Project Selection Policy Update

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June 20, 2018
Legislative Direction

2017 Laws of Minnesota,
Chapter 3, Section 124
The commissioner of transportation must develop, adopt, and implement a policy for project evaluation and selection by November 1, 2018

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 (STIP) 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
Context for MnDOT Project Selection and Preliminary Draft Approach
Decisions Made BEFORE Project Selection

• Policy objectives, strategies and performance measures in Statewide Multimodal Transportation Plan and Met Council TPP

• Amount of funding for specific goals / types of projects (i.e. pavement, bridge, safety, rest areas, etc.)
  • Based on 20-Year State Highway Investment Plan (MnSHIP)
  • Significant public and stakeholder involvement

• Distribution of funding between MnDOT’s eight construction districts
Use of Scores & Transparency

• Based on MN Laws 2017, Chapter 3, Section 124, MnDOT will post:
  • Criteria and methodology for all project selection processes
  • Scores for all projects selected and evaluated but not selected
• The score assigned to candidate projects will be a key factor in project selection, but not all factors are quantifiable.
  • When a high scoring project is not selected or when a lower scoring project is selected, MnDOT will provide a short explanation of the reasoning
Project Selection vs. Project Development

**Project Selection**

Decision to fund a project and add to the list of planned and programmed projects

The level of project development that has occurred at the time a project is selected varies by project selection process

**Project Development**

- Process of deciding the details of what is included/not included and the budget of a project
- Public involvement & stakeholder coordination
- Environmental review and permits
- Construction timing, staging and traffic management
- Contracting and delivery mechanism
Role of Public & Stakeholder Involvement

Greatest opportunity to influence MnDOT projects:

1. Involvement in Statewide Multimodal Transportation Plan, MnSHIP and other state, metropolitan, regional, local plans and studies

2. Involvement in the project development process for individual projects
Role of Public & Stakeholder Involvement

Public/stakeholders can comment on draft STIP and Metropolitan Council's Transportation Improvement Program prior to adoption.

- Under new policy, MnDOT will now post scores and rationale for project selection.

10-Year Capital Highway Investment Plan developed to improve stakeholder coordination – public/stakeholders can comment on CHIP at any time for consideration in the next update.

Some competitive programs (eg. Corridors of Commerce) – suggest and support candidate projects
Flexibility / Limited Rescoring

• Projects change and evolve through the project development process

• Significant time and resources (both MnDOT and stakeholders/partners, etc.) go into developing projects

• Need to allow public input and environmental process to influence projects

• The new policy will establish a limited number of thresholds that would require an updated score, but the vast majority of project level changes and decisions will not affect the score
Priority Network for Investment: National Highway System (NHS)
Proposed Approach for Scoring/Selecting Pavement, Bridge and Major Capacity Expansion Projects
Preliminary Draft Approach

• Pavement/Bridge:
  • Score needs (not scoped projects) when entering CHIP
  • Score based on primary asset driver for selection
    • So a bridge may be added to a pavement project, but the pavement need score will be the project score or vice versa
    • Score communicates why we are doing a project in that location
  • Once in CHIP, then “selected” – initiates project development
  • Projects may move years without score changing
• Score when entering CHIP or STIP the following:
  • The addition of 1 lane mile or more (MnPASS, general purpose or auxiliary)
  • New or significantly modified interchanges
  • Any project requiring an Environmental Assessment or Environmental Impact Statement
  • Any project that includes a capacity expansion element costing $10 million or more (the cost of the capacity is $10m, not the total project cost)
• Locally initiated projects funded through regional solicitation, TIGER/INFRA/BUILD, TED, etc will not be scored
  • Considered selected through that competitive program
Metro Major Mobility/Capacity Expansion

• Eligibility, both must be true to be scored
  • Location has existing, sustained congestion of at least 1 hour in am and/or pm peak
  • Identified in the Metropolitan Council’s current Transportation Policy Plan or a supplemental planning study that’s part of the federally required regional planning process

• Other project ideas eligible for Corridors of Commerce, TED, etc.
## Metro Major Mobility/Capacity Expansion

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Points Available</th>
<th>Data source / method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consistency with regional plans/studies</td>
<td>25</td>
<td>Priority in regional studies: principal arterial intersection conversion study, MnPASS system study, etc.</td>
</tr>
<tr>
<td>Return on Investment</td>
<td>25</td>
<td>Benefit-cost analysis</td>
</tr>
<tr>
<td>Coordination / Synergy</td>
<td>20</td>
<td>Coordinated with an asset management project or local project; non-MnDOT funding</td>
</tr>
<tr>
<td>Travel Time Reliability</td>
<td>10</td>
<td>Reliability of the affected network weighted by person-miles traveled</td>
</tr>
<tr>
<td>Multimodal benefits/ impacts</td>
<td>10</td>
<td>Impacts on transit, active transportation, or intermodal freight</td>
</tr>
<tr>
<td>Network designation</td>
<td>5</td>
<td>Interstate and NHS</td>
</tr>
<tr>
<td>Truck Route</td>
<td>5</td>
<td>Regional truck corridor tiers</td>
</tr>
</tbody>
</table>
Specialty / Competitive Programs

- Corridors of Commerce Program
- Highway Freight Program (MHFP)
- Highway Safety Improvement Program (HSIP – State)
- Historic Roadside Properties Program
- Intelligent Transportation Systems (ITS) Program
- Local Partnership Program (*Formerly District Cooperative/Municipal Agreement Programs*)
- Stand Alone Noise Barrier Programs
- Railway-Highway Crossing Program (Section 130)
- Safety Rest Area Program
- Transportation Economic Development (TED) Program
- Weigh Stations Capital Improvement Program
Activities That Won’t be Scored

- Chip coats, patching and crack sealing
- Epoxy chip seal wearing courses
- Painting of bridge steel superstructures
- Bridge expansion joint replacement
- Scour countermeasures
- Sign, signal, lighting, guardrail replacement
- ADA title II complaint resolution and other legal liabilities requiring capital investment
- Emergency repairs
- Seasonal Response
- Slope stabilization
- Landscaping and revegetation
- Striping
(Approximate percentage of funding per year in 2019-2022)

*These categories are **not** directly comparable to MnSHIP investment categories. Project costs are entirely attributed to one selection category in this diagram.
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- Safety Rest Areas Program
- Standalone Noise Barriers Programs
- Transportation Economic Development (TED)
- Weigh Station Capital Improvement Program
  (12-20%)

Years 5-10
Capital Highway Investment Plan (CHIP)

Years 1-4
State Transportation Improvement Program (STIP)

Preventive/Reactive Maintenance
- ADA Title II Complaints
- & Other Legal Liabilities
- Emergency Repairs
  (2%)
  — Not Scored —

(Please note that these categories are not directly comparable to MnSHIP investment categories. Project costs are entirely attributed to one selection category in this diagram.)
Additional Stakeholder Review/Feedback
Timeline

• July/August – refine and create final draft
• September/October – Distribute updated draft for additional review and comment
• November – Adopt policy
• December – issue guidance for 2020-2023 STIP / 2020 – 2029 CHIP
• February – Submit legislative report
Questions?

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www.mndot.gov/projectselection