

Corridor Investment Management Strategy

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Minnesota Department of Transportation

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Minnesota GO

A Collaborative Vision for Transportation

Minnesota's multimodal transportation system maximizes the health of people, the environment and our economy.



The graphic features a central 'GO' logo with a network of smaller icons radiating from it. To the right, three icons represent 'Environment', 'Economy', and 'Quality of Life'. A large '50' is prominently displayed, with a circular inset showing a park scene. The text '50-Year Statewide Vision' is written below the '50'.

Minnesota GO
Crafting a Transportation Vision for Generations

November 2011

The Minnesota Department of Transportation launched the Minnesota GO visioning process to better align the transportation system with what Minnesotans expect for their quality of life, economy and natural environment.

The effort is based on an understanding that transportation is a means to other ends, not an end in itself. It also recognizes that infrastructure is only one of many elements necessary to achieving a high quality of life, a competitive economy and a healthy environment.

This 50-year vision for transportation will require consistency and collaboration across jurisdictions and sectors. Although MnDOT initiated the effort to develop the vision, this is a vision for all forms of transportation. Ownership of the vision is a shared responsibility.

What is a Vision?
A vision is a description of a desired future. It answers the question "What are we trying to achieve?" It does not answer the question "How will we do it?" - This will be addressed in subsequent MnDOT statewide and modal plans as well as through tribal, regional and local planning efforts.

50-Year Statewide Vision



Statewide Multimodal Transportation Plan

Policy Objective: Critical Connections

Strategy #1: Apply multimodal solutions that ensure a **high return-on-investment**, given constrained resources, and that complement the unique social, natural and economic features of Minnesota

CIMS Solicitation

- MnDOT's 2014-2015 biennial budget included use of \$30 million for pilot solicitation
- Highway projects that advance the Minnesota GO objectives of Quality of Life, Economic Competitiveness and Environmental Health
- Solutions that ensure a **high return-on-investment**

Interagency Advisory Group

- Helped develop the evaluation criteria and reviewed projects
- Membership included: Tourism, Commerce, Education, Employment & Econ Dev, Health, Natural Resources, Public Safety, MnDOT, and Pollution Control

Scoring Criteria

Points	Criteria
60	Benefit/Cost Ratio <ul style="list-style-type: none">Includes social, economic and environmental factorsCost includes life cycle costs
30	Other Factors: <ul style="list-style-type: none">Local Economic Impacts (7.5 points)System Considerations (6.3 points)Multimodal Impacts (6 points)Community Health and Access (5.6 points)Context Sensitivity (4.6 points)
10	Consideration for projects with >10% non-MnDOT \$

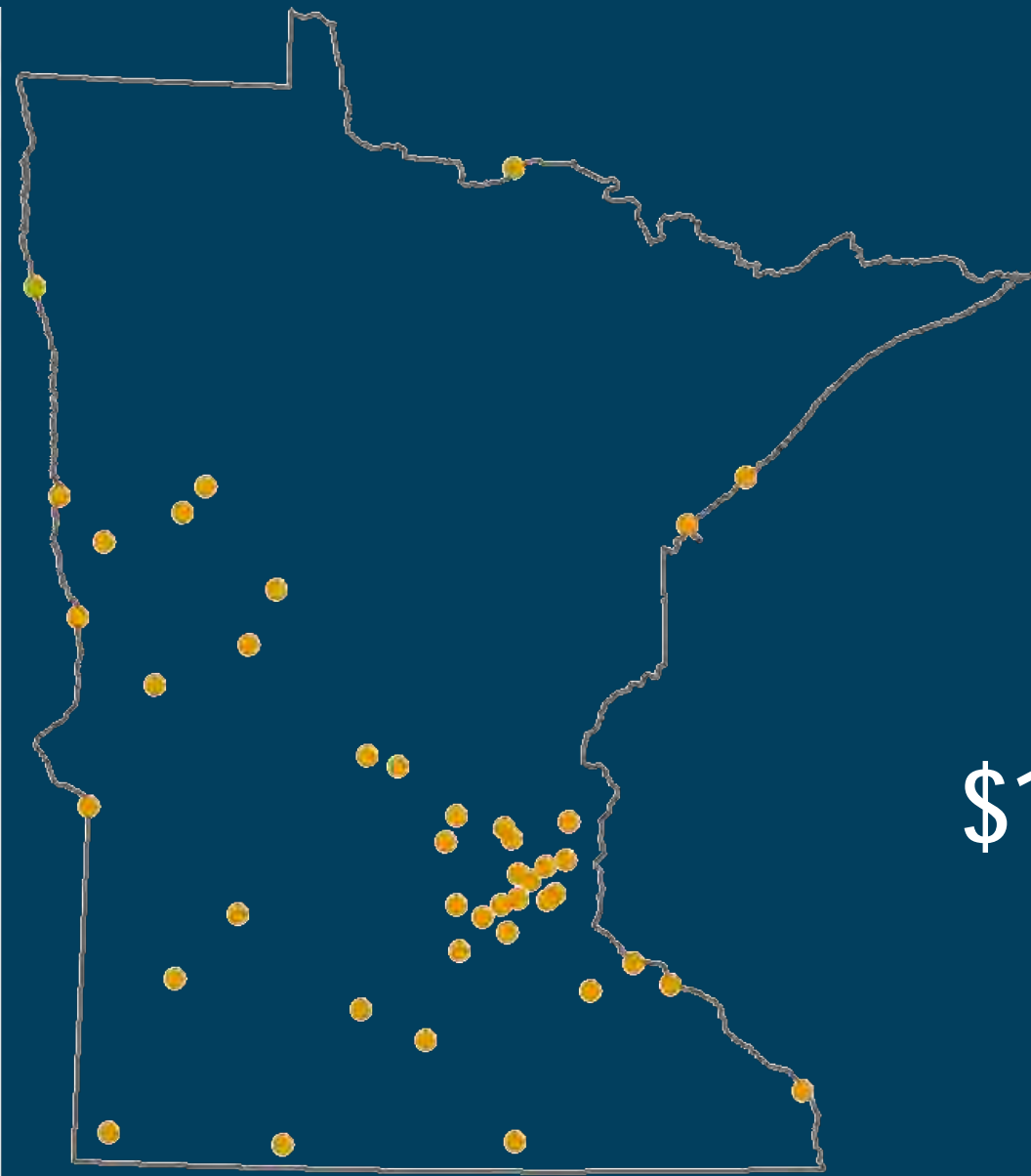
Community Health

- Improves access to preventative and clinical health care facilities or recreational facilities
- Avoids/minimizes negative impacts to or positively improves access for low-income or disadvantaged populations

PRISM – B/C Analysis

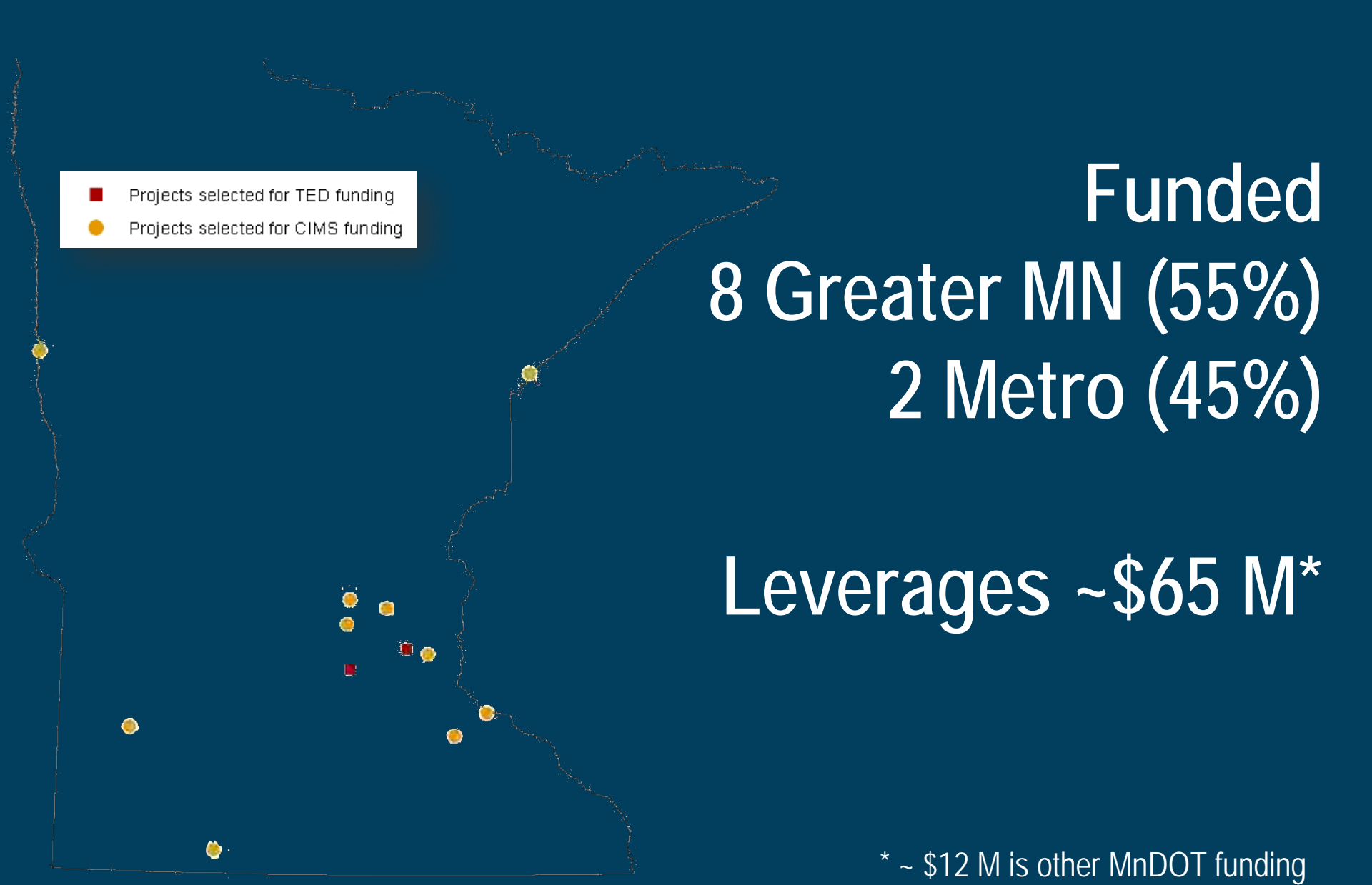


★ Indicates public health measure



45 Applications
28 Greater MN
17 Metro*
\$100 M + requested

* 4 Metro projects also applied to TED



* ~ \$12 M is other MnDOT funding

Successful Project Types

- Generally 3 types of projects did well:
 - Addresses a significant safety issue
 - Low-cost operational improvement
 - Multifaceted urban complete/main streets projects

Project Example

US 61 Main Street in Red Wing

- Improved pedestrian facilities
 - curb extensions, crossings, ADA
- New/extended raised medians
- Closure of 12 driveway access points
- Narrower travel lanes
- Streetscaping
- Utility replacement and pavement reconstruct

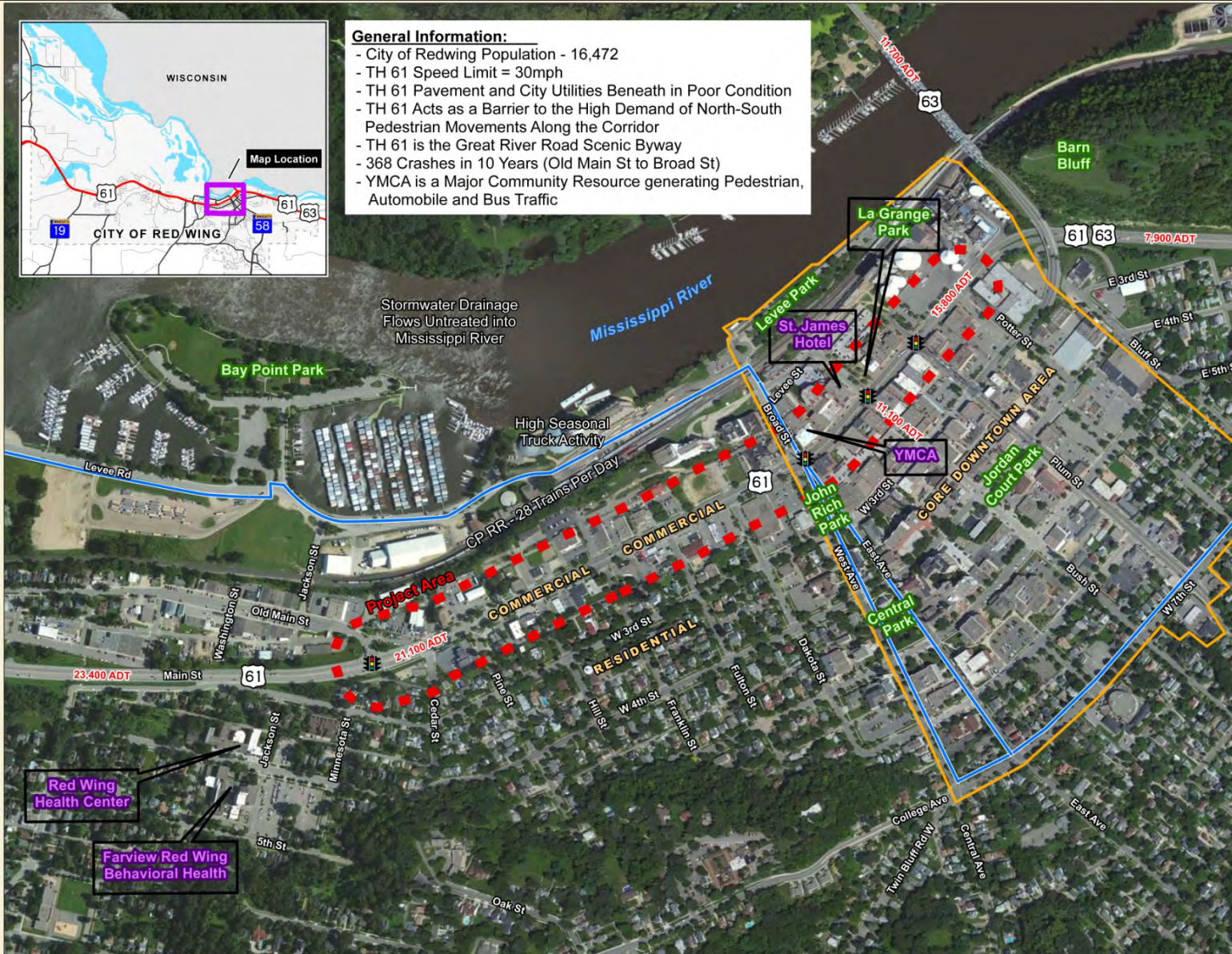
CIMS Award: \$2.45 M
Total Project: \$5.4 M
Fiscal Year: 2015

US 61 Main Street in Red Wing



General Information:

- City of Redwing Population - 16,472
- TH 61 Speed Limit = 30mph
- TH 61 Pavement and City Utilities Beneath in Poor Condition
- TH 61 Acts as a Barrier to the High Demand of North-South Pedestrian Movements Along the Corridor
- TH 61 is the Great River Road Scenic Byway
- 368 Crashes in 10 Years (Old Main St to Broad St)
- YMCA is a Major Community Resource generating Pedestrian, Automobile and Bus Traffic



TH 61 CIMS APPLICATION

Legend

- Mississippi River Trail
- Downtown Historic District

Source: Goodhue County, MnDNR, MnDOT



0 500 Feet

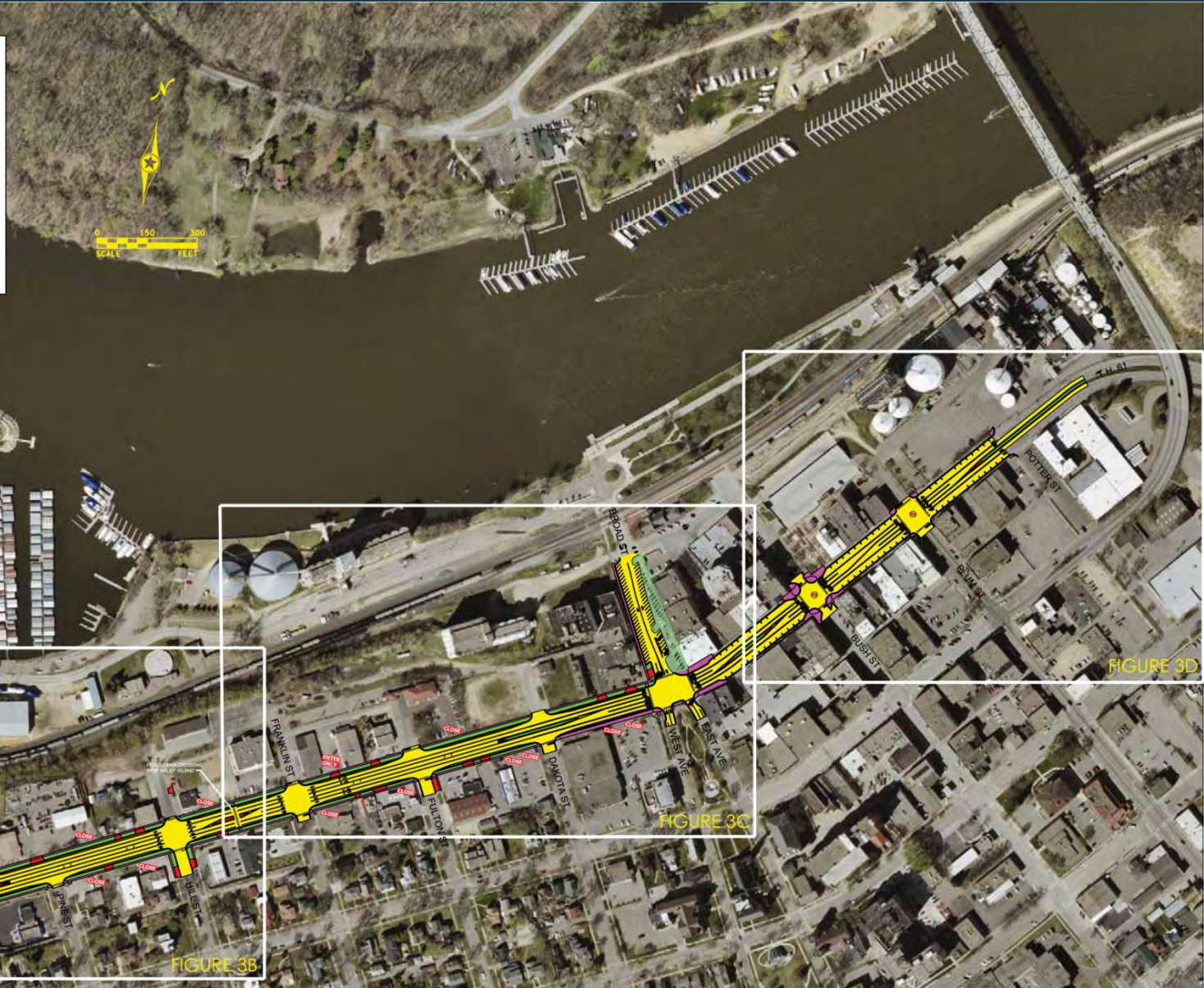
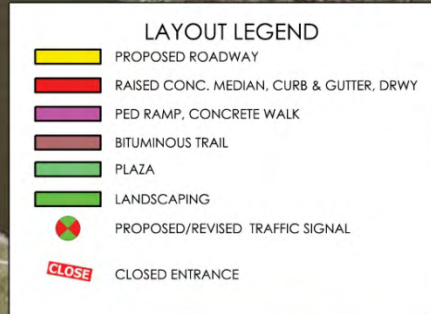
Project Context Map

Figure 2

















April, 2013



US 61 Main Street in Red Wing



US 61 Main Street in Red Wing – PRISM Analysis

	Value	Distribution	Summary by Year	Totals by Category
Benefits (2011\$)				
Environmental	1,898,145			
Social	5,582,959			
Economic	3,020,988			
Total Benefits	10,502,092			
Costs (2011\$)				
Capital	4,883,074			
O&M	0			
Rehabilitation Costs	-26,307			
Residual Value	-2,495,024			
Total Costs	2,361,743			
NPV (2011\$)				
	8,140,349			
B/C (ratio)				
	4.45			

Reflections

- An expanded or enhanced Benefit-Cost Analysis helps translate broad goals into comparable and common metrics
 - In particular – elevates environmental impacts
 - Answers a different set of questions than INVEST or other LEED-like systems
- Data and forecasting not always reliable/available
 - Example: Bike/ped forecasting methodologies aren't well developed and data is largely absent

Current/Future Activities

- Ongoing partnership with Dept of Health
 - Multiple efforts (SRTS, TAP, research, etc.)
 - Jointly developing first statewide pedestrian plan
 - Pilot HIA
- Developing standard guidance for including emissions and physical activity in BCA
 - Discussing other factors

Questions?

www.mndot.gov/cims

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