



Corridors of Commerce Transportation Policy Plan Amendment

Metropolitan Council Transportation Committee
January 27, 2014

Your Destination...Our Priority



C of C Program Background

- ▶ 2013 Legislation – Corridors of Commerce provision in Chapter 117 (M.S. 161.088)
- ▶ \$300M bonding authority
 - For construction, reconstruction, improvement of Trunk Highways
- ▶ Eligible projects
 - Must be on IRC system, supplemental freight routes, or any trunk highway in the Metro District



Program Goals

Legislation to:

- Provide additional highway capacity on segments where there are currently bottlenecks in the system
- Improve the movement of freight and reduce barriers to commerce



Project Eligibility

Projects must be

- ▶ Classified within the capacity development or freight improvement categories
- ▶ Not in STIP
- ▶ Trunk Highway bond eligible – (Right-of-way is typically not able to be purchased with bonds.)



2013 Project Selection

- ▶ Project Solicitation

 - Fall 2013

- ▶ Criteria

 - Project Readiness (MnDOT District Input)
 - Return-on-Investment (ROI)
 - Local Support



Other Considerations

- ▶ Safety
- ▶ Travel time/reliability
- ▶ Truck delay/reliability
- ▶ Average daily traffic and average daily heavy commercial traffic
- ▶ Completion or improvement of a multimodal connection
- ▶ Asset condition
- ▶ Length of detour if a facility is closed or restricted



2013 Program

Metro Capacity Improvement

- ▶ Projects within MnDOT's Metro District that increase capacity on segments that do not terminate at other trunk highways or that have fewer lanes than adjacent segments



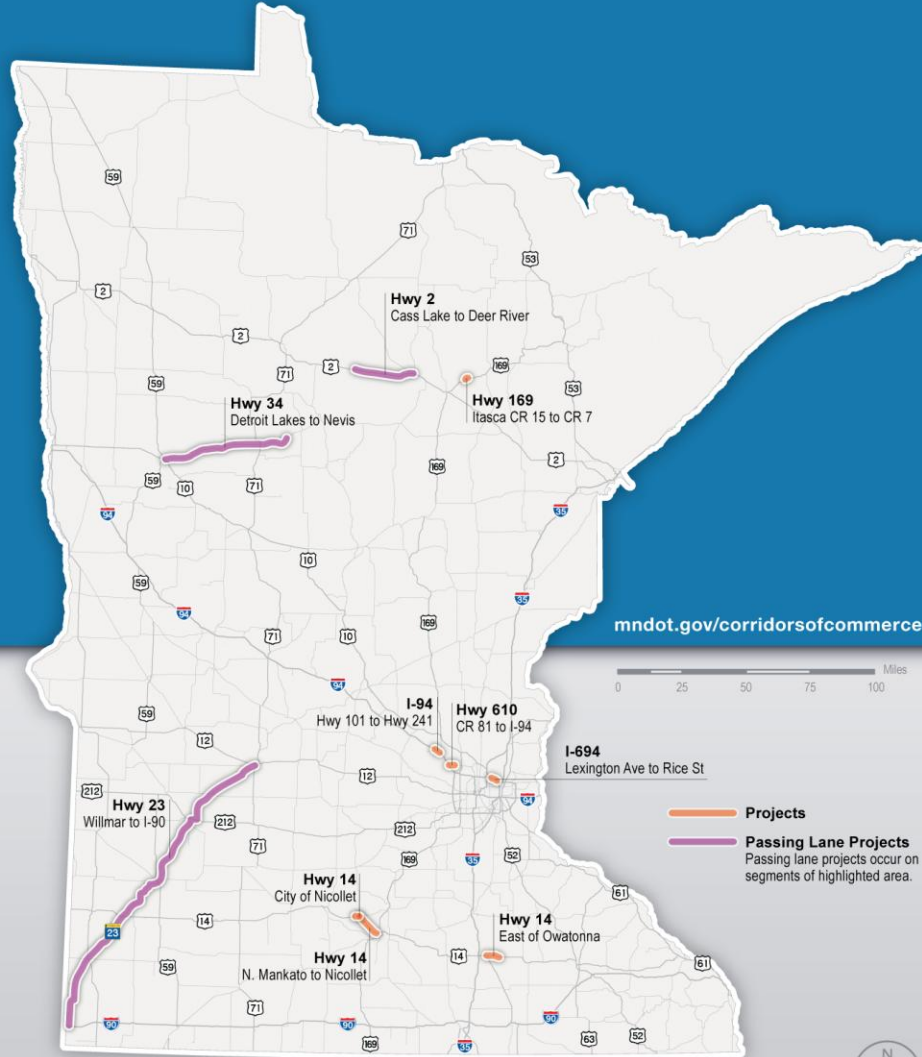
2013 Program

Interregional Corridor Capacity Improvement

- ▶ Projects outside MnDOT's Metro District that increase capacity on segments that do not connect to other trunk highways or that have fewer lanes than adjacent segments



Corridors of Commerce



Selected Projects

- ▶ Typically, statewide programs split 50/50 Metro and Greater MN
- ▶ Metro Projects–
- ▶ (Up-to amounts, based on actual project costs)
 - TH 610 \$131M
 - I-694 \$ 42M
 \$173M
- Also as a Greater MN priority–
- I-94 \$ 40M
- Total of up to \$213M C of C improvements in Metro area



Metro Projects

TH 610 – Hennepin CR 81 to I-94

- New connection will accommodate 50,000 vehicles per day
- Alleviates traffic on existing principal arterials I-94 and I-694
- Modal connectivity with future Bottineau LRT Transit hub



Metro Projects (continued)

I-694 –Rice to Lexington

- New pavement with Dynamic Shoulder Lane
- Major employers – total employment 37,000 adjacent to corridor
- Over 100,000 vehicles per day
- Designated truck bypass of I-94
- Only 2 through lanes in each direction results in congestion over 6 hours per day
- Planned pavement work provides opportunity for mobility improvements now moving towards future managed lanes as identified in TPP



Metro Projects (continued)

- I-94 – MN 101 (Rogers) to MN 241 (St. Michael)
 - Adds 1 lane in each direction, pavement and bridge reconstruction
 - Submitted by MnDOT District 3 (Brainerd/St. Cloud) as region's highest priority
 - Adds capacity to one of the state's fastest growing corridors
 - Freight corridor connecting the Metro region
 - Heavily used tourism corridor to Northern Mn
 - First step towards future managed lanes



Corridors Of Commerce Website

www.dot.state.mn.us/corridorsofcommerce/



Questions or Comments?

