



Corridor Investment Management Strategy Pilot Solicitation

Advancing Minnesota's Sustainable Solutions

Summary of Evaluation Criteria

Through the CIMS pilot solicitation, the Minnesota Department of Transportation intends to fund trunk highway projects with the greatest potential to improve quality of life, economic competitiveness and environmental health. The solicitation is intentionally casting a wide net for types of projects, as the funding is provided to address issues for which MnDOT has no system performance target and is therefore unlikely to address through the normal programming process.

MnDOT has formed an advisory group of other state agencies that helped develop the project evaluation criteria and will help evaluate project proposals. The advisory group includes representation from the following agencies: Explore Minnesota Tourism, Department of Commerce, Department of Education, Department of Employment and Economic Development, Department of Health, Department of Natural Resources, Department of Public Safety, and the Pollution Control Agency.

The following outlines the evaluation criteria that will be used to evaluate, rank and select projects.

Benefit-Cost Calculation (60% of project score)

Using an analysis tool created by the consulting firm Parsons Brinkerhoff called PRISM™ a benefit-cost ratio will be calculated for each project proposal that considers the following social, economic and environmental factors:

Social	Economic	Environmental
<ul style="list-style-type: none"> • Safety • Bicycle/Pedestrian health effects • Noise 	<ul style="list-style-type: none"> • Travel Time • Travel Time Reliability • Vehicle Operation Costs • Life Cycle Costs • Loss of Agricultural Land • Induced Economic Activity 	<ul style="list-style-type: none"> • Emissions (CO₂ + criteria pollutants) • Wetland Effects • Runoff

The benefit-cost ratio will be calculated based on data supplied by applicants and the professional judgment of the selection committee:

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Data Requested	Safety	Bicycle/Pedestrian Health	Noise	Travel Time	Travel Time Reliability	Vehicle Operation Costs	Lifecycle Costs	Agricultural Land	Induced Economic Activity	Emissions	Wetland Effects	Runoff
Vehicle Miles Traveled	✓		✓			✓				✓		
Vehicle Hours Traveled				✓	✓							
Average Bus Headways				✓								
Average Bus Occupancy				✓								
Bicycle Miles Traveled		✓		✓								
Pedestrian Miles Traveled		✓										
Annual Number or Rate of Crashes	✓											
Average Speeds			✓							✓		
Annual Average Daily Traffic			✓									
Quantity of Wetlands Affected											✓	
Quantity of Agricultural Land Affected								✓				
Site Area Acres												✓
Site Composition by Ground Cover Type												✓
Contribution to Combined Sewer Outflow												✓
Initial Construction Costs							✓		✓			
Operating and Maintenance Costs							✓					
Rehabilitation Costs							✓					
Infrastructure Replacement Costs							✓					
Expected Lifecycle of Major Capital Items							✓					

Other impacts may be included the PRISM B/C calculation provided analysis has already been done to estimate the benefits. Examples: Brownfield site cleanup benefits, energy supply impacts, "green" technology lifecycle cost savings, impact to species habitat, etc.

Other Factors (30% of project score)

In addition to the B/C ratio calculation, the following other more qualitative factors will be evaluated for each project proposal based on answers in the application and the professional judgment of the selection committee:

- Local Economic Impacts
 - Creation/retention of non-project construction jobs relative to the size of the project
 - Improves access for designated tourist destinations or schools/universities
- Context Sensitivity
 - Consistency with surrounding land uses
 - Avoids/minimizes impacts to or enhances natural, historical, archeological and cultural resources
- System Considerations
 - Closes a gap in a trail or bikeway or oversize/overweight network or addresses other system gaps
 - Adds redundancy to the system necessary to improve system reliability
 - Is consistent with existing plans for the region or corridor (Scenic Byway, MPO/Local Plans, etc.)
- Community Health and Access
 - Improves access to preventative and clinical health care facilities or recreational facilities
 - Avoids/minimizes negative impacts to or positively improves access for low-income or disadvantaged populations
- Multimodal Impacts
 - Includes Complete Streets treatment
 - Improves transit service, rail service (freight or passenger), access to airport/port/intermodal facilities, or conditions for pedestrians, bicyclists or other trail users

Financial Plan/Match (10% of project score)

To be awarded a grant, projects must have at least 10% of the total project costs covered by non-MnDOT sources of funding (i.e. city/county funds or funding from other state agencies like DNR or DEED). More than 10% may be required by MnDOT's cost participation policy. Consistent with the Minnesota GO guiding principles of leveraging public funds and using partnerships, projects that have matches of more than 10% will receive additional consideration in the scoring.

<http://www.dot.state.mn.us/cims/solicitation.html>