



Project Selection Policy Update

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Office of Transportation System Management

November 2020



Legislative Direction

2017 Laws of Minnesota
First Special Session
Chapter 3, Article 3, Section 124

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

Process (Fall 2017 – December 2018)

- Reviewed the findings and recommendations of the Legislative Audit
- Reviewed project selection scoring practices of other state departments of transportation
- Formed an external policy advisory group
- Conducted multiple rounds of engagement with stakeholders
- Worked with staff from throughout MnDOT including specialty offices, modal offices and every district
- Developed and tested scoring processes for every category of project and program
- Released a draft of the plan and scoring criteria for stakeholder review and comment prior to adoption

Policy and Scoring

Project Selection Policy

- Policy adopted in November 2018
- Applies to almost all state highway construction projects
 - Exempted some preventive maintenance, emergency repairs, etc.
 - Exempted projects in the 2019-2022 STIP
 - First implemented with the 2020-2023 STIP & 2020-2029 Capital Highway Investment Plan (CHIP)

Use of Scores & Transparency

- Under the policy, MnDOT posts:
 - Criteria and methodology for all project selection processes
 - Scores for all projects selected and evaluated but not selected
- The score assigned to candidate projects is a key factor in project selection, but other factors are considered in addition to the score.
 - When a high scoring project is not selected or when a lower scoring project is selected, MnDOT provides a short explanation of the reasoning

Policy Applies to One Decision Point

Project Selection

Decision to fund a project and add to either the



4-year State Transportation
Improvement Program

OR



10-year Capital Highway
Investment Plan

Project Development



Decide 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



Design



Contracting and delivery
mechanism

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

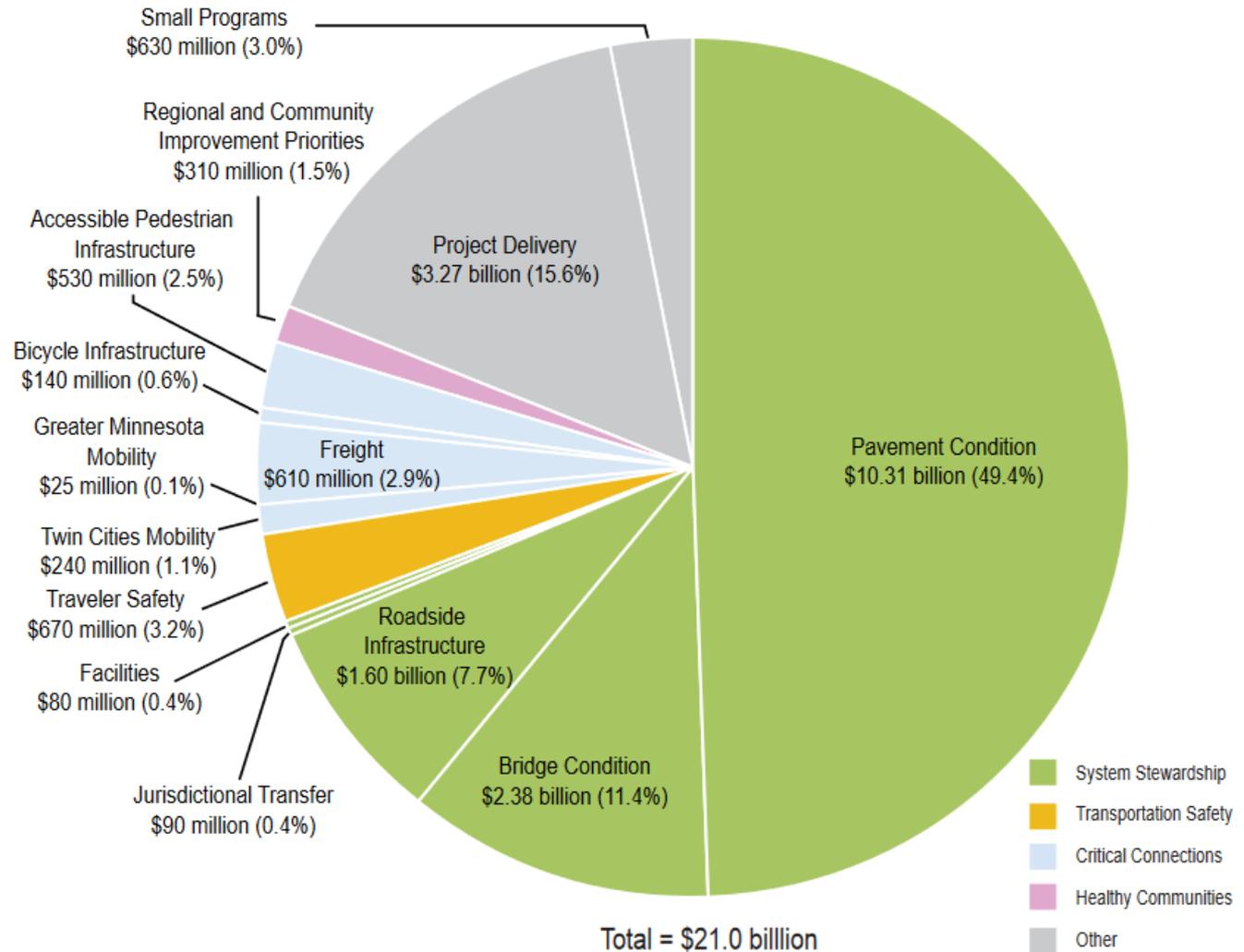
Decisions Made BEFORE Project Selection

- Policy objectives, strategies and performance measures in Statewide Multimodal Transportation Plan and Metropolitan Transportation Plans
- Amount of funding for specific goals / types of projects (i.e. pavement, bridge, safety, rest areas, etc.)
- Distribution of funding between MnDOT's eight construction districts



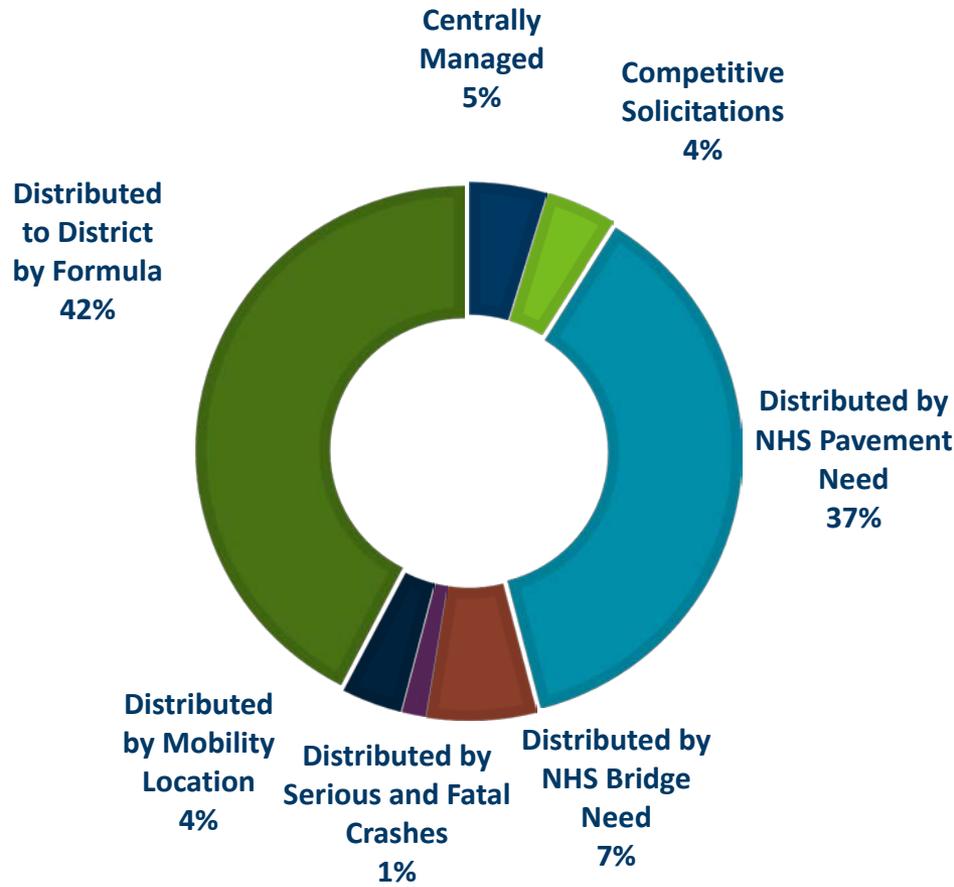
20-Year Highway Investment Plan

- Sets spending levels for different types of investment and planned/predicted outcomes



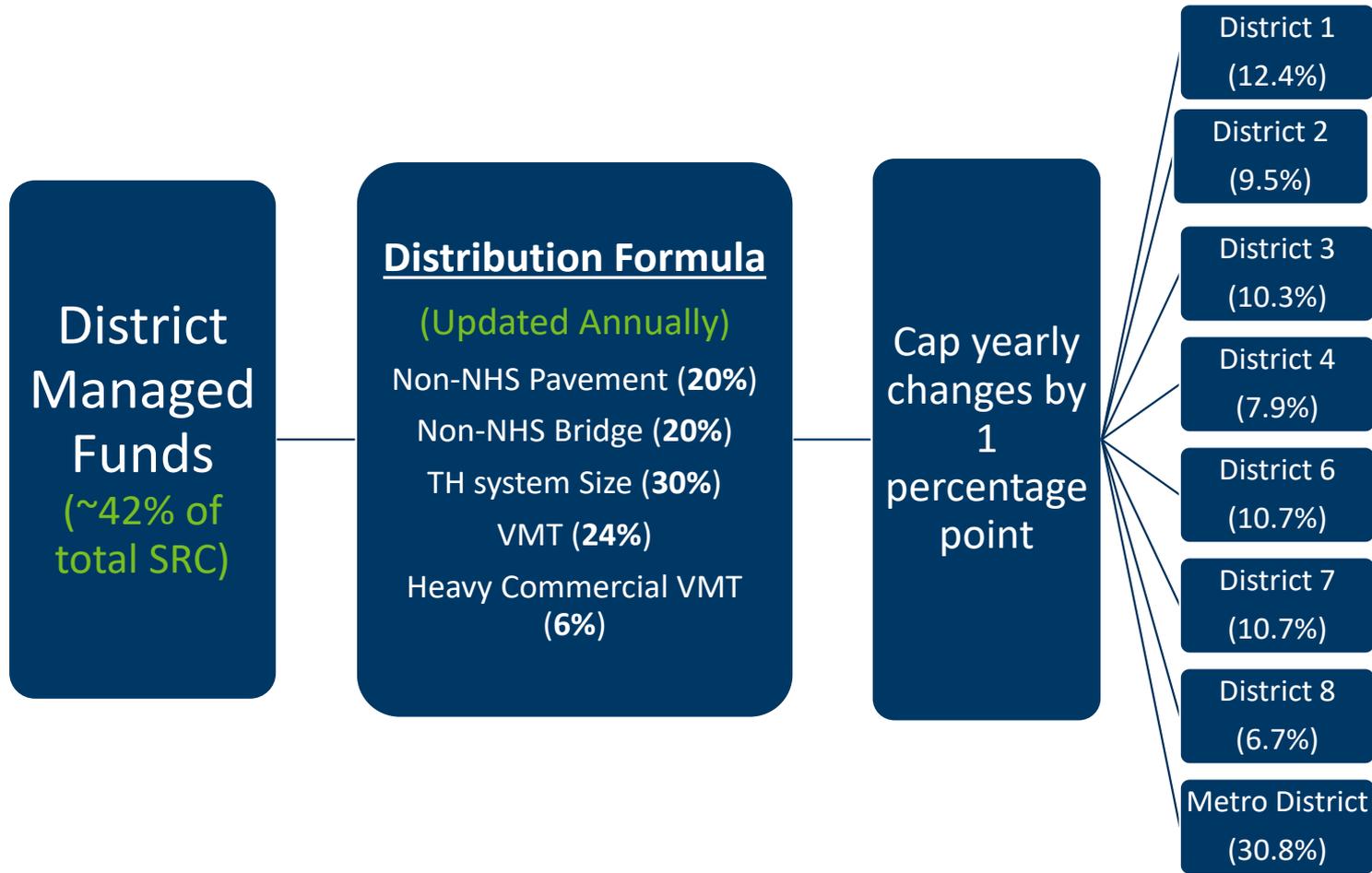
Highway Capital Funding Distribution

(for State Highway Network)



Changes to this go through
Programming Update Workgroup

District Distribution Formula



Selection Categories

SCORED/SELECTED WITHIN EACH DISTRICT

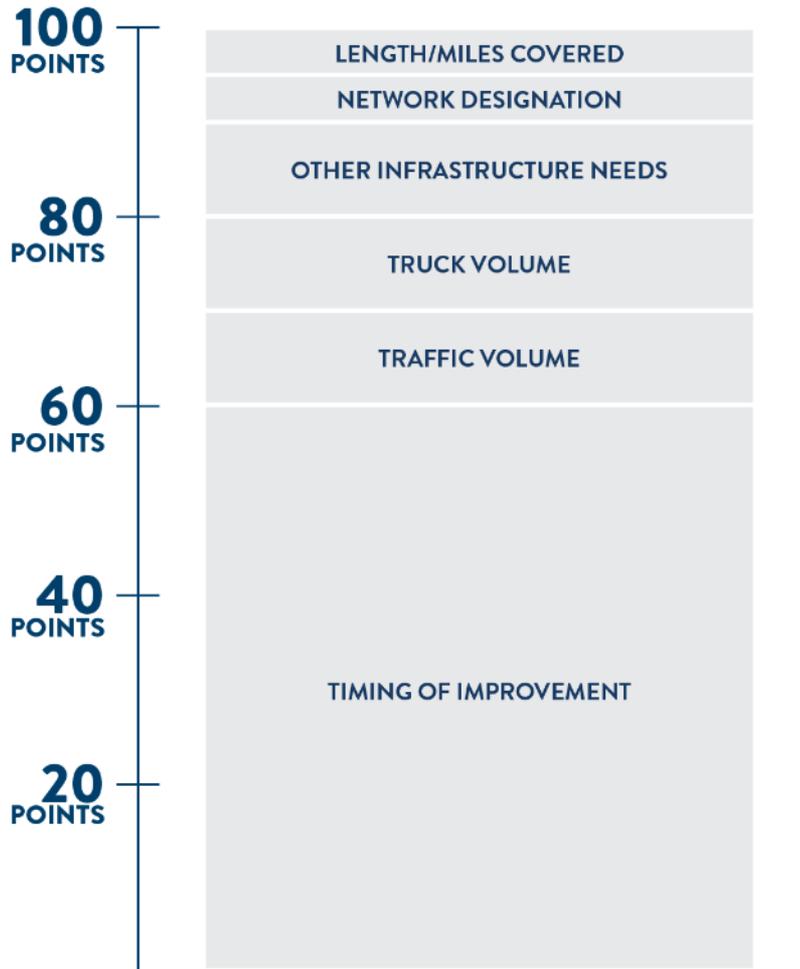
- Pavement
 - National Highway System (NHS)
 - Non-NHS
 - Urban
- Non-NHS bridges and culverts
- Mobility/capacity expansion
- Standalone:
 - Safety
 - Bicycle and pedestrian
- Local Partnership Program

SCORED/SELECTED STATEWIDE

- NHS bridges, bridge culverts & pedestrian bridges
- Specialty/competitive programs:
 - Corridors of Commerce
 - Highway Freight Program
 - Highway Safety Improvement Program
 - Historic Roadside Properties
 - ITS
 - Railway-Highway Crossings
 - Safety Rest Areas
 - Standalone Noise Barriers
 - Transportation Economic Development
 - Weigh Station Capital Improvements

Examples

NHS PAVEMENT



MAJOR CAPACITY EXPANSION / MOBILITY PROJECTS IN THE METRO



Score Included in STIP & CHIP

District 7 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2026							
7	I 90	NOBLES	Resurface WB lanes from Adrian to Rushmore	8.7	\$5.5 M-\$7.5 M	NHS Pavement	83
8	I 90	NOBLES	Rehabilitate I-90 bridges in Nobles County	0.3	\$3.0 M-\$4.0 M	NHS Bridge	80
9	US 14	BLUE EARTH	Repair CSAH 82/CSAH 3 to two miles east of Eagle Lake	6.4	\$4.9 M-\$6.7 M	NHS Pavement	80
10	MN 22	FARIBAULT	Resurface from I-90 to Wells	9.9	\$3.0 M-\$4.0 M	Non-NHS Pavement	76
11	MN 109	FARIBAULT	Reconstruct Highway 22 in Wells	2.4	\$6.8 M-\$9.2 M	Urban Pavement	75

*State highway projects include a project score and project selection program based on MnDOT's new project selection policy. Projects which were selected and included in

Multiple ways to navigate to a project list

- By type of project
- By district

mndot.gov/projectselection

The screenshot shows the MnDOT website's 'Project selection' page. At the top is the MnDOT logo and a navigation menu with 'Home', 'By District', 'By Category', 'About', and 'Contacts'. The main heading is 'Project selection' with the subtext 'How we select highway construction projects'. Below this is a navigation bar for 'MnDOT District 1'. The page is divided into three main sections: 'What was selected?', 'What was considered?', and 'Evaluated statewide'. Each section contains a list of project types with links to more information. A map of District 1 is shown on the right, with a legend for highway types and district boundaries. A contact box for Bryan Anderson is at the bottom right.

m DEPARTMENT OF TRANSPORTATION

Search MnDOT A to Z General Contacts

Project selection

How we select highway construction projects

Home By District By Category About Contacts

MnDOT District 1

What was selected?

Over the next ten years, District 1 is projected to invest roughly \$1.3 billion in state highway projects. The majority of projects will address pavement and bridge condition. MnDOT will also address roadside infrastructure needs such as signage, culverts, and lighting, implement new safety improvements, address pedestrian infrastructure that does not comply with the Americans with Disabilities Act, and make investments in bicycle infrastructure. District 1 investment peaks in 2028 at roughly \$323 million. This figure includes funding for I-535/US53 Blatnik Bridge replacement. The full cost is currently listed in 2028 but may be paid over a few years. Investment between 2019 and 2027 fluctuates between roughly \$70 and \$180 million annually.

- [District 1 10-Year Capital Highway Investment Plan for 2019-2028 \(PDF\)](#)
- [View interactive map of selected projects](#)

What was considered?

Evaluated within the district

- **Pavement projects**
 - [National Highway System pavement projects](#)
 - [Non-National Highway System pavement projects](#)
 - [Urban pavement projects](#)
- **Bridge projects**
 - [Non-National Highway System bridge projects](#)
 - [Non-National Highway System culverts](#)
- **Other standalone projects**
 - [Safety improvement projects](#)
 - [Mobility improvement projects](#)
 - [Non-motorized infrastructure rehabilitation projects](#)
 - [Bicycle and pedestrian projects](#)
 - [Local Partnership Program projects](#)

Evaluated statewide

- **Bridge projects**
 - [National Highway System bridge projects](#)
 - [National Highway System culvert projects](#)
 - [Bridge projects over state highways carrying railroads](#)

MNDOT DISTRICT 1

Legend:

- National Highway System — Interstate
- National Highway System — Non-Interstate
- Non-National Highway System
- District Boundaries

Contact

[Bryan Anderson](#)
District 1 Planning Director
218-725-2794

Candidate Lists Posted Online

How the projects scored

The construction costs shown on this list represent a very rough estimate based on limited information available at the time selection decisions were made. Actual construction and delivery costs will change over time as projects go from a concept through the project development process and are eventually constructed. [View more detailed scores \(Excel\)](#).



Last updated December 2019

Score ▲ ▼	District ▲ ▼	Bridge number ▲ ▼	Route ▲ ▼	Key intersection or closest landmark ▲ ▼	Work type ▲ ▼	Year planned (FY) ▲ ▼	High level construction cost estimate for planning purposes ▲ ▼	Comments ▲ ▼
100	Metro	9600N	MN77 Northbound	Minnesota River/Blackdog Road	Reoverlay deck surface	2025	\$3,800,000	
97	Metro	27855	I-94	Highway 55	Overlay deck surface	2025	\$4,500,000	
90	6	9009	MN 30	North Bridge Root River	Replace	2021	\$1,900,000	Coordinated with bridge 9008
90	Metro	9700	US 10	Rum River	Replace	2022	\$61,000,000	
90	Metro	9217E	I-494 Eastbound	Minnesota River	Reoverlay deck surface	2023	\$7,300,000	
90	Metro	9217W	I-494 Westbound	Minnesota River	Reoverlay deck surface	2023	\$6,800,000	
90	Metro	9600S	MN 77 Southbound	Minnesota River/Blackdog Road	Reoverlay deck surface	2025	\$3,800,000	
88	1	69816	Lake Ave	Over I-35	Overlay deck surface	2020	\$2,000,000	Coordinated with a city of Duluth project on Superior Street.
87	3	71012	MN 25	Mississippi River	Overlay deck surface	2024	\$2,500,000	
85	1	69808	I-535	Over Garfield Ave and railroad	Redeck	2028	\$3,700,000	
81	6	9040	US 63	Mississippi River and Canadian Pacific Rail	Replace	Not Selected	\$39,000,000	Complex project that requires coordination with railroad

Uncertain Future



Plan Updates

Statewide Multimodal Transportation Plan



MINNESOTA **GO**

20-Year State Highway Investment Plan



MINNESOTA **GO**



www.mndot.gov/projectselection

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