

Corridors of Commerce Program

Legislative Report

November 2026

Minnesota Department of Transportation
Office of Transportation System Management
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899
Phone: 651-296-3000
Toll-Free: 1-800-657-3774
TTY, Voice or ASCII: 1-800-627-3529

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DEPARTMENT OF TRANSPORTATION

395 John Ireland Boulevard

Saint Paul, Minnesota 55155

Cover Letter

November 1, 2026

The Honorable Brad Tabke, Co-Chair
House Transportation Finance & Policy Committee
5th Floor, Centennial Office 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 Scott Dibble, Chair
Senate Transportation Committee
3107 Minnesota Senate Building
Saint Paul, MN 55155

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

Re: 2026 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

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:
    (6) no project selection was completed during the preceding 12 months; and
    (7) 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 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 District[2].
4) Projects must be able to begin construction within four years of the award of funding, except for readiness development projects.

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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.

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.

Project Selection

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

- Return on investment
- Commerce and economic impacts
- Efficiency in freight movement
- Traffic improvements
- 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 processes[3]. 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

3 Office of the Legislative Auditor, "MnDOT Highway Project Selection," March 2016.

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. Then in 2023 the Legislature removed the regional balance from the selection criteria and created a regional funding distribution. MnDOT’s project selection process for 2022-2023 reflects these changes. 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.

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 advancement 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.

In 2025, MnDOT carried out its first solicitation of projects to receive funding for readiness advancement with project selection scoring criteria that closely aligned with previous solicitations for Corridors of Commerce construction funding.

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 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 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 was 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:

- 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.
- Each eligible entity may only submit one project recommendation.
- The online recommendation process requires a more detailed project description, and a construction estimate reviewed and agreed to by a licensed professional engineer.
- 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 and 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 for construction funding. These are noted in Table 1. Each entity can select up to two projects to recommend for readiness advancement funding.

Table 1: Screening Entities & Project Recommendation Maximums

Screening Entity	Maximum Recommendations
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 funded eight projects; $22 million was reserved for a future readiness advancement solicitation. $10 million of the reserved funds were used to fund five projects for readiness advancement activities through the 2025 solicitation.

Funding provided through the 2024 and 2025 legislative sessions was lower than would be needed for full solicitation. It was decided that the funds would be split among current projects that need additional funding following the three geographic category funding percentages.

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

Table 2: Corridors of Commerce Funding Overview

Year*	Trunk Highway Bonds	Trunk Highway Funds	Total Funding	Number of Projects
2013	$300,000,000	$0	$300,000,000	11
2014	$0	$6,500,000	$6,500,000	4
2015	$0	$25,000,000	$25,000,000	12
2017	$300,000,000	$125,000,000	$425,000,000	4
2018	$400,000,000	$25,000,000	$425,000,000	3
2021**	$200,000,000	$50,000,000	$250,000,000	NA
2023**	$153,000,000	$0	$153,000,000	8
2024***	$15,000,000	$0	$15,000,000	NA
2025***	$0	$40,000,000	$40,000,000	NA

Year*	Trunk Highway Bonds	Trunk Highway Funds	Total Funding	Number of Projects
2026	$0	$0	$0	5****
Total	**$1,368,000,000**	**$271,500,000**	**$1,639,500,000**	**42**

**There was no funding provided in 2016, 2019, 2020, 2022 and 2026*
***2021 and 2023 funding were combined ;$22M reserved for future readiness advancement solicitation*
****Funds directed to previously awarded projects*
*****Readiness Advancement Projects funded from 2021 and 2023 reserve*

Table 3: Corridors of Commerce Awarded Projects

Year	District	Route	Project Description	COC Funding
2013	1	Hwy 169	Lane expansion in Itasca County	$7,900,000
2013	2	Hwy 2	Passing lanes between Cass Lake and Deer River	$13,910,000
2013	3	I-94	Auxiliary lanes from Rogers to St. Michael	$31,300,000
2013	4	Hwy 34	Passing lanes between Detroit Lakes and Nevis	$8,612,000
2013	M	Hwy 610	Freeway completion to I-94	$80,300,000
2013	M	I-694	Reconstruction and lane expansion in Arden Hills and Little Canada	$38,800,000
2013	6	Hwy 14	Lane expansion near Owatonna	$12,100,000
2013	7	Hwy 14	Lane expansion from Nicollet to North Mankato; Nicollet bypass	$34,700,000
2013	8	Hwy 23	Passing lanes between Willmar and I-90	$8,686,000
2013	3	Hwy 371*	Lane expansion from Nisswa to Jenkins	$45,400,000
2013	M	I-35W*	I-35W North MnPASS expansion	$18,292,000
2014	6	Hwy 14	Purchase right of way for expansion between Dodge Center and Owatonna	$1,500,000

2014	8, 3	Hwy 23	Environmental work for expansion on two segments, from New London to Paynesville and from Paynesville to Richmond	$1,500,000
2014	4	Hwy 34	Center left turn lane in Detroit Lakes from Hwy 59 to CR 141	$1,900,000
2014	1	Hwy 2	Reconstruction segment of roadway in Deer River	$2,300,000
2015	7	Hwy 14/Hwy 15	Preliminary design work	$700,000
2015	M, 3	I-94	Design options for lane addition	$1,400,000
2015	2	Hwy 11	Design passing lanes	$500,000
2015	6	Hwy 14	Purchase right of way for expansion	$7,300,000
2015	8, 3	Hwy 23	Purchase right of way for expansion	$800,000
2015	4, 3	Hwy 34	Mill and overlay	$3,000,000
2015	M	Hwy 169	Design work for bridge replacement	$1,500,000
2015	M	I-35W	Design work	$5,500,000
2015	M	I-35W	Design work for MnPASS system	$1,100,000
2015	M	Hwy 65	Design work for bridge deck replacement	$1,000,000
2015	M	I-94	Design work for new pavement, bridges, and managed lanes	$2,000,000
2015	M	Hwy 51	Added funding for reconstruction (Snelling Ave)	$1,400,000
2017	3	I-94	Add an auxiliary lane from St. Michael (Trunk Hwy 241) to Albertville (Country Road 37).	$60,000,000
2017	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

2017	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
2017	3	Hwy 169	Convert Hwy 169 to a freeway in Elk River, from Hwy 101 to 197th Avenue	$157,000,000
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
2018	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
2018	M	Hwy 252/I-94	Convert to a freeway and add MnPASS lanes from Dowling to Hwy 610.	$119,000,000
2023	M	Hwy 10	Lane expansion Highway 10 in Coon Rapids from CSAH 78 to CSAH 9	$8,000,000
2023	M	Hwy 13	Grade separation Highway 13 in Savage/Burnsville from Quentin Avenue to Nicollet Avenue	$96,000,000
2023	M	Hwy 65	Grade separation Highway 65 in Blaine from 103rd Avenue to 117th Avenue	$30,000,000
2023	1	Hwy 53	Roadway improvements to Highway 53 from Eveleth to Virginia	$18,000,000
2023	3	I-94	Lane expansion on I-94 from Albertville to Monticello	$78,000,000
2023	3	Hwy 371/Hwy 210	Construct grade separation in Baxter	$58,000,000
2023	6	Hwy 14	Construct grade separation in Byron/Rochester	$60,000,000
2023	8	Hwy 23/Hwy 9	Construct grade separation in New London	$33,000,000

2025	M	I-94/I-494/I-694	Fish Lake Interchange	$2,500,000
2025	M	Hwy 10	Highway 169 to Eastern Border of Elk River	$1,600,000
2025	M	Hwy 47	Interchange at Highway 47 & 85th Avenue	$2,030,000
2025	3	Hwy 15	Roadway improvements on Highway 15 from Highway 23 to Highway 10	$2,500,000
2025	6	Hwy 14	Interchanges at CSAH 3 and CSAH 5	$1,370,000

Details on the active Corridors of Commerce projects from the 2017, 2018, 2021 and 2023 funding 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 funding legislative sessions, refer to Appendix A.

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 Appendix B 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 Awarded with 2017 Corridors of Commerce Funding

Geographic Region	Route	Project Description	COC Funding	Status
Greater Minnesota	I-94*	Add an auxiliary lane from St. Michael (Trunk 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
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	Complete
Greater Minnesota	Hwy 169	Convert Hwy 169 to a freeway in Elk River, from Hwy 101 to 197th Avenue	$157,000,000	Complete

**Project award amount was increased from $56 million because of 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 Awarded with 2018 Corridors of Commerce Funding

Geographic Region	Route	Project Description	COC Funding	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	In Design

**This project came in below the original COC funding award.*
*** Although selected as one project for funding, for efficiency and traffic mitigation construction was done 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 $25 million in cash was held as a contingency to cover potential inflation on all the projects from the 2017 and 2018 legislation.

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 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.

2023 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. Since additional legislation was passed in 2022, there was no 2021 solicitation, but rather a 2022-2023 solicitation included the $250 million in funding from 2021.

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 $403 million. Eight projects were

selected for Corridors of Commerce funding in June of 2023, and $22 million was reserved for a readiness advancement solicitation. The selected 2023 projects are listed in Table 6.

Table 6: Projects Awarded with 2021 & 2023 Corridors of Commerce Funding

Geographic Region	Route	Project Description	COC Funding	Status
Metro Connector	Hwy 10	Lane expansion Highway 10 in Coon Rapids from CSAH 78 to CSAH 9	$8,000,000	Complete
Metro Connector	Hwy 13	Grade separation Highway 13 in Savage/Burnsville from Quentin Avenue to Nicollet Avenue	$96,000,000	In Design
Metro Connector	Hwy 65	Grade separation Highway 65 in Blaine from 103rd Avenue to 117th Avenue	$30,000,000	Under construction
Regional Center	Hwy 53	Roadway improvements to Highway 53 from Eveleth to Virginia	$18,000,000	Complete
Regional Center	I-94	Lane expansion on I-94 from Albertville to Monticello	$78,000,000	Under construction
Regional Center	Hwy 371/Hwy 210	Construct grade separation in Baxter	$58,000,000	In Design
Regional Center	Hwy 14	Construct grade separation in Byron/Rochester	$60,000,000	Under construction
Regional Center	Hwy 23/Hwy 9	Construct grade separation in New London	$33,000,000	In Design

2025 Corridors of Commerce Readiness Advancement Summary

In 2025, MnDOT utilized the $22 million reserved in 2023 for the first-ever solicitation for Corridors of Commerce projects for Readiness Advancement funding. Five nominated projects were selected, with a total of $10 million in funds used for readiness development activities to prepare for future consideration during a solicitation for Corridors of Commerce construction funds. The awarded projects are listed below in Table 7.

Table 7: Projects Awarded with 2021 & 2023 Corridors of Commerce Readiness Advancement Funding

Geographic Region	Route	Project Description	COC Funding	Status
Metro	I-94/I-494/I-694	Fish Lake Interchange	$2,500,000	Contracting
Metro Connector	Hwy 10	Highway 169 to Eastern Border of Elk River	$1,600,000	Scope development
Metro Connector	Hwy 47	Interchange at Highway 47 & 85th Avenue	$2,030,000	Scope development
Regional Center	Hwy 15	Roadway improvements on Highway 15 from Highway 23 to Highway 10	$2,500,000	Contracting
Regional Center	Hwy 14	Interchanges at CSAH 3 and CSAH 5	$1,370,000	Scope Development

Program Effectiveness Evaluation Summary

A feature of the Corridors of Commerce program is legislative direction to incorporate into the legislative report the "results of an independent evaluation of impacts and effectiveness of the program," which is to be provided biennially starting in 2016.[4] MnDOT staff not involved with regular Corridors of Commerce program implementation performed the analysis. Findings are summarized below, and the full evaluation is provided in Appendix D.

The program effectiveness evaluation reviewed Corridors of Commerce projects that are now complete and funded from the initial implementation in 2013, projects from the 2014 selection round, projects from the 2015 project selection round, two projects from the 2017 selection round and two projects from the 2018 selection round. A highway project is typically a multiyear endeavor and proceeds through project development (such as design, engineering, and environmental analysis) and construction steps. As a result, for this evaluation there are 19 completed projects ready for review. The projects are listed in Table 9 below.

4 Minn. Stat. 161.088, subd. 7 (b).

Table 8: Completed Projects for Evaluation

District	Route	Construction End Month
2	Hwy 2 (Passing lanes from Cass Lake to Deer River)	Oct. 2015
3	I-94 (Rogers to St. Michael)	Oct. 2015
Metro	Hwy 51 (Snelling Avenue reconstruction)	Oct. 2015
6	Hwy 14 ("Segment 1" of Owatonna to Dodge Center)	Oct. 2015
4	Hwy 34 (Passing lanes from Detroit Lakes to Nevis)	Nov. 2015
Metro	Hwy 610 (CSAH 81 to I-94)	Oct. 2016
8	Hwy 23 (Passing lanes -- South)	Aug. 2016
8	Hwy 23 (Passing lanes – North)	Oct. 2016
7	Hwy 14 (North Mankato to Nicollet)	Nov. 2016
4	Hwy 34 (Center left turn lane in Detroit Lakes / Mill and overlay)	Aug. 2017
2	Hwy 2 (Reconstruct in Deer River)	Aug. 2017
Metro	I-694 (Lexington Avenue to Rice Street)	Sept. 2017
3	Hwy 371	Oct. 2017
1	Hwy 169	June 2018
6	Hwy 14 (Owatonna to Dodge Center, Phase 2)	Nov. 2021
3	I-94 (St. Michael to Albertville)	Dec. 2021
3	Hwy 23 (North Gap)	Nov. 2023

District	Route	Construction End Month
8	Hwy 23 (South Gap)	Oct. 2024
3	Hwy 169 (Elk River freeway conversion)	Nov. 2024

The evaluation focuses on the quantifiable criteria used in selecting projects, outlined below.

- **Construction timing and duration:** Project delivery effectiveness was gauged by comparing the original estimates of construction start date (made when projects were selected into the program) to actual commencement and completion of construction work.
- **Construction cost:** Cost management and oversight was reviewed by comparing construction cost estimates made at different points in the project development process and final cost amounts.
- **Vehicle speeds:** Traffic speed can be used to measure roadway capacity and efficient movement. Speed for both passenger automobiles and trucks were examined, comparing speed averages prior to construction against both predicted and observed speeds following project completion.
- **Traffic safety:** Crash incidence and severity. Crash data provides an important way to help identify changes in traffic safety at each of the project locations. However, it is too soon following construction to be able to obtain valid information on crash rates in the areas of some of the Corridors of Commerce projects. The evaluation established an analytical approach that can be used—once sufficient post-construction data is available—to identify any likely change in crashes. This approach is based on comparing crash incidents before and after a given Corridors of Commerce project.
- **Freight movement:** Commercial vehicle traffic growth. To track developments in freight movement, a trend analysis evaluation technique was created that reviews truck traffic changes in each of the Corridors of Commerce project corridors. This technique is designed to isolate traffic impacts that are more likely to come from the Corridors of Commerce project itself. It reviews heavy commercial vehicle growth over a period of years prior to each project, while adjusting for general statewide growth in truck traffic. As with the analysis of crashes, in some instances there is too little post-construction traffic data to observe whether there is commercial vehicle growth (beyond a general statewide “baseline”) that is attributable to the Corridors of Commerce project.

Summarizing the findings, the set of completed Corridors of Commerce projects uniformly score well on the dimension of construction scheduling, namely timing and duration. In all projects, construction started before or in the originally estimated year. The majority of projects also demonstrate effective cost management throughout their development cycle with respect to initial construction cost estimates, shown by final construction costs coming in below the initial estimates. All of the project locations evaluated in this study now support measurably higher vehicle speeds than the pre-expansion baseline levels, although the magnitude of the speed improvement varies based on the type of project.

The evaluation of traffic safety outcomes reveals generally mixed results. While some of the projects, such as the improvements along U.S. Highway 14 near Mankato and Owatonna, show substantial improvement in crash rates, other projects have seen increases in these rates in the limited time since their completion. The analysis of fatal and

serious injury crashes near the project locations includes some detail about specific instances of such crashes in order to better understand the likely causes of these crashes.

The analysis of freight movement growth likewise shows a mixed set of outcomes among the projects covered in the evaluation. In many cases, increases in truck volumes following project completion fall within the year-to-year level of variability in observed levels of truck traffic. Moreover, many of the project locations have been impacted by recent changes in methods of traffic data collection, including vehicle classification methods. This transition has made difficult the task of identifying consistent, long-term trends in truck volumes at many of the project locations.

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: Original Projects Awarded with 2013 Corridors of Commerce Funding

District	Route	Project Description	Project Category	Project Delivery Funding	Construction Funding	Total COC Funding	Status
1	Hwy 169	Lane expansion in Itasca County	Freight Bottleneck	$1,800,000	$6,100,000	$7,900,000	Complete
2	Hwy 2	Passing lanes between Cass Lake and Deer River	Freight Bottleneck	$110,000	$13,800,000	$13,910,000	Complete
3	I-94	Auxiliary lanes from Rogers to St. Michael	IRC Capacity Improvement	$2,900,000	$28,400,000	$31,300,000	Complete
4	Hwy 34	Passing lanes between Detroit Lakes and Nevis	Freight Bottleneck	$46,000	$8,566,000	$8,612,000	Complete
M	Hwy 610	Freeway completion to I-94	Metro Capacity Improvement	$4,643,000	$75,657,000	$80,300,000	Complete
M	I-694	Reconstruction and lane expansion in Arden Hills and Little Canada	Metro Capacity Improvement	$2,800,000	$36,000,000	$38,800,000	Complete

District	Route	Project Description	Project Category	Project Delivery Funding	Construction Funding	Total COC Funding	Status
6	Hwy 14	Lane expansion near Owatonna	IRC Capacity Improvement	$46,000	$12,054,000	$12,100,000	Complete
7	Hwy 14	Lane expansion from Nicollet to North Mankato; Nicollet bypass	IRC Capacity Improvement	$2,200,000	$32,500,000	$34,700,000	Complete
8	Hwy 23	Passing lanes between Willmar and I-90	Freight Bottleneck	$286,000	$8,400,000	$8,686,000	Complete

Table A2: Additional Projects Awarded with 2013 Corridors of Commerce Funding

District	Route	Project Description	Project Category	Project Delivery Funding	Construction Funding	Total COC Funding	Status
3	Hwy 371	Lane expansion from Nisswa to Jenkins	IRC Capacity Improvement	$3,500,000	$41,900,000	$45,400,000	Complete
M	I-35W	I-35W North MnPASS expansion	Metro Capacity Improvement	$3,000,000	$15,300,000	$18,292,000	Complete

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 A3: Projects Awarded with 2014 Corridors of Commerce Funding

District	Route	Project Description	Project Category	Cost Estimate	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 except 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 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 A4: Projects Awarded with 2015 Corridors of Commerce Funding

District	Route	Project Description	Project Category	COC Funding	Status
7	Hwy 14 / Hwy 15	Preliminary design work	Freight Improvement	$700,000 (actual cost about $1,000,000)	Complete
M, 3	I-94	Design options for lane addition	IRC Capacity Development	$1,400,000	Complete
2	Hwy 11	Design passing lanes	Freight Improvement	$500,000	Complete
6	Hwy 14	Purchase right of way for expansion	IRC Capacity Development	$7,300,000	Complete
8, 3	Hwy 23	Purchase right of way for expansion	IRC Capacity Development	$800,000	Complete

District	Route	Project Description	Project Category	COC Funding	Status
4, 3	Hwy 34	Mill and overlay	Freight Movement Preservation	$3,000,000	Complete
M	Hwy 169	Design work for bridge replacement	Freight Movement Preservation	$1,500,000	Complete
M	I-35W	Design work	Freight Movement Preservation	$5,500,000	Complete
M	I-35W	Design work for MnPASS system	Metro Capacity Development	$1,100,000	Complete
M	Hwy 65	Design work for bridge deck replacement	Freight Movement Preservation	$1,000,000	Complete
M	I-94	Design work for new pavement, bridges and managed lanes	Metro Capacity Development	$2,000,000	Complete
M	Hwy 51 Snelling Ave	Added funding for reconstruction	Freight Improvement	$1,400,000	Complete

Appendix B: 2017 and 2018 Funding Scores

Table B1: Greater Minnesota Scores

District	Route	Project Description	Funding Requested	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
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 Mahnomen 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	Brownton 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

Note: Projects with Intense Emphasis indicate those selected

Table B2: Metro Scores

District	Route	Project Description*	Funding Requested	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
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

Note: Projects with Intense Emphasis indicate those selected

Appendix C: 2021 and 2023 Funding Scores

Table C1: Regional Center Scores

District	Route	Project Description	Funding Requested	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

Note: Projects with Intense Emphasis indicate those selected

Table C2: Metro Connector Scores

District	Route	Project Description	Funding Requested	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

Note: Projects with Intense Emphasis indicate those selected

Table C3: Metro Scores

District	Route	Project Description	Funding Requested	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: No projects selected

Appendix D: 2026 Program Effectiveness Evaluation

This appendix provides the results of an evaluation of the Corridors of Commerce program. The discussion includes analysis and methodology details. As directed in the statute, the evaluation was performed by MnDOT staff independent of those who oversee regular program implementation.

At the time of the last evaluation (August 2024), there were 17 projects funded through previous rounds of the program that are substantially complete and open to traffic. These include the nine projects funded through the initial 2013 Corridors of Commerce program (listed in Table 1), two of the projects funded by fiscal year 2014 legislation and three from fiscal year 2015. The 2014 projects include the reconstruction of Highway 2 through the City of Deer River, and the addition of a center left turn lane along Highway 34 in the city of Detroit Lakes. The 2015 projects include the two to four-lane expansion of Highway 371 from Nisswa to Jenkins, the reconstruction of a portion of Highway 51 (also known as Snelling Avenue) within the city of Saint Paul, and a mill and overlay project on Highway 34 in and near Detroit Lakes. The Highway 34 project was bundled together with the 2014 turn lane project for contracting and construction efficiency and will be treated as a single project for evaluation purposes. Together, these projects form the set of evaluated projects. Two additional projects, one funded in 2017 and the other in 2018, have been completed since the last evaluation and are included in the present study, bringing the total to 19.

Evaluation Criteria and Considerations

The 2015 legislative report on Corridors of Commerce[5] lists the following criteria that were applied to candidate projects in 2013 after pre-screening for delivery time frame and amount of additional funding required:

- Construction start date
- Relative return on investment
- Travel time improvement
- Local support
- Multimodal connection

The first three factors translate most readily to quantitative comparisons, which are the appropriate starting points in choosing the objective measures used for this evaluation. The target measures are identified below. The recent completion of some Corridors of Commerce projects means before/after data is not yet available in some cases. The comparison data is also limited because there are projects approved for Corridors of Commerce funding in subsequent years that partially overlap areas already improved by the 2013 projects. These overlaps are noted where they occur.

Projects are judged by whether they are performing in line with expectations with respect to the following:

- Construction timing and duration
- Construction cost
- Vehicle speeds

6 Minnesota Department of Transportation, "2015 Report on the Corridors of Commerce Program", (see bottom of page 5)

- Crash incidence and severity
- Heavy commercial vehicle traffic growth

Even where data exists to allow for comparisons between (1) the scoping and selection phase and (2) early post-opening operations on the facility, strict causality cannot be reliably assigned to each improvement funded under Corridors of Commerce. This is due to the difficulty of controlling all other behavioral, economic, engineering and sample size considerations.

Instead, the analysis seeks correlations and directional trends to understand how the priorities advanced by the Corridors of Commerce legislation are being brought to life.

Lastly, while all 19 of the projects identified for evaluation are effectively complete and open to traffic, the set of projects available for evaluation on each of the five criteria listed above will vary depending on data availability, timing of project completion and applicability. All projects will be evaluated on the construction timing and cost criteria but some of the projects will necessarily be left out of the analysis of the other three criteria.

Each project is populated with the best available estimates and projections, most specific and closest to the time of construction. In most cases, the planning or predicted values dating from the time of project selection are obtained from high-level modeling conducted by MnDOT's Office of Transportation System Management. For any projects with more detailed third-party consultant studies preceding construction, those results are shown here and supersede the preliminary planning inputs.

Construction Timing and Duration

Table D1 checks the actual beginning and endpoints of construction against the timing anticipated during project selection. (Expectations for duration or construction finish were not then established or known.) The construction schedule is defined as running from when traffic on the corridor first experiences road work impacts such as reduced speeds, temporary lane reconfigurations and related disruption. Similarly, the end of construction is considered to be the time when free-flow conditions are restored, as confirmed with project managers. This timing may not coincide with the dates specified in the contract in every case, due to preparation and wrap-up work undertaken that does not noticeably affect the roadway environment.

Table D1: Completed Project Construction Dates

District	Route	Potential Start Time Frame (estimate)	Contract Letting Month	Construction Start Month	Construction End Month
6	Hwy 14 (Phase 1)	2014 - 2015	Apr. 2014	July 2014	Oct. 2015
3	I-94	2016 - 2018	May 2014	July 2014	Oct. 2015
4	Hwy 34	2014 - 2015	June 2014	Aug. 2014	Nov. 2015

District	Route	Potential Start Time Frame (estimate)	Contract Letting Month	Construction Start Month	Construction End Month
2	Hwy 2	2016 - 2018	Aug. 2014	Oct. 2014	Oct. 2015
M	Hwy 610	2014 - 2015	Aug. 2014	Oct. 2014	Oct. 2016
M	Hwy 51	Summer 2015	Mar. 2015	May 2015	Oct. 2015
7	Hwy 14	2016 - 2018	May 2015	June 2015	Nov. 2016
3	Hwy 371	2016 - 2017	Oct. 2015	Feb. 2016	Oct. 2017
8	Hwy 23 (South)	2016 - 2018	Oct. 2015	May 2016	Aug. 2016
M	I-694	Spring 2016	Nov. 2015	Feb. 2016	Sept. 2017
4	Hwy 34	Summer 2016	Feb. 2016	July 2016	Aug. 2017
8	Hwy 23 (North)	2016 - 2018	Apr. 2016	June 2016	Oct. 2016
1	Hwy 169	Summer 2016	June 2016	Sept. 2016	June 2018
2	Hwy 2	Summer 2017	Mar. 2017	June 2017	Aug. 2017
3	I-94	Spring 2019	Mar. 2019	Aug. 2019	Dec. 2021
6	Hwy 14 (Phase 2)	Spring 2020	Aug. 2019	Feb. 2020	Nov. 2021
3	TH 23 (North Gap)	Spring 2022	Dec. 2021	Apr. 2022	Nov. 2023
8	TH 23 (South Gap)	Spring 2024	Nov. 2022	May 2023	Oct. 2024
3	TH 169 Freeway	Spring 2022	Feb. 2022	Apr. 2022	Nov. 2024

All the projects listed meet the broad guidelines specified for groundbreaking, and two of the projects were finished before the first year shown in their preliminary start schedules. These comparisons justify the high deliverability rating assigned to the awarded projects. Note also that the project adding several passing lane segments along Highway 23 in District 8 was split into two separate sponsored projects, identified in Tables D1 and D2 as the north and south sections. Accordingly, these two projects are treated separately in this instance, since they were conceived with different start and contract letting dates; however, for most of the remaining sections of the analysis not related to project delivery, these two projects will be treated as a single project.

The TH 23 projects listed in Districts 3 and 8 (the North and South "Gap" expansion projects between Paynesville and Richmond and New London and Paynesville, respectively), are entirely separate from the passing lane projects in District 8. These two projects were jointly funded as a single Corridors of Commerce solicitation and received $95 million in grant funding through the program. Work on the projects was staggered, with construction on the North Gap project being completed by late 2023 and the South Gap project open to traffic by late 2024.

Construction Cost

Table D2 compares project cost estimates recorded at four major development stages. Chronologically from earliest to most current, the snapshots describe the cost progression from: the original construction estimate;[6] the pre-letting engineer's estimate; the awarded contractor bid; and the final total payment by MnDOT to the contractor (designated as the 95 percent or more complete value certified amount).

Table D2: Completed Project Construction Cost Comparison (millions)

District	Route	Original Construction	Engineer's Estimate (EE)	Awarded Bid (BID)	Final Amount (FINAL)
6	TH 14 (Phase 1)	$15.0	$12.6	$12.0	$11.1
3	I-94 (Rogers to St. Michael)	$32.4	$30.6	$28.3	$28.4
4	TH 34 (Passing lanes)	$10.0	$9.0	$7.9	$8.5
2	TH 2 (Passing lanes)	$10.5	$10.8	$13.3	$14.1
M	Hwy 610	$100.3	$83.6	$80.7	$80.3
M	TH 51 reconstruct	$7.1	$10.5	$12.9	$13.3

6 2013 estimates were presented in the "Construction Letting (Estimate)" field of Figure 1 on page 6 of the 2015 Report on the Corridors of Commerce Program and exclude project delivery expense.

District	Route	Original Construction	Engineer's Estimate (EE)	Awarded Bid (BID)	Final Amount (FINAL)
7	TH 14 (Mankato to Nicollet)	$38.5	$31.2	$31.7	$33.6
3	TH 371 Expansion	$41.9	$56.9	$49.9	$50.2
8	TH 23 Passing Lanes (South)	$10.9	$4.3	$4.1	$4.3
M	I-694	$42.3	$35.0	$34.7	$35.0
4	TH 34 (turn lanes)	$3.7	$2.7	$2.6	$2.6
8	TH 23 Passing Lanes (North)	$10.9	$4.1	$3.9	$3.8
1	TH 169 (Taconite)	$8.3	$6.7	$5.9	$6.3
2	TH 2 (Reconstruct)	$1.5	$1.9	$2.2	$2.5
3	I-94 (St. Michael to Albertville)	$70.6	$68.7	$71.0	$68.9
6	TH 14 (Phase 2)	$160.0	$118.9	$108.0	$110.4
3	TH 23 (North Gap)	$42.8	$41.4	$41.8	$43.1
8	TH 23 (South Gap)	$38.0	$37.0	$34.5	$34.2
3	TH 169 Freeway Conversion	$127.5	$122.9	$123.1	$127.7

Note that in Table D2 the original construction cost estimates for the north and south segments of the Highway 23 passing lanes project are identical. This reflects the original construction cost for the project applying to the entire corridor, including both segments. Also, as noted previously, the Highway 34 turn lanes project was combined with a mill and overlay project on a concurrent section of the highway. So, the original construction cost estimate reflects the combined estimates for both project components rather than just the construction of the turn lanes.

Findings

For most of the projects examined, except for the two projects located on Highway 2 and Highway 51 reconstruction, none of the engineer's estimates, awarded bids or final amounts are greater than the original construction estimate. This is one indicator of desired cost control and oversight. In other words, no more resources were consumed at later project stages than what was initially expected at the time of project selection. Additionally, only these three projects and the expansion of Highway 14 between North Mankato and Nicollet resulted in awarded bids and/or final amounts that were above the engineer's estimate. The final amounts for construction cost all remain close to the awarded bid amounts. Only in one instance (the Highway 2 reconstruction project in Deer River) does the final amount exceed the awarded bid by more than 10 percent.

Only for the pair of Highway 2 projects and the Highway 51 reconstruction project are estimated and actual costs continually increase over the course of project preparation and execution from the low of the original estimate to the final amount. The biggest escalation in cost of $2.5 million (24 percent of the original estimate) occurs between the engineer's estimate and awarded bid values for the passing lanes project. In contrast, the largest increase in cost for the Highway 2 reconstruction project occurs earlier in the project development process, between the original construction estimate and the development of the engineer's estimate.

The second phase of the TH 14 project between Owatonna and Dodge Center is one of the more complex projects to evaluate. In addition to being part of a larger project, the first phase of which was funded five years earlier, and for which some aspects of project development had already been completed prior to the project's funding through Corridors of Commerce, the project was also delivered through a design-build method. Under this approach the contractor was responsible for both final design of the project and construction. This accounts for much of the discrepancy between the project's original estimate and estimates at later phases of development. Some of the funding through the Corridors of Commerce grant was applied to other project-related costs, including right-of-way acquisition, utility relocation, and consultant contracts. The project had also benefited from two prior grants, obtained in 2014 and 2015, for the purpose of right-of-way acquisition.

The TH 23 North Gap project maintained consistent cost estimates throughout the project development process. The $42.8 million original cost estimate was a total project cost estimate produced in May 2018, and which assumed construction to proceed in 2022. Of note, this estimate does not include a small grant award received through the 2014 Corridors of Commerce funding cycle, which was applied toward environmental review activities on the North Gap project and nearby TH 23 South Gap project between Paynesville and New London. Project cost estimates for the North Gap project were prepared jointly with the estimates for the South Gap project. The total project cost estimate (TPCE) for both projects was approximately $105.8 million, split 55/45 between the North and South gaps. Of the $47.2 million budgeted for the South Gap project, an estimated $38 million was allocated for construction, as indicated in Table D2. The awarded bid for this project came in approximately $3.5 million lower than this amount, with the final construction cost slightly lower still at $34.2 million.

Completed late in 2024, the TH 169 freeway conversion project in Elk River started within its anticipated time frame of Spring 2022 and continued for three full construction seasons. The original construction cost estimate for this project at the time of grant application was $127.5 million. As indicated in Table D2, a later pre-letting engineer's estimate and the awarded bid for the project came in roughly $4 million lower than this amount. The final construction cost amount came in closer to the original estimate at $127.7 million.

Vehicle Speeds

Another requirement of the Corridors of Commerce legislation is that project selection must consider "efficiency in the movement of freight, including… measures of congestion or travel time reliability."[7] Although recurring reliability problems such as weather events or rush hour backups affect vehicle speeds, these types of events have at most a secondary influence on most of the Corridors of Commerce candidate routes, because these projects are located outside of the Twin Cities metro area and do not experience significant congestion-related delays or travel time variability. The measurement of reliability remains less systematic and routine than other traffic benchmarks, although progress is being made through pilot research led by MnDOT's Metro District that draws on new data collection technology to obtain, validate and report regular, widespread reliability information in the future. For these reasons, travel efficiency is chiefly judged by reference to average vehicle speeds, recorded for autos and trucks.

Required decades ago, as a condition for receiving federal highway funding, speed monitoring was left up to state discretion in 1995, and since then has been carried out as a voluntary service by MnDOT to facilitate statewide analysis. Speed monitoring generally involves two methods to collect data. Fixed-point automated speed monitoring stations continuously collect geographically dispersed data for all state-owned roadway classifications—urban and rural, divided/undivided highways and limited-access freeways. Average travel speeds have traditionally been estimated based on vehicle volume, capacity, and presence of intersection traffic control. More recently, the availability of data from global positioning system, GPS, readings from smartphones and on-board navigation units are providing a new source of speed data with better spatial coverage and more regular reporting.

Overlapping with Corridors of Commerce improvements around the state, a multiyear review was under way of speed limits governing two-lane highways having a posted limit of 55 miles per hour. The study, required by a 2014 law[8], was initiated in 2014 and was completed in 2018. For each qualifying location, the review considered engineering and safety criteria to determine the appropriateness of raising the posted speed limit to 60 miles per hour. The year-by-year list of evaluated routes is contained in the report published in January 2018.[9]

The completion of this speed limit review resulted in three of the highways under study corresponding to Corridors of Commerce projects receiving higher posted speed limits. The corridor of TH 34 between Detroit Lakes and Nevis had its speed limit increased from 55 to 60 miles per hour, though not until after the completion of the construction of the passing lane segments. TH 14 between Owatonna and Dodge Center also had its speed limit raised from 55 to 60 miles per hour, though this did not affect the first phase of the project which had its speed limit raised to 65 as part of the four-lane expansion. This portion of the project opened to traffic in late 2015. The second phase of the project was impacted by the increase following a 2018 review, though its implementation overlapped substantially with construction on this second phase beginning in early 2020, thus confounding the impact of the new speed limit with speed restrictions associated with the project's work zone. The third project affected by speed limit review was the two to four-lane expansion of TH 23 between Paynesville and Richmond in District 3. This was one of the earlier highway corridors to undergo a speed limit review, with its review taking place in 2014. The expansion project was

7 Minn. Stat. 161.088, subd. 5.

8 Laws 2014, Chapter 312, art. 11, sec. 36

9 Minnesota Department of Transportation, "2018 Report on the Evaluation of Certain Highway Speed Limits," Jan. 2019.

not completed until approximately eight years later, meaning that the effect of the project on speeds should be distinct from the effect of the speed limit increase.

The most recent speed limit report makes a point equally relevant to the Corridors of Commerce assessment about the nature of the relationship between faster allowed speeds and resulting safety outcomes:

> *It is important to remember that raising a posted speed limit is not inherently making a road "less safe." A properly selected speed limit can increase the safety of the roadway by creating uniform travel speeds for all vehicles, and by setting realistic driver expectations of those trying to cross or enter the roadway.*[10]

In other words, there is not necessarily a tradeoff between speed and safety of travel. This uncertainty supports the independent testing within each completed corridor of the speed and safety criteria described in this evaluation.

When investigating typical, representative speed conditions, there are two common reporting practices depending on context. Return on investment modeling, including the modeling that is run during Corridors of Commerce screening, adopts the simple arithmetic mean for an average measure, dividing vehicle miles traveled by vehicle hours traveled. Alternatively, engineering analysis of speed differentials for individual vehicles shows summary statistics in percentile terms, which has the effect of minimizing the impact of extreme but rare high- and low-speed (e.g., farm tractor) observations. Future reports may use both reporting practices; however, this update of the report relies on the former.

Since there are so many vehicles traveling at very similar speeds clustered around the posted speed limit, before-and-after mean speed comparisons tend to show larger changes rather than when using an equivalent percentile measurement. Likewise, speed changes will be greater when focusing on peak time-of-day travel—defined as 6 to 9 a.m. and 4 to 7 p.m.—instead of 24-hour averages that include relatively uncongested intervals. To understand the magnitude of improvement under the high-traffic conditions of greatest concern to drivers, the actual speed data that follows is restricted to peak hours. Obtaining custom, timely actual speed information has historically been difficult, until the introduction of a still-emerging breakthrough technology application developed to advance regulatory effectiveness. As part of the Federal Highway Administration's National Performance Management Research Data Set, also called NPMRDS, private sector probe data is available for analysis by public agencies at the federal, state, and municipal levels on a near-real time basis. Specifically, actual average travel times—and by extension vehicle speeds—are reported around the clock and throughout the year in monthly data tables containing fine detail by time-of-day (down to five-minute slices). Travel time information is obtained from smartphones, dedicated navigation devices, integrated personal vehicle technology and freight fleet reporting coordinated by the research division of the largest national trucking trade association. Roadway network coverage consists of all Corridors of Commerce locations selected to date. However, NPMRDS breaks highways into segments known as traffic message channels. In some cases, Corridor of Commerce project areas do not align well with TMC segments. Streetlight Data provides a similar data set to NPMRDS and allows users to manually select start and end locations. Instances that use Streetlight Data are noted in the analysis.

10 Ibid., p. 7

Analysis of Vehicle Speeds

Table D3 contains 2025 data on mean speeds for each evaluated Corridors of Commerce project with passenger car and truck speeds separated. Observations are drawn from AM and PM Peak periods, corresponding to 6-9 AM and 4-7 PM. Most of the reported speeds for passenger cars are slightly higher than those for commercial trucks, typically within two to three miles per hour though the gap is a bit larger for the Interstate 94 projects, both of which have posted speeds of 70 miles per hour.

Table D3: Comparison of Auto and Truck Observed Mean Vehicle Speed Estimates for 2025

Hwy	Description	Autos Observed over Peak Period: Jan-June 2025	Trucks Observed over Peak Period: Jan-June 2025
I-694	Lexington to Junction I-35E	56.6	56.2
I-94	Rogers to St Michael	72.0	68.2
TH 23	Passing Lanes – North*,**	58.0	59.0
TH 23	Passing Lanes – South*,**	58.5	58.9
TH 34	Passing Lanes*,**	59.1	57.5
TH 34	Turn Lanes	27.6	29.3
TH 371	Nisswa to Jenkins	63.6	61.8
TH 14	Mankato to Nicollet	68.8	67.2
TH 14	Owatonna to Dodge Center Phase 1*	69.6	67.6
TH 14	Owatonna to Dodge Center Phase 2*	70.0	67.6
TH 169	Near Taconite *,**	62.5	56.7
TH 2	Passing Lanes	60.5	54.4
I-94	St. Michael to Albertville	70.7	67.7

Hwy	Description	Autos Observed over Peak Period: Jan-June 2025	Trucks Observed over Peak Period: Jan-June 2025
TH 23	Paynesville to Richmond	67.6	65.3
TH 23	New London to Paynesville	66.4	66.2
TH 169	Elk River Freeway	60.5	59.4

** Used Streetlight data, which does not have the capability to separate light duty vehicles from heavy trucks, but does have the ability to isolate truck speeds*
*** Either AM, PM, or both AM and PM speeds were not available, so daily speeds were used in conjunction with any specific speed data provided by Streetlight.*
Streetlight.

Tables D4-D7 take a closer look at 2025 speed averages for four Corridors of Commerce projects. Each of the four projects is located in the Twin Cities metropolitan area and are considered projects for which commute flows and high peak-period volumes might affect directional, peak-period speeds. Average speeds in the four tables are disaggregated by vehicle type, direction (east and west), and AM and PM peak periods. In most cases, traffic flows at speeds close to the posted speed limit, indicating little or no effect of congestion following project completion. The exception is Interstate 694, which shows moderate reduction in speeds during the peak period, particularly in the eastbound direction and during the PM Peak period. The previous (2024) evaluation of Corridors of Commerce projects also included a more detailed analysis of a series of passing lane sections on TH 23 between Willmar and Interstate 90. Due to a lack of significant findings regarding directional speed differences, this project was replaced in the current analysis by the TH 169 freeway conversion project.

Table D4: Breakout Comparison of I-694 during AM and PM Peak Periods in 2025

I-694	East	West	I-694	East	West
Autos			**Trucks**		
AM	56.5	62.6	**AM**	57.8	60.4
PM	51.2	56.1	**PM**	50.3	56.1

Table D5: Breakout Comparison of I-94 (Rogers to St. Michael, MN) during AM and PM Peak Periods in 2025

I-94	East	West	I-94	East	West
Autos			**Trucks**		

I-94	East	West	I-94	East	West
AM	72.3	73.1	**AM**	68.2	68.9
PM	73.0	69.6	**PM**	68.4	67.2

Table D6: Breakout Comparison of I-94 (St. Michael to Albertville, MN) during AM and PM Peak Periods in 2025

I-94	East	West			
Autos			**Trucks**		
AM	73.2	70.0	**AM**	69.7	67.0
PM	72.7	67.1	**PM**	68.7	65.3

Table D7: Breakout Comparison of Trunk Highway 169 (Elk River) Speeds During AM and PM Peak Periods in 2025

TH 169	North	South			
Autos			**Trucks**		
AM	59.4	62.6	**AM**	57.7	60.1
PM	58.2	61.9	**PM**	60.0	59.7

Table D8 contains speed information for each evaluated Corridors of Commerce project. Columns on the left display the absolute mean speeds estimated under baseline capacities and predicted after the Corridors of Commerce enhancements. The rightmost columns provide actual NPMRDS, or StreetLight, speed point estimates recorded at peak times and averaged across all vehicles for the first six months[11] of 2014, 2019, 2021, 2023, and 2025. Given the staggered construction start and end dates for the projects under evaluation, these two six-month periods capture pre- and post-construction conditions for nearly all projects while also controlling for seasonal effects. The inclusion of the years 2019 and 2021 also provide benchmarks for conditions before and immediately after the COVID-19 Pandemic, accounting for sharp changes in travel demand which may affect observed speeds.

11 The NPMRDS speed data series begins in July 2013, making the presence of some winter months unavoidable in the pre-construction baseline. Future evaluation iterations can test the stability of post-construction speed snapshots so as to qualitatively control for unusually severe or mild winters.

Table D8: Comparison of Estimated/Predicted and Observed Mean Vehicle Speed Estimates[12]

		Estimated/Predicted (absolute mean speeds)				Observed Passenger and Truck Peak Periods				
		Auto		Truck		Combined Auto and Truck				
Route	Description	Baseline	Improved	Baseline	Improved	Jan-June 2014	Jan-June 2019	Jan-June 2021	Jan-June 2023	Jan-June 2025
TH 2	Passing Lanes	55	60	55	55	54.0	52.2	57.1	56.7	57.8
I-94	Rogers to St. Michael	62	70	62	65	61.1	62.2	65.9	69.8	70.4
TH 34	Passing Lanes	55	60	55	60	49.8	54.6*	53.2	62.3*,**	58.5*,**
TH 14	Owatonna to Dodge Center Phase 1	55	65	55	65	58.7*	62.7*	64.3*	66.9*	68.8
TH 14	Owatonna to Dodge Center Phase 2	60	65	60	65	56.0	57.8	59.2^	67.7	69.1
TH 14	Mankato to Nicollet	55	65	55	65	54.0	64.3	66.7	65.9*	68.1
TH 23	Passing Lanes - North	55	60	55	60	53.8	55.2	56.8	56.0	58.7*,**

12 Because sample size is suppressed in the NPMRDS data made available, a margin of error cannot be calculated for observed speeds. Everything else being equal, higher-volume roads will have more precise estimates.

TH 23	Passing Lanes - South	55	60	55	60	53.8	55.4	57.6	59.8	58.3*,**
TH 34	Turn Lanes	30	30	30	30	26.6	27.4	27	27.4	28.5
TH 371	Nisswa to Jenkins	52	60	52	60	47.3	59.7	61.6	60.9	63.0
I-694	Lexington Ave to Junction I-35E	60	60	60	60	43.5	56.5	62.2	61.9	56.3
TH 169	Near Taconite	55	65	55	65	54.5*	60.5*	62.1*	62.7*,**	61.7
I-94	St. Michael to Albertville	70	70	70	70	62.2	65.1	67.2	69.8	69.4
TH 23	Paynesville to Richmond	60	65	60	65	54.6	60.2	62.3	66.1	66.7
TH 23	New London to Paynesville	60	65	60	65	57.6	62.1	63.6	59.0	66.3
TH 169	Elk River Freeway	55	65	55	65	37.8	40.3	41.7	43.4	59.6

** Calculated using Streetlight*

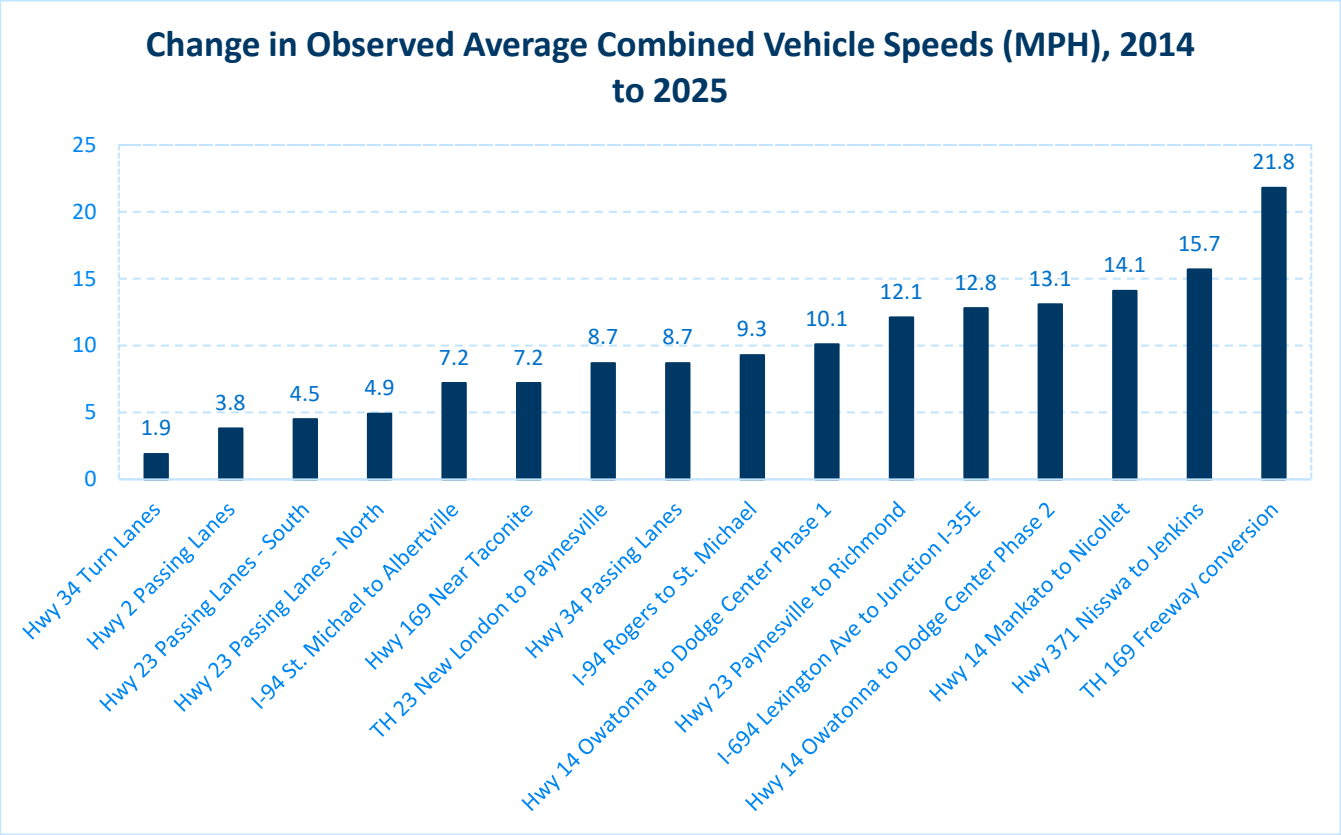
*** Either AM, PM, or both AM and PM speeds were not available, so daily speeds were used in conjunction with any specific speed data provided by Streetlight.*

****2014 data not available via Streetlight*

^ Project under construction during year

Figure D1 below highlights the observed changes in speed for autos and trucks, comparing the January through June period of 2014 to the same period in 2023. Ascending or positive data points indicate higher observed speeds following the completion of a given project. For most projects, the change in observed speeds tends to follow the change in posted speed limits permitted by the project's completion. For example, most two to four-lane expansion projects tend to allow for an increase in posted speeds of between 5 and 10 miles per hour, depending on the speed limit prior to construction.

Figure D1: Change in Peak-Period Vehicle Speeds (miles per hour) for January-June 2014 Compared to January-June 2025



Findings

The results displayed in Figure D1 indicate that all the projects examined here showed at least some observed increase in average speeds between the first half of 2014 and 2025. Highway expansion projects tended to show the largest increase in average peak-period speeds among those sampled. The most dramatic increase in speeds was produced by the TH 169 freeway conversion in Elk River, which increased average peak-period speeds by nearly 22 miles per hour relative to 2014 speeds. The next-largest speed increase was recorded on Highway 371 between Nisswa and Jenkins. This project involved capacity expansion from two to four lanes with a bypass of the city of Pequot Lakes on a new roadway alignment.

In general, the speed changes resulting from each of the project types tend to correspond to the magnitude of the improvement. 2 to 4-lane expansion projects on rural highways, lane additions to existing freeways and freeway conversion projects like the TH 169 project mentioned above tend to produce larger speed increases of 10 miles per hour or more. Higher speeds are often a result of the improved roadway being able to safely accommodate higher

posted speed limits, though some of the projects also reduce existing peak-period congestion delay, especially in urban areas, or eliminate signal delay in the case of the TH 169 freeway.

The passing lane projects examined tended to show smaller, though positive changes in speeds. While most observed speed increases for these projects were in the range of three to five miles per hour, a slightly larger change in speeds was reported along the Highway 34 corridor in District 4 between Detroit Lakes and Nevis. While some increases in speed should be expected along this corridor during the study period due to an approved increase in the posted speed limit, the reported 8.7-mile per hour increase should be viewed with some skepticism. The methods for evaluating this section have changed during subsequent analysis periods, with a mix of speed data sources between periods and increased efforts to more closely identify treated passing lane locations along the corridor.

Crash Incidence and Severity

One of the Corridors of Commerce project selection criteria is "improvements to traffic safety." Adding to the overriding importance all highway users assign safe travel, routes with significant commercial traffic volumes warrant further attention in a safety review. Differences in speed and acceleration/deceleration characteristics and reduced visibility around large vehicles, in combination with individual driver decisions, can produce hazardous conditions in certain weather, topography and roadway configurations. Building new lanes to create protected passing opportunities and promote increased vehicle separation is intended to mitigate some of this complex risk interaction.

Analysis of Crashes

MnDOT's Office of Traffic Engineering uses crash records from the Department of Public Safety to spatially locate crash data and conduct safety analyses. Crash data can be collected on a project-by-project basis and, along with traffic volume data, crash rates can be calculated for segments, intersections, or areas. Crashes are categorized by severity according to the following coded scale:

- Fatal (K) – crash resulted in at least one fatality
- Serious Injury (A) – crash resulted in at least one life altering injury
- Minor Injury (B) – crash resulted in at least one clearly determined injury
- Possible Injury (C) – crash may have resulted in an injury that was not diagnosed at the scene
- Property Damage Only (PDO) – crash resulted in no apparent or recorded injuries but caused damage to vehicle(s) or other property

Additionally, the Office of Traffic Engineering reports detailed trunk highway crash statistics annually in a spreadsheet called the Crash Data Toolkit. The toolkits are published midyear with data compiling five-year crash counts. This toolkit data is used to identify statewide average crash rates for different facility types.

For this Corridors of Commerce safety analysis, one project was identified. Because the traffic volumes—and resulting opportunities for conflict—vary substantially across the approved route improvements, using crash rates gives a better comparison as opposed to crash counts. Comparison of crash rates before and after the implementation of the projects under study thus forms the basis of the evaluation.

Crash data and volume data were collected for different periods for the project. A "before" period included five years before project construction began to give a baseline of the crash rates along a route. A "construction" period accounted for the calendar years when a project was being constructed. The entire year of construction is not included in the before or after years due to abnormal traffic patterns/volumes during construction as well as to avoid

partial years in the analysis. An “after” period accounted for two years, beginning the year after construction finished and ending in 2025.

Using the crash and traffic volume datasets, a single crash rate was calculated for each period in the project. This involved using a length-weighted measure of annual average daily traffic (AADT), which represents the total vehicle-miles driven within the project limits when there were multiple roadways and/or intersections being included, along with the sum of all the crashes in the area. Some notes about the project are included later in this section. A similar process was done to calculate fatal and serious injury (KA) crash rates.

A comparison of total crash rates including all crash severities is presented below in Table D9 and Figure D2 while Table D10 and Figure D3 show the KA crash rates for the project. Statewide average crash rates are shown for the project utilizing the facility type in the before and after period. For this project, the facility type changed with construction, so the comparison group for the statewide average also changed.

Overall, the project saw a total crash rate decrease and a KA crash rate decrease with the construction of the projects. The crash rates shown above are discussed for the project below along with other details about the analysis.

- TH 23 North Gap: Two-lane to four-lane expansion
  This project on TH 23 expanded the road from a two lane undivided road to a four lane divided section between Paynesville and Richmond. The before period used in the analysis was 2020-2021 with construction years being 2022-2023, and the after period being 2024-2025. Crash rates before and after the project are both above the statewide averages for total crashes, but the total crash rate did decrease in the after period. The KA crash rate in the before period was above the statewide average for similar roads, while in the after period it was below the statewide average with no KA crashes. Three KA crashes occurred in the project area during the construction periods which were:
  - A 2023 fatal crash involving a head on collision in the work zone.
  - A 2023 fatal crash involving a rear end due to a turning vehicle.
  - A 2023 serious injury crash involving a head on collision.

The crash rate comparisons for the project included here should be interpreted as preliminary evidence of the effects of the implementation of this project on highway safety.

Table D9: Project Crash Rates per Million Vehicle Miles

Project	Before	Statewide Average Before	After	Statewide Average After
TH 23 North Gap	0.903	0.476	0.421	0.358

Figure D2: Project Crash Rates per Million Vehicle Miles

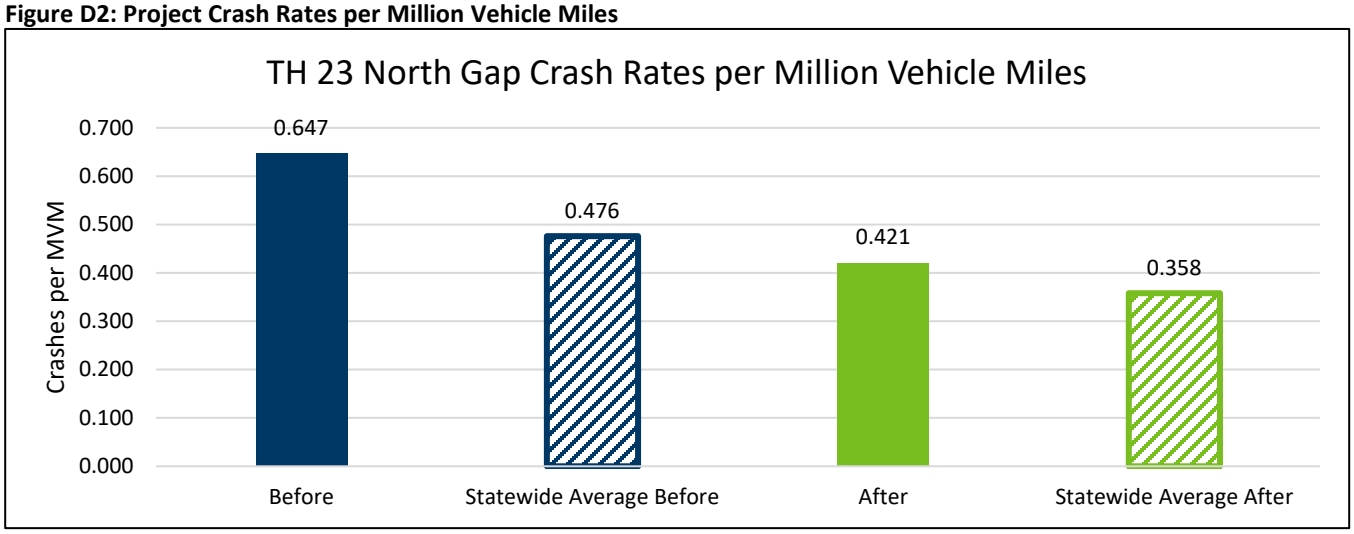
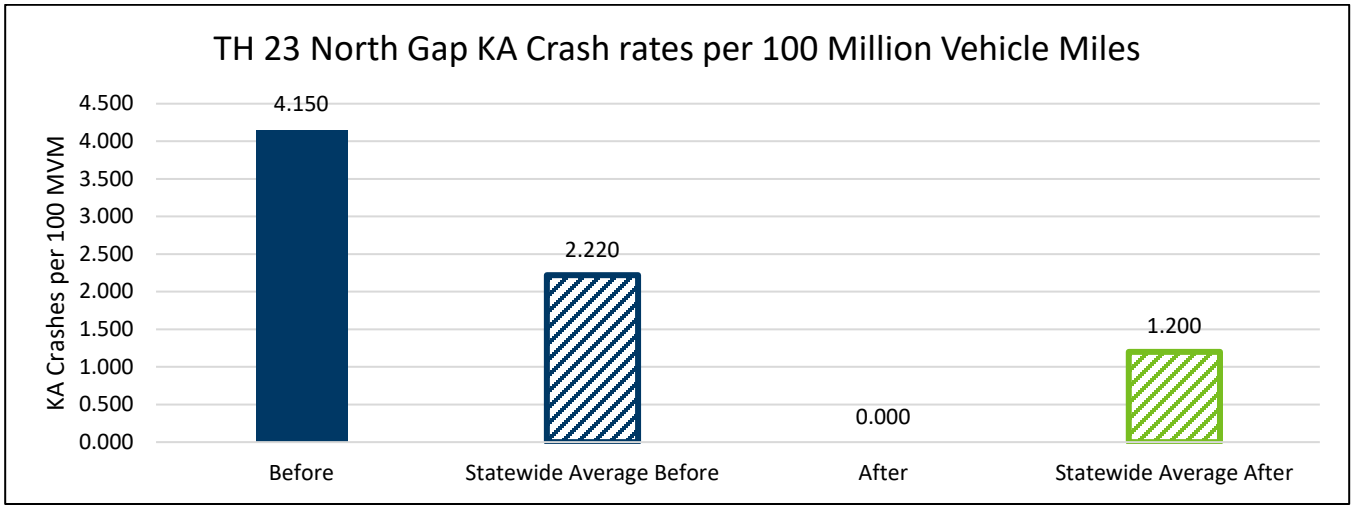


Table D10: KA Project Crash Rates per 100 Million Vehicle Miles

Project	Before	Statewide Average Before	After	Statewide Average After
TH 23 North Gap	4.632	2.220	0.00	1.200

Figure D3: Project KA Crash Rates per 100 Million Vehicle Miles



Previous crash analyses were conducted in 2022 and 2024 of 13 Corridors of Commerce projects which included crash data through the year 2023. An update to the fatal and serious injury crash rates to those projects, which includes the fatal and serious injury crashes which happened in 2024 and 2025, is provided below in Table D11.

Table D11: KA Project Crash Rates per 100 Million Vehicle Miles - Previous Projects

Project	Project Type	Before	After	Statewide Average
TH 14 (Owatonna to Dodge Center)	2 to 4 Lane	3.813	1.567	1.200
TH 14 (East of Owatonna)	2 to 4 Lane	2.192	1.193	1.200
TH 14 (North Mankato to Nicollet)	2 to 4 Lane	4.400	0.987	1.200
TH 169 near Taconite	2 to 4 Lane	0.000	20.680	1.200
TH 371 (Nisswa to Jenkins)	2 to 4 Lane	0.000	2.325	1.200
I-94 (St. Michael to Albertville)	Freeway Lane Addition	0.000	0.895	0.228
I-94 (Rogers to St. Michael)	Freeway Lane Addition	0.572	0.661	0.228
I-694 (Arden Hills/Shoreview)	Freeway Lane Addition	0.623	0.503	0.228
TH 2 (Cass Lake to Ball Club)	Passing Lanes	0.000	1.446	2.835
TH 34 (Detroit Lakes to Akeley)	Passing Lanes	3.130	3.523	2.835
TH 23 (I-90 to Willmar)	Passing Lanes	2.360	2.143	2.835
TH 34 (Detroit Lakes)	TWLTL	0.000	8.211	2.463
TH 51/Snelling Ave (St. Paul)	Urban Reconstruction	7.959	8.683	1.196

In addition to the project-level summary data provided in Table D11, Figures D4 through D7 group the projects by roadway type in order to provide comparisons of outcomes among roadways with more similar characteristics. These tables depict KA crash rates for projects before and after project completion, along with the statewide average crash rate for that roadway type and volume level. Summaries are provided for the following groups: 2 to 4-lane expansion projects, freeway lane additions, passing lane corridors and urban street projects.

Figure D4: KA Project Crash Rates per 100 Million Vehicle Miles - Previous Projects, 2 to 4 Lane Expansions

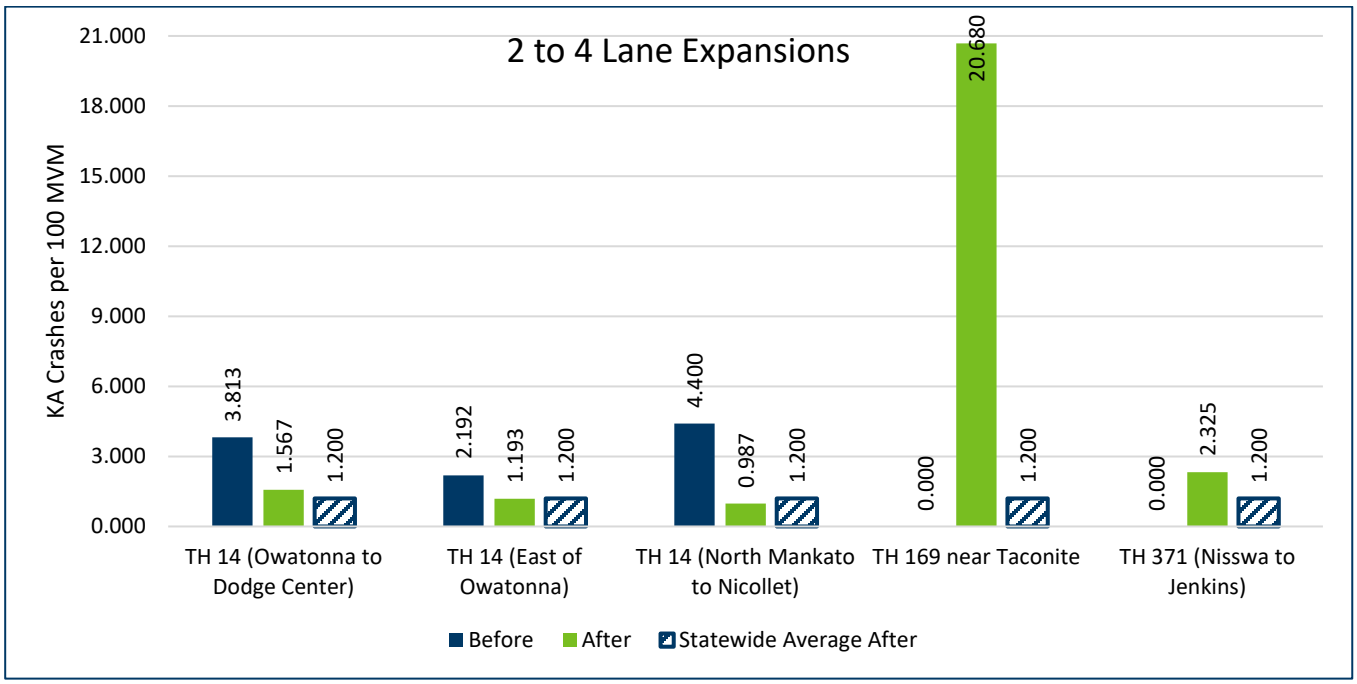


Figure D5: KA Project Crash Rates per 100 Million Vehicle Miles - Previous Projects, Freeway Lane Additions

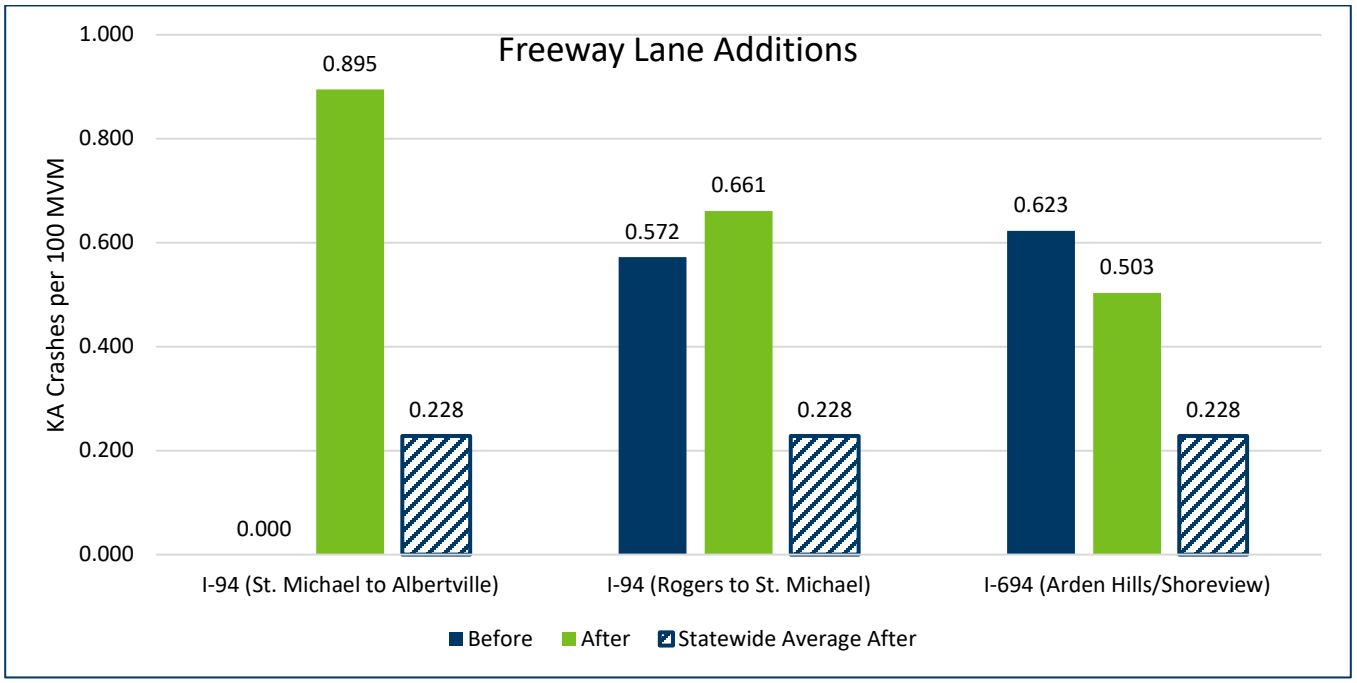


Figure D6: KA Project Crash Rates per 100 Million Vehicle Miles - Previous Projects, Passing Lanes

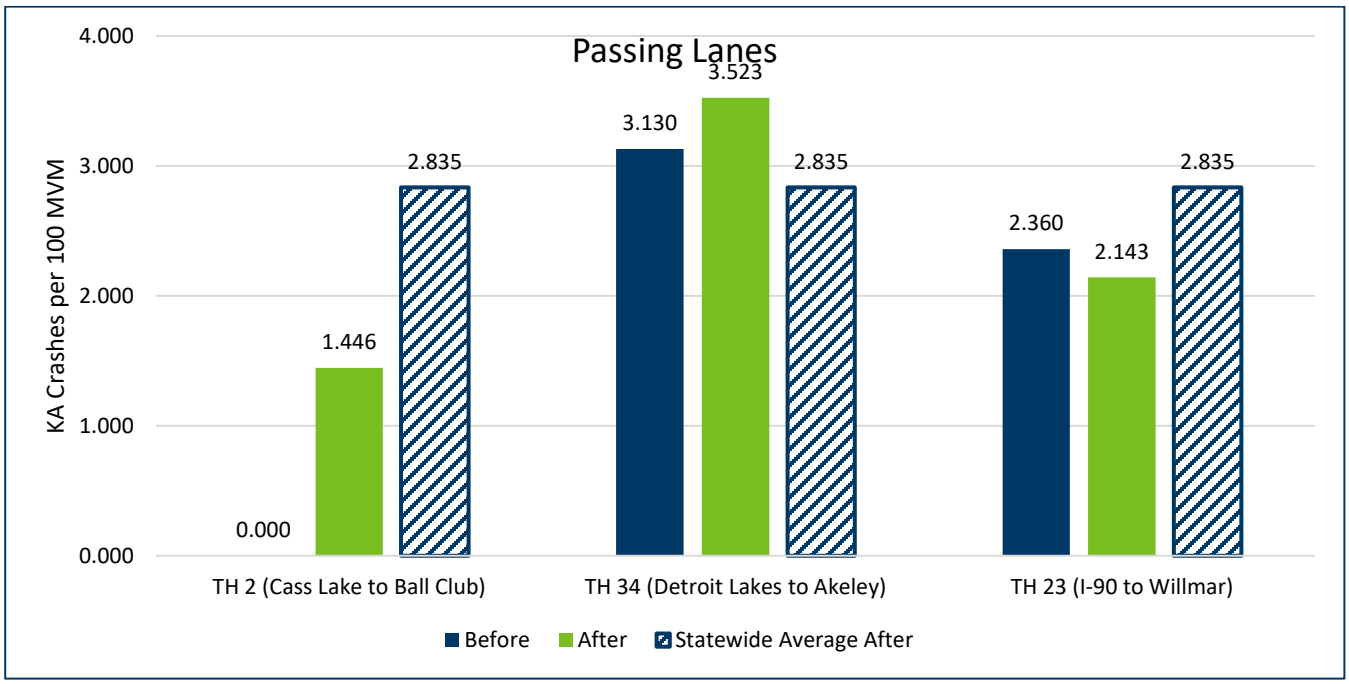
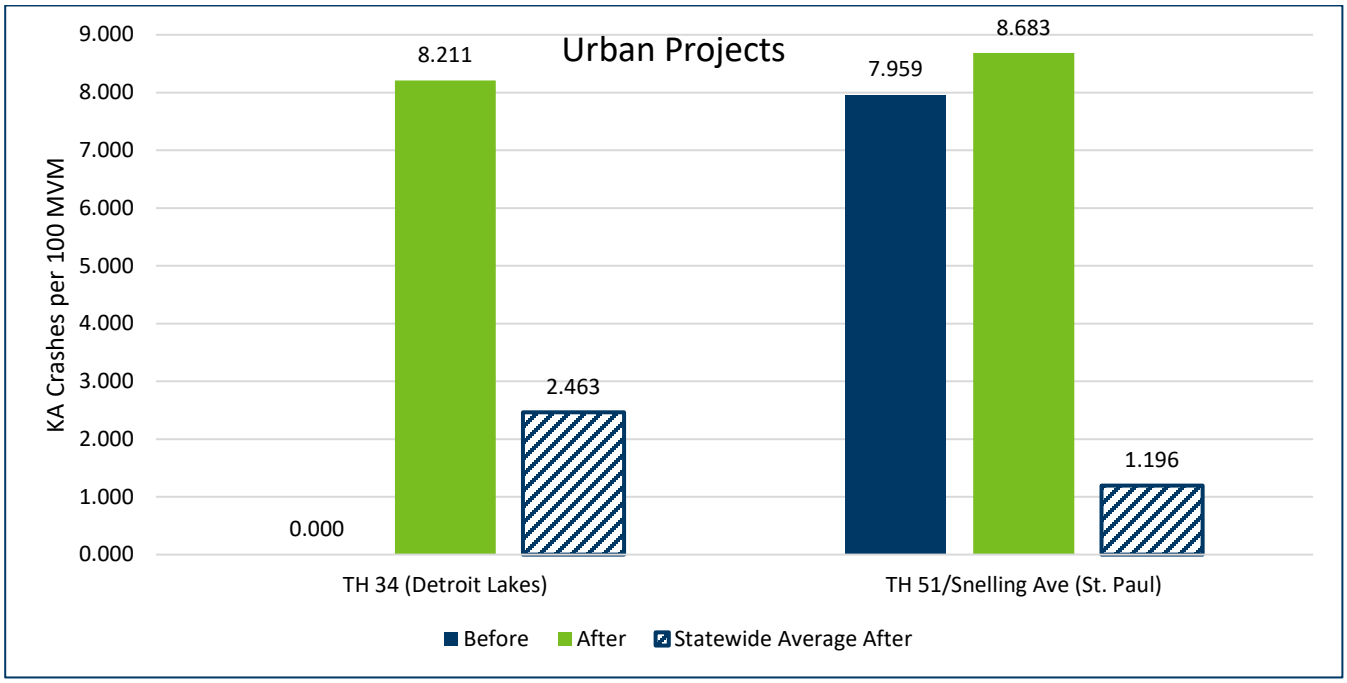


Figure D7: KA Project Crash Rates per 100 Million Vehicle Miles - Previous Projects, Urban Projects



Overall, 8 of the 13 projects saw an increase in KA crash rates with the construction of the project, and 9 projects have KA crash rates above the statewide average for similar road types. The fatal and serious injury crashes that happened at these projects in 2024 and 2025 are described below. This section can be viewed as an addendum to the previous reports.

- I-94 (Rogers to St. Michael): Lane addition
  This project on I-94 had the safety analysis focused solely on the mainline of I-94 between the TH 101 and TH 241 interchanges but not including the interchanges themselves. The before period used in the analysis was 2008-2013 with the after period being 2016-2025. No KA crashes occurred in the project area in the 2024-2025 period.
- TH 34 (Detroit Lakes): Center left turn lane addition
  The before period used in the analysis was 2012-2015 with the after period being 2018-2025. One KA crash occurred in the project area in the 2024-2025 period:
  - A 2024 serious injury crash involving a right-angle collision at an intersection.
- TH 14 (North Mankato to Nicollet): Two-lane to four-lane expansion with bypass and new interchange
  The before period used in the analysis was 2010-2014 with the after period being 2017-2025. One KA crash occurred in the project area during the 2024-2025 period:
  - A 2024 serious injury crash involving a right-angle collision at an intersection.
- TH 169 near Taconite: Two-lane to four-lane expansion
  The before period used in the analysis was 2013-2015 with the after period being 2019-2025. Two KA crashes occurred in the project area during the 2024-2025 period:
  - A 2024 fatal crash involving a right-angle collision at an intersection.
  - A 2025 serious injury crash involving a rear end due to a turning vehicle.
- TH 371 (Nisswa to Jenkins): Two-lane to four-lane expansion with bypass and new interchange
  The before period used in the analysis was 2012-2015 with the after period being 2018-2025. One KA crash occurred within the trafficway in the project area during the 2024-2025 period:
  - A 2025 serious injury crash involving a right-angle collision at an intersection.
- I-694 (Arden Hills/Shoreview): Lane addition
  This project on I-694 had the safety analysis focused solely on the mainline of I-694 between the Lexington Avenue and Rice Street bridges but not including the interchanges themselves. The before period used in the analysis was 2012-2015 with the after period being 2018-2025. One KA crash occurred in the project area during the 2024-2025 period:
  - A 2025 serious injury crash involving a single vehicle lane departure into a bridge wall.
- TH 2 (Cass Lake to Ball Club): Passing lane addition
  The before period used in the analysis was 2008-2013 with the after period being 2016-2025. No KA crashes occurred in the project area in the 2024-2025 period.
- TH 23 (I-90 to Willmar): Passing lane addition
  The before period used in the analysis was 2011-2015 with the after period being 2017-2025. Two KA crashes occurred during the 2024-2025 period:
  - A 2024 serious injury crash involving a rear end due to a turning vehicle.
  - A 2025 serious injury crash involving a right-angle collision at an intersection.
- TH 34 (Detroit Lakes to Nevis/Akeley): Passing lane addition
  The before period used in the analysis was 2008-2013 with the after period being 2016-2025. One KA crash occurred in the project area during the 2024-2025 period:

    - A 2024 fatal crash involving a single vehicle that ran off the road.
- TH 51/Snelling Avenue: Urban arterial reconstruction
  The before period used in the analysis was 2009-2014 with the after period being 2016-2025. Three KA crashes occurred in the project area during the 2024-2025 period:
    - Two 2024 serious injury crashes involving turning vehicles and pedestrians at intersections.
    - A 2025 serious injury crash involving a vehicle hitting a pedestrian in a crosswalk.
- TH 14 (East of Owatonna): Two-lane to four-lane expansion
  The before period used in the analysis was 2008-2013 with the after period being 2016-2025. No KA crashes occurred in the project area in the 2024-2025 period.
- TH 14 (Owatonna to Dodge Center): Two-lane to four-lane expansion with bypass and new interchanges
  This project begins just to the east of the previous TH 14 East of Owatonna project. The before period used in the analysis was 2017-2018 with the after period being 2022-2025. Two KA crashes occurred in the project area in the 2024-2025 period:
    - A 2024 serious injury crash involving a vehicle traveling down a bridge embankment and colliding with a vehicle on TH 14.
    - A 2024 serious injury rear end crash involving a slow moving vehicle near the shoulder.
- I-94 (St. Michael to Albertville): Lane addition
  This project on I-94 had the safety analysis focused solely on the mainline of I-94 between the CSAH 19 bridge in Albertville and the western end of the TH 241 interchange in St. Michael. The before period used in the analysis was 2017-2018 with the after period being 2022-2025. One KA crash occurred in the project area during the 2024-2025 period
    - A 2025 serious injury rear end crash involving a vehicle slowing due to a blown tire.

The crash rate comparisons for the 13 projects included here should be interpreted as preliminary evidence of the effects of the implementation of these projects on highway safety.

Freight Movement Growth

The statute governing the Corridors of Commerce program lists “freight improvement” as one possible project classification:

2) freight improvement, for an asset preservation or replacement project that can result in:
    i. removing or reducing barriers to commerce;
    ii. easing or preserving freight movement; [13]

Seven of the projects completed to date, including passing lane additions on Highways 2, 23 and 34 received this designation, while the others were primarily considered “capacity development” work.

The law identifies project selection criteria, including:

3) efficiency in the movement of freight, including but not limited to:

13 Minn. Stat. 161.088, subd. 3.

i. measures of annual average daily traffic and commercial vehicle miles traveled, which may include data near the project location on that trunk highway or on connecting trunk and local highways;[14]

To address the freight movement aspect of Corridors of Commerce performance, a trend analysis was generated for heavy commercial vehicle traffic on each affected corridor. Review of these traffic patterns, particularly in future evaluation summaries once initial post-opening data becomes available—will provide a gauge of how the Corridors of Commerce improvements may have contributed to the corridors' relative attractiveness on the statewide freight network.

Bearing in mind that market factors can influence freight volumes independent of road infrastructure characteristics, placing the Corridors of Commerce investment in context along a longer timeline demonstrates how the current trajectory for truck traffic measures up against the historical benchmark.

Annual average daily traffic data is collected for trunk highway segments on a rotating basis approximately every other year. The intent is to capture typical prevailing conditions and avoid construction-related anomalies. A variety of methods are then employed for classifying vehicles to estimate truck volumes, expressed as heavy commercial annual average daily traffic. (Data for corridors that span multiple road segments can be calculated by averaging the HCAADTs for each shorter segment and weighting by segment length.) Details on these procedures can be found online from the Traffic Forecasting & Analysis unit of MnDOT's Office of Transportation System Management, which publishes the data presented below.

The related measure of heavy commercial vehicle miles traveled simply combines road segment length with vehicle counts registered at specific points within the segment. For instance, two trucks traveling a five-mile segment yield a total of 10 HCVMT. Statewide HCVMT serves as a control or normalization factor for corridor-level HCAADT figures so that the adjusted HCAADT values can be directly interpreted as traffic changes particular to a given corridor, after netting out average "background" traffic growth observed across Minnesota.

Table D12, Table D13 and Figure D8 give an example with hypothetical data to illustrate this adjustment process. Table D12 contains an illustrated HCVMT trend for the period 2008 to 2016, with annualized growth rates ranging from 1 percent to 5 percent. The "HCVMT Index" column values are the result of dividing each year's HCVMT by the constant 2008 level of 2.50 billion. For instance, the 2013 HCVMT of 3.04 billion is 22 percent higher than the 2008 amount, producing an index reading of 1.22. Note that the years 2014 and 2015 are missing from this table. Due to the development and implementation of replacement database systems during this period, official statewide VMT estimates are not available for these years.

Table D12: HCAADT Normalization Example

Year	State HCVMT (billions)	Annual HCVMT Growth Rate	HCVMT Index to 2008
2008	2.5	-	1
2009	2.58	3%	1.03

14 Minn. Stat. 161.088, subd. 5.

Year	State HCVMT (billions)	Annual HCVMT Growth Rate	HCVMT Index to 2008
2010	2.7	5%	1.08
2011	2.81	4%	1.12
2012	2.95	5%	1.18
2013	3.04	3%	1.22
…	-	-	-
2016	3.13	1%	1.25

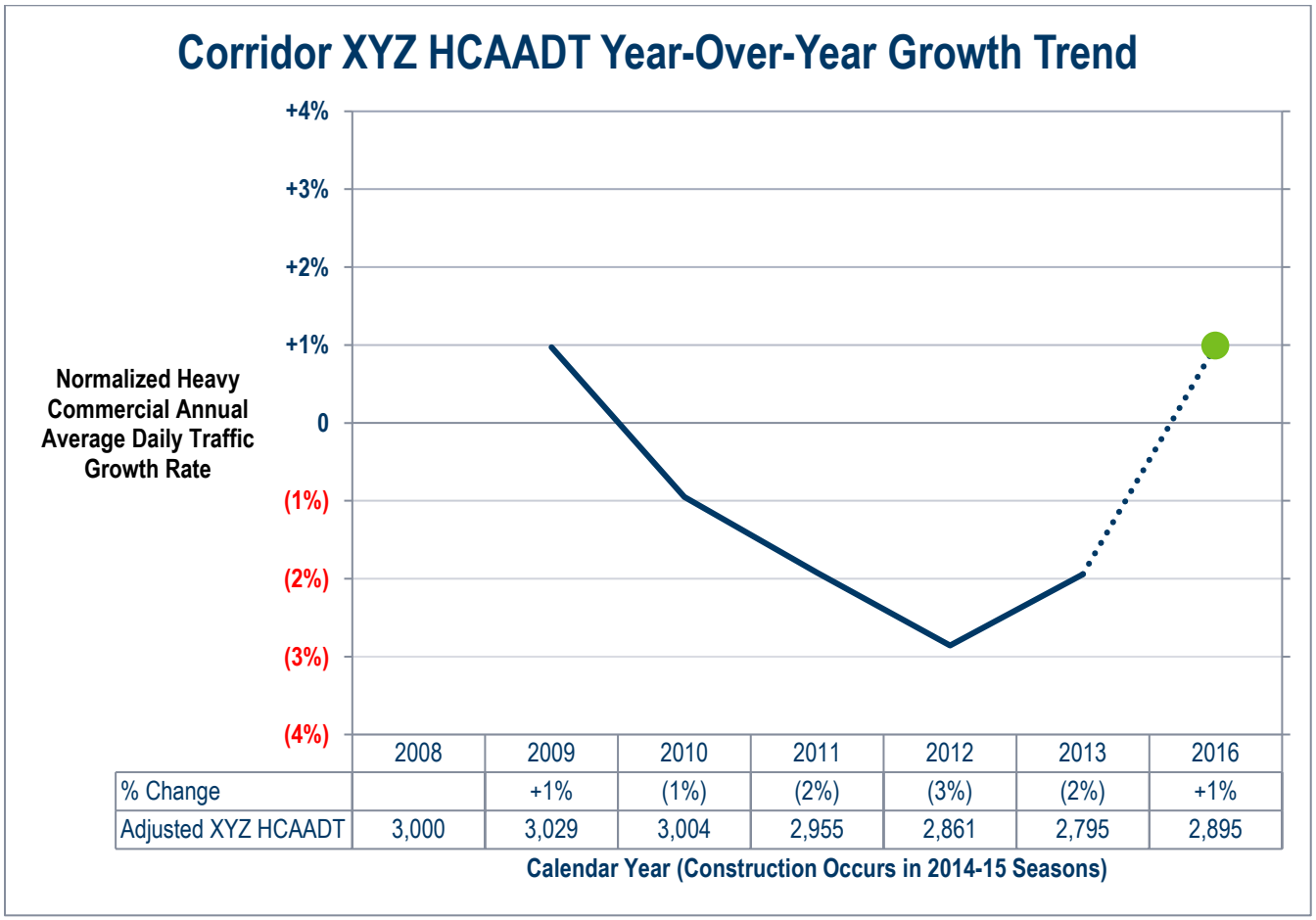
Table D13 HCAADT Normalization Example (continued)

Year	Years Before (-) / After (+) Construction	Corridor XYZ Raw HCAADT	Raw Annual HCAADT Growth Rate	HCAADT Adjusted for State HCVMT	Adjusted Annual HCAADT Growth Rate
2008	-6	3,000		3,000	
2009	-5	3,120	4%	3,029	1%
2010	-4	3.245	4%	3,004	-1%
2011	-3	3.31	2%	2,955	-2%
2012	-2	3,376	2%	2,861	-3%
2013	-1	3,410	1%	2,795	-2%
…	…	-	-	-	-
2016	1	3,618	2%	2,895	1%

In Table D13, the data shows corridor heavy commercial average annual daily traffic history for several years before construction and the first year after project completion. Construction lasted for two seasons (2014 and 2015) in this example. “Raw HCAADT” lists the actual reported traffic numbers alongside the resulting growth rate over the prior year. Finally, “HCAADT Adjusted for State HCVMT” divides raw HCAADT by the heavy commercial vehicle miles traveled index value in that year. For instance, the raw 2013 HCAADT of 3,410 becomes 2,795 after dividing by 1.22.

Consequently, adjusted HCAADT can be thought of as the corridor-specific traffic growth (or decrease) after "subtracting" overall state HCVMT change. When the adjusted annual HCAADT growth rate is positive, the corridor is experiencing faster growth than the state as a whole; when negative, the corridor's growth trails the statewide benchmark for that year. The adjusted annual HCAADT growth rate is very close15 to the difference between raw HCAADT growth and HCVMT growth. For instance, adjusted HCAADT growth in 2013 of negative 2 percent is attributable to raw HCAADT growth at 1 percent being more than offset by the state HCVMT growth rate of 3 percent.

Figure D8: Chart for HCAADT Normalization Example



Charting the adjusted heavy commercial average annual daily traffic growth rates is a useful way of summarizing traffic developments. In this example, the corridor registers growth in 2009 above the statewide reference level, but three years of declining relative performance follow in 2010 through 2012, as the corridor loses ground against the broader statewide trend. In 2013 the decline continues but at a slower rate. Following the two-year data gap during construction, in 2016 the corridor posts its first positive result since 2009, exceeding statewide heavy commercial vehicle miles traveled growth by 1 percent annualized. The dashed line signals discontinuity in the annual series because of the construction gap. Although the investment is associated with encouraging ensuing growth, this better-than-average performance would need to be sustained for additional years just to catch up with the HCVMT

15 The math is generally not exact due to the changing baselines used in the index adjustment step.

track starting in 2008. Noting that the 2016 adjusted HCAADT of 2,895 lies below the 2008 baseline level of 3,000 leads to the conclusion that the deficit amassed in the down years collectively outweighs the progress made in 2009 and 2016.

Heavy Commercial Vehicle Traffic Growth Trends on Completed Projects

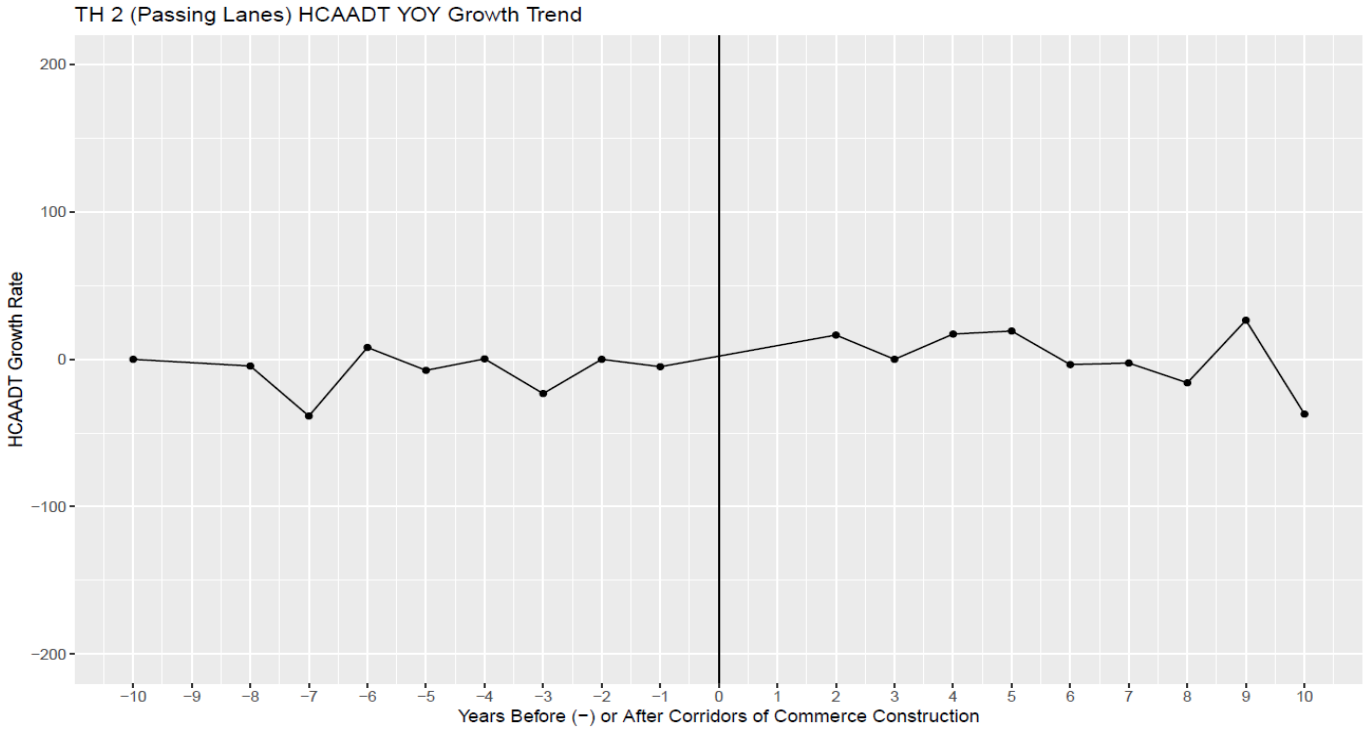
Replicating the traffic trend analysis with at least one year of post-construction data is possible for select Corridors of Commerce projects funded in 2013, 2014 and 2015. Currently, the most recent official HCAADT figures date from 2023. The post-construction evaluation requires at least two full years of volume data following project completion, since the effects are reported in the form of year-over-year rates of growth or decline. Requiring a second year of post-construction traffic volumes ensures that sharp increases in volumes between the final construction year (due to the effects of road closures, lane closures or detours) and the first post-construction year do not appear as part of the results.

MnDOT's methodology for calculating statewide heavy commercial vehicle miles of travel changed in 2021. This change reflects a transition in data collection methods for vehicle class and commercial truck volume data, from a reliance on manual, short-duration counts using pneumatic tubes to the use of radar-based roadside units that can generate continuous counts. The latter method provides a higher level of safety for collecting volume data on high-volume roadways. While this safety improvement is welcome, there have been observed discrepancies in volume counts by vehicle class, including heavy trucks, between the manual counts and radar-based counts. This has resulted in an artificially high increase in heavy commercial vehicle miles traveled from 2020 to 2021 and beyond. To mitigate these impacts, an estimate of HCVMT growth was derived from the Bureau of Transportation Statistics. BTS generates weekly estimates of nationwide vehicle miles traveled on interstates, which were used to derive an annual estimated growth rate. In future years, other local sources will be considered.

The 10-year historical trends, along with the change in the volumes between at least, the first two post-construction years for the 2013 and 2015 Corridors of Commerce project locations can be inspected and are summarized in the figures below. For the time dimension along the x-axis, [-10] (10 years before Corridors of Commerce construction) corresponds to the observation year 2004, [-1] refers to the year 2013 and [1] refers to the second full year post construction. For the included projects [1] ranges from 2017 to 2020 Any subsequent years are referred to as [2] and [3], and so on. (The growth rate scale on the y-axis is recalibrated in each case to fit the data range, and each graph is vertically centered at 0 percent.)

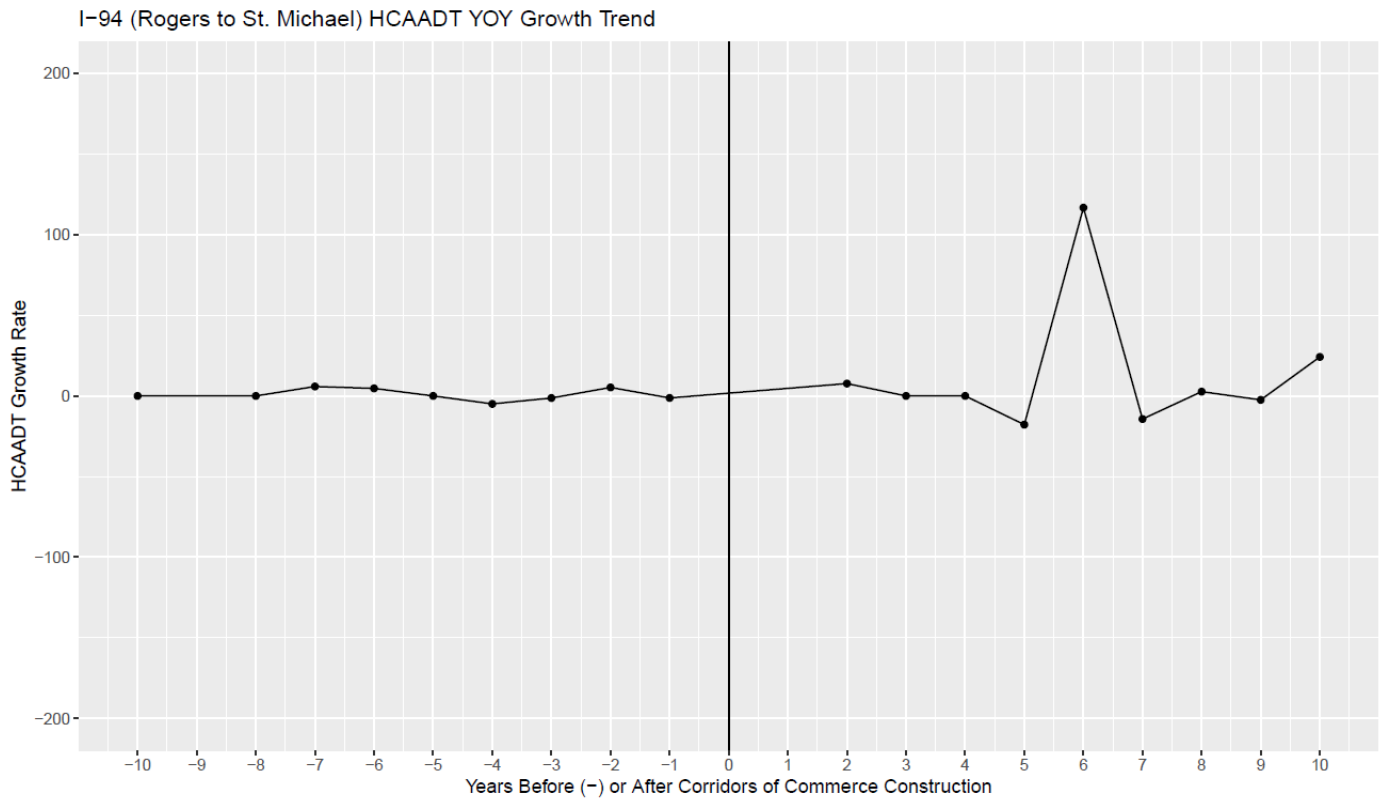
The present (2026) analysis of commercial vehicle trends includes some changes to the set of projects included in the evaluation. One new project is added, namely the TH 23 North Gap project which expands a former two-lane undivided highway to a four-lane divided expressway between the cities of Paynesville and Richmond. The completion of this project in late 2023 means that two post-construction years' worth of volume data are available to begin to calculate growth rates following completion. Two other projects that were part of previous truck volume analyses have been removed from the group: the reconstruction of TH 2 in the town of Deer River and the installation of center left turn lanes on TH 34 in the city of Detroit Lakes. The relatively limited mobility improvements provided by these two projects have been shown in previous evaluations to have no discernable effect on truck trends.

Figure D9: Highway 2 HCAADT Trend



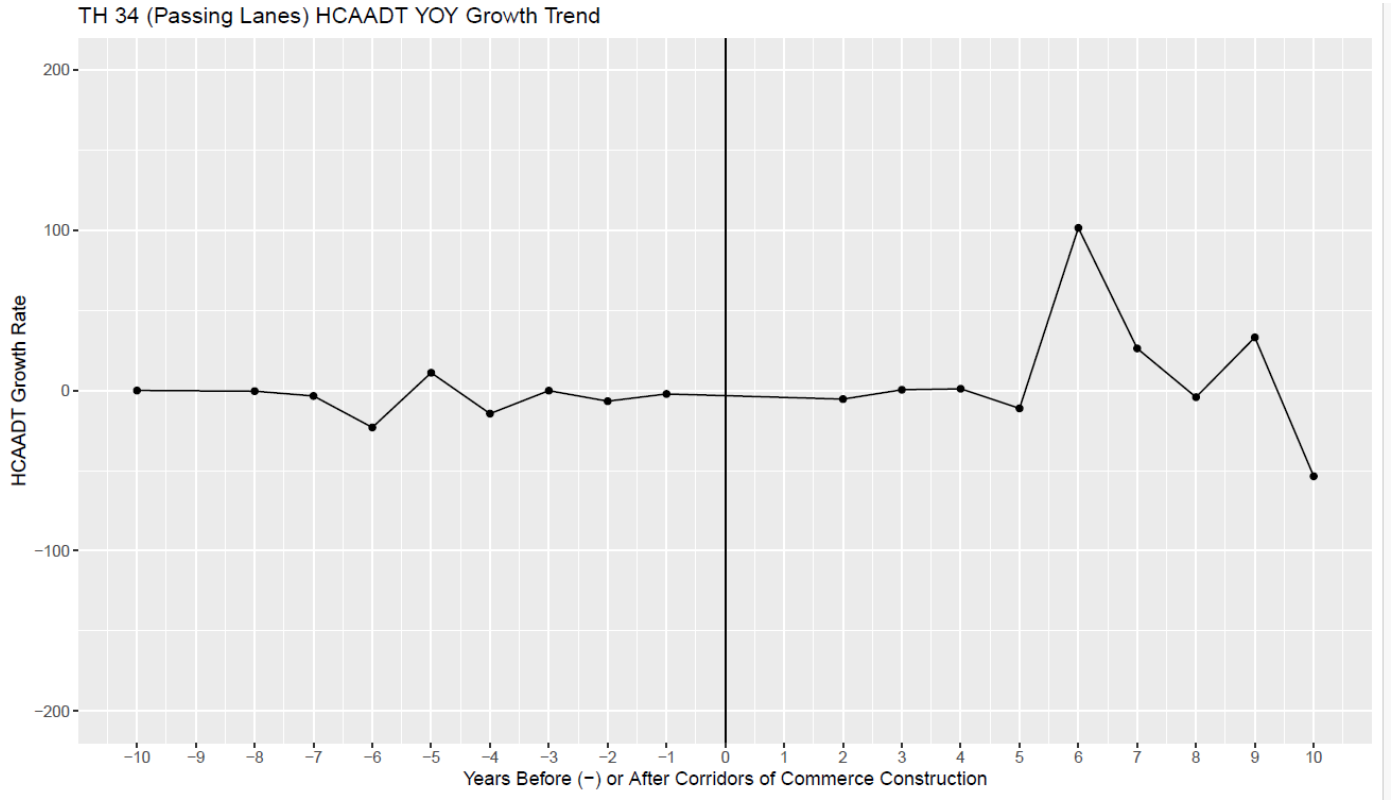
The segments of Highway 2 that include the Corridors of Commerce passing lane improvements generated low heavy commercial traffic growth in the preceding 10 years (depicted in Figure D9), with growth rates generally negative and well below statewide average rates. Particularly sharp declines occurred in 2007 and again in 2011. However, the corridor's decline in traffic volumes began to level off by the following year and began to show an increase from the last year before the start of construction to the beginning of the post-construction period. Heavy commercial traffic outpaced state heavy commercial growth in all post construction years except for the most recent year. In year 10 (2025), the corridor saw a moderate decrease in heavy commercial traffic. From 2004 to 2023, heavy commercial volumes declined by approximately 50 percent.

Figure D10: Interstate 94 (Rogers to St. Michael) HCAADT Trend



In pre-construction years (2004 to 2013), the I-94 expansion segment between Rogers and St. Michael (shown in Figure D10) generally paralleled statewide heavy commercial traffic growth. In post-construction years (1-9), heavy commercial traffic growth alternated above and below statewide growth rates. The kink in the growth trend during year 6, (2021) corresponds to a transition in volume count methods at this location toward the installation a of radar-based counter. Following this initial discontinuity, volume growth returns to a more normal pattern in year 7 and ends with an uptick of more than 20% in post-construction year 10. The cause of this single-year growth is yet undetermined.

Figure D11: Highway 34 Passing Lanes HCAADT Trend



Growth trends for truck traffic along the corridor of Highway 34 where passing lanes were installed are shown in Figure D11. In the years immediately preceding and following construction, heavy commercial traffic volumes were relatively stable, with trends mirroring or only slightly lagging trends in state heavy commercial growth. In year 4 (2020), the corridor saw a moderate decrease in heavy commercial traffic volumes which may be a result of the COVID-19 pandemic. In year 5 (2021), heavy commercial volumes began to spike, most likely the result of volumes being derived from a new, radar-based continuous count station along the corridor west of Osage. The following two years show a return to a more stable growth rate, but the last year in the trend is punctuated by a sharp decline in volumes. At the end of the analysis period, weighted average volumes along the corridor were estimated to be approximately 17% below the baseline (2004) level or a little under 300 trucks per day.

Between 2005 and 2010, the segments of Highway 14 that comprise the Corridors of Commerce expansion area for the first phase of the Owatonna to Dodge Center corridor closely tracked with state heavy commercial growth, modestly exceeding that baseline by 1 percent to 5 percent each year (see Figure D12). This period of parity ended abruptly in 2011, three years before the widening, when adjusted truck volume fell approximately 20 percent. This sharp decline appears to have been a single-year phenomenon, with heavy commercial traffic rates rebounding to near heavy commercial growth in the year prior to construction. This section of Highway 14 saw traffic growth rates somewhat below statewide heavy commercial growth in the five years post-construction, with a moderate decline in year 5 (2020) before a rebound in year 6 (2021). This sharp rebound coincides with the installation of a radar-based continuous count station nearby, from which HCAADT volumes are collected. Following the installation of the new count station, volumes returned to more moderate growth before beginning to decline in the last two observed years.

Figure D12: Highway 14 Owatonna to Dodge Center Phase 1 HCAADT Trend

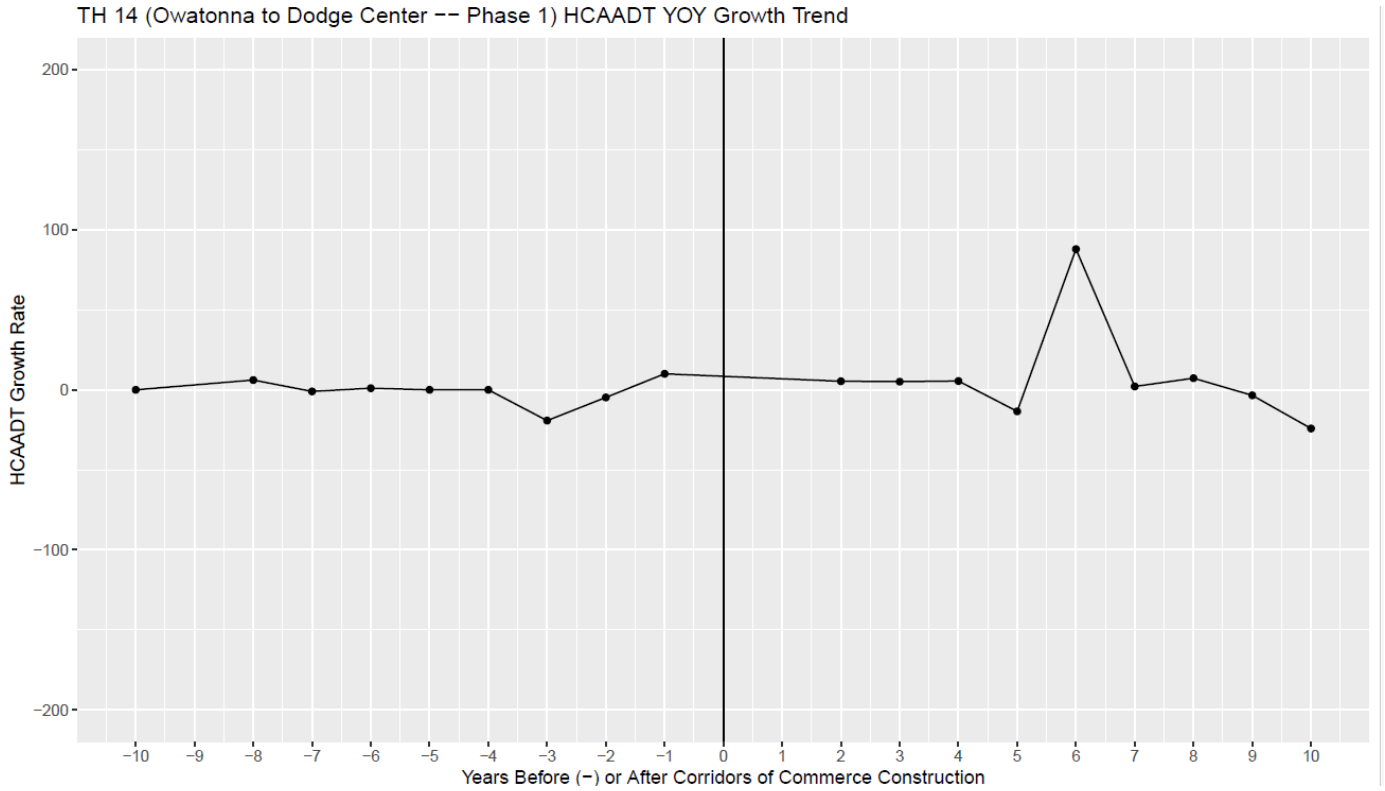
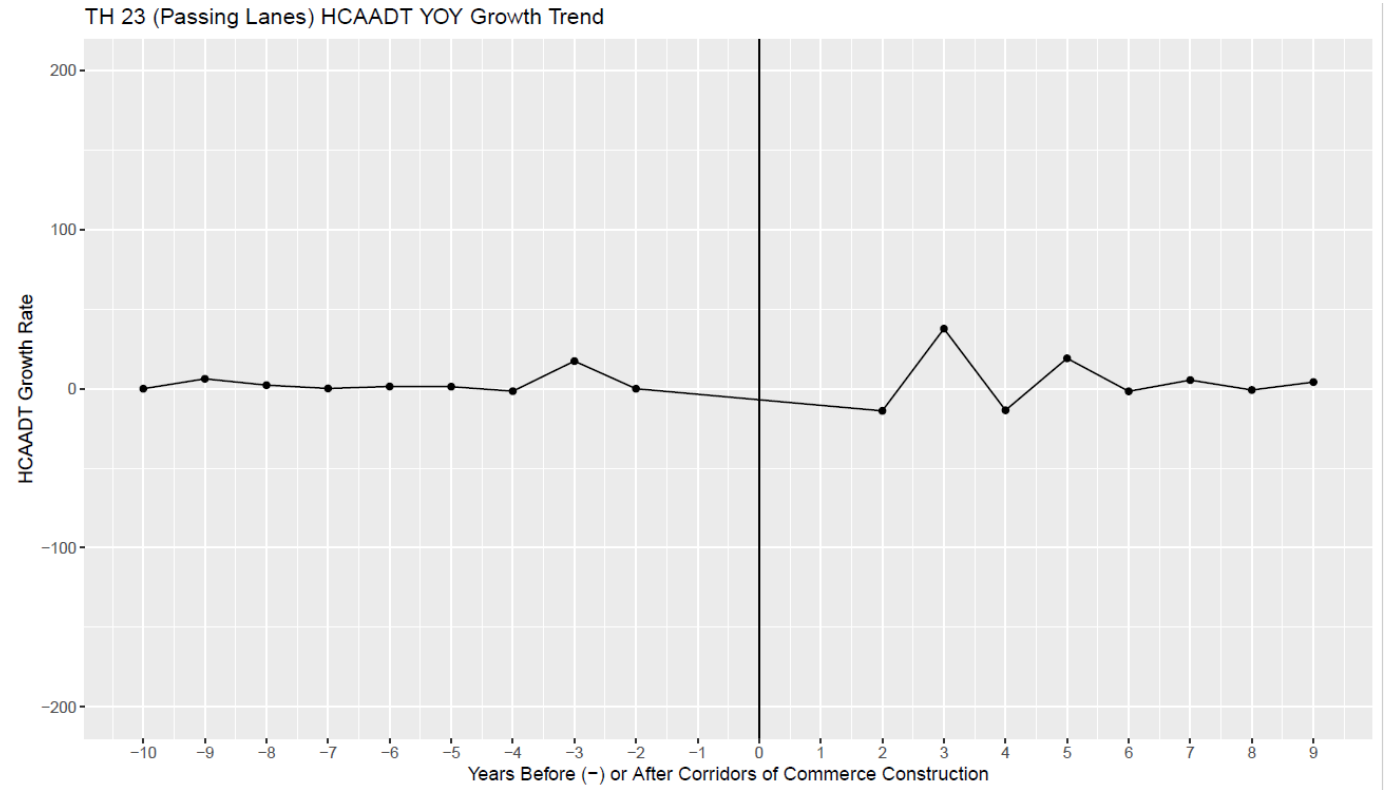
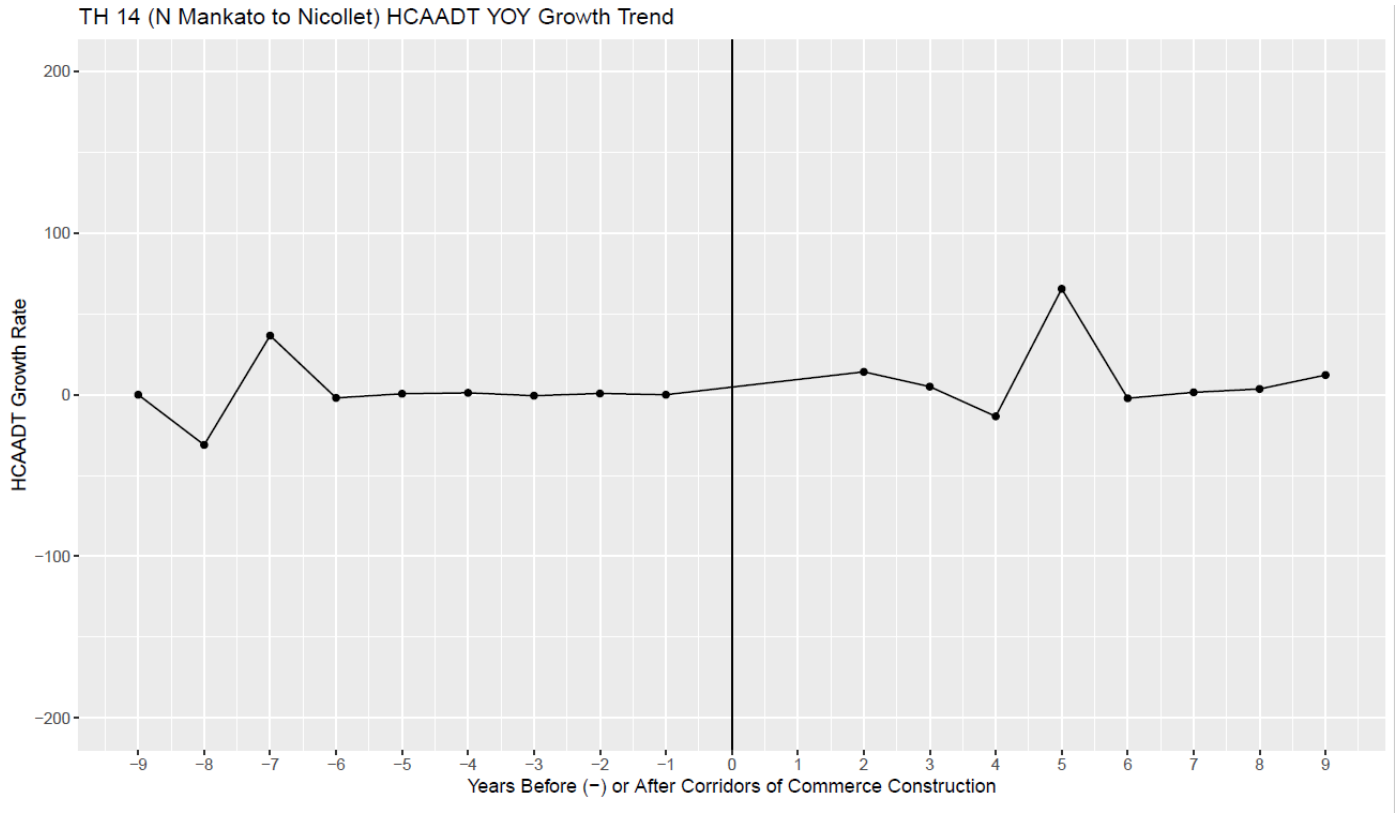


Figure D13: Highway 23 Passing Lane Sections HCAADT Trend



In the 10-year pre-construction period, Highway 23 fluctuated between -3.5 percent and 5 percent growth relative to state heavy commercial growth, as shown in Figure D13. This period of relative consistency ended post construction. Between year 2 (2018) and year 5 (2021) volume growth began to fluctuate considerably before settling into growth rates in the range of -2% to 5% per year during the most recent four years of observation. During the post-construction period from 2018 to 2025 truck volume growth averaged a little more than 6% per year, though as noted the year-to-year changes varied substantially. Also, it is unclear how much growth rates varied along various segments of the longer corridor.

Figure D14: Highway 14 Nicollet to Mankato HCAADT Trend



The segments of Highway 14 between Nicollet and Mankato tracked closely with state heavy commercial growth, except in 2007 and 2008 which saw a rapid reduction and subsequent growth in volumes (Figure D14 above). In 2010 the volumes stabilized just below state heavy commercial growth. Traffic volume growth following project completion is generally characterized by moderate growth which tracks statewide heavy commercial growth. The jump in post-construction year 5 corresponds to the installation of a radar-based traffic count station on TH 14 near Nicollet. Following this installation, growth rates returned to more modest levels before picking up in the most recent years of 2024 and 2025.

Highway 371 had relatively consistent heavy commercial traffic volumes prior to construction and through the first couple of years following the project's completion, as shown in Figure D15. The expansion of Highway 371 included a realignment. The route previously went through Pequot Lakes and now runs further east bypassing the city and has an interchange with County Highway 11. While the project's location likely received some increase in truck volumes following the completion of this new and expanded facility, the exact magnitude is difficult to determine due to the relative infrequency of counts obtained in the few years following completion. The sharp increase – nearly double –

in truck volumes in 2023 corresponds to the installation of a new continuous count station on 371 near Nisswa. This new station started collecting data only during September of that year, which suggests that the volume levels may be conservative, as they do not reflect conditions which include the typically busier summer months. The most recent year's observed change shows an unexplained sharp decrease in truck volumes, something that may represent an error in data collection and/or vehicle classification.

Figure D15: Trunk Highway 371 HCAADT Trend

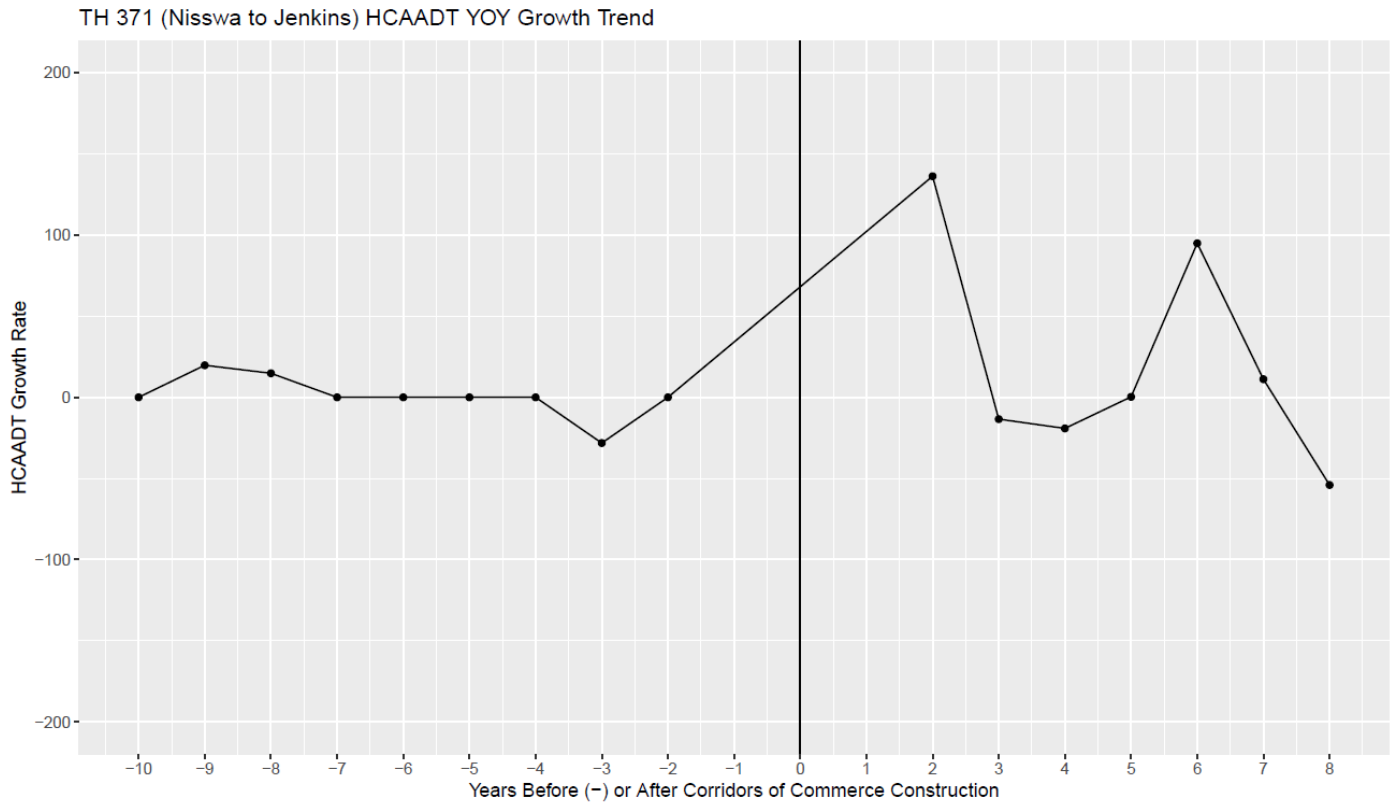
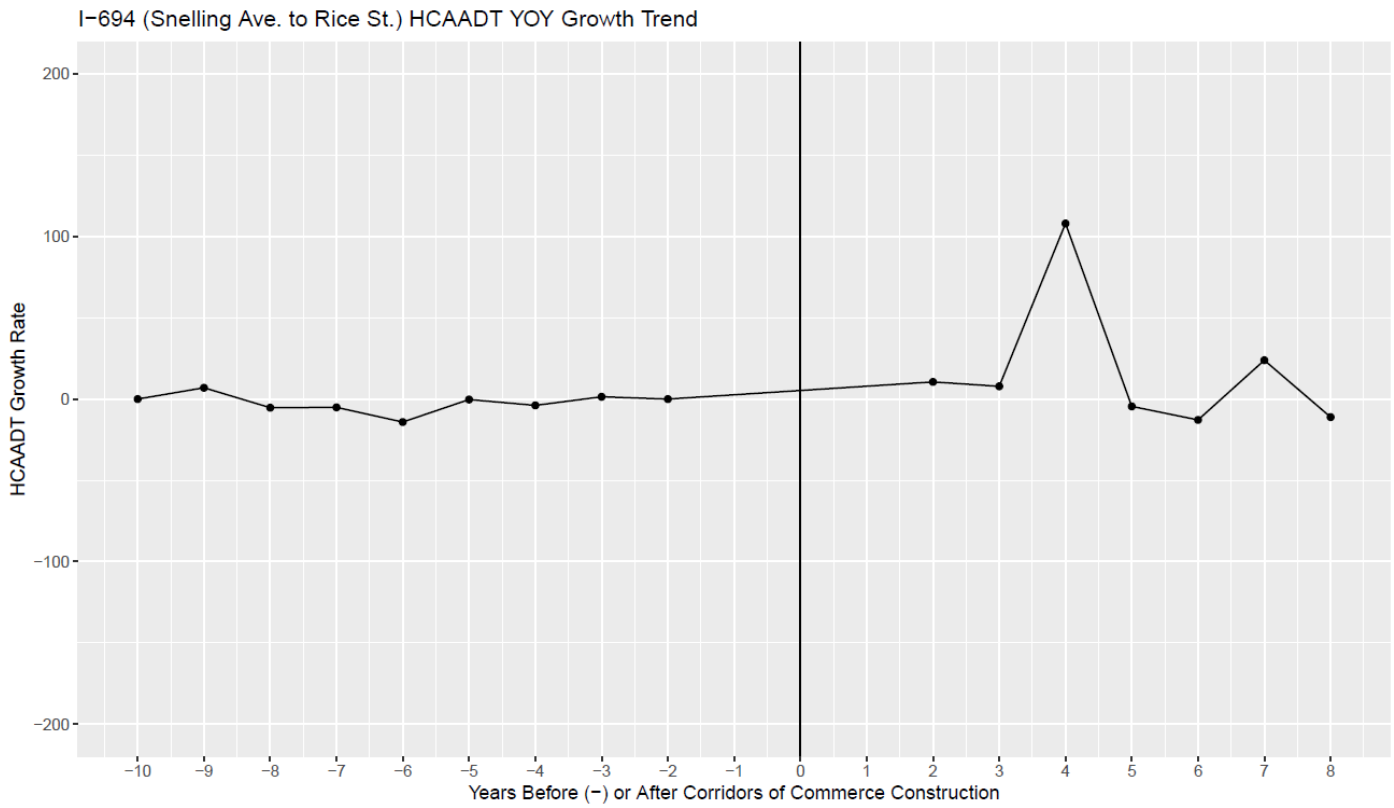
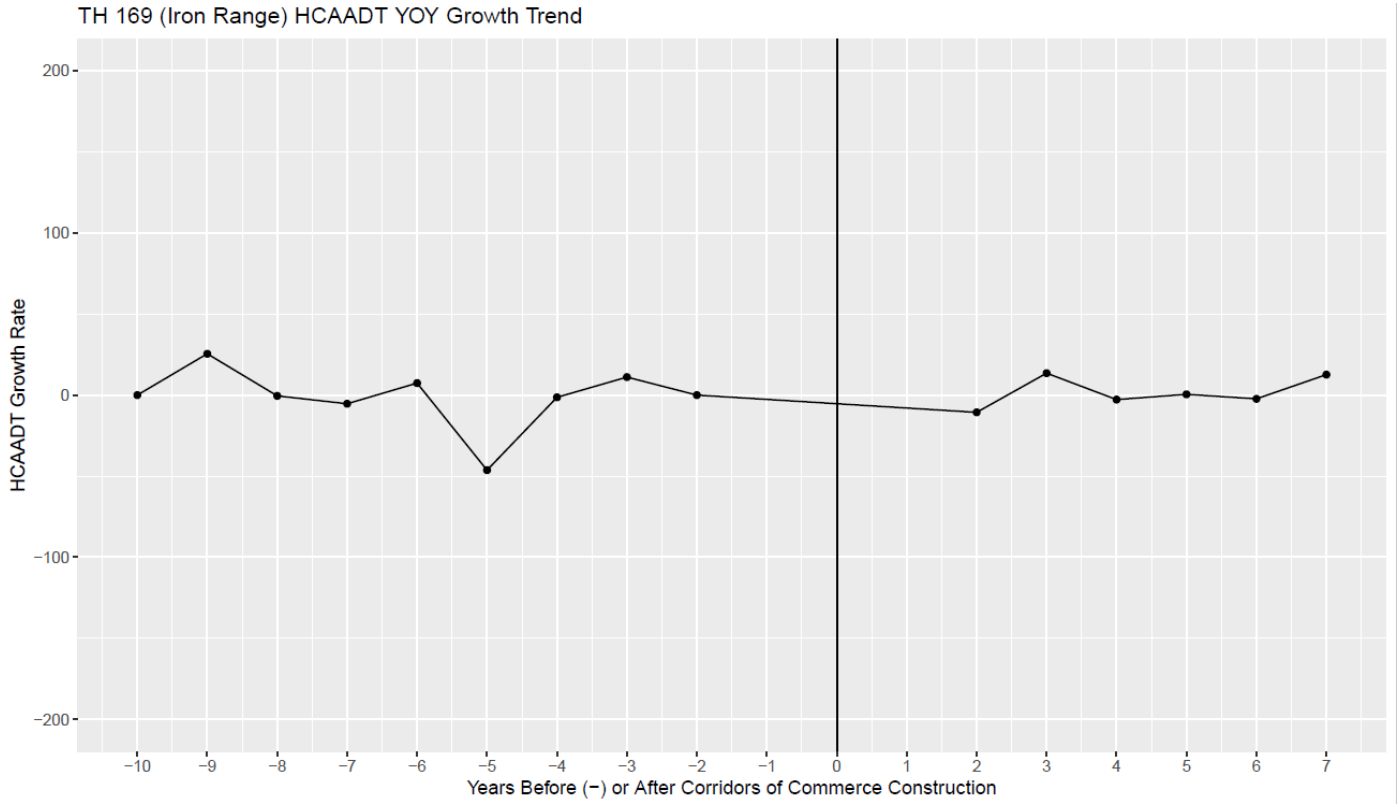


Figure D16: Interstate 694 HCAADT Trend



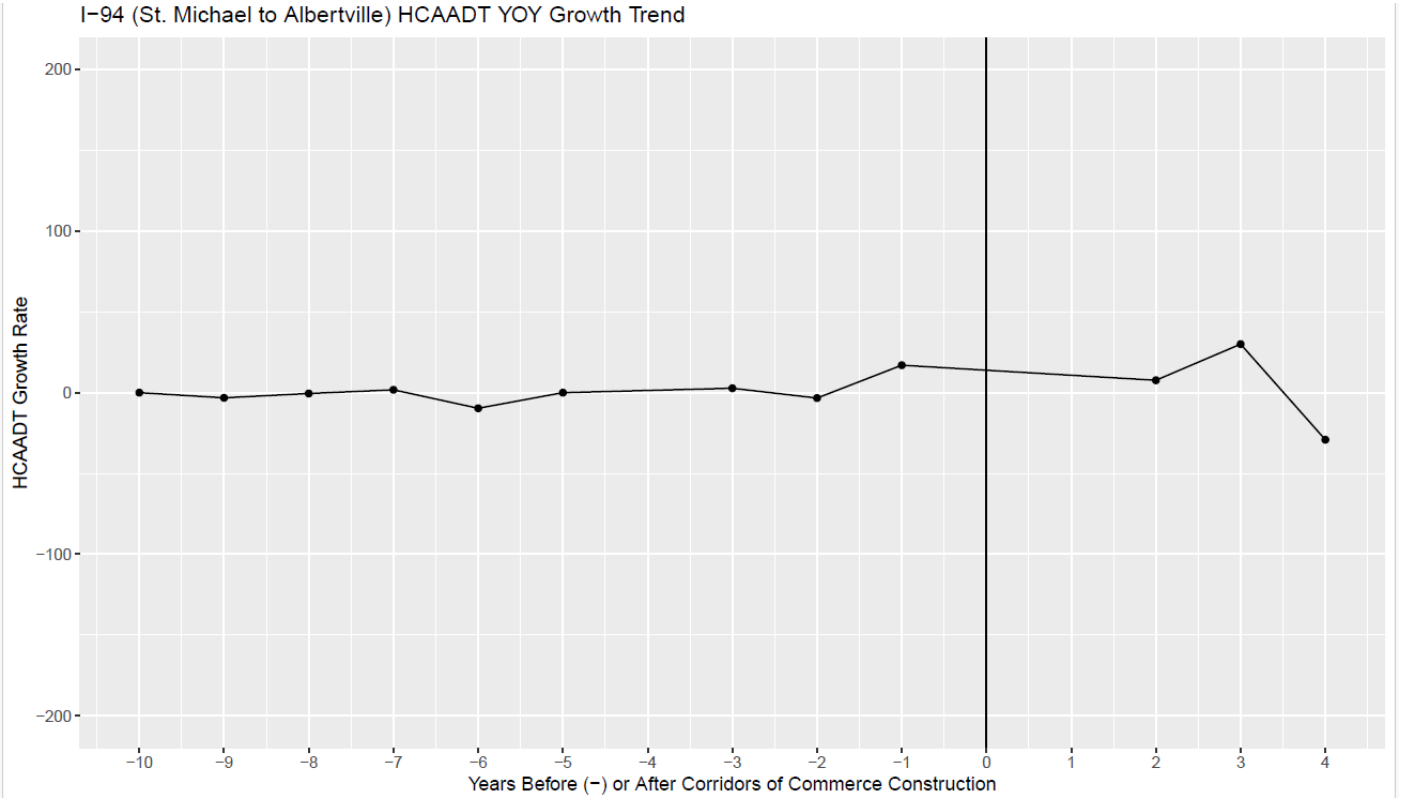
Since 2004, volumes in the Interstate 694 project area have generally followed state heavy commercial traffic growth (Figure D16). 2007 was the only year to experience positive, greater than statewide, growth. Year 1, 2019, post construction has a nearly identical volume to 2013, although this value is 80 percent of the 2004 volume and is 4.3 percent below statewide growth. The short-run spike in growth rates in post-construction year 4 (2021) corresponds to the deployment of a new continuous count station along the corridor, as indicated by the return-to trend during the following year. The more recent post-pandemic years have been characterized by larger fluctuations in volume growth rates, in the range of -10% to 25%.

Figure D17: TH 169 HCAADT Trend



Growth rates for heavy commercial traffic on TH 169 mirrored or slightly exceeded state heavy commercial traffic growth in the few years before and after project completion. As Figure D17 indicates, there is little evidence of much effect of the completion of this project on commercial truck volumes. The modest scope of the project, which affected only an approximately two third mile-long stretch of the highway, along with slow population and economic growth in the region, accounts for the limited post-construction impacts.

Figure D18: I-94 (St. Michael to Albertville) HCAADT Trend



Heavy commercial volumes in the I-94 corridor between St. Michael and Albertville showed a trend of modest decline in the years leading up to its expansion from four to six lanes (Figure D18). The direct effect of this project is difficult to discern, as there were multiple other projects going on at other locations within the larger corridor along I-94 between Maple Grove and Clearwater during and after the completion of this project. These included a widening of I-94 between Maple Grove and Rogers and separate work to reconstruct the interchange at TH 241 near St. Michael, along with the reconstruction of other intersections on TH 241 near the interchange. During the most recent years, this segment has also been affected by construction work on another Corridors of Commerce-funded project which will expand the segment immediately west of this one (between Albertville and Monticello) from 4 to 6 lanes. This work, along with the installation of a new continuous count station on I-94 near St. Michael, helps to explain the more recent sharp increase and decline in reported truck volumes.

Figure D19: HCAADT Trends on TH 14 (Phase 2) Between Owatonna and Dodge Center

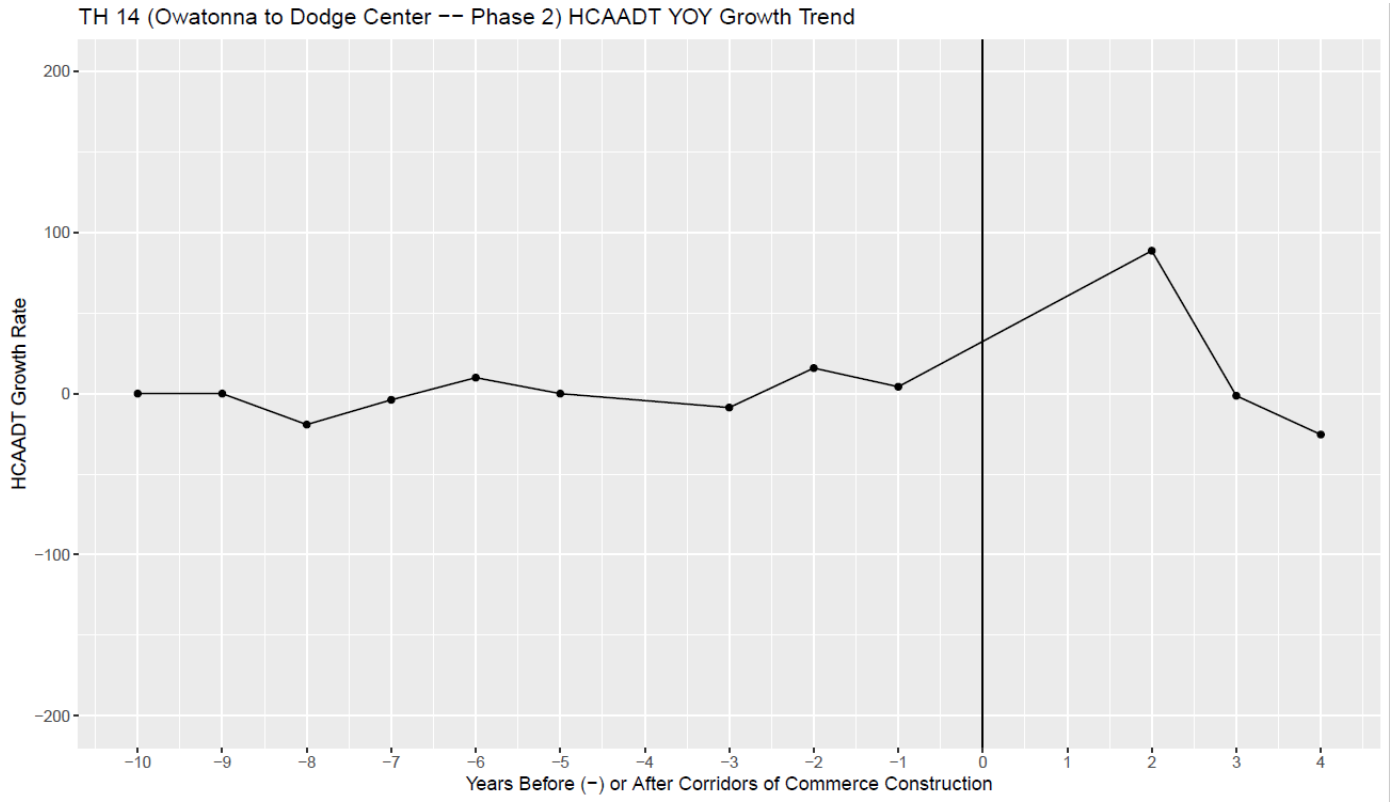
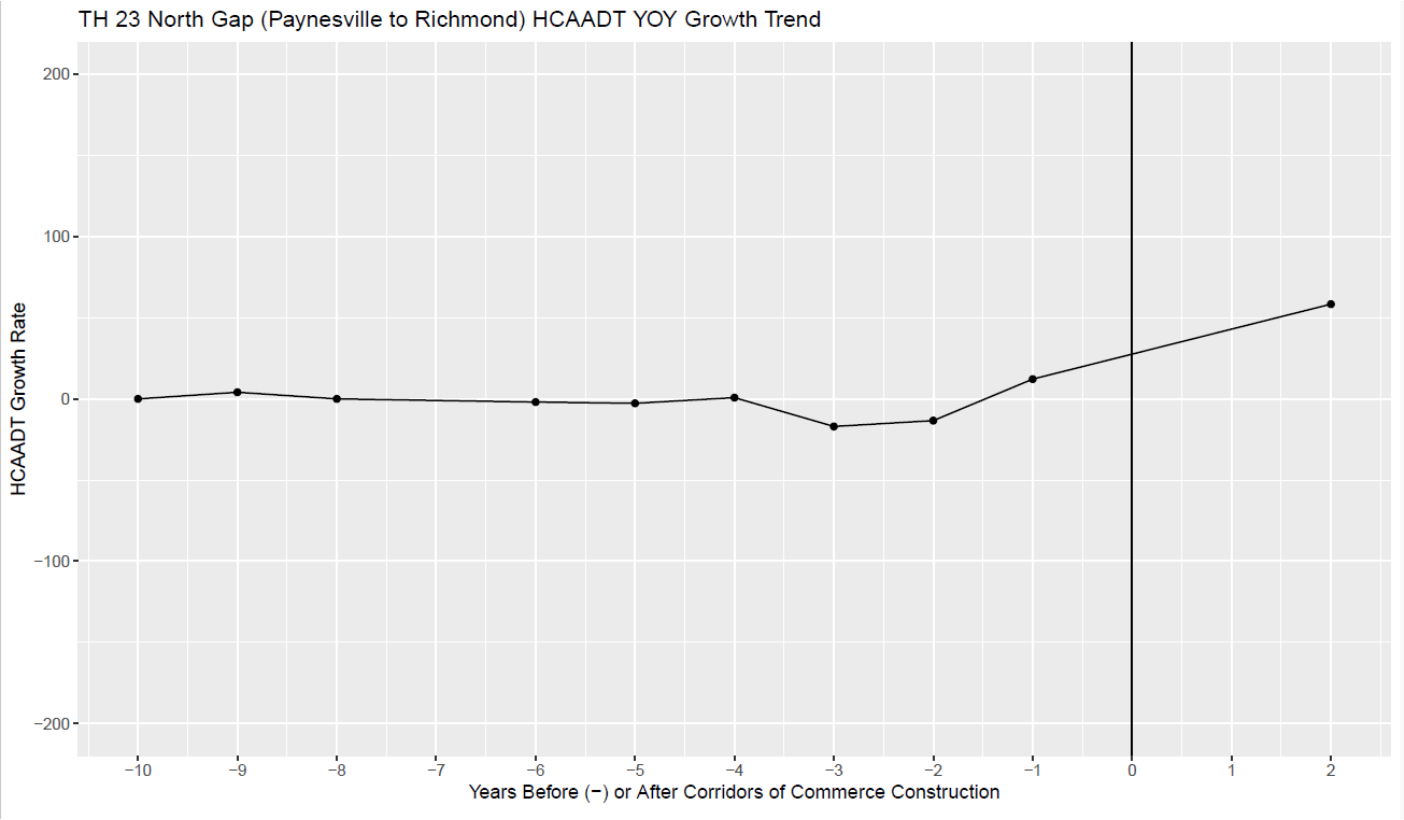


Figure D19 shows trends in commercial truck volumes for the second phase of the expansion of TH 14 between Owatonna and Dodge Center. Volumes declined following 2010 (Year -8), then stabilized for several years, beginning to tick back upward in the years leading up to construction. Significantly higher volumes were reported following construction in 2022 and 2023, nearly doubling pre-construction levels. This effect is more likely due to the use of a new radar-based continuous count station located near the western end of the project's corridor, as can be confirmed by a return to near-zero growth rates the following year. The approximately 25% drop in truck volumes during the most recent years (2024 to 2025) corresponds to a drop in the reported share of commercial truck traffic on this route from 24% to 17%. At present, there is no explanation for this relative outlier.

The TH 23 North Gap project, completed in late 2023, expanded the roadway to four lanes with a divided median. The trends in truck volumes on this route, as depicted in Figure D20, show tentative evidence of an increase in volumes relative to the pre-construction period. At this point, these changes should be viewed as suggestive since there were relatively few direct volume counts at this location in the years leading up to the project's construction, and many of the existing volume figures represent growth factors applied to previous years' counts. This project will need to be closely monitored in the coming years to determine its impact on commercial truck volumes.

Figure D20: HCAADT Trends on TH 23 (North Gap) Between Paynesville and Richmond



The Corridors of Commerce projects examined in this analysis have shown a variety of outcomes in terms of trends in commercial truck volumes following project completion. Some have remained relatively flat or followed statewide growth trends, others are showing indications of accommodating increased volumes. While the effects of the COVID pandemic have largely subsided and no longer appear to be affecting observed truck volumes, changes in data collection continue to present a challenge to the task of estimating the impacts of new or ongoing projects on freight traffic growth. While several of the project locations reviewed in this section have in recent years been affected by changes in volume data and vehicle classification methods, these effects often appear to be short-lived and distinct from longer-term volume trends.

Future updates of this analysis may include the use of alternate and supplemental sources of data, such as probe-based or other passive collection methods. These methods may prove to be particularly important in locations where continuous-count equipment is not available, or where manual counts are infrequent or less reliable.

Appendix E: Corridors of Commerce Program Readiness Advancement Guidance and Selection Process for 2025

Overview

Up to ten percent of Corridors of Commerce funds available in each fiscal year may be allocated for the following readiness advancement activities: planning, scoping, predesign, preliminary engineering, and environmental analysis. Any share of funds not allocated to readiness advancement activities must be distributed back to the program. Funds are for project development sufficient to meet the eligibility and scoring criteria of the program.

Project Classification

Candidate projects are classified as either Capacity Development projects or Freight Improvement projects.

- ***Capacity Development*** projects are on a segment of trunk highway where the segment:
  - 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; or
  - contains a location that is proposed as a new interchange or to be reconstructed from an intersection to an interchange.
- ***Freight Improvement*** projects are for an asset preservation or replacement project that can result in:
  - removing or reducing barriers to commerce;
  - easing or preserving freight movement;
  - support emerging industries; or
  - providing connections between the trunk highway system and other transportation modes for the movement of freight.

Beginning February 1, 2025, Minnesota Statutes 161.178 now requires capacity expansion projects to complete a Greenhouse Gas (GHG) impact assessment and conform with the State's GHG and Vehicle Miles Traveled (VMT) reduction targets prior to inclusion in the State Transportation Improvement Program (STIP) or a metropolitan Transportation Improvement Program (TIP). What this means for Corridors of Commerce, specifically readiness advancement activities, is that an initial impact assessment must be completed as part of awards made under this program.

Project Eligibility

The Corridors of Commerce law specifically laid out program eligibility guidelines. The eligibility requirements for readiness advancement activities that can be funded under the program are:

- The future project is consistent with MnDOT's Statewide Multimodal Transportation Plan (SMTP);
- The location of the future project is on the Trunk Highway system within the Metro District or on the National Highway System (NHS) within the Greater Minnesota District;
- Placement into at least one project classification category; and
- The future project may be, but is not required to be, identified in the 20-year state highway investment plan.

Regional Balance

To ensure regional balance throughout the state, Minnesota Statutes 161.088 requires that all available program funds be distributed according to the following regional allocations:

- ***Metro Projects***: at least 25% and no more than 27.5% of the funds are for projects that are located within, on, or directly adjacent to an area bounded by marked Interstate Highways 494 and 694.
- ***Metro Connector Projects***: at least 35% and no more than 37.5% of the funds are for projects that are located wholly or primarily within a greater metropolitan county and outside of the Metro Project boundary identified above.
- ***Regional Center Projects***: at least 35% and no more than 40% of the funds are for projects that are outside of the two boundaries identified above.

Project Selection Process

The process for identifying, evaluating and selecting readiness advancement activity nominations under the program is done in phases.

Phase I: Project Solicitation

MnDOT will use an online nomination process that allows for an interested party, including an individual, business, local unit of government, corridor group, or interest group, to submit a future project needing to complete readiness advancement activities for consideration. The following information needs to be provided through the online system to be considered nominated:

- Name and contact information of nominator;
- Name of the organization the nominator represents;
- Future project location;
- A detailed description of the readiness advancement activity to be funded through this program;
- The total activity cost and the amount of funding being requested from this program;
- The source and dollar amount of any other funding commitments for this nomination; and
- Name and contact information for those other funding commitments.

Phase 2: Local Screening & Recommendations

MnDOT will distribute nominations received during the open solicitation to local screening entities. Screening entities identified within the statute:

- Metropolitan Council consultation with the Transportation Advisory Board
- Greater Minnesota Area Transportation Partnerships
- Each of the following greater metropolitan counties: Anoka, Carver, Chisago, Dakota, Hennepin, Isanti, Ramsey, Scott, Sherburne, Washington and Wright.

Screening entities must consider all the submitted nominations for their area. Consideration shall include soliciting input from members of the legislature who represent the area for review, comment, and nonbinding approval or

disapproval. Additionally, MnDOT district offices will review submitted budgets for accuracy. Any budgets needing revision can be recommended for scoring with a stipulation of receiving a revised budget.

Each screening entity may select up to two nominations to recommend for readiness advancement funding. Each recommendation must identify the comments and approvals or disapprovals provided by a member of the legislature.

Phase 3: Project Scoring

Scoring Overview

All nominations recommended by a Local Screening Entity, that have been determined to be eligible for the program, will be scored. Up to 100 Points will be awarded for each of the eight criteria. The maximum possible score is 800 points.

Scoring Criteria

Once recommendations have been received from local screening entities, MnDOT will complete a scoring assessment. Recommended nominations must be scored using all of the following criteria, as required by law.

Return on Investment (ROI)

Future projects should demonstrate a return on investment. This criterion will compare the cost of the readiness advancement activity in relation to the roadway's current utilization.

Cost of the activity is divided by the sum of the Average Annual Daily Traffic plus the Heavy Commercial Average Annual Daily Traffic will determine the cost per vehicle. The nomination with the lowest cost per vehicle receives 100 points and the nomination with the highest cost per vehicle receives 0 points. All nominations between receive points proportionally scaled from the lowest cost per vehicle.

Economic Competitiveness

Future projects should support commerce and economic competitiveness.

The 5-year job growth rate for the county in which the future project is located will be used to assign half of the points for this category. If a future project crosses county lines, the average job growth rate of the two counties will be used. The nomination with the highest growth rate will receive 50 points and the nomination with the lowest growth rate will receive 0 points. All nominations between receive points proportionally scaled from the highest rate.

Economic development activity along the corridor will account for the other half of points in this category. Nomination descriptions shall include information on economic development activities along the roadway. Using the table below nominations will receive points based on the scoring committee's assessment of the economic activities.

Table E1: Economic Competitiveness Scoring Matrix

Level of Economic Development Activity	Points
All New Development/Redevelopment	50
Mostly New Development/Redevelopment	40
Some New Development/Redevelopment	30
Little New Development/Redevelopment	20
No New Development/Redevelopment	10
No development along corridor	0

Freight Efficiency

Travel Time Reliability will be used to evaluate the roadway's travel time. Both the percentage and degree of travel time reliability will be utilized to develop an index that can be compared to all the other nominations. The nomination with the lowest percentage of reliability will receive 50 points and all others will be assigned points proportionally from the lowest percentage.

Heavy Commercial Average Annual Daily Traffic (HCAADT) will be used to assign the remaining 50 points in this category. HCADDT will be taken from MnDOT's traffic count volumes maps and used directly as this output. MnDOT will determine the closest HCAADT measurement to the future project or use a weighted HCAADT figure if more than one volume is available throughout the project area. The nomination with the highest HCAADT count will receive 50 points. All other nominations will be assigned points proportionally from the highest count.

Safety

Ensuring safety is top priority for MnDOT, so projects will be evaluated on their crash history.

The 5-year average number of Fatal and Type A injury crashes will be used to determine up to 75 points for this criterion. The nomination with the highest average number of fatal and type A injury crashes will receive 75 points and no points will be given to a nomination if the average number is 0. All other nominations will be assigned points proportionally from the highest average.

The 5-year average number of all crashes will be used to determine up to 25 points. The nomination with the highest average number of all crashes will receive 25 points and no points will be given to a nomination if the average number is 0. All other nominations will be assigned points proportionally from the highest average.

Regional Connections

Connections within the transportation system facilitate statewide mobility.

Nominations will be scored based upon the connection issue the future project is trying to address using the following table. If a future project is seeking to address multiple issues, MnDOT will apply the highest scoring issue from the table to calculate the points.

Table E2: Regional Connections Scoring Matrix

Connection Issue	Interstates	Principal Arterials	Other
Lane gaps within a larger corridor	100	75	50
Isolated signalized intersection to interchange	NA	75	50
Need multiple interchanges/accesses	NA	50	25
Need additional lanes	75	50	25
Need to expand existing intersection/interchange	75	50	25
Connection to multimodal/intermodal facility	75	50	25
Unsignalized intersection to interchange	NA	50	25
Missing interchange ramps/movements	50	25	5
Need passing lanes	NA	25	5
Does not meet one of the above	0	0	0

Policy Objectives

Future projects should address transportation system policy objectives and principals. MnDOT uses the Statewide Multimodal Transportation Plan (SMTP) as the basis for assigning points for this criterion. Each nomination narrative shall provide insight as to how the future project achieves SMTP objectives.

Four of the six policy objectives from the 2022 SMTP will be considered, with each accounting for up to 25 points of the total 100 points possible in this category. The table below lists examples of elements that will be considered when assigning scores for each objective. Additional elements can be found in Chapter 5 of the 2022 SMTP.

Table E3: Regional Connections Scoring Matrix

SMTP Objective	Criteria (examples)	Points
System Stewardship	• Coordination with partners on management of assets connected to the transportation system (communications, utilities, etc.) • Provide transportation infrastructure and facilities that reflect the surrounding context (support existing/planned land use)	Up to 25
Climate Action	• Considerations for transitioning the transportation sector away from fossil-based fuels (EV charging) • Transportation and land use decisions to reduce greenhouse gas emissions (mixed land uses, non-emitting transportation modes, etc.) • Mitigate risk of extreme weather and increase resiliency (vulnerability assessments, stormwater management, etc.)	Up to 25
Healthy Equitable Communities	• Coordinate planning among partners, stakeholders and public (collaboration, engagement, etc.) • Reduce transportation burdens and inequities (remove barriers, address issues from the past, reduce transportation costs) • Leverage transportation to improve health (active transportation, access to food/services/parks, etc.)	Up to 25
Open Decision Making	• Opportunities to have a role in transportation decision making (working with communities, engagement plans, inclusion of those impacted, etc.) • Build relationships to engage people, especially underserved communities (regular communication, connect with leaders, education, etc.) • Use research and data to drive decision making (easily accessible data, data visualization tools, qualitive data, etc.)	Up to 25

Community Consensus

Support and consensus from the surrounding community is needed for the future project to succeed.

To help ensure that nominations meet the spirit of this criterion, MnDOT has made each section of the table below all or nothing points. In the first section, all the municipalities and counties touched by the future project need to provide a letter of support in order to receive the 45 points. For the second section all regional planning agencies for the area in which the future project is located need to provide a letter of support in or to receive the 45 points. The third section requests a single letter of support from any chamber of commerce with relation to the future project for an additional 10 points.

The letters of support are not needed for the nominations until 60 days after the closing of the online process. MnDOT will contact all the municipalities and counties impacted by a nomination to request they consider providing a letter of support. MnDOT will note that if the local government does not provide a letter of support, it will impact the nomination's score within the Corridors of Commerce program. MnDOT will likewise notify the regional planning

agencies of nominations that will need letters of support from them. The nominator is responsible for contacting a local chamber of commerce to have them send a letter of support. All letters should be sent electronically to Nicole Westadt.

Table E4: Community Consensus Scoring Matrix

What is Needed	Who	Points
Letter(s) of Support from each municipality and county that is touched by the project.	Mayor/County Board Chair	45 – All jurisdictions 0 – Missing any jurisdiction
Letter(s) of Support from the Metropolitan Planning Organization, Regional Development Commission and/or Regional Planning Agency.	Chair/Executive Director	45 – All planning organizations 0 – Missing any planning organization
Letter of Support from a Chamber of Commerce with purview over the future project area.	Chair/Executive Director	10 – At least one letter 0 – No letter

Project Deliverability

This criterion is designed to award points for those nominations further along in the project development process and thus have a higher likelihood to be delivered within the funding timeframe for the program. Using the table below, MnDOT will assign points based on the readiness advancement activity for which funding is being requested. If a project is seeking funding for multiple activities, MnDOT will apply the lowest scoring activity from the table to calculate the points.

Table E5: Project Deliverability Scoring Matrix

Readiness Advancement Activity	Points
Environmental Analysis	100
Engineering/Design	75
Scoping	50
Planning	25

Phase 4: Project Ranking Selection

Upon completion of nomination scoring, MnDOT will develop ranked lists based on the total score for each of the regional project categories.

Phase 5: Public Information

MnDOT will publish information regarding the selection process on the department's website. The information will include:

- lists of all readiness advancement activity nominations submitted for consideration and all nominations recommended by the screening entities;
- the scores and ranking for each nomination; and
- an overview of each selected nomination amounts and sources of funding.

Additional Program Guidance

MnDOT will not award funding to a nomination that does not meet all the applicable state and federal laws, even if it scores the highest in the program.

Information will be shared with selected nominations for future projects anticipated needing to complete an initial GHG impact assessment as part of the readiness advancement activity.

Program Schedule

Table E6: Metro Connector and Regional Center Solicitation Timeline

Key Activity	Start	End
Phase 1: Project Solicitation	March 24	April 25
Phase 2: Local Screening & Recommendations	April 28	July 11
Phase 3: Project Scoring	July 14	August 15
Phase 4: Project Ranking Selection	October 13	October 31
Phase 5: Public Information & Award Announcement	November 3	NA

Table E7: Metro Solicitation Timeline

Key Activity	Start	End
Phase 1: Project Solicitation	June 16	July 18
Phase 2: Local Screening & Recommendations	July 21	September 19

Phase 3: Project Scoring	September 22	October 10
Phase 4: Project Ranking Selection	October 13	October 31
Phase 5: Public Information & Award Announcement	November 3	NA

Program Contacts

If you have additional questions about the Corridors of Commerce Program, please contact Nicole Westadt, Capital Planning Director.

Appendix F: 2025 Readiness Advancement Scores

Table F1: Regional Center Scores

District	Route	Project Description	Funding Requested	Total Points
3	***MN 15***	***Readiness activities from MN 23 to US in St. Cloud***	***$2,500,000***	***483***
3	I-94	Readiness activities from Clearwater to St. Cloud	$3,750,000	448
6	***TH 14***	***Readiness activities at CSAH 3 and CSAH 5***	***$3,000,000***	***419***
1	US 169	Readiness activities from TH 37 to 13th Street in Hibbing	$3,400,000	410
7	US 169	Readiness activities along route in Le Sueur	$3,000,000	363
3	MN 23	Readiness activities from Foley to I-35	$2,000,000	349
1	I-35	Readiness activities for Thompson Hil reconstruction	$6,000,000	346
8	MN 23	Readiness activities from 15th Street to CSAH 5 in Wilmar	$1,700,000	252

Note: Projects with Intense Emphasis indicate those selected

Table F2: Metro Connector Scores

District	Route	Project Description	Funding Requested	Total Points
3/M	***US 10***	***Readiness activities from US 169 to Eastern Border of Elk River***	***$1,600,000***	***529***
M	***MN 47***	***Readiness activities at 85th Avenue intersection in Blaine***	***$2,030,000***	***512***
3/M	US 10	Readiness activities at CSAH 11 intersection in Becker Township	$2,575,000	508

3	MN 25	Readiness activities from I-94 in Monticello to US 10 In Big Lake	$1,000,000	505
M	US 10	Readiness activities at MN 65 intersection in Blaine	$2,900,000	466
M	I-35	Readiness activities at CSAH 2 interchange in Elko New Market	$1,500,000	432
M	MN 3	Readiness activities at CSAH 42 in Rosemount	$800,000	410
M	MN 5	Readiness activities from CSAH 11 to Commercial Avenue in Victoria	$800,000	379
M	MN 47	Readiness activities from US 10 to Bunker Lake Boulevard in Anoka	$625,000	332

Note: Projects with Intense Emphasis indicate those selected

Table F3: Metro Scores

District	Route	Project Description	Funding Requested	Total Points
M	***I-94, I-494, I-694***	***Readiness activities at the Fish Lake Interchange***	***$2,500,000***	***655***

Appendix G: Program Award Maps

Figure G1: Greater Minnesota Awards

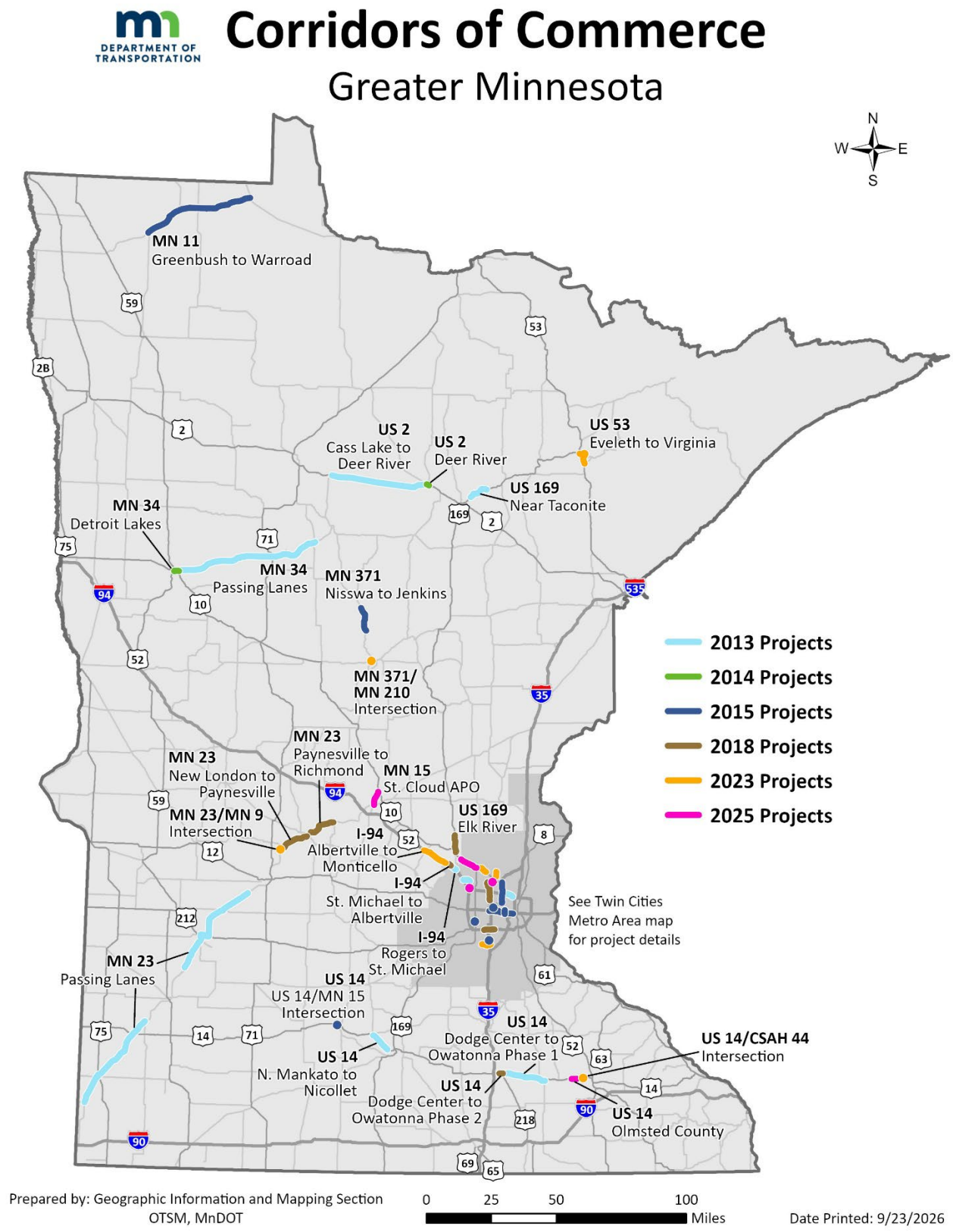


Figure G2: Metro Awards

