MnDOT’s Corridor Investment Management Strategy (CIMS): A New Transportation Planning Approach

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MnDOT
Background/Context

- Challenging and uncertain times for the transportation community …
- Aging system
- Flat (declining?) revenue projections
- Regional & local priorities
- Stakeholders want more information/opportunities to be involved in MnDOT’s decision-making
How do we move forward?

Maximize impact of available revenues

Seize opportunities

Seek new approaches

*Be Nimble*

Partner, Collaborate, Innovate
What is CIMS?

A corridor-based initiative that brings MnDOT together with its partners to exchange information and discuss opportunities for collaborative and sustainable investment.
CIMS Objectives

• Given the funding reality, advance cost effective strategies to regional & local priorities

• Greater transparency and collaboration in MnDOT’s investment planning & programming

• Partnerships that leverage public resources to achieve multiple purposes
Approach

- A new forum for information exchanges and coordination
- An opportunity to collaborate around lower cost, high benefit strategies
Cross Agency Collaboration

• Invited other state agencies to participate:
  – DEED, DNR, PCA, MHFA, Ag, Tourism, Health, etc.

• Exploring ways to coordinate investment

• Help MnDOT develop quality of life, economic and environmental criteria for a CIMS solicitation
CIMS Solicitation

• Early 2013 for first round
  – Criteria, amount of funding and application process to be developed later this Summer

• Focus for first round
  – Trunk highway projects that address non-performance-based needs related to Quality of Life, Economic Competitiveness and Environmental Health
May 2012 Rollout

• Provide overview of CIMS, current funding and system condition, introduce suite of lower-cost, high benefit strategies
• Provide maps and other information
• Initiate conversation on quality of life, economy, environment for each corridor
Greater MN Corridors Mapped

IRCs, Supplemental Freight routes, Other Key Routes
Metro Corridors Mapped

Principal Arterials and select transit routes
Corridor Maps

- Map A: Existing Conditions
- Map S: Existing Conditions – Safety
- Map B: 2012-2015 STIP Projects
- Map C: Anticipated Performance-based Needs 2016-2021
- Map D: Recent Investments 2002-2011
Corridor Context
The corridor runs 115 miles along U.S. Route 2 from East Grand Forks adjacent to the North Dakota border to Bemidji. The corridor runs through Crookston, Fosston, and Bagley. It passes through the agricultural region of the Red River Valley to the forested region of the Mississippi Headwaters State Forest outside of Bemidji.

US 2 Corridor Performance

<table>
<thead>
<tr>
<th>Measure</th>
<th>Corridor Result</th>
<th>Statewide Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure Preservation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge Condition -- % Good and satisfactory</td>
<td>75.5%</td>
<td>84.9%</td>
</tr>
<tr>
<td>(by deck area)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge Condition -- % Poor (by deck area)</td>
<td>0%</td>
<td>3.1%</td>
</tr>
<tr>
<td>Pavement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road Quality Good -- % of miles</td>
<td>91.2%</td>
<td>70.2%</td>
</tr>
<tr>
<td>Road Quality Poor -- % of miles</td>
<td>&lt;1%</td>
<td>3.7%</td>
</tr>
<tr>
<td>Mobility</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interregional Corridors -- Greater MTP-Predicted Travel speed</td>
<td>65</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Population Trends

<table>
<thead>
<tr>
<th>County</th>
<th>2000</th>
<th>2016</th>
<th>2035 Projection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beltrami</td>
<td>39,650</td>
<td>44,442</td>
<td>57,950</td>
</tr>
<tr>
<td>Clearwater</td>
<td>8,423</td>
<td>8,666</td>
<td>9,533</td>
</tr>
<tr>
<td>Park</td>
<td>48,075</td>
<td>51,860</td>
<td>56,291</td>
</tr>
</tbody>
</table>

Current Corridor Characteristics

- **Highway**
  - 2009 AADT: 2,400 – 19,600
  - 2009 HCDT: 120 – 1,700
- **Key Highway Connections**: US-71, US-75
- **Public Transit**
  - Paul Bunyan Transit, Jefferson Lines, Tri-Valley Heartland Express
- **Bicycle/Febestrian**
  - Heartland and Paul Bunyan State Trail
- **Major Airports**
  - Bemidji Regional Airport
- **Rail**
  - NSR Railway, Soo Line
- **Major Industries**
  - Education, entertainment/shopping, healthcare, recreation

Disclaimer: Changes may be made periodically to the information on the map. If you find any errors or omissions, we encourage you to report them online at [www.mndot.gov/minnesota](http://www.mndot.gov/minnesota).
**US 2 Interregional Corridor (Bemidji - Grand Forks)**

**2012-2015 STIP Projects**

### Planned Highway Projects

- **2013-2015 STIP Projects**
- **513**
- **1035**

### Roads

- **Highways:**
  - **I-94**
  - **I-694**
  - **I-80**
  - **I-29**
- **County Highways:**

### Other modes

- **Fixed Route Transit System**
- **Minnesota State Trails**
- **Class 1 Railroads**
- **Major Intermodal Terminals**
- **Major Airports**

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**US 2 Adjacent Projects**

<table>
<thead>
<tr>
<th>Investment Area</th>
<th>Project Description</th>
<th>Length (Miles)</th>
<th>Route</th>
<th>Fiscal Year</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement</td>
<td>Mill and Overlay</td>
<td>23.6</td>
<td>MN 20</td>
<td>2013</td>
<td>$4.8 Million</td>
</tr>
<tr>
<td>Pavement</td>
<td>Resurfacing</td>
<td>9.7</td>
<td>MN 92</td>
<td>2013</td>
<td>$2.2 Million</td>
</tr>
<tr>
<td>Pavement</td>
<td>Resurfacing</td>
<td>13.0</td>
<td>MN 62</td>
<td>2014</td>
<td>$3.2 Million</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$10 Million</strong></td>
</tr>
</tbody>
</table>

**US 2 Projects**

<table>
<thead>
<tr>
<th>Investment Area</th>
<th>Project Description</th>
<th>Length (Miles)</th>
<th>Route</th>
<th>Fiscal Year</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADMI</td>
<td>ADA Pedestrian Ramp</td>
<td>0.62</td>
<td>US 29</td>
<td>2013</td>
<td>$150,000</td>
</tr>
<tr>
<td>Bridge</td>
<td>Beneficial Bridge</td>
<td>N/A</td>
<td></td>
<td>2012</td>
<td>$2.6 Million</td>
</tr>
<tr>
<td>Pavement</td>
<td>Concrete Pavement</td>
<td>N/A</td>
<td></td>
<td>2014</td>
<td>$2.2 Million</td>
</tr>
<tr>
<td>Pavement</td>
<td>Intersection</td>
<td>N/A</td>
<td></td>
<td>2015</td>
<td>$55 Million</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$10 Million</strong></td>
</tr>
</tbody>
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[Minnesota GO]

A Collaborative Vision for Transportation
US 2 Interregional Corridor (Bemidji - Grand Forks)
Anticipated Performance Based Investment Needs (2016-2021)*

Infrastructure Needs
- Pavement in need of repair/reconstruction
- Bridges in need of replacement/rehab
- Culverts in need of replacement/repair

Safety Needs
- Safety Priority Intersections
- High Priority Curves

Corridor Performance Based Needs (2016-2021)

<table>
<thead>
<tr>
<th>Category</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Preservation</td>
<td>10 bridges</td>
</tr>
<tr>
<td>Pavement Preservation</td>
<td>8 miles</td>
</tr>
<tr>
<td>Culvert Preservation</td>
<td>3 culverts</td>
</tr>
<tr>
<td>Pipe Replacement</td>
<td>5 poor pipes</td>
</tr>
<tr>
<td>Safety Improvements*</td>
<td>14 priority intersections</td>
</tr>
<tr>
<td>Mobility*</td>
<td>None, as corridor meets mobility target</td>
</tr>
</tbody>
</table>

*Assumes completion of STP projects.
*Systematic safety improvements are included as part of most highway projects. Refer to safety map for additional safety information.

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Early Results

• Generally favorable responses from participants
• Coordination, economic development, safety issues raised
• The beginning of the discussion
Next Steps

• Inform Highway Investment Plan Update being updated this summer.
• Competitive Solicitation in early 2013
  – Details To Be Determined
• Develop 10-Year Corridor Outlooks
CIMS Output: 10-Year Corridor Outlooks

- Short, easy to digest, updated annually
- Three main sections:
  - Programmed projects & planned investments
  - Anticipated performance needs
  - Dynamic assessment of local priorities, issues & opportunities
- 1-3 pages + maps
Questions?

www.mndot.gov/cims

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