

Report on the

Corridors of Commerce Program

November 2025

Prepared by:

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Cover Letter

October 31, 2025

The Honorable Erin Koegel, Co-Chair
House Transportation Finance & Policy Committee
5th Floor, Centennial Office Building
Saint Paul, MN 55155

The Honorable Scott Dibble, Chair
Senate Transportation Committee
3107 Minnesota Senate Building
Saint Paul, MN 55155

The Honorable Jon Koznick, Co-Chair
House Transportation Finance & Policy Committee
2nd Floor, Centennial Office Building
Saint Paul, MN 55155

The Honorable John Jasinski
Ranking Minority Member
Senate Transportation Committee
2227 Minnesota Senate Building
Saint Paul, MN 55155

Re: 2025 Corridors of Commerce Report

Dear Legislators,

This report fulfills the requirements laid out in [Minn. Stat. 161.088, subd. 7](#). A healthy transportation network supports a growing economy by facilitating commerce throughout the state. Transportation investments directly and indirectly foster economic growth with construction jobs and a commerce friendly network of corridors to ship goods and provide mobility to citizens. In 2013, the Minnesota Legislature created the Corridors of Commerce program with the purpose of achieving two major goals:

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

Since its creation, the eligibility criteria for selecting projects and funding for Corridors of Commerce has changed, yet the goals remain the same.

The Corridors of Commerce program has already accelerated several projects around the state. Please contact me with any questions, or you may contact Nicole Westadt at nicole.westadt@state.mn.us or at (651) 366-4270.

Sincerely,



Nancy Daubenberger, P.E. (MN)
Commissioner

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Legislative Request

This report is issued to comply with [Minn. Stat. 161.088](#) and [2023 Laws of Minn., Ch. 85, Sec. 43](#).

Subd. 7. Legislative report; evaluation.

(a) Annually by November 1, the commissioner must electronically submit a report on the corridors of commerce program to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance. At a minimum, the report must include:

(1) a summary of the program, including a review of:

- (i) project selection process details that address program design and implementation, decision-making procedures, and eligibility evaluation;
- (ii) criteria measurement methodologies and criteria weighting used in project selection; and
- (iii) the policy that provides the weight given each criterion;

(2) a summary of program finance, including funds expended in the previous selection cycle, any future operating costs assigned under subdivision 6, and total funds expended since program inception;

(3) a list of projects funded under the program in the previous selection cycle, including:

- (i) project classification;
- (ii) a breakdown of project costs and funding sources; and
- (iii) a brief project description that is comprehensible to a lay audience;

(4) a comprehensive list of evaluated projects and candidate project recommendations as required under subdivision 5, paragraph (b), that identifies for each project: eligibility, classification, evaluation results for each criterion, score, and disposition in the selection process; and

(5) any recommendations for changes to statutory requirements of the program.

(b) In every even-numbered year, the commissioner must incorporate into the report the results of an independent evaluation of impacts and effectiveness of the program. The evaluation must be performed by agency staff or a consultant. The individual or individuals performing the evaluation must have experience in program evaluation, but must not be regularly involved in the program's implementation.

(c) Notwithstanding paragraph (a), a report is not required in a year in which:

- (1) no project selection was completed during the preceding 12 months; and
- (2) an evaluation under paragraph (b) is not due.

Corridors of Commerce Program Overview

A healthy transportation network supports a growing economy by facilitating commerce throughout the state. Transportation investments directly and indirectly foster economic growth with construction jobs and a commerce friendly network of corridors to ship goods and provide mobility to citizens. In 2013, the Minnesota Legislature created the Corridors of Commerce program with the purpose of achieving two major goals:¹

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

Project Eligibility

The original 2013 law established eligibility requirements, which are detailed below in the Project Selection section, for a trunk highway project to be included in the program. In 2017, 2021 2023 and again in 2025, legislators updated the criteria for a project to be eligible for the program:

- 1) The project must be classified as a Capacity Improvement Project or a Freight Improvement Project. The qualifying criteria for each classification are outlined below.
 - a) Capacity Improvement Project
 - The highway is currently not a divided highway, and the highway is an expressway or a freeway beyond the project limits.
 - The highway contains a highway terminus that lacks an intersection or interchange with another state highway.
 - The highway has fewer travel lanes in the project area than the number of travel lanes beyond the project limits.
 - Within the proposed project there is a new interchange or an intersection that will be reconstructed from an at-grade intersection to an interchange.
 - b) Freight Improvement Project
 - Removes or reduces an existing barrier to commerce.
 - Preserves existing freight movement.
 - Supports an emerging industry.
 - Provides connections between the state highway system and other transportation modes for the movement of freight.
- 2) Projects must be consistent with the Statewide Multimodal Transportation Plan.
- 3) Projects must be on the National Highway System, for Greater Minnesota or on any state highway in the eight-county MnDOT Metro District².
- 4) Projects must be able to begin construction within four years of the award of the funding, except for readiness development projects.
- 5) The amount of Corridors of Commerce funding needed to construct the project (including construction cost, right of way and engineering) cannot exceed the amount of funding available.
- 6) The project cannot already be listed in MnDOT's State Transportation Improvement Program unless the project was programmed in the STIP as a result of a previous selection from this program.

¹ Created by [Laws 2013, Ch. 117, Art. 3, Sec. 1](#), becoming [Minn. Stat. 161.088](#).

² Unlike other definitions for the counties within the Twin Cities Metropolitan area, [MnDOT Metro District](#) serves the following eight counties in Minnesota: Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott, and Washington.

Project Selection

Project selection for the first three funding rounds (2013, 2014 and 2015) of the Corridors of Commerce program was governed by the eight selection criteria that were in the original 2013 legislation. Those eight criteria were:

- Commerce and economic impacts
- Return on investment
- Efficiency in freight movement
- Traffic safety improvements
- Regional balance throughout the state
- Transportation system connections
- Addresses transportation policy objectives
- Community support

As authorized under the original statute, MnDOT varied its application of some of the selection criteria based on the circumstances surrounding each program year for funding and program development. For example, there were some project selection constraints because trunk highway bonds were used to finance the program in 2013. As another example, a higher emphasis was placed on project readiness in 2013 and 2014.

In 2016, the Office of the Legislative Auditor evaluated MnDOT’s highway project selection processes³. The report recommended some specific improvements to how MnDOT selected projects for the Corridors of Commerce program. Following that report came the passage of [2017 Laws of Minn., 1st SS, Ch. 3, Art. 3, Sec. 20-22](#). This legislation required changes in the process for how MnDOT selects projects for the program. Those required changes included:

- MnDOT needed to establish a process to identify, evaluate and select projects under the program.
- The process must use all seven of the original selection criteria in the law, plus an eighth criteria of “regional balance” and may not include any additional evaluation criteria.
- All projects that meet the eligibility criteria for the program must be scored.
- The list of projects evaluated must be made public and include the score of each project.

In summer 2017, MnDOT began developing a more formalized project selection process. While developing the scoring process and factors to be used for each criterion, MnDOT conducted two rounds of input meetings statewide seeking input from stakeholders, businesses, corridor coalitions and the public. MnDOT used these meetings to draw attention to the 2017 changes to the Corridors of Commerce law and to promote understanding about the process and criteria. After considerable input, particularly regarding the new “regional balance” criteria, MnDOT adopted its new “Corridors of Commerce Program Guidance & Selection Process” in January 2018.

In spring 2021, the Legislature made additional changes to the project selection criteria. A new scoring criterion, “project deliverability” was added to the previous eight selection criteria. In the project deliverability scoring category, submitted projects would receive more points if time and work had already been put into the projects to help get them ready for construction. All eight of the scoring criteria must have equal weight on the final score, which means the maximum number of points a project can receive from project deliverability is 100. MnDOT’s project selection process for 2022-2023 reflects this addition.

During the 2023 legislative session, language was added to allow for readiness development projects. Up to 10 percent of funding available can be used for readiness development projects. Since these projects are to be considered separately from the main program, an alternative scoring method must be established. However, the method should use the same project scoring criteria as the main program to the extent practicable. As of the writing of this report, a Readiness Advancement solicitation is underway, currently in Phase 3: Project Scoring.

³ Office of the Legislative Auditor, [“MnDOT Highway Project Selection,”](#) March 2016.

Public Recommendations

One of the requirements of the Corridors of Commerce program is that MnDOT must accept recommendations on candidate projects from area transportation partnerships and other interested stakeholders. For the 2013 funding, MnDOT developed and selected the list of projects for Corridors of Commerce funding after asking for recommendations from stakeholders, the public and MnDOT’s district staff. Considering the 2017 revisions that all eligible recommended projects be evaluated, and because of some of the issues raised in the Office of Legislative Auditor’s Report, MnDOT decided that it would not submit any project recommendations for the 2017 funding and would instead score and select only projects submitted through the public recommendation process.

In January 2018, MnDOT used an online project process to receive public project recommendations for the 2017 funding. Local governments, corridor coalitions, businesses and the public submitted recommendations. From those project submissions, a total of four projects were awarded funding. After MnDOT announced the projects in May of 2018, the Legislature passed another 2018 funding package for Corridors of Commerce. That legislation required MnDOT to use the projects previously submitted and scored, so no additional public recommendations were taken at that time.

During the 2021 Legislative Session, the Legislature again made changes to the existing program requirements and added 2021 funding to the program. Because of those changes, and lessons learned by MnDOT from the 2018 project selection process, MnDOT chose to implement a series of changes to the project recommendation process for the 2022-2023 project selections. The intent of these changes is to reduce the number of projects MnDOT must take through the complete development, cost estimation, and scoring process (During the 2018 scoring process, MnDOT had 173 unique projects to process). The following are the changes made to the program:

1. MnDOT limited who is eligible to submit project recommendations to area transportation partnerships, cities, counties, townships, tribal governments, corridor coalitions, regional development organizations and metropolitan planning organizations.
2. Each eligible entity may only submit one project recommendation.
3. The online recommendation process requires a more detailed project description, and a construction estimate reviewed and agreed to by a licensed professional engineer.
4. MnDOT also increased the amount of time the on-line submittal process is open to help with these changes.

As part of the 2023 session revisions to the legislation, a local screening and recommendation phase was added to the process. After projects are received through the online submittal process, local screening entities must review all the projects within their area, solicit input from members of the legislature who represent the area so they can review, provide comments, and then supply a nonbinding approval or disapproval for the project. Each screening entity can then recommend up to a certain number of projects for further scoring. These are noted in Table 1.

Table 1: Screening Entities & Project Recommendation Limit

Screening Entity	Maximum Recommendation
Area Transportation Partnerships	3
Metropolitan Council in consultation with the Transportation Advisory Board	4
Each Greater Metropolitan County	2

Funding

In 2013, the initial funding for the program was \$300 million in trunk highway bonds, which MnDOT supplemented with funds from other state and federal sources. In the 2014 Legislative Session, the Legislature provided \$31.5 million in trunk highway funds for FY 2014 and FY 2015. The program did not receive funding as part of the 2016-2017 transportation budget, so there was not a 2016 solicitation and project selection round.

During the 2017 legislative session, a total of \$300 million in trunk highway bonds was made available for the program for FY 2018 through FY 2021. In addition to the trunk highway bonds for FY2018-FY2021, there was \$25 million in cash for each year added for Corridors of Commerce program, increasing the total available for awards by \$100 million in cash.

For the 2017 Corridors of Commerce program, MnDOT targeted a \$400 million level for project selection (\$300 million in bonds and \$50 million in trunk highway cash from the 2018-2019 biennium and \$50 million in trunk highway cash from the 2020-2021 biennium). When MnDOT completed the scoring and ranking process on the projects, a natural break in the scoring of the projects occurred at the \$417 million level. MnDOT made the decision to program the \$417 million worth of projects, committing \$25 million from the 2022-2023 biennium as well. After MnDOT announced the four projects receiving the 2017 funding in May of 2018, the Legislature passed another \$400 million in bonding later that month, which resulted in the selection of another three projects for funding.

During the 2021 legislative session, \$200 million in bonds was provided to the program, along with a few minor revisions to the legislation. Like the previous 2017 solicitation, MnDOT assumed that \$50 million in cash would also be available from the 2024-2025 biennium to add to the \$200 million in bonds. Therefore, the 2022-2023 project selections had another \$250 million in funding from 2021 available for the program.

In the 2023 Legislative Sessions, an additional \$153 million in trunk highway bonds were added to the 2021 bonds for a total of \$403 million in program funding. \$308 million will fund eight projects and \$22 million will be used for project readiness activities to prepare future projects for Corridors of Commerce scoring.

Funding provided through the 2024 and 2025 sessions, was lower than would be needed for a full solicitation. It was decided that the funds would be split among current projects that need additional funding. This funding will be distributed in line with the three geographic category percentages.

For a complete historical breakdown of the Corridors of Commerce funding, see Table 2.

Table 2: Corridors of Commerce Funding Overview

Year*	Previous Year Funding	Trunk Highway Bonds	Trunk Highway Funds	Total Funding	No. of Projects
2013	\$0	\$300,000,000	\$0	\$300,000,000	11
2014	\$0	\$0	\$6,500,000	\$6,500,000	4
2015	\$0	\$0	\$25,000,000	\$25,000,000	12
2017	\$0	\$300,000,000	\$125,000,000	\$425,000,000	4
2018	\$0	\$400,000,000	\$25,000,000	\$425,000,000	3
2021**	\$0	\$200,000,000	\$50,000,000	\$250,000,000	0
2023**	\$250,000,000	\$153,000,000	\$0	\$403,000,000	8***
2024	\$0	\$15,000,000	\$0	\$15,000,000	NA****
2025	\$0	\$0	\$40,000,000	\$40,000,000	NA****
Total	\$250,000,000	\$1,368,000,000	\$271,500,000	\$1,889,500,000	42

*There were no funding opportunities in 2016, 2019, 2020, and 2022

**Combined funding from two years

***Only Construction Projects, \$22M reserved for Readiness Advancement Activities solicitation currently in Phase 3

****Funds were directed to previously awarded projects

Note: amounts exclude project funding from other sources

Details on the active Corridors of Commerce projects from the 2017, 2018, 2021 and 2023 legislative sessions are found on the following pages. For project summary information on past projects selected as a part of the 2013, 2014 and 2015 legislative sessions, refer to Appendix A.

Table 3: List and Status of All Selected Corridors of Commerce Program Projects

Selection Year	District	Route	Project Description	COC Funding	Project Status
2013	1	Hwy 169	Lane expansion in Itasca County	\$7,900,000	Complete
	2	Hwy 2	Passing lanes between Cass Lake and Deer River	\$13,910,000	Complete
	3	I-94	Auxiliary lanes from Rogers to St. Michael	\$31,300,000	Complete
	4	Hwy 34	Passing lanes between Detroit Lakes and Nevis	\$8,612,000	Complete
	M	Hwy 610	Freeway completion to I-94	\$80,300,000	Complete
	M	I-694	Reconstruction and lane expansion in Arden Hills and Little Canada	\$38,800,000	Complete
	6	Hwy 14	Lane expansion near Owatonna	\$12,100,000	Complete
	7	Hwy 14	Lane expansion from Nicollet to North Mankato; Nicollet bypass	\$34,700,000	Complete
	8	Hwy 23	Passing lanes between Willmar and I-90	\$8,686,000	Complete
	3	Hwy 371*	Lane expansion from Nisswa to Jenkins	\$45,400,000	Complete
	M	I-35W*	I-35W North MnPASS expansion	\$18,292,000	Complete
2014	6	Hwy 14	Purchase right of way for expansion between Dodge Center and Owatonna	\$1,500,000	Complete
	8, 3	Hwy 23	Environmental work for expansion on two segments, from New London to Paynesville and from Paynesville to Richmond	\$1,500,000	Complete
	4	Hwy 34	Center left turn lane in Detroit Lakes from Hwy 59 to CR 141	\$1,900,000	Complete
	1	Hwy 2	Reconstruct segment of roadway in Deer River	\$2,300,000	Complete
2015	7	Hwy 14/Hwy 15	Preliminary design work	\$700,000	Complete
	M, 3	I-94	Design options for lane addition	\$1,400,000	Complete
	2	Hwy 11	Design passing lanes	\$500,000	Complete
	6	Hwy 14	Purchase right of way for expansion	\$7,300,000	Complete
	8, 3	Hwy 23	Purchase right of way for expansion	\$800,000	Complete
	4, 3	Hwy 34	Mill and overlay	\$3,000,000	Complete
	M	Hwy 169	Design work for bridge replacement	\$1,500,000	Complete
	M	I-35W	Design work	\$5,500,000	Complete
	M	I-35W	Design work for MnPASS system	\$1,100,000	Complete
	M	Hwy 65	Design work for bridge deck replacement	\$1,000,000	Complete
	M	I-94	Design work for new pavement, bridges, and managed lanes	\$2,000,000	Complete
M	Hwy 51	Added funding for reconstruction (Snelling Ave)	\$1,400,000	Complete	
2017	3	I-94	Add an auxiliary lane from St. Michael (Trunk Hwy 241) to Albertville (Country Road 37).	\$60,000,000	Complete
	M	I-494	Add EZ-PASS lanes in both directions from France Avenue to Hwy 77 eastbound and from Hwy 77 to I-35W westbound	\$134,000,000	Under construction
	M	I-494/I-35W	Complete Phase 1 of the I-494/I-35W turbine interchange, northbound to westbound directional ramp. Project has been combined with I-494 project above.	\$70,000,000	Under construction
	3	Hwy 169	Convert Hwy 169 to a freeway in Elk River, from Hwy 101 to 197 th Avenue	\$157,000,000	Complete
2018	6	Hwy 14	Expand Hwy 14 from two lanes to four lanes between Owatonna and Dodge Center, completing a continuous four-lane roadway between I-35 and Rochester.	\$138,000,000	Complete

Selection Year	District	Route	Project Description	COC Funding	Project Status
	3, 8	Hwy 23	Complete two gaps (New London to Paynesville – South Gap and Paynesville to Richmond – North Gap) to create a continuous four-lane roadway from Willmar to St. Cloud.	\$95,000,000	Complete
	M	Hwy 252/I-94	Convert to a freeway and add MnPASS lanes from Dowling to Hwy 610.	\$119,000,000	In Design
2023	M	Hwy 10	Lane expansion Highway 10 in Coon Rapids from CSAH 78 to CSAH 9	\$8,000,000	Under Construction
	M	Hwy 13	Grade separation Highway 13 in Savage/Burnsville from Quentin Avenue to Nicollet Avenue	\$96,000,000	In Design
	M	Hwy 65	Grade separation Highway 65 in Blaine from 103 rd Avenue to 117 th Avenue	\$30,000,000	In Design
	1	Hwy 53	Roadway improvements to Highway 53 from Eveleth to Virginia	\$18,000,000	Substantially Complete
	3	I-94	Lane expansion on I-94 from Albertville to Monticello	\$78,000,000	Under Construction
	3	Hwy 371/Hwy 210	Construct grade separation in Baxter	\$58,000,000	In Design
	6	Hwy 14	Construct grade separation in Byron/Rochester	\$60,000,000	In Design
	8	Hwy 23/Hwy 9	Construct grade separation in New London	\$33,000,000	In Design

* Indicate projects that were added after the initial list of projects were selected, because of savings in delivering the program.

2017 Corridors of Commerce Summary

During the 2017 session, legislators put \$300 million in trunk highway bonding to the Corridors of Commerce program. In addition, they appropriated \$25 million each fiscal year in trunk highway cash to the Corridors of Commerce program. The trunk highway cash piece of the legislation was a change to MnDOT’s base budget and carries on in future years unless the Legislature specifically changes the law. MnDOT decided to target a \$400 million Corridors of Commerce funding level in 2017 because the trunk highway cash transfer language increased the base budget and because it takes a few years to deliver the bigger capacity projects this program targets.

In January 2018, the Corridors of Commerce program opened for recommendations of project proposals using the new selection process. Since this was a new process, MnDOT was not sure what the final project scoring and selection results would be or how much the selected projects would cost. MnDOT received 173 unique project submissions for a total cost of just over \$8.1 billion. When the final project scoring list was completed, MnDOT decided to program \$417 million because it allowed for a more natural break in the project selection.

Listed in Appendices D and E are the final project scores for all the eligible project recommendations received for the FY 2017 and 2018 funding.

Based upon the scoring outcome, Table 4 shows those projects selected for the 2017 funding. The budget programmed for each selected project represents a 10 percent reduction in the cost estimate to encourage and re-incorporate savings efficiencies within the program. A total of \$213 million of the 2017 funding was selected for Greater Minnesota projects and \$204 million was selected for Twin Cities Metro District projects. That split of funding is within MnDOT’s stated “Regional Balance Criteria” of a soft 50-50 split of the funding between the two regions.

The I-94 project selected was the lowest priced alternative submitted for scoring and did not include the rebuilding of the County Road 37 interchange or the construction of the commercial development road. Since the selection of the 2017 projects, MnDOT determined that the I-94 bridges over County Road 37 will need to be replaced in the future. There are some substantial efficiencies in both cost and construction traffic mitigation to be gained from including the rebuilding of the interchange and construction of the commercial development road at the same time as the I-94 Corridors of Commerce project. MnDOT programmed additional funding from its regular Trunk Highway Construction program to cover County Road 37 bridges.

Table 4: Projects Selected with 2017 Corridors of Commerce Funding

Geographic Region	Route	Project Description	COC Funding Award	Project Status
Greater Minnesota	I-94*	Add an auxiliary lane from St. Michael (Hwy 241) to Albertville (Country Road 37)	\$60,000,000	Complete
Metro District	I-494	Add EZ-PASS lanes in both directions from France Avenue to Hwy 77 eastbound and from Hwy 77 to I-35W westbound.	\$134,000,000	Under construction with anticipated completion in fall 2030
Metro District	I-494 & I-35W	Complete Phase 1 of the I-494/I-35W turbine interchange, northbound to westbound directional ramp. Project has been combined with I-494 project above.	\$70,000,000	Under construction with anticipated completion in fall 2026
Greater Minnesota	Hwy 169	Convert to a freeway from Hwy 101 to 197 th Avenue in Elk River	\$157,000,000	Complete

**Project award amount was increased from \$56 million because of some increased costs*

2018 Corridors of Commerce Summary

During the 2018 session, legislators approved \$400 million in trunk highway bonding for the Corridors of Commerce program. The bond funding came with some special provisions that affected which projects were eligible for the funding. Those special provisions were:

- MnDOT must select projects solely using the scoring results from the 2017 funding program.
- Projects will be selected based upon the projects scored order or rank.
- At least two projects from outside of MnDOT’s Metro District must be selected.
- For projects outside of MnDOT’s Metro District, MnDOT must select projects in counties that did not receive project funding from the 2017 funding program.

After applying the special provisions, MnDOT selected the next three projects for the 2018 funding. Table 5 below provides information regarding the three selected projects. Like Table 4, the project budget amount programmed for each selected project represents a 10 percent reduction in the cost estimate to encourage and re-incorporate savings efficiencies within the program.

Table 5: Projects Selected with 2018 Funding

Geographic Region	Route	Project Description	COC Funding Award	Project Status
Greater Minnesota	Hwy 14*	Expand Hwy 14 from two lanes to four lanes between Owatonna and Dodge Center, completing a continuous four-lane roadway between I-35 and Rochester	\$138,000,000	Complete
Greater Minnesota	Hwy 23**	Complete two gaps (New London to Paynesville – South Gap and Paynesville to Richmond – North Gap) to create a continuous four-lane roadway from Willmar to St. Cloud.	\$95,000,000	Complete
Metro District	Hwy 252 / I-94	Convert to a freeway and add MnPASS lanes from Dowling to Hwy 610.	\$119,000,000	Environmental Impact Statement under development. Construction anticipated to start summer 2029.

*This project came in below the original COC funding award.

** Although selected as one project for funding, for efficiency and traffic mitigation construction will be as two separate projects.

From Table 5, a total of \$352 million was awarded for the three projects. The remaining \$48 million in bonds from 2018 funding and the \$25 million in cash will be used as a contingency to cover potential inflation on all the projects from the 2017 and 2018 legislation. MnDOT is striving to deliver the remaining 2017 and 2018 projects as close to or within their award amounts; however, each are at different stages in the project development process and may need to find additional resources to be delivered. Any savings from projects already awarded or completed will be given back to the program to help other projects that may be short in the future.

As of 2025, Corridors of Commerce bond funding has been transferred from the Hwy 252/I-94 project to the 2017 I-494 project. Since the Hwy 252/I-94 project was in the initial stages of project development, it has taken several years to for the project to get to the point of construction. Since bond funds must be used within a certain time period, the bonds for the Hwy 252/I-94 project were used on the I-494 to avoid lapsing. MnDOT Metro District has committed regular construction funding to pay for the Hwy 252/I-94 projects once it is ready for construction.

2021 Corridors of Commerce Summary

During the 2021 legislative session, \$200 million in bonds was provided to the program, along with a few minor revisions to the legislation. Like the previous 2017 solicitation, MnDOT assumed that \$50 million in cash would also be available from the 2024-2025 biennium to add to the \$200 million in bonds. Therefore, the 2022-2023 project selections had another \$250 million in funding from 2021 available for the program.

2023 Corridors of Commerce Summary

During the 2023 Legislative Session, an additional \$153 million of trunk highway bonds were added to the Corridors of Commerce program. The \$153 million brought the total funding available up to for \$403 million. Eight projects were selected for Corridors of Commerce funding in June of 2023, and \$22 million was reserved to ready future projects for solicitation in upcoming Corridors of Commerce selections. The selected 2023 projects are listed in Table 6.

Table 6: Projects Selected with 2023 Corridors of Commerce Funding

Geographic Region	Route	Project Description	COC Funding Award	Project Status
Metro District	Hwy 10	Lane expansion Highway 10 in Coon Rapid from CSAH 78 to CSAH 9	\$8,000,000	Under construction with anticipated completion summer 2027
Metro District	Hwy 13	Grade separation Highway 13 in Savage/Burnsville from Quentin Avenue to Nicollet Avenue	\$96,000,000	In design, anticipated letting Summer 2027
Metro District	Hwy 65	Grade separation Highway 65 in Blaine from 103rd Avenue to 117th Avenue	\$30,000,000	In design, anticipated letting Spring 2026
Greater Minnesota	Hwy 53	Roadway improvements to Highway 53 from Eveleth to Virginia	\$18,000,000	Substantially complete
Greater Minnesota	I-94	Lane expansion on I-94 from Albertville to Monticello	\$78,000,000	Under construction with anticipated completion in fall 2026
Greater Minnesota	Hwy 371 & 210	Construct grade separation in Baxter	\$58,000,000	In design, anticipated letting Fall 2027
Greater Minnesota	Hwy 14	Construct grade separation in Byron/Rochester	\$60,000,000	In design, anticipated letting Fall 2025
Greater Minnesota	Hwy 23	Construct grade separation in New London	\$33,000,000	In design, anticipated letting Summer 2027

Please note the 2023 legislative changes also allow for some Corridors of Commerce funding to be put for future project readiness projects. The details of the selection of those projects are currently pending approval.

Appendix A: Past Corridors of Commerce Program Projects

2013 Corridors of Commerce Summary

MnDOT originally selected 10 projects for the \$300 million in bonds from the 2013 funding. After the initial selection, two individual Highway 14 projects were merged into one project resulting in a total of nine projects. Following the original project selection, MnDOT placed an emphasis on managing the scope and cost of the selected projects to minimize the risk of exceeding the program budget. The efforts resulted in projected total costs coming in substantially below the original estimated amount, allowing MnDOT to capture project savings and delivery efficiencies. As a result, two additional projects were added to the program using 2013 funding. Those projects were a four-lane widening project on Highway 371 from Nisswa to Jenkins in District 3 and the I-35W MnPASS north expansion project in the Twin Cities Metro area. These projects did not rely solely on the Corridors of Commerce funding for construction. A summary of all projects that received 2013 funding is listed in Table A1.

Table A1: Projects Selected with 2013 Funding

District	Route	Project Description	Project Category	Project Status	Project Delivery*	Construction	Total Funding Needed	
Original Projects Selected							\$300,000,000	
1	Hwy 169	Lane expansion in Itasca County	Freight Bottleneck	Complete and open to traffic	\$1,800,000	\$6,100,000	\$7,900,000	
2	Hwy 2	Passing lanes between Cass Lake and Deer River	Freight Bottleneck	Complete and open to traffic	\$110,000	\$13,800,000	\$13,910,000	
3	I-94	Auxiliary lanes from Rogers to St. Michael	IRC Capacity Improvement	Complete and open to traffic	\$2,900,000	\$28,400,000	\$31,300,000	
4	Hwy 34	Passing lanes between Detroit Lakes and Nevis	Freight Bottleneck	Complete and open to traffic	\$46,000	\$8,566,000	\$8,612,000	
M	Hwy 610	Freeway completion to I-94	Metro Capacity Improvement	Complete and open to traffic	\$4,643,000	\$75,657,000	\$80,300,000	
M	I-694	Reconstruction and lane expansion in Arden Hills and Little Canada	Metro Capacity Improvement	Complete and open to traffic	\$2,800,000	\$36,000,000	\$38,800,000	
6	Hwy 14	Lane expansion near Owatonna	IRC Capacity Improvement	Complete and open to traffic	\$46,000	\$12,054,000	\$12,100,000	
7	Hwy 14	Lane expansion from Nicollet to North Mankato; Nicollet bypass	IRC Capacity Improvement	Complete and open to traffic	\$2,200,000	\$32,500,000	\$34,700,000	
8	Hwy 23	Passing lanes between Willmar and I-90	Freight Bottleneck	Complete and open to traffic	\$286,000	\$8,400,000	\$8,686,000	
Original Projects Total					All Complete	\$14,831,000	\$221,477,000	\$236,308,000
Additional Projects Selected								
3	Hwy 371**	Lane expansion from Nisswa to Jenkins	IRC Capacity Improvement	Complete and open to traffic	\$3,500,000	\$41,900,000	\$45,400,000	
M	I-35W**	I-35W North MnPASS expansion	Metro Capacity Improvement	Complete and open to traffic	\$3,000,000	\$15,300,000	\$18,292,000	
Additional Projects Total					All Complete		\$63,692,000	
Remaining Balance							\$0	

*Professional/Technical Only

Note: Table excludes project funding from other sources.

2014 Corridors of Commerce Summary

As part of a supplemental budget, the 2014 Legislature provided \$31.5 million in trunk highway funding for Corridors of Commerce. The law required that \$6.5 million was available in FY 2014 for projects only in Greater Minnesota and \$25 million was available in FY 2015 for projects statewide. The legislation allowed the funding to be used to prepare potential projects for future construction. Preparations could include right of way purchases, environmental work, and design engineering. These activities were not allowed with the 2013 funding, so this helped MnDOT advance more complex projects towards the shovel-ready status for construction.

There was an immediate need to identify FY 2014 projects, so MnDOT used the projects previously suggested by the MnDOT districts, stakeholders, and the public. Since the focus of the 2014 program was to prepare projects for future construction, MnDOT adjusted its project consideration criteria to include the following:

- Advancement of the readiness of a future project
- Preservation of efficient freight movement
- Return on investment
- Local support

Four projects were selected for this round of funding (see Table A2). Two of the projects, Highway 14 and Highway 23, involved preparing major corridors for future expansion should additional funding become available. The Highway 34 project was to complete a gap on the corridor that was not covered with the project funded in the 2013 Corridors of Commerce program. The final project selected, Highway 2 in Deer River, was a reconstruction along the main corridor through town. This “Main Street” rebuilding project is an example of how the Corridors of Commerce program can provide statewide transportation benefits (through the improved condition and operation of Highway 2) and local economic benefits. In this instance, the community was able to access and improve their underground utilities.

Table A2: Projects Selected with FY 2014 Funding

District	Route	Project Description	Project Category	Cost Estimate	Project Status
6	Hwy 14	Purchase right of way for expansion between Dodge Center and Owatonna	IRC Capacity Development	\$1,500,000	Complete
8, 3	Hwy 23	Environmental work for expansion on two segments, from New London to Paynesville and from Paynesville to Richmond	IRC Capacity Development	\$1,500,000	Complete
4	Hwy 34	Center left turn lane in Detroit Lakes from Highway 59 to CR 141	Freight Improvement	N/A	Complete
1	Hwy 2	Reconstruct segment of roadway in Deer River	Freight Improvement	\$2,300,000	Complete

2015 Corridors of Commerce Summary

For the \$25 million allotted in FY 2015, MnDOT used the same process it used on the FY 2013 projects, with the addition of the following:

- Approximately 50 percent of the funding went to the Twin Cities metro area and 50 percent of the funding went to Greater Minnesota

Unlike the FY 2014 funding round, there was sufficient time to go through the same type of project solicitation and selection process that was done in 2013. MnDOT again used the Corridors of Commerce website to allow stakeholders, businesses and the public to submit potential projects for consideration. MnDOT used the projects submitted during the 2013 project identification process as a starting point for the 2015 list. This meant that all

the projects suggested from the 2013 process were automatically included on the 2015 list unless the project was constructed. New suggestions were then added, including any new ones received from the public solicitation or from internal district submissions.

The focus of the 2014 legislation was on getting projects ready for construction if new funding became available. MnDOT’s selected projects that:

- Met the goals and were eligible for the program
- Were a high priority from the district perspective
- Would substantially accelerate the project’s readiness
- Had local support

Twelve projects were selected for funding—six in Greater Minnesota and six in the Twin Cities metro area.

In Greater Minnesota, five of the projects specifically accelerated major improvements along several key corridors. From preliminary design to right of way acquisition, these five projects would enhance MnDOT’s ability to deliver major corridor investments if funding became available. The sixth Greater Minnesota project involved greatly needed resurfacing work on Highway 34 to help maintain reliable east-west freight movements in northern Minnesota.

In the Twin Cities metro area, three of the six projects selected involved developing the designs for major bridge and roadway replacements to improve freight movement. Two other projects involved design work for major capacity improvements on I-35W and I-94. One project was for construction work along Snelling Avenue in St. Paul for freight improvements, which was part of a larger project on Snelling.

Table A3: Projects Selected with FY 2015 Funding

District	Route	Location	Project Description	Project Category	Total Funding	Project Status
7	Hwy 14 / Hwy 15	New Ulm	Preliminary design work	Freight Improvement	\$700,000 (actual cost about \$1,000,000)	Complete
M, 3	I-94	St. Michael to Albertville	Design options for lane addition	IRC Capacity Development	\$1,400,000	Complete
2	Hwy 11	Greenbush to Warroad	Design passing lanes	Freight Improvement	\$500,000	Complete
6	Hwy 14	Owatonna to Dodge Center	Purchase right of way for expansion	IRC Capacity Development	\$7,300,000	Complete
8, 3	Hwy 23	New London to Paynesville	Purchase right of way for expansion	IRC Capacity Development	\$800,000	Complete
4, 3	Hwy 34	Detroit Lakes to Becker	Mill and overlay	Freight Movement Preservation	\$3,000,000	Complete
M	Hwy 169	Nine Mile Creek	Design work for bridge replacement	Freight Movement Preservation	\$1,500,000	Complete
M	I-35W	Minnesota River crossing	Design work	Freight Movement Preservation	\$5,500,000	Complete
M	I-35W	Northern suburbs	Design work for MnPASS system	Metro Capacity Development	\$1,100,000	Complete
M	Hwy 65	3 rd Avenue Bridge over Mississippi	Design work for bridge deck replacement	Freight Movement Preservation	\$1,000,000	Complete
M	I-94	Between Minneapolis and St. Paul	Design work for new pavement, bridges and managed lanes	Metro Capacity Development	\$2,000,000	Complete
M	Hwy 51 Snelling Ave	Selby Ave. to Pierce Butler in St. Paul	Added funding for reconstruction	Freight Improvement	\$1,400,000 ¹	Complete

¹Amount is only the portion provided from Corridors of Commerce program

Appendix B: Corridors of Commerce Program Guidance and Selection Process for 2022-2023⁴

Overview

A healthy transportation network supports a growing economy by helping facilitate commerce throughout the State. Transportation investments directly and indirectly foster economic growth through the provision of construction jobs and a commerce-friendly network of corridors to ship goods and provide mobility to citizens. In 2013, the Minnesota Legislature created the Corridors of Commerce Program with the purpose of achieving two major goals.

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

The Corridors of Commerce program is not intended to serve as an alternative funding mechanism for MnDOT's regular preservation and expansion program. The Minnesota Legislature enacted this program to be separate from MnDOT's regular program and established separate eligibility and scoring criteria for the program that are different than MnDOT's regular program priorities.

Project Eligibility

The Corridors of Commerce law specifically laid out program eligibility guidelines. For a project to be eligible for the program, it must meet the following eligibility requirements.

1. Projects must either be classified as a Capacity Improvement Projects or Freight Improvement Projects. The requirements for each of those classifications are as follows:
 - Capacity Improvement Projects must meet one of the following bullets:
 - Currently is not a divided highway, and that highway is an expressway or freeway beyond the project limits.
 - Contains a highway terminus that lacks an intersection or interchange with another trunk highway.
 - Contains fewer lanes of travel compared to that highway beyond the project limits.
 - Contain a location that is proposed as a new interchange or to be reconstructed from an intersection to an interchange.
 - Freight Improvement Projects must meet one of the following bullets:
 - Remove or reduce an existing barrier to commerce.
 - Preserve existing freight movement.
 - Support an emerging industry.
 - Provide connections between the trunk highway system and other transportation modes for the movement of freight.
2. Projects must be consistent with MnDOT's Statewide Multimodal Transportation Plan.
3. Projects must be able to begin construction within four years of award of the funding, but the actual construction start may be delayed beyond 4-years to avoid significant impacts to the travelling public by having parallel routes in the same region under construction at the same time.

⁴ Reprinted from Corridors of Commerce [website](#)

4. Projects must be on the Interregional Corridor Network of state highways, including the supplemental freight routes, in Greater Minnesota or any state highway in the eight-county MnDOT Metropolitan District.
5. The amount of corridors of commerce funding needed to construct the project (including construction cost, right-of-way, & engineering) cannot exceed the amount of funding available.
6. A project that is listed in MnDOT's State Transportation Improvement Program is not eligible for funding, unless the project was listed in the STIP because it previously received Corridors of Commerce funding.

Project Recommendations

The Process

MnDOT will use an online project recommendation process. (New for 2022) Only an individual serving as an official representative of one of the following organizations may submit a project recommendation for consideration of the program below:

- An area transportation partnership
- Any city, county, or township in Minnesota
- Any tribal government in Minnesota
- Any corridor coalition which is formally organized as a not-for-profit organization.
- Any metropolitan planning organization
- Any regional development organization

Each project submitted needs to be able to provide to MnDOT, upon request, a copy of a resolution or letter authorizing them to submit that project on behalf of the organization. (New for 2022) Each organization is limited to submitting one project recommendation during each project recommendation cycle.

The following information needs to be provided through the online system for the project to be considered recommended to MnDOT:

- A. Name of applicant
- B. Email address of applicant
- C. Phone number for applicant
- D. Name of the organization applicant represents
- E. Project location
- F. (New for 2022) A detailed project description that corresponds with the cost estimate identified in item "G" below.
- G. (New for 2022) A cost estimate (construction only) for the project in FY 2022 dollars that has been reviewed and agreed to by any registered engineer in the State of Minnesota.
- H. (New for 2022) Name and contact information for licensed engineer who reviewed cost estimate
- I. Identify source and dollar amount for other funding sources committed to the recommended project.
- J. Name and contact information for those funding source commitments.

MnDOT Recommendations

MnDOT will not make any agency project recommendations as a part of this process. MnDOT will rely solely upon the online recommendation process to provide the list of projects to be considered for the program.

Scoring and Ranking

Legislative Criteria

The Corridors of Commerce law includes nine criteria which MnDOT must use to score and rank projects for the program. The law requires that all nine criteria must be used and that MnDOT cannot add any additional criteria. The nine criteria in the law are as follows:

1. Return on Investment
2. Economic Competitiveness
3. Freight Efficiency
4. Safety
5. Regional Connections
6. Policy Objectives
7. Community Consensus
8. Project Deliverability
9. Regional Balance

Scoring Overview

All projects that have been determined to be eligible for the program will be scored. Up to a 100 Points each will be awarded to projects in eight of the nine criteria. The top point score for a project would be 800 points. The ninth criteria, Regional Balance, has been set-up as a funding division criterion that will be applied after the projects have been scored and ranked using the other seven criteria.

Return on Investment, Economic Competitiveness, Freight Efficiency, and Safety criteria, MnDOT will be scoring using a decile system approach. Under this approach, project outputs that relate to each of the criteria will be compared against each other by sorting them from the best output down to the lowest output. The project outputs will then be divided into ten equal groups or deciles based upon where they compare to all the other projects. Those projects with an output in the top decile (the top 10%) will receive the maximum number of points for that output. Those projects with an output in the bottom decile (bottom 10%) will receive the lowest number of points for that output. Below is an example of how the decile scoring system works:

Table B1

Decile	Points
Top	50
2	45
3	40
4	35
5	30
6	25
7	20
8	15
9	10
Bottom	5

There are two project outputs for each criterion, except economic competitiveness (it has just one). Therefore, a project may score 50 points in one output and only 30 points in the other output to get a combined 80 points for that criterion.

The remaining four scoring criteria of Regional Connections, Policy Objectives, Community Consensus, and Project Deliverability have had specific scoring matrixes developed for them. Each of those matrixes will determine the amount of points a project receives from that criterion. Each of the scoring criteria and the methodology being incorporated with them is discussed briefly in the next section.

Individual Criteria Scoring Methodology

Return on Investment. The law states the first criteria is a return on investment (ROI) measure that provides for comparison across eligible projects. MnDOT will incorporate the Project Effectiveness analysis from the FHWA Highway Capacity manual as the basis for determining ROI outputs. There are essentially two outputs as a part of this analysis: Travel Time Savings and 5-year Crash Reduction Savings.

Travel Time Savings are calculated by first determining what the current travel times are along the roadway (MnDOT will be using one of two available travel time data sets which incorporates cell phone and GPS data). Next, future travel times are calculated based upon the recommended project being constructed. There are two factors which can impact future travel times on the corridor, increases in the capacity of the roadway and increases in the posted speed limit resulting from the improvement. Combined, these savings represent the total travel time savings. The total savings is then divided by the cost of the project to the Corridors of Commerce Program to determine a Return-on-Investment output for travel time.

Please note the cost used to determine the ROI is the cost to the corridors of commerce program and not the total cost of the project. As an example, if a project’s total cost was \$100 M but the submitter was only asking for \$50 M from the program because the other \$50 M is covered from other sources, the travel time savings would be divided by \$50 M and not \$100 M. This is also true for the 5-year Crash Reduction Savings below.

5-Year Crash Reduction Savings are calculated by first determining the type and severity of crashes at the proposed project locations for the last five years using MnDOT’s crash data. Using FHWA’s Crash Modification Factors, it is possible to project the amount of reduction in crashes a particular type of improvement can be expected to generate.

For example, if there are 100 specific types of crashes in the project area and the modification factor projects the project will result in a 50% savings in those crashes, the project will result in savings of 50 of those particular crashes. The number of crash savings by each type is then multiplied by the individual crash cost to produce a Total Crash Savings from the improvement. The total savings is then divided by the cost of the project to the Corridors of Commerce Program to determine a Return-on-Investment output for 5-Year Crash Savings.

Economic Competitiveness. The law states that the project must produce a measurable impact on commerce and economic competitiveness. MnDOT purchased the Regional Input-Output Modeling System (RIMS-II) data set for each MnDOT district. That data set summarizes a multiplier of the Number of Jobs per Million dollars of investment factor for each of the eight MnDOT Districts. To determine the output for the criteria, the total cost of the project (not the cost to the corridors of commerce program) is multiplied by the respective multiplier factor in Table B2.

Table B2

District	Multiplier
District 1 – Northeast Minnesota	9.9502
District 2 - North Central Minnesota	8.6916
District 3 – Central Minnesota	10.2447
District 4 – Northwest Minnesota	8.4549
District 6 – Southeast Minnesota	9.6264
District 7 – Southern Minnesota	9.6277
District 8 – Southwest Minnesota	9.5527
Metro	11.4459

RIMS-II estimates the total amount of direct and indirect economic benefit from the total investment. It does not estimate increased economic development potential. MnDOT plans to conduct additional research into better methods for calculating the economic competitiveness benefits of a project for future Corridors of Commerce program selections.

Freight Efficiency. For this criterion in the law it states, “measures of annual average daily traffic and commercial vehicle miles traveled, which may include data near the project location on the trunk highway or on connecting trunk or local highways; and measures of congestion or travel time reliability, which may be within or near the projects limits, or both.” To cover this criterion effectively, two project outputs will be used to calculate points, Travel Reliability and Heavy Commercial Average Annual Daily Traffic.

Travel Reliability will be calculated using the same travel time data from the Return-on-Investment Travel Time Savings output, however the data will be looked at differently. Instead of calculating the travel time savings, the reliability of the roadway’s travel time will be evaluated. Both the percentage and degree of travel time unreliability will be utilized to develop an index that can be compared to all the other projects. For more specific information about the Travel Reliability calculation, please consult the technical scoring system document also located on the Corridors of Commerce website.

Heavy Commercial Average Annual Daily Traffic (HCAADT) will be taken from MnDOT’s traffic count volumes maps and used directly as this output. MnDOT will determine the closest HCAADT to the project or use a weighted HCAADT figure if more than one volume is available along the project area.

Safety. This criterion in the law is a measure in traffic safety improvement. Safety is one of the few areas that can impact multiple scoring criteria. As noted in the Return of Investment criteria, 5-year Crash Savings from safety improvement from the project has already been given points. For the Safety Criteria, MnDOT did not want to use the exact same data from the ROI criteria. As a result, MnDOT decided to use two different outputs from its 5-year crash statistics for this criterion which measures the existing crash conditions of the project roadway in comparison to the other project roadways being scored. The two outputs being used are:

- 5-Year Average Number of Fatal and Type A Injury Crashes
- 5-Year Average Number of All Crashes

A decile output score for both the Fatal/Type A Injury Crashes and All Crashes will be calculated for all the projects.

Regional Connections. The law defines this criterion as “connections to regional trade centers, local highway systems, and other transportation modes.” To score points for this criterion, MnDOT developed the following point matrix (Table B3) for scoring projects according to this criterion. As a point of clarification, if a recommended project has more than one applicable Project Type, MnDOT will apply the highest scoring Project Type from the table to calculate the points.

Table B3

Project Type	Greater Minnesota			Metro District	
	Interstate System/ Connection to Level 1 Trade Center	IRC System	Supplemental IRC System	Principal Arterials	All Other THs
Closing a Gap in a Larger Corridor	100	90	50	100	50
Add Lanes to Existing Facility (expands capacity) Does not include filling a gap	90	80	50	90	50
Eliminate Existing Isolated Intersection with an Interchange or Grade Separation; Reconstruct Intersection/Interchange with More Capacity	80	70	20	80	20
Completing a Corridor Conversion (Multiple Interchange and Access Patterns)	N/A	N/A	N/A	70	20
Creating/Improving Connection (Multiple Interchanges and Access Patterns)	60	50	30	60	30
Add Passing Lanes to a Facility	N/A	40	10	10	10
Missing Interchange Ramps/Movements	20	10	10	20	10
Project Minimally Impacts Connectivity between Trade Centers for Users	0	0	0	0	0

Policy Objectives. The Corridors of Commerce law defines this criterion as “the extent to which the project addresses multiple transportation system policy objectives and principles.” MnDOT chose to use its Statewide Multimodal Policy Plan as the basis for developing a point matrix for this criterion, see Table B4. Unlike the Corridor Connections matrix, the Policy Objectives matrix has two separate scoring areas.

The first is the Open Decision-Making section. Projects which have had a corridor study, safety plan, safety audit, or environmental document that covers the proposed project area will receive 50-points. If the project does not have any of those things, it will receive no points from this section. For a corridor or safety plan to receive points, it must have been completed within the last ten years for the eight-county metro area or within the last twenty years for the rest of the counties in Minnesota. Although MnDOT does not need to have contributed financially to the study for it to count, MnDOT needs to have been involved and concur with the findings of the study, otherwise it will not receive any points.

The second section on Policy Objectives matrix covers System Stewardship and Healthy Communities policy areas from MnDOT’s policy plan. For each of the bullets a project meets, it receives 10-points for up to a maximum of 50-points for this section. The bullets have been developed based upon stated goals and priorities from MnDOT’s SMTP. Combing Section one and two then represent a project’s score for the Policy Objectives criteria.

Table B4

Policy Area	Criteria	Scoring
Open Decision-Making	There has been a corridor study, safety plan, safety audit, or environmental document that covers the proposed project	50 - Points
System Stewardship and Healthy Communities	<ul style="list-style-type: none"> • Pavement and/or bridges within the project area are due for a major rehabilitation or replacement within the next eight years • Project incorporates ITS technology or traveler information system component • The project addresses a significant flooding risk, snow trap/drift issue, or other environmental impact that affects the reliability of the roadway • Project reduces VMT or hours of congestion • Project removes an at grade rail crossing • Project replaces existing overhead lighting with new L.E.D lighting • Project includes improvements for bicyclists and pedestrians • Adds or supports transit service (like park and ride facilities, transit only shoulders, and park and pool locations) • Project will improve access to health care or to recreational areas of the State 	10 Points for each category Maximum of 50
Total Points Available		100

Community Consensus. The Corridors of Commerce definition for this criterion is support and consensus for the project among members of the surrounding community. To best achieve that, MnDOT has developed a matrix which asks for resolutions and letters support from three different groups. Looking at Table B5, notice that the first area requires a resolution of support for the project from each of the municipalities and counties touched by the proposed project. To help ensure that projects meet the spirit of this criteria, MnDOT has made this section an all or nothing points area. To receive the 45-points, all the municipalities and counties impacted (touched) by the project need to provide a resolution of support for the project, otherwise the project does not receive any of the 45-points.

The next section of the matrix covers support from the local planning agency for the area. For this section, only letters of support are needed not resolutions. The letters can be from either the Chair of the Planning Agency or its lead staff member. However, if a project impacts more than just one regional planning agency, it will need a letter from each planning agency to get the points. Otherwise, it will not receive any points.

The last section of the Community Consensus matrix requests a single letter of support from any chamber of commerce. This section was added to help reflect the economic impact nature of the Corridors of Commerce

program. There is no requirement that the chamber of commerce letter come from a chamber in the project’s geography, just that a single letter of support be received for the project.

The resolutions and letters of support are not needed for the projects until 60-days after the closing of the on-line recommendation process. MnDOT will contact all the municipalities and counties impacted by a recommended project by letter to request they consider providing a resolution of support for the project. Within that letter, MnDOT will note that if the local government does not provide a support resolution it will impact the projects scoring within the Corridors of Commerce program. MnDOT will likewise notify the regional planning agencies of projects that will need letters of support from them. The project submitter is responsible for contacting a local chamber of commerce and have them send a letter of support. All resolutions and letters should be sent by mail or electronically to Patrick Weidemann at MnDOT (See Section VI for contact information).

Table B5

Type of Support	What is Needed	Points
Resolutions of Support from Impacted Jurisdictions	Resolutions supporting the project from each municipality and county that is touched by the project limits.	45 (If all jurisdictions provide a resolution, otherwise no points.)
Letter of Support	A letter of support for the project from the metropolitan planning organization, regional development commission, or regional planning agency	45 (If more than one planning agency touched by the project, must have all provide letters of support or no points awarded)
Letter of Support	A single letter of support for the project from any chamber of commerce	10

Project Deliverability (NEW for 2022). This criterion was added during the 2021 Legislative Session. The criteria are designed to award points for those projects which are further along in the project development process and thus have a higher likelihood to be delivered within the funding timeframe for the program. One of the best lead measures for being able to deliver a project within a reasonable time frame and budget is to determine where a recommended project is at in the environmental review process. MnDOT has developed the table below to award the Project Deliverability criteria points based upon where the project is at in the environmental review process.

Table B6

Description	Points
Projects with environmental review process complete	100
Project with environmental review process started, but not yet complete.	50
Projects that have not started the environmental review process.	0

Regional Balance. The criteria Regional Balance does not have any accompanying language with it in the law. MnDOT intends to use the division/awarding of the funding across the state as the way this criterion gets incorporated.

I. Project Selection Process

All recommended projects that meet both the eligibility requirements and project recommendations requirements of the program will be scored. MnDOT will develop project descriptions and cost estimates from the information provided by the submitters to a sufficient level, so that they can be scored in each of the eight-point scoring criteria. The projects will then be scored and ranked together on a single list from the highest scoring project to the lowest.

MnDOT will award funding to the projects starting with the top scoring project and continuing down the list until all the funding is expended. The Regional Balance Criteria may result in some projects being skipped over in lieu of lower scoring projects from another region or area of the State, to ensure the funding is “regionally balanced.” MnDOT intends to work with the Legislature during the 2023 session to help get more direction and/or definition

to what they mean by Regional Balance. Should MnDOT not get any additional direction from the Legislature, MnDOT will look at its past usage of a soft 50-50 split and discuss other approaches publicly in the Spring of 2023 before making any final decisions on splits.

II. Additional Program Guidance

The following is some additional program guidance and clarifications:

1. MnDOT’s cost participation policy applies to all the selected corridors of commerce projects. For purposes of that policy, all projects selected for award in the program will be treated as “MnDOT Initiated” projects.
2. MnDOT will not award funding to a project that does not meet all the applicable state and federal laws, even if it scores the highest in the program.
3. Use of FHWA federal funding on a Corridors of Commerce project is limited to only those projects which have previously been identified through MnDOT’s performance-based planning process and have been developed to be eligible for federal funding (i.e. followed the NEPA process).

III. FY 2022-2023 Program Schedule

Table B7

Key Activity	Schedule
Announce 2022 recommendation process and open online submittal process	Aug. 1, 2022
Close online submittal process	Nov. 30, 2022
Project review begins by Districts	Dec. 1, 2023
Final project descriptions, cost estimates, and letters of support are due to Central Office	March 1, 2023
Consultant begins evaluation and scoring of projects	March 1, 2023
MnDOT announces project awards	June 1, 2023

IV. Program Contacts

If you have additional questions about the Corridors of Commerce Program, please feel to contact one of the individuals below.

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MnDOT Office of Transportation System Management

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Appendix C: 2017 and 2018 Funding – Project Scoring Greater Minnesota

Greater Minnesota Projects: 2017 and 2018 Corridors of Commerce Program

District	Highway	Description*	Cost	Total Points
3	169	TH 101 to 197th - full freeway conversion	\$174,110,000	600
3	I-94	St. Michael to Albertville - construct auxiliary lane	\$62,420,000	580
3	169	TH101 to 197th 01 partial freeway conversion	\$92,040,000	575
3	I-94	St. Michael to Albertville - construct 4 to 6 lane conversion	\$77,800,000	570
3	I-94	St. Michael to Albertville - construct 4 to 6 lane conversion & Int. A	\$77,800,000	570
6	14	Owatonna to Dodge Center construct 2 to 4 lane conversion	\$160,410,000	525
3, 8	23	Willmar to St. Cloud - construct 2 to 4 lane conversion	\$105,070,000	520
1	I-35	21st Ave to Garfield Avenue - TPP #2	\$270,570,000	515
1	I-35	27th Ave to Garfield Avenue - TPP #1	\$270,570,000	515
3	23	Paynesville to Richmond construct 2 to 4 lane conversion	\$57,520,000	515
3	I-94	Albertville to Clearwater construct 4 to 6 lane conversion	\$179,540,000	510
6	14	CR 16 to Dodge Center construct 2 to 4 lane conversion	\$138,610,000	510
3	10	Wadena construct 2 to 4 lane conversion	\$39,210,000	490
3	371	Jenkins to Pine River construct 2 to 4 lane conversion	\$48,020,000	485
6	14	54th Ave to CR 3 construct 2 to 4 lane conversion	\$100,060,000	485
6	14	CR 3 to Dodge Center construct 2 to 4 lane conversion	\$85,850,000	485
7	14	New Ulm to Nicollet construct 2 to 4 lane conversion	\$79,200,000	485
M, 8	212	Granite Falls to Chaska construct 2 to 4 lane conversion	\$398,660,000	485
3	I-94	Monticello to Clearwater construct 4 to 6 lane conversion	\$54,720,000	485
3	371	Junction of TH 210 construct interchange	\$43,040,000	480
6	14	Junction CR 104 construct an interchange	\$39,180,000	465
6	52	Junction TH 14 capacity improvements	\$34,140,000	465
7	14	New Ulm to Courtland construct 2 to 4 lane conversion	\$64,320,000	465
7	14	CR 37 to Nicollet Expansion	\$67,550,000	460
2	11	Roseau to Warroad construct 2 to 4 lane conversion	\$56,970,000	455
3	I-94	Monticello to Hasty construct 4 to 6 lane conversion	\$86,120,000	455
1	169	Pengilly to Bovey construct 2 to 4 lane conversion.	\$75,530,000	450
1	169	CSAH 7 to TH 65 construct 2-to 4 lane conversion	\$75,530,000	445
6	14	56th Ave to CR 16 construct 2 to 4 lane conversion	\$28,900,000	445
6	14	Construct Byron Interchange Option 1	\$17,190,000	445
6	14	Construct Byron Interchange Opt2	\$16,500,000	445
6	14	Construct Byron Interchange Option 3	\$24,780,000	445
7	14	New Ulm to W. Courland Expansion	\$36,840,000	445
3	210	Pillager to Ironton construct 2 to 4 lane conversion	\$98,480,000	440
7	14	Nicollet to W. Courtland construct 2 to 4 lane conversion	\$54,090,000	440
3	I-94	Construct improved interchange at TH 23	\$2,500,000	435
6	52	Junction TH 57 construct interchange	\$10,590,000	430
3	10	Royalton interchange construction	\$35,280,000	425
3	210	Motley to Baxter construct 2 to 4 lane conversion	\$86,250,000	425
8	23	New London to Paynesville construct 2 to 4 lane conversion	\$47,550,000	425
7	14	Nicollet to E. Courtland Expansion	\$19,060,000	410
1	169	CSAH 7 to CSAH 80 construct 2 to 4 lane conversion.	\$28,150,000	400
8	23	Junction TH 19 construct interchange	\$13,350,000	390
7	60	Construct interchanges through Windom	\$58,070,000	385
1	61	Construct a roundabout at 40th Ave	\$14,990,000	375
7	14	Junction TH 14 construct new interchange	\$94,920,000	375
8	23	Pipestone to Willmar construct passing lanes	\$8,320,000	370

District	Highway	Description*	Cost	Total Points
8	23	Junction. TH 59 construct interchange	\$15,090,000	370
7	169	Construct bypass of St. Peter	\$224,590,000	365
1	169	CSAH 83 to TH 65 construct 2 to 4 lane conversion	\$18,530,000	360
1	I-35	Junction CSAH 3 construct interchange	\$4,610,000	360
3	23	Downtown St. Cloud - Freeway Conversion	\$45,350,000	360
1	2	Junction CSAH 13 construct roundabout.	\$1,640,000	355
1	61	Junction. 40th Ave construct roundabout	\$3,230,000	355
3	10	Junction CSAH 11 safety improvement	\$2,380,000	350
8	212	Granite Falls to Montevideo construct passing lane	\$3,980,000	350
1	61	40th Ave intersection improvements	\$2,230,000	340
2	11	Roseau to Warroad passing lane and realignment near airport	\$8,510,000	340
4	I-94	Construct new interchange	\$19,690,000	340
8	212	Granite Falls to Montevideo reconstruction	\$6,980,000	340
7	169	Construct Lind St. and Webster St. interchanges	\$50,160,000	335
1	61	Junction Homestead Rd construct J-turn	\$630,000	330
1	2	Grand Rapids to TH 63 - 4 to 5 lane conversion.	\$2,880,000	325
1	53	Junction. CSAH 16 construct J-turn	\$610,000	325
2	59	CSAH 3 to Thief Rivers Falls construct 2 to 4 lane conversion	\$16,890,000	325
8	23	Willmar to Priam construct 2 to 4 lane conversion	\$7,650,000	325
1	210	TH 169 to TH 65 reconstruction	\$12,040,000	320
4	59	Detroit Lakes to Mahnommen construct passing lane	\$3,766,000	320
8	23	Junction. CSAH 1 construct left turn lane	\$730,000	320
1	53	Junction TH 1 construct J-turn	\$670,000	315
1	169	Junction TH 25 construct J-turn	\$580,000	310
1	2	Junction TH 194 construct roundabout	\$2,830,000	310
2	11	Roseau to Warroad construct passing lanes	\$3,793,000	310
8	23	TH 71 to CR 5 construct 2 to 4 lane conversion	\$4,790,000	310
1	53	Junction Solway Rd. J-turn	\$560,000	305
1	53	Junction. CSAH 9 construct J-turn	\$620,000	300
8	23	Pipestone to Russell surfacing project	\$44,760,000	300
1	169	Junction CSAH 137 construct J-turn	\$860,000	295
8	212	Brownston to Stewart construct passing lane	\$3,500,000	295
8	71	Construct Redwood Falls bypass	\$12,020,000	295
1	61	Junction. McQuade Rd construct J-turn	\$980,000	290
8	212	Buffalo Lake to Steward construct passing lane	\$3,230,000	290
1	53	Junction. CSAH 15 construct J-turn	\$475,000	285
1	169	CSAH 7 to TH 65 safety improvements	\$5,490,000	280
1	33	Junction CSAH 7 construct J-turn	\$510,000	280
8	23	Junction TH 7 construct interchange	\$6,600,000	280
8	212	Sacred Heart to Renville passing lane	\$2,750,000	275
8	212	Junction TH 15 construct roundabout	\$2,443,000	270
1	53	Virginia to Intl Falls install passing lanes	\$2,900,000	260
8	23	Junction. TH 7 construct roundabout	\$3,120,000	260
1	169	Safety Improvements	\$5,490,000	255
1	61	Junction Ryan Rd construct J-turn	\$1,640,000	250
8	212	Replace BNSF bridge in Granite Falls	\$9,790,000	235
8	23	New London to Paynesville construct passing lane	\$9,030,000	210
8	23	New London to Paynesville construct Super 2	\$8,510,000	175

* Highlighted projects in yellow and green indicate those selected in 2017 and 2018 respectively for Corridors of Commerce program funds
Note: MnDOT Office of Transportation System Management - April 30, 2018

Appendix D: 2017 and 2018 Funding – Project Scoring Metro

Metro Projects: 2017 and 2018 Corridors of Commerce Program

District	Highway	Description*	Cost	Total Points
Metro	I-494	France Ave to TH 77 construct MnPASS lane	\$149,020,000	660
Metro	I-494	Bush Lake Rd to 35W construct a turbine interchange	\$92,170,000	655
Metro	252 / I-94	Convert to a freeway and add MnPASS lanes Dowling to TH 610.	\$163,220,000	645
Metro	I-494	France Ave to I-35W construct improvements	\$91,700,000	640
Metro	I-494	TH 100 to I-35W construct an EB auxiliary lane	\$12,470,000	625
Metro	169	CSAH 17 to I 494 construct MnPASS	\$152,490,000	620
Metro	I-494	Bush Lake Rd to TH 100 construct turbine interchange	\$79,360,000	615
Metro	65	TH 10 to 117th Ave freeway design	\$99,070,000	615
Metro	I-494	Bush Lake Rd to TH 100 interchange improvements	\$13,480,000	610
Metro	I-494	France Ave to I-35W construct auxiliary lane	\$12,010,000	605
Metro	I-94	Junction with TH 280/Franklin Avenue interchange improvements	\$89,420,000	605
Metro	36	I-35W to I-35E construct MnPASS	\$61,130,000	600
Metro	169	CR 21 to I 494 construct MnPASS	\$39,070,000	595
Metro	10 / 169	TH 169 to Thurston Ave freeway conversion	\$55,180,000	590
Metro	77	Apple Valley to Bloomington add MnPASS	\$37,110,000	580
Metro	252	Convert to a freeway and extend 3rd lane	\$95,670,000	575
Metro	13	Junction Dakota Ave construct interchange	\$25,650,000	570
Metro	I-35W	Construct NB flyover to WB I-494	\$79,890,000	570
Metro	65	105th Ave to 117th construct freeway design	\$57,120,000	565
Metro	65	Junction 109th Ave construct interchange	\$26,360,000	565
Metro	94/494/694	Construct a SB I-694 to EB I-94 flyover ramp	\$26,890,000	565
Metro	62	I-35W to TH77 construct EB auxiliary lane	\$22,560,000	560
Metro	I-35W	Construct a SB I-35W to EB I-694 flyover	\$22,470,000	555
Metro	65	Junction TH 10 construct free flow improvements	\$42,880,000	550
Metro	I-94	Maple Grove to Rogers add lanes in both direction	\$8,250,000	550
Metro	36	Junction Century construct interchange	\$32,170,000	545
Metro	I-494	Bush Lake Rd to TH 100 construct auxiliary lane	\$1,500,000	545
Metro	61	Junction Warner Rd construct interchange	\$33,020,000	545
Metro	169	Junction TH 282 construct interchange	\$13,300,000	540
Metro	212	NYA to Chaska construct 2 to 4 lane conversion	\$97,980,000	535
Metro	62	I-35W to TH 77 construct auxiliary lane both directions.	\$15,230,000	530
Metro	62	Tracy to TH 35W expand roadway 2-lanes to 4-lanes	\$154,050,000	530
Metro	I-94	Construct TH 610 gap	\$37,230,000	525
Metro	212	Dahlgren to Carve construct 2 to 4 lane conversion	\$45,250,000	520
Metro	I-35W	Construct a NB I-35W to WB I-694 flyover	\$24,660,000	520
Metro	I-494	TH 100 to TH 77 construct 2 additional lanes	\$140,820,000	520
Metro	62	Penn Ave to TH 169 add additional lanes in each direction	\$51,670,000	520
Metro	212	Cologne to Carver construct 2 to 4 lane conversion	\$45,250,000	515
Metro	I-494	TH 100 to TH 77 construct 2 additional lanes & I-35W interchange	\$220,810,000	515
Metro	I-94	Fish Lake to Maple Grove construct auxiliary lane both directions	\$12,680,000	515
Metro	13	Quentin Ave to Washburn Ave add a new interchange	\$33,720,000	510
Metro	62	TH 77 to Portland Ave H Ave add auxiliary lane in each direction	\$19,650,000	510
Metro	77	NB TH 77 to WB TH 62 construct flyover ramp	\$36,550,000	510
Metro	97	I-35 to TH61 expand 2-lanes to 4-lanes	\$16,130,000	510
Metro	65	Junction 117th Ave construct interchange	\$16,110,000	505
Metro	55	Expand the roadway from two lanes to four lanes.	\$38,920,000	500

District	Highway	Description*	Cost	Total Points
Metro	8	Expand the roadway from two lanes to four lanes.	\$58,520,000	495
Metro	94/494/694	Construct two flyover ramps	\$101,870,000	495
Metro	I-94	I-94/494/694 interchange reconstruction	\$96,790,000	490
Metro	36	Junction. Manning Ave construct interchange	\$21,170,000	485
Metro	212	NYA to Benton construct 2 to 4 lane conversion	\$53,730,000	480
Metro	212	NYA to Cologne construct 2 to 4 lane conversion	\$53,730,000	480
Metro	36	N. St. Paul to St. Croix River freeway conversion	\$140,170,000	480
Metro	I-94	TH 52 to Jackson St construct WB buffer lane	\$2,510,000	475
Metro	36	I-35W to I-35E construct EB auxiliary lane	\$26,830,000	470
Metro	494 / 694	Expand Tamarack Rd to Co Rd 10 to 6-lanes	\$10,300,000	470
Metro	I-94	Junction. with TH 252 interchange ramp improvement	\$1,960,000	470
Metro	61	Junction Afton Rd construct interchange	\$12,610,000	460
Metro	36	I-35 W to I-35 E construct 4 to 6 lane conversion	\$93,560,000	450
Metro	I-94	I-35E to 5th St construct a WB lane addition	\$8,500,000	450
Metro	252	Extend 3rd lane	\$17,690,000	445
Metro	I-35W	Construct an I-694 exit only lane	\$1,950,000	440
Metro	41	Chaska to CSAH 61 improvements	\$9,180,000	435
Metro	101	Construct interchange from Diamond Lake Rd to I-94	\$28,710,000	425
Metro	55	Lake St interchange reconstruction	\$3,650,000	425
Metro	110	Mendota to Inver Grove freeway conversion	\$121,780,000	420
Metro	62	Junction TH 77 construct ramps	\$1,300,000	415
Metro	101	Construct SB flyover access to I-94	\$41,220,000	405
Metro	36	Construct new interchange at Lake Elmo	\$31,190,000	395
Metro	10	Other: Make Hwy 10 in Blaine at least three lanes in each direction	\$1,400,000	390
Metro	I-35E	Add lanes from I-35E/I35W split to TH 97	\$3,740,000	390
Metro	61	Junction TH 10 construct interchange	\$25,020,000	390
Metro	101	Expand the roadway to 4-lane CSAH 14 to CSAH 61	\$32,150,000	385
Metro	I-35W	CR C to CR D exit lane	\$1,940,000	380
Metro	5	Victoria to Chanhassen construct 2 to 4 lane conversion	\$21,540,000	365
Metro	61	Junction TH 95 construct interchange	\$23,290,000	365
Metro	61	Junction Warner Rd left turn lane improvement	\$590,000	355
Metro	156	Barge Channel Rd. Project	\$27,630,000	335

* Highlighted projects in yellow and green indicate those selected in 2017 and 2018 respectively for Corridors of Commerce program funds

Note: MnDOT Office of Transportation System Management - April 30, 2018

Appendix E: 2021 and 2023 Funding – Regional Connector Project Scoring

Regional Connector Projects – Final Scoring

District	Highway	Description*	Cost	Total Points
8	23	Jct. TH 9 - Construct grade separation	\$33,000,000	470
3	210 & 371	Construct grade separation	\$58,000,000	465
6	14	Jct. CSAH 44 - Construct grade separation	\$60,000,000	440
1	53	Between Eveleth and Virginia improvements	\$18,000,000	415
3	15 & 23	Construct a ramp separation	\$54,400,000	410
1	2 & 169	Construct a round about	\$1,120,000	380
8	23	TH 23 in S. of Willmar extend 4-lane	\$16,600,000	330
6	19	Northfield gateway improvements	\$4,070,000	235
6	I-90	Add interchange access for CSAH 22	\$9,160,000	235
8	19	In Redwood Falls - Reconstruction	\$53,100,000	220

* Highlighted projects indicate those selected in 2023 for Regional Connector
 Note: MnDOT Office of Transportation System Management - September 30, 2023

Appendix F: 2023 Funding – Metro Connector Project Scoring

Metro Connector Projects – Final Scoring

District	Highway	Description*	Cost	Total Points
3	I-94	Albertville and Monticello Lane Expansion - (Full Build)	\$78,000,000	735
M	13	Quentin Avenue/Savage to Nicollet Avenue/Burnsville - grade separations	\$96,000,000	640
M	10	CSAH 78(Hanson Blvd) to CSAH 9 (Round Lake Blvd) - grade separations	\$8,000,000	605
M	65	103rd Ave to 117th Ave in Blaine grade separations	\$30,000,000	560
M	I-35	In Lakeville CSAH 46/70 and CSAH 50/172nd Street - I35 south ramps	\$101,300,000	560
M	8	I-35 to Karmel Avenue lane expansion	\$38,300,000	555
M	36 & 120	Grade Separation	\$50,200,000	535
M	55	Arrowhead Drive to County Road 19 - 4-lane expansion	\$53,500,000	515
M	5	80th St. in Victoria to Century Boulevard in Chanhassen - grade separation	\$62,850,000	495
3	169	Junction. CSAH 4 in Zimmerman - grade separation	\$31,000,000	490
3	10 & 169	In Elk River between TH 101 and Anoka County - grade separation	\$81,300,000	480
3	10	Jct. CSAH 11 in Big Lake/Becker - grade separation	\$47,700,000	460
M	212	Jct. Carver CSAH 51 - intersection improvements	\$7,689,361	450
M	I-35E	Jct. CR J - Additional ramp	\$10,800,000	430
M	169	In Champlin and Brooklyn Park 109th Avenue North - corridor improvements	\$3,875,200	410
M	610	TH 610 and East River Road	\$23,100,000	410
3	10	Jct. TH 25 - grade separation	\$51,900,000	365
M	47	In St Francis between Cree St and Ambassador Blvd round about	\$12,600,000	335
M	77	In the City of Apple Valley 138th St. north to 35E - corridor improvements	\$36,750,000	320

* Highlighted projects indicate those selected in 2023 for Metro Connector

Note: MnDOT Office of Transportation System Management - September 30, 2023

Appendix G: 2023 Funding – Metro Core Project Scoring

Metro Core Projects – Final Scoring

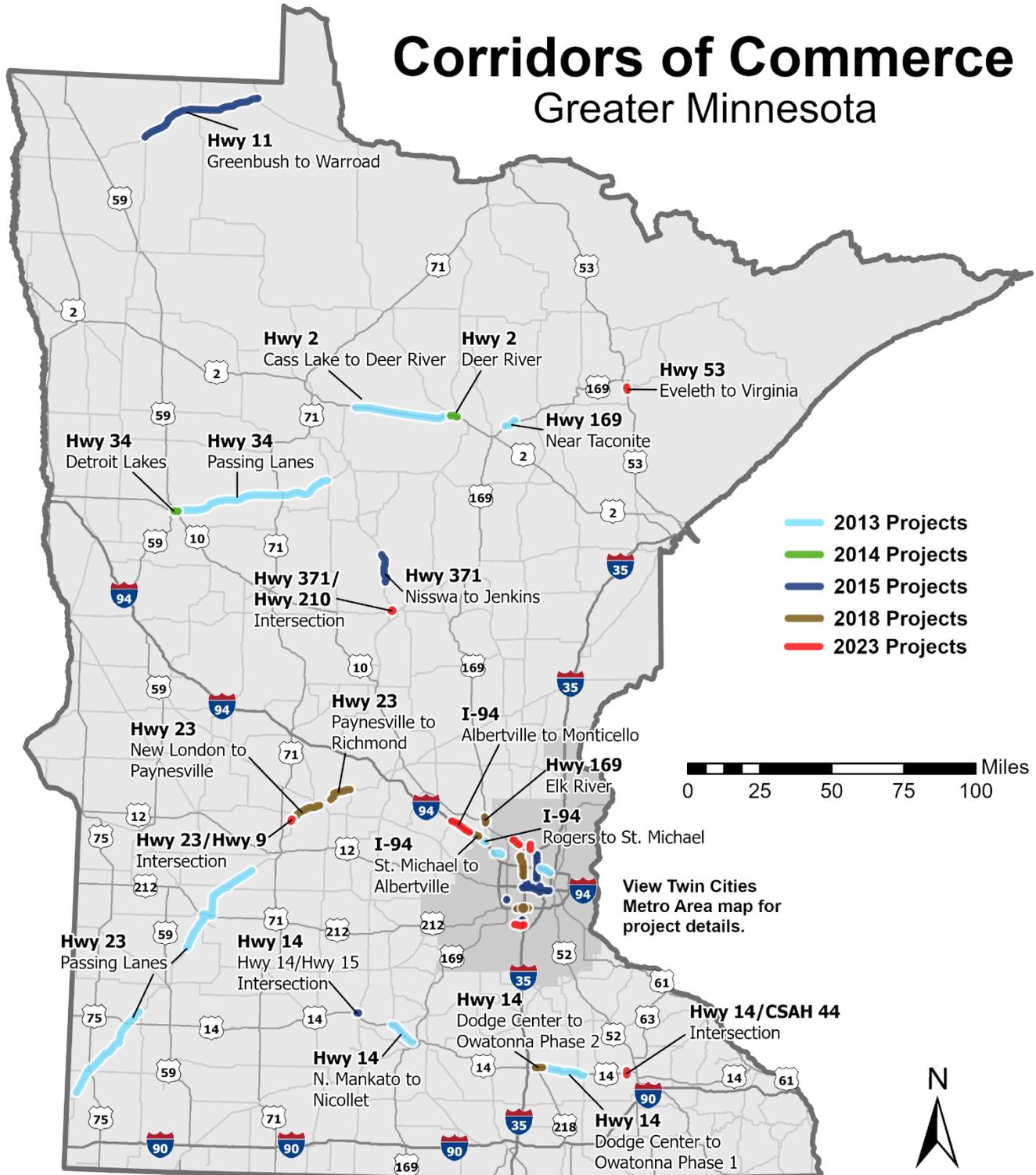
District	Highway	Description	Cost	Total Points
M	494	35W and TH 77 - Easy Pass expansion	\$177,600,000	625
M	I-94	Fish Lake Interchange: WB I-94/NB I-494 Merge Added Lane & WB I-94 Auxiliary Lane	\$11,200,000	540
M	I-94	Fish Lake Interchange (I-94 / I-494 / I-694): Added Lane to the I-94 WB Merge with NB I-494	\$5,720,000	535
M	I-94	Fish Lake Interchange: WB I-94 Auxiliary Lane Between Hemlock Lane & Weaver Lake Road	\$5,410,000	525
M	494	MnPASS I-35W to Bloomington (SB only)	\$72,900,000	510
M	62	Highway 62 between Portland Ave. and Highway 77 (Cedar Ave.) - Lane addition	\$27,800,000	450

Note: MnDOT Office of Transportation System Management - September 30, 2023

Appendix H: Maps



Corridors of Commerce Greater Minnesota



Corridors of Commerce

Twin Cities Metro Area

