



Project Selection Policy Update

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June 20, 2018



Legislative Direction

2017 Laws of Minnesota,
Chapter 3, Section 124

New Policy on Project Selection

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



Legislative Report

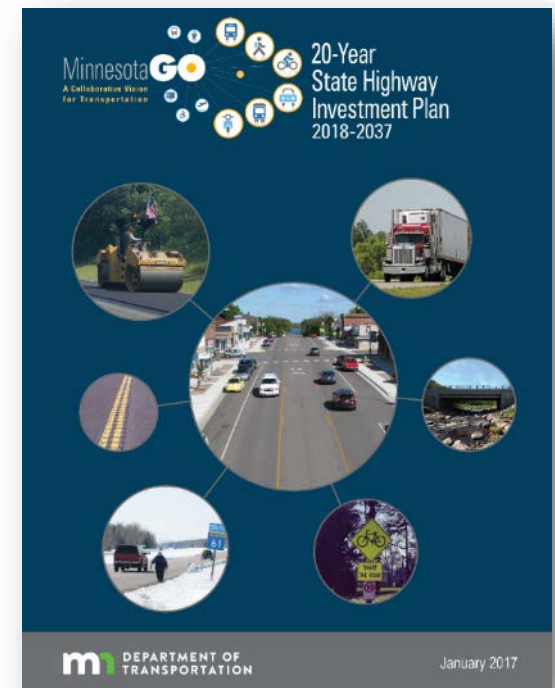
The commissioner must submit a report to the legislature describing how the policy is anticipated to improve the **consistency, objectivity, and transparency** of the selection process.

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)



Twin Cities Metro Area



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

Metro Major Mobility/Capacity Expansion

- 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)

Metro Major Mobility/Capacity Expansion

- 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

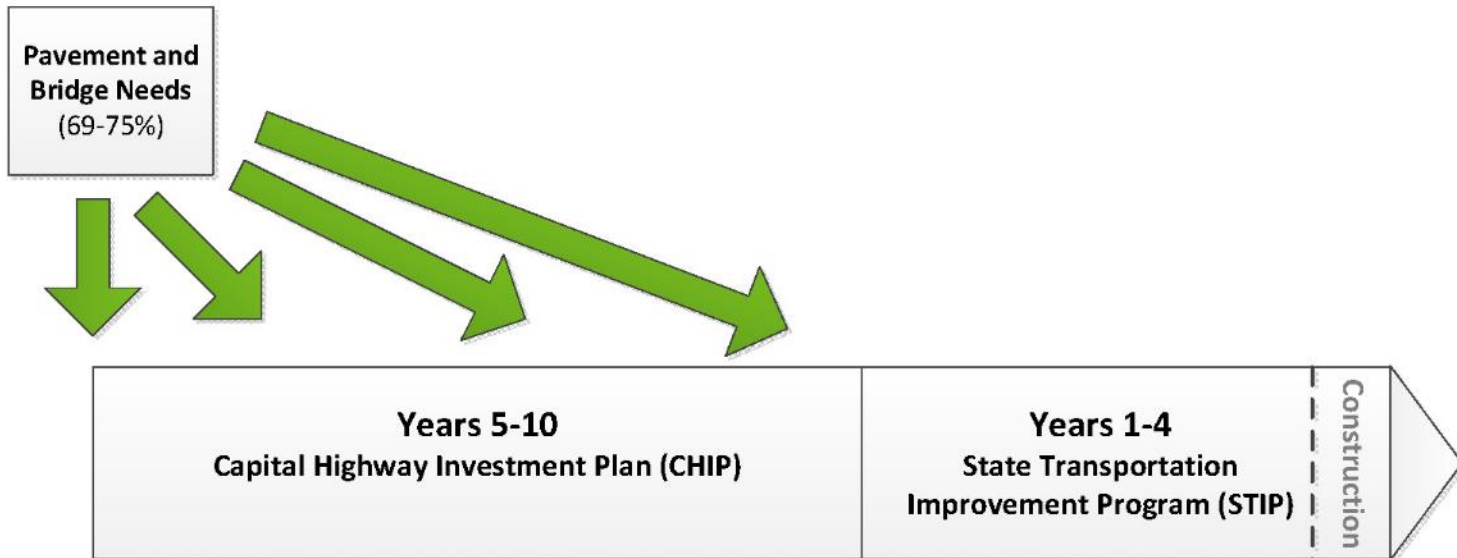
Criteria	Points Available	Data source / method
Consistency with regional plans/studies	25	Priority in regional studies: principal arterial intersection conversion study, MnPASS system study, etc.
Return on Investment	25	Benefit-cost analysis
Coordination / Synergy	20	Coordinated with an asset management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

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

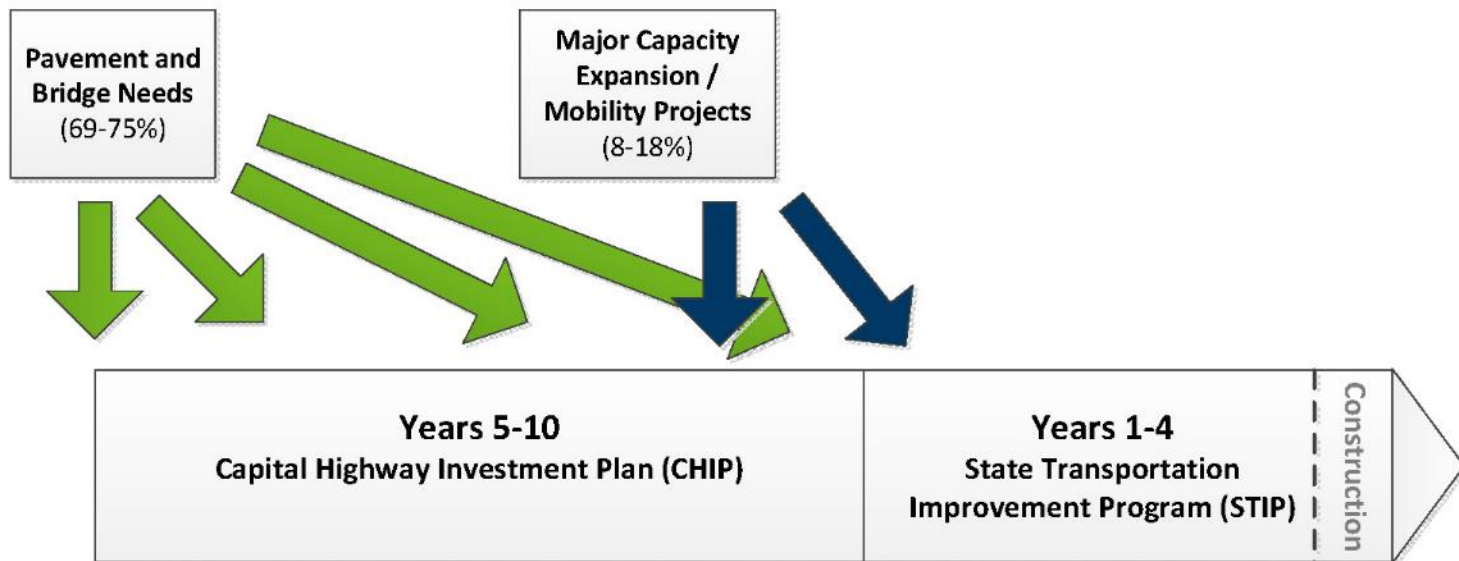
Activities That Won't be Scored

- 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



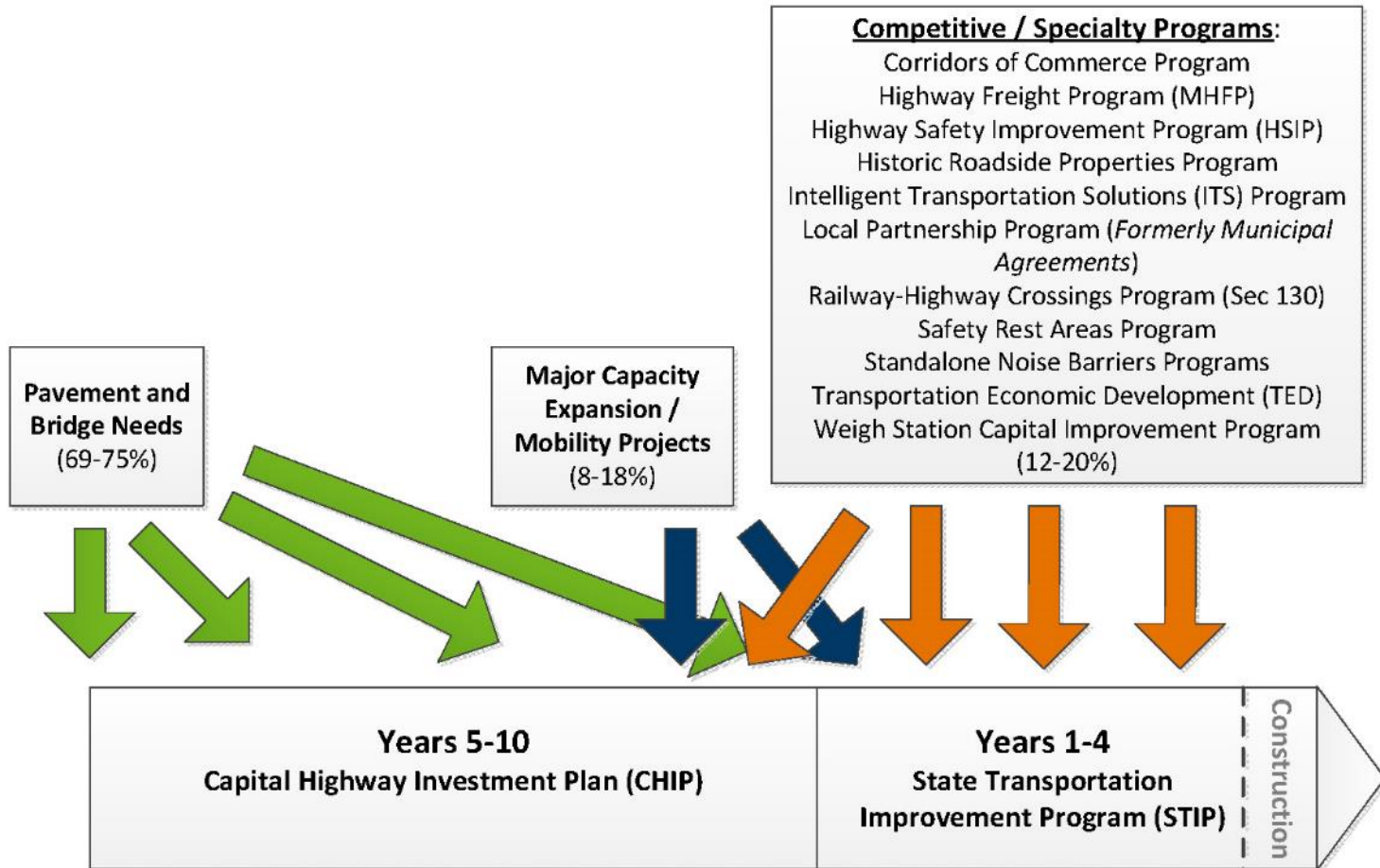
(Approximate percentage of funding per year in 2019-2022)

*These categories are **not** directly comparable to MnSHIP investment categories.
Project costs are entirely attributed to one selection category in this diagram



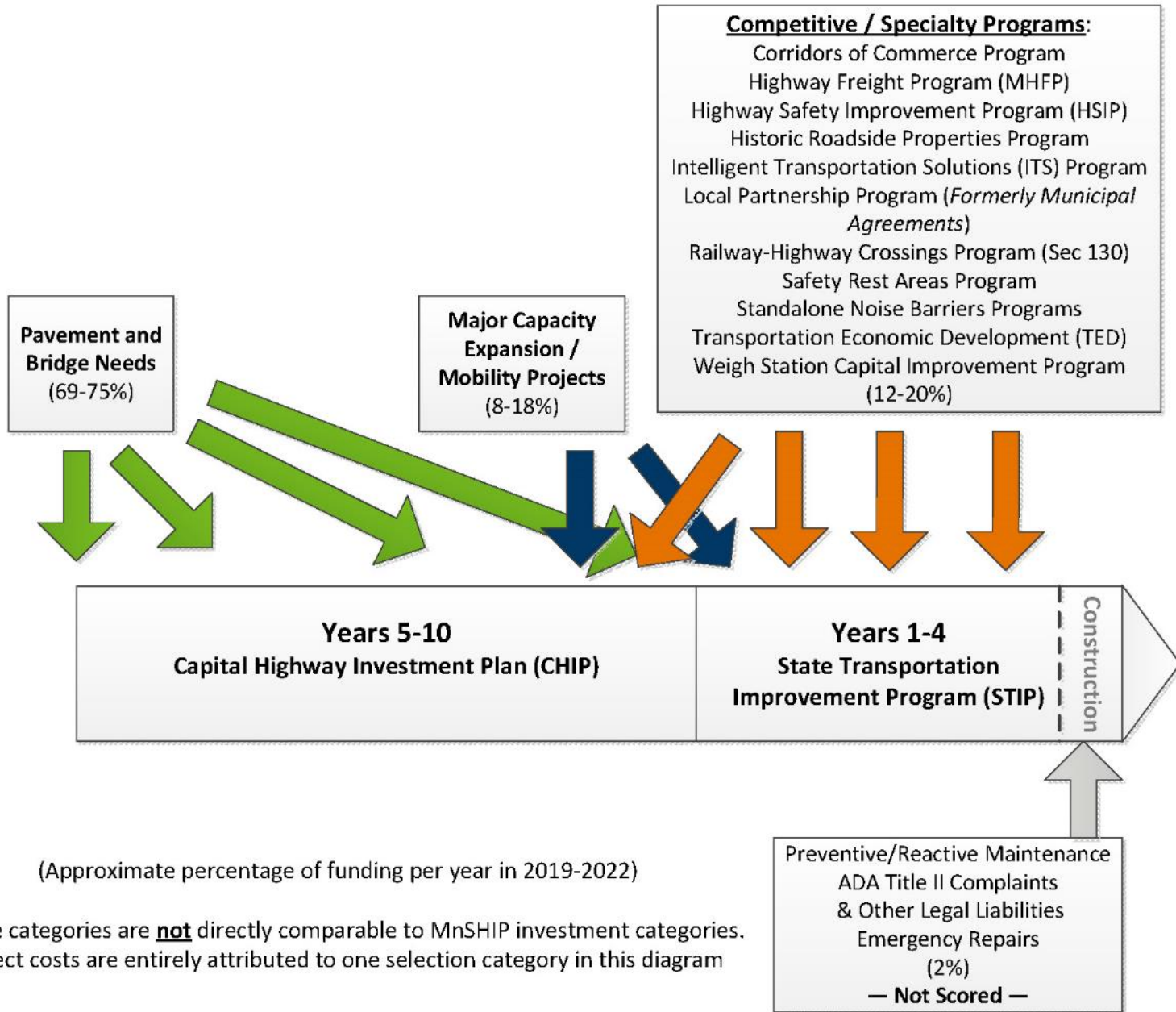
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Additional Stakeholder Review/Feedback

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