



Project Selection Policy Update

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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



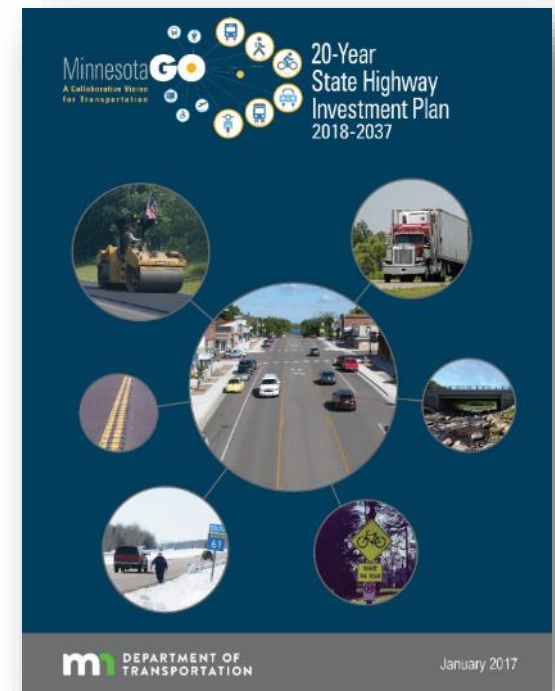
Legislative Report

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

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 with the draft STIP.

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

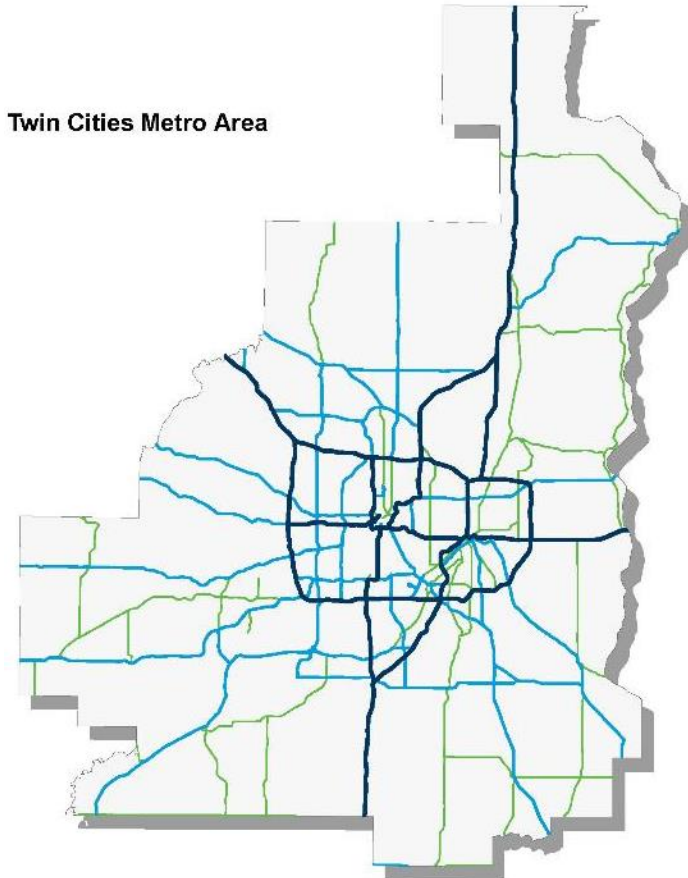
Rescoring

- Projects change and evolve through the project development process
- Significant time and resources (both MnDOT and stakeholders/partners, etc.) go into developing 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
 - Once in CHIP, then “selected” – scoping is project development, not project selection
 - Projects may move years without score changing

- What gets scored :
 - Potential projects can be generated by the Highway Pavement Management Application and district staff for any stretch of road
 - At a minimum, all segments forecasted to have a Remaining Service Life of 0 ($RQI \leq 2.5$) by end of CHIP get scored
 - Chip coats, patching and crack sealing not scored

- Pavement projects are scored and selected within each MnDOT district
- Three scoring categories:

NHS

Non-NHS

Urban Non-
Freeway / Non-
Expressway

Scoring Methodology: NHS PAVEMENT

Criteria	Points Available	Data source / method
Timing	60	<i>See table on future slide for detail</i>
Network Designation	5	Interstate, Non-Interstate Freeway, Other NHS
Traffic Volume	10	AADT
Truck Volume	10	HCADT
Length/Miles Covered	5	Roadway miles
Other Infrastructure Needs	10	Condition of pipes under the highway

PAVEMENT Scoring

Scoring “timing” based on forecasted RQI in year considered for programming

Type of Fix Assumed for Programming Purposes	RQI 0.1-0.5	RQI 0.6-1.0	RQI 1.1-1.5	RQI 1.6-2.0	RQI 2.1-2.5	RQI 2.6-3	RQI >3
Thin Overlay, Diamond Grinding, Minor CPR	0 points	0 points	0 points	0 points	25 points	55 points	45 points
Rehab, Medium M&O, Major CPR, Thick Overlay	50 points	55 points	60 points	60 points	60 points	50 points	20 points
Reconstruct, Reclaim, CIR, Regrade, Unbonded Overlay	60 points	60 points	60 points	60 points	45 points	25 points	0 points

Scoring methodology: Non-NHS PAVEMENT

Criteria	Points Available	Data source / method
Timing	60	<i>See table on previous slide for detail</i>
Traffic Volume	10	AADT
Truck Volume	10	HCADT
Length/Miles Covered	5	Roadway miles
Other Infrastructure Needs	10	Condition of pipes under the highway
Turnback Potential	5	Assessment by district staff

Urban Non-Freeway/Non-Expressway PAVEMENT

- Context definition of urban:

“areas with medium-to-high density adjacent development with small to medium setbacks, and in some instances no setback. This includes both residential, industrial and commercial areas. Presence or lack thereof of curb and gutter or incorporation are not included in this definition. The urban context may only exist for less than a half a mile.”

- Excludes freeways and expressways

Freeways have no driveways, signals or at-grade intersections. Expressways have limited or no driveways, few or widely spaced intersections and may include some grade separated crossings. Both are high speed roads designed to facilitate longer trips.

Urban Non-Freeway/Non-Expressway PAVEMENT

Criteria	Points Available	Data source / method
Timing	25	Similar to main pavement scoring
Cracking, Patching & Rutting	25	Surface Rating
Other MnDOT Infrastructure Needs	10	Age and condition of storm drains and catch basins
Local Utilities	5	Documented condition issues or identified plans
ADA	10	Compliance of ramps, sidewalk and signals
Traffic Volume	10	AADT
Active Transportation & Transit	10	<i>Under discussion</i>
Environmental Justice	5	Census data

- What gets scored:
 - Score potential bridge projects identified for action by Bridge Replacement and Improvement Management System (BRIM) & expert review within timeframe of CHIP that meet the following condition thresholds:

Recommended Action from BRIM and Expert Review	Deck NBI Rating	Superstructure or Substructure NBI Rating
Overlay Deck	≤ 7	N/A
Replace Deck	≤ 6	≤ 5
Rehabilitation ¹ or Replacement	≤ 6	≤ 5

[1] Rehabilitation includes superstructure replacement or widening and other activities as identified in Chapter 6 of the Bridge Preservation and Improvement Guidelines.

BRIDGE Scoring Methodology

*NHS scored/selected statewide; Non-NHS scored separately within each district

Criteria	Points Available	Data source/method
Condition	50	NBI Deck, Superstructure, and Substructure Ratings as well as fracture critical
Risk of Service Interruption¹	20	Bridge Planning Index (BPI)
Remaining Service Life	20	Deck RSL
Bridge Size	10	Deck Area

¹ Minnesota Statutes [165.14 Subd. 7](#) requires MnDOT to include a consideration of the risk of service interruption when prioritizing bridge repairs and replacements.

PED BRIDGE/UNDERPASS Rehab/Replacement

Criteria	Points Available	Data source/method
Condition	65	NBI Deck, Superstructure, Substructure, and Culvert Ratings
ADA	10	Compliance of approaches and structure
Proximity to Key Destinations	10	School, parks, stadium, senior residential facility and/or other non-motorized traffic generator \leq 1mile
Environmental Justice/Equity	5	EJ populations in adjacent census tracts
Functional Class of road	5	Access control and speed
Vertical Clearance	5	< 17 feet

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
- CMSP projects less than \$10 million not scored if delivered with another project

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

Greater MN Mobility/Capacity Expansion

- Greater MN mobility study currently underway that will identify and prioritize locations for future investment.
- Based on that study, a separate scoring system for project selection will be developed.

Specialty / Competitive Programs

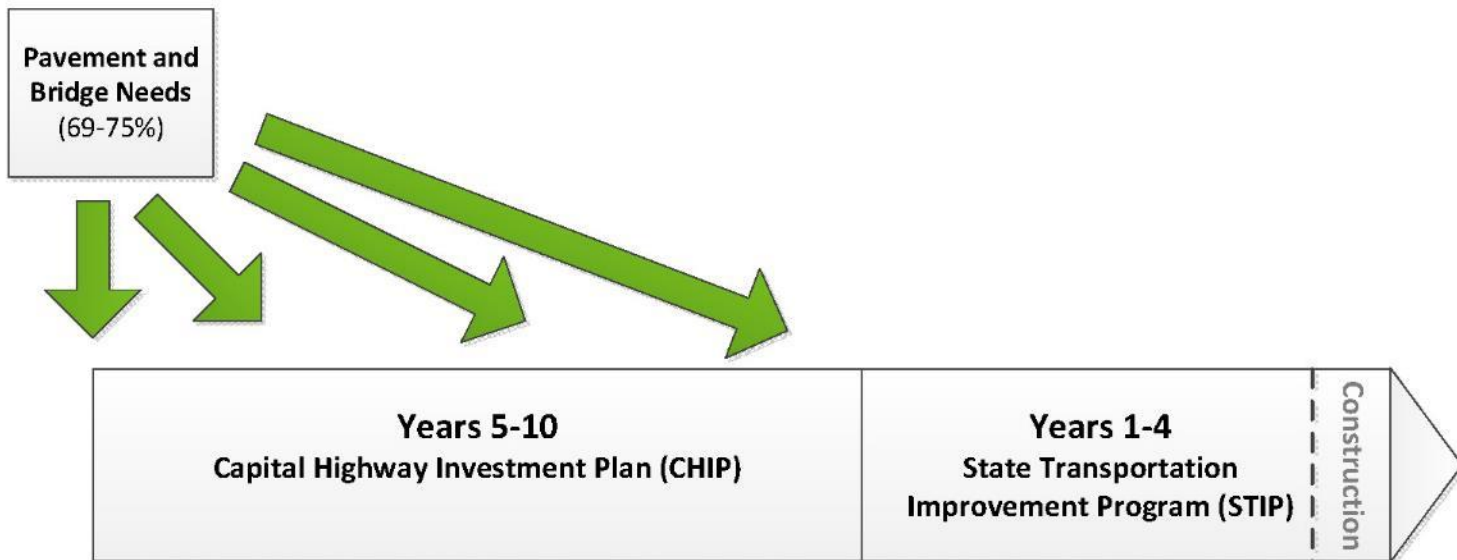
- Corridors of Commerce Program
- Highway Freight Program (MHFP)
- Highway Safety Improvement Program (HSIP – State)
- Historic Roadside Properties Program
- Intelligent Transportation Systems (ITS) Program
- Local Partnership Program (*Formerly District Cooperative/Municipal Agreement Programs*)
- Stand Alone Noise Barrier Programs
- Railway-Highway Crossing Program (Section 130)
- Safety Rest Area Program
- Transportation Economic Development (TED) Program
- Weigh Stations Capital Improvement Program

Infrequent Project Types

- Currently discussing possible selection processes/scoring mechanisms for:
 - Non-HSIP funded standalone safety projects
 - Standalone bike/ped projects
 - Standalone shoulder widening

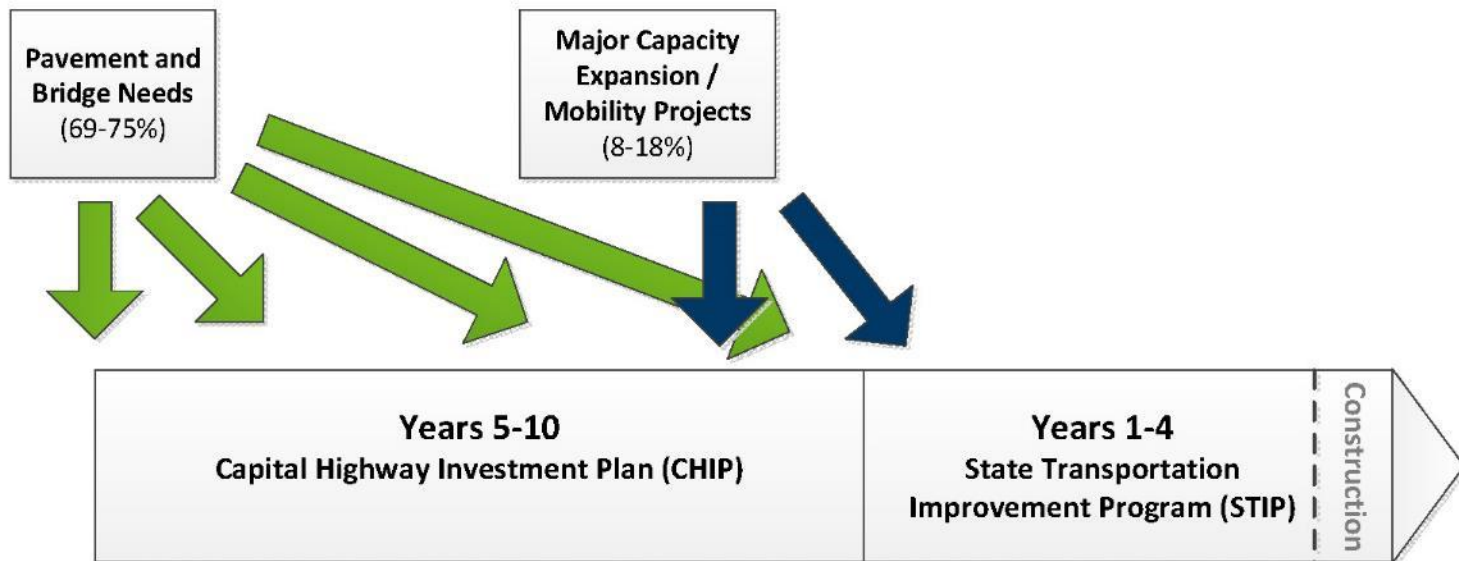
Activities That Won't be Scored

- 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 requiring capital investment
- Emergency repairs
- Seasonal Response (BARC)
- Slope stabilization
- Landscaping
- Striping
- Other legal liabilities requiring capital investment



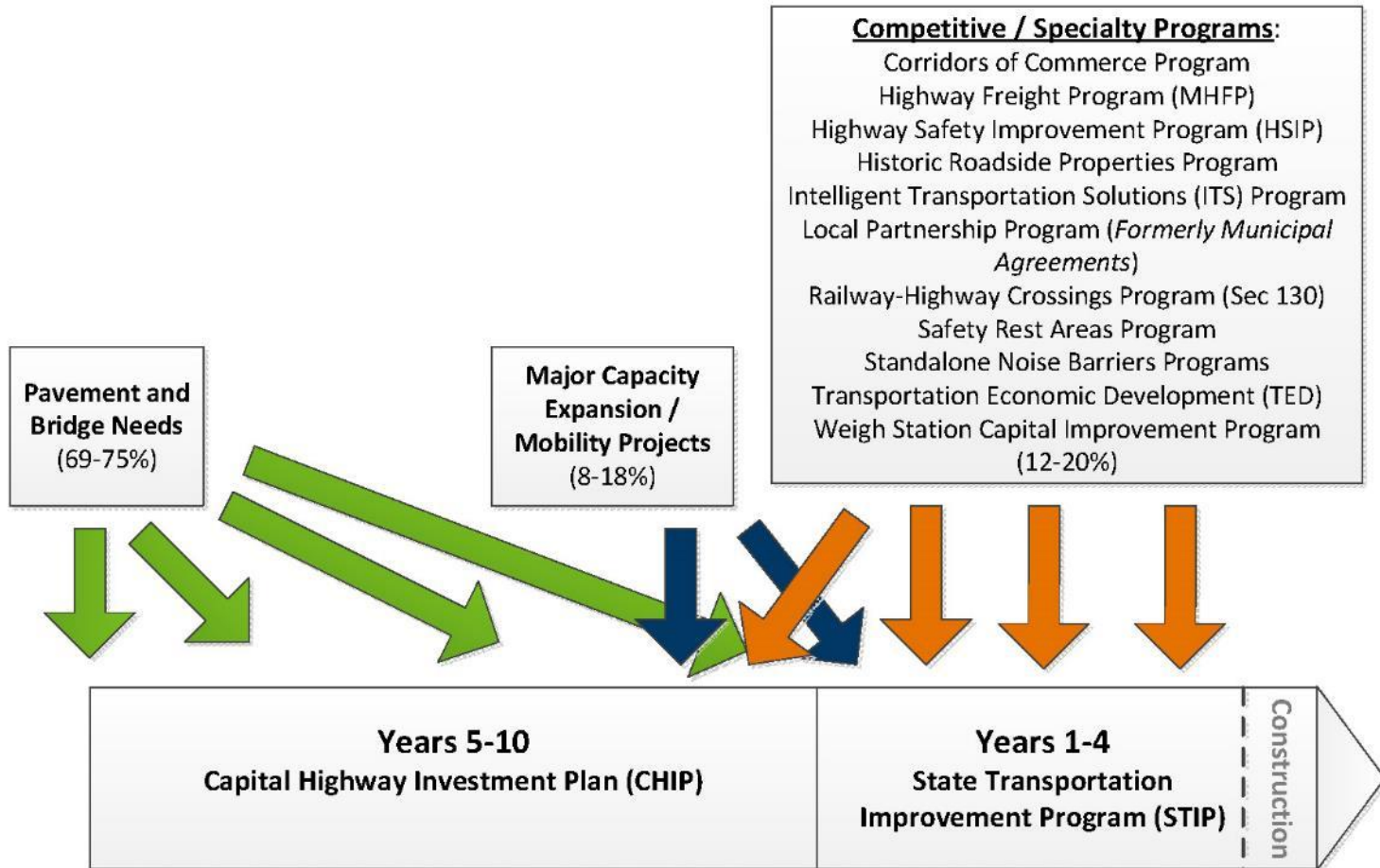
(Approximate percentage of funding per year in 2019-2022)

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



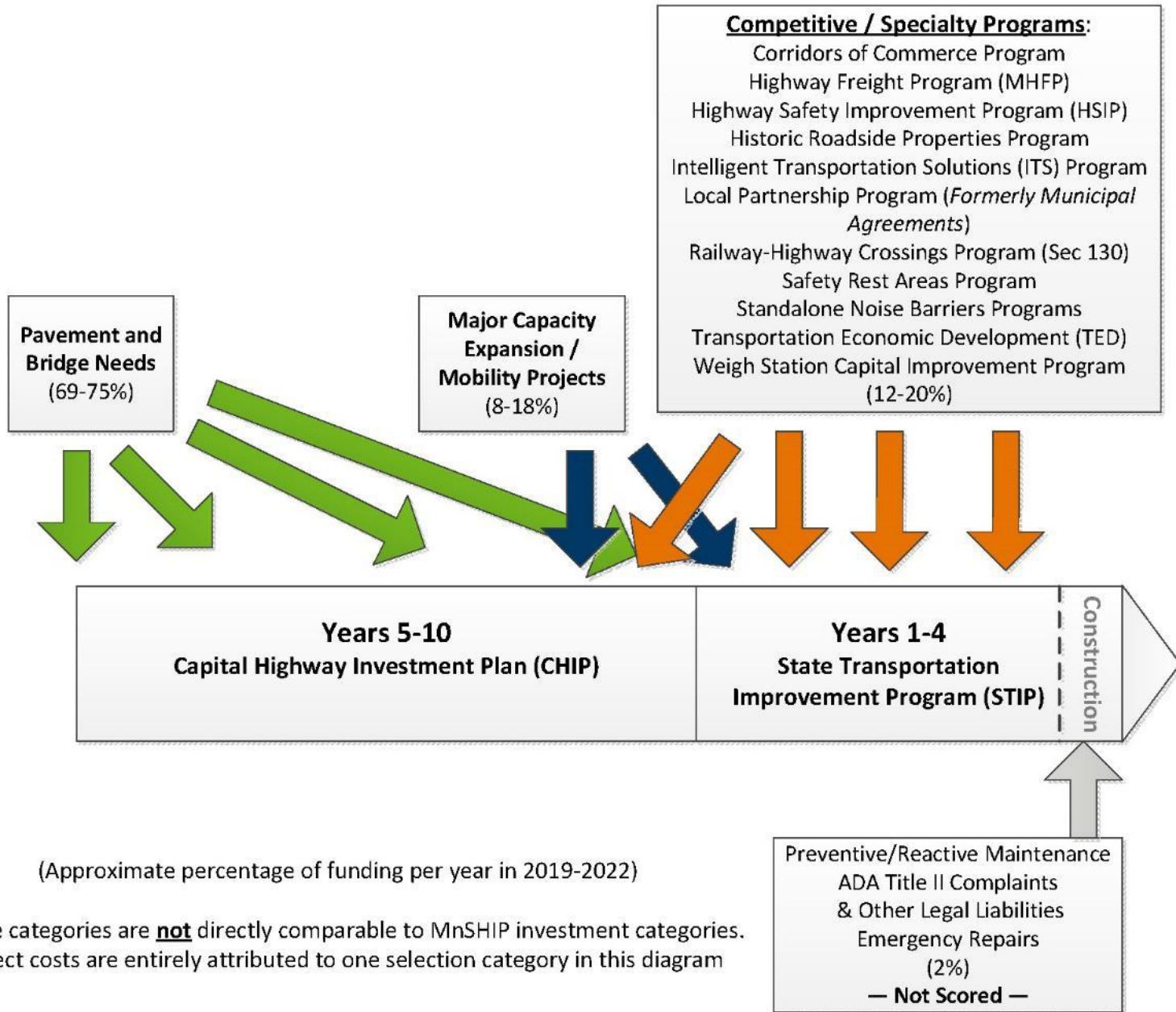
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Additional Stakeholder Review/Feedback

Timeline

- May – July we're meeting with:
 - Area Transportation Partnerships
 - Regional Development Commissions and Metropolitan Planning Organizations
 - FHWA
 - And other stakeholders
 - *If you have another group you'd like us to present to, let us know!*
- Welcome feedback on the preliminary draft approach through the summer, but if possible by July 18

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