, in scoring/ranking projects



Projects in the State  
Transportation  
Improvement Program  
include scores assigned  
under the new policy



The commissioner must submit a report to the legislature describing how the policy is anticipated to improve the **consistency, objectivity, and transparency** of the selection process.

Due February 2019

The 2020-2023 STIP will be the first governed by the new policy

# We Need Your Input...



# Discussion Areas

- Project Selection Information
- Transparency
- Involvement of local authorities in the Selection Process

# Area #1: Project Selection Information



# Discussion Questions:

- Do you know how project selection decisions are made at MnDOT and who makes them?
- Is the information provided by MnDOT for project selection understandable and helpful to you and/or your constituents? Is it adequate for your needs?
- If you could have more information on project selection, what would you want?

## Area #2: Transparency





# Scoring Based Project Selections

Chapter 3, Section 124 requires the use of scores in project selection.

- What do you like or not like about using numeric scores to select projects?

# Area #3: Involvement in Project Selection



# Chapter 3 Law

“For each selection process, the policy adopted under this section must:

... involve area transportation partnerships and other local authorities, as appropriate, in the process.”

# Involvement of ATPs and Other Local Agencies in the Project Selection

What type of involvement do you feel the Met Council / TAB and other local agencies should have in the selection of MnDOT state highway construction projects?

What other advice do you have for how MnDOT can “improve the consistency, objectivity, and transparency of the selection process?”

- Develop outline for policy
- Develop initial scoring process for each program
- Additional stakeholder feedback



# Thank you!

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