



Corridors of Commerce



# *Corridors of Commerce 2*

Transportation Advisory Board  
July 16, 2014

We all have a stake in **A  B**



# Corridors of Commerce

“The commissioner shall establish a corridors of commerce program for trunk highway construction, reconstruction, and improvement, including maintenance operations, that improves commerce in the state.”

Minnesota Statutes 161.088



# Project Classification: Capacity Development

- (i) Extends a four-lane highway.
- (ii) Completes a TH connection.
- (iii) Addresses a bottleneck.
- (iv) Builds new interchanges.

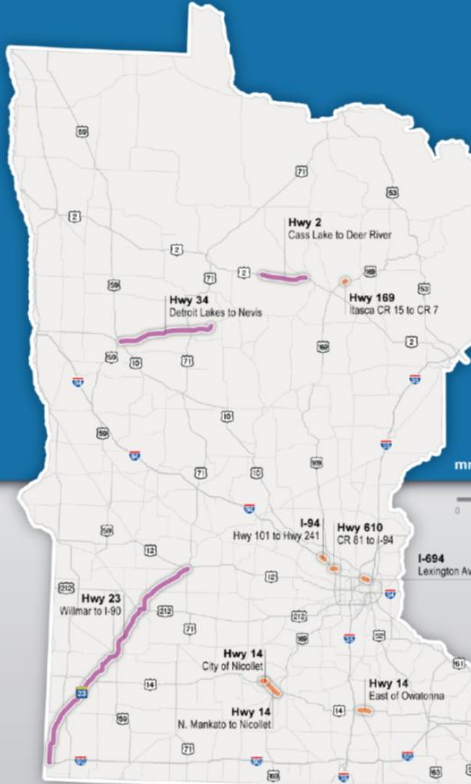


# Project Classification: Freight Improvement – Preservation

- (i) Removes or reduces barriers to commerce.
- (ii) Eases or preserves freight movement.
- (iii) Supports emerging industries.
- (iv) Provides connections to other modes.



# 2013 Corridors of Commerce



Route	Project	Estimated Construction Start	C of C Project Category
2	Passing lanes from Cass Lake to Deer River	2014	Freight Bottleneck
94	Add lanes from MN 101 to MN 241	2014	IRC Capacity Improvement
34	Passing lanes from Detroit Lakes to Nevis	2014	Freight Bottleneck
14	4-lane Owatonna to Dodge Center	2014	IRC Capacity Improvement
610	Freeway from CSAH 81 to I-94	2014	Metro Capacity Improvement
14	4-lane N. Mankato to Nicollet	2015	IRC Capacity Improvement
14	Nicollet Bypass (4 lane)	2015	IRC Capacity Improvement
694	Dynamic shoulder lane from Rice to Lexington	2015	Metro Capacity Improvement
169	4-lane from CSAH 15 to 1 mile east of CSAH 7	2016	Freight Bottleneck
23	Passing lanes from Willmar to I-90	2016	Freight Bottleneck



# Corridors of Commerce 2

- ▶ \$6,500,000 in FY 2014 for projects located outside of a metropolitan county.
- ▶ \$25,000,000 in FY 2015.
- ▶ May include right-of-way acquisition for projects included in the program.
- ▶ The commissioner may identify projects based on the most recent selection process or may perform a new selection.



# Program Categories

Category	Metro Capacity Improvement	Interregional Corridor Capacity Improvement	Statewide Freight Bottlenecks	Statewide Freight Preservation	Main Street Enhancements
Funding Share	30% to 50%	30% to 50%	Up to 20%	0%	Up to 10%
Project Eligibility	Project classification Not in STIP TH bond eligible	Project classification Not in STIP TH bond eligible IRC or supplemental freight route (if not in Metro)	Project classification Not in STIP TH bond eligible IRC or supplemental freight route (if not in Metro)	Project classification Not in STIP TH bond eligible IRC or supplemental freight route (if not in Metro)	Project classification Not in STIP TH bond eligible IRC or supplemental freight route (if not in Metro) Local support
Project Selection Criteria	Return on investment Safety Travel time/reliability AADT/HCAADT Local support Multimodal connection Turnback agreement Project readiness Consistency of geographic distribution	Return on investment Safety Travel time/reliability AADT/HCAADT Local support Multimodal connection Turnback agreement Project readiness Consistency of geographic distribution Level 1 RTC connection	Return on investment Safety Truck delay/reliability HCAADT Local support Multimodal connection Turnback agreement Project readiness Consistency of geographic distribution Length of detour	Return on investment Safety Truck delay/reliability HCAADT Local support Multimodal connection Turnback agreement Project readiness Consistency of geographic distribution	Return on investment Safety CIMS criteria HCAADT Utility work needed Cost sharing potential Turnback agreement Project readiness Consistency of geographic distribution
Notes	<p>Project classification refers to the classification of projects in the STIP (see <a href="#">STIP Session 4</a> and <a href="#">STIP Session 5</a>).</p> <p>Project readiness prioritizes projects that can begin soon and have an identified source for non-bond-eligible costs.</p> <p>Any IRC improvement is assumed to have measurable impacts on commerce and economic competitiveness (MS 161.088 Subd. 4).</p> <p>Projects only eligible for the Main Street Enhancements program are those that meet the following criteria:</p> <ul style="list-style-type: none"> <li>Local support includes consistency with locally and regionally adopted plans.</li> <li>Turnback agreement, if needed, is based upon the completion status of the agreement.</li> </ul> <p>Abbreviations: TH = trunk highway. AADT = annual average daily traffic. HCAADT = heavy commercial annual average daily traffic.</p> <p>STIP = state transportation improvement program. IRC = interregional corridor. RTC = regional trade center.</p>				

1. Metro Capacity Improvement

2. Interregional Corridor Capacity Improvement

3. Statewide Freight Bottlenecks

4. Statewide Freight Preservation

5. Main Street Enhancements



# Corridors of Commerce Project Category Emphasis

## 2013 Program

- Metro Capacity
- IRC Capacity
- Freight Bottlenecks

## 2015 Program

- Freight Preservation
- Freight Bottlenecks
- Main Streets





# Prioritization Criteria

Required by Statute

1. Return on investment
2. Impacts on commerce and economic competitiveness
3. Efficiency in the movement of freight
4. Improvements to traffic safety
5. Connections to trade centers, local systems, and other modes
6. Addresses multiple transportation system policy objectives
7. Support among members of the surrounding community



# Corridors of Commerce

## Prioritization Criteria Emphasis

### 2013 Program

- Project readiness
- Return on investment
- Local support

### 2015 Program

- Making projects ready
- Preservation of efficient freight movement
- Return on investment
- Local support



# Further Project Prioritization

- ▶ Safety
- ▶ Consistency with MnDOT's 20-year plan and regional plans
- ▶ Geographic distribution



# Next Steps

- ▶ MnDOT selected the fiscal year 2014 projects based upon the 2013 list of projects generated by MnDOT and the public.
- ▶ MnDOT will invite public suggestions for additional projects prior to selecting the FY 2015 projects.
- ▶ FY 2015 programming results will be announced in the Fall of 2014.



# Questions / Comments

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