

Transportation Advisory Board of the Metropolitan Council of the Twin Cities

TO: Transportation Advisory Board
FROM: Kevin Roggenbuck, Transportation Coordinator
DATE: December 15, 2011
RE: New Approach to Corridor Planning and Collaboration: Minnesota State Highway Investment Plan Update

I attended the MnDOT workshop/conference yesterday on collaborative corridor planning and am providing a summary of the main points that I took away from the meeting.

- The Minnesota GO! 50-Year Vision emphasizes sustainability, accessibility, reliability, collaborative partnerships and developing cost-effective transportation solutions.
- Numerous corridor studies have been done over the last ten years that recommend construction of costly highway expansion projects. Since then, the economy has changed, transportation revenues are not growing and the highway system is aging.
- About 75% of the planned expenditures in the preliminary Highway Investment Plan (2012-2021) are for preservation. The state is performing very well in safety programs, pretty well in bridge preservation and not so good in pavement preservation. Mobility in the Interregional Corridors is good, but about 22% of the metro area freeways experience congestion.
- The outlook on future transportation revenues is gloomy. Speakers emphasized the funding gap between highway funding needs and available revenues over next 20 years. I think MnDOT succeeded in communicating the lack of resources to build everything in the IRC studies and tempering the expectations of the corridor coalitions.
- Discussed the Corridor Investment Management Strategy (CIMS). Extra emphasis on being “nimble” to take advantage of funding opportunities and partnering with local governments and corridor coalitions to include their priority projects with the MnDOT projects so they can be built together.
- MnDOT staff presented information about the Greater Minnesota Interchange (GMI) program, the Transportation Economic Development (TED) and the Safety and Mobility Interchange (SaM) programs. Described them as examples of collaborative project development processes that addressed transportation needs and promoted economic development.
- There was a panel discussion and small group discussion toward the end of the workshop looking for feedback on the collaborative corridor planning concept and on competitive statewide funding programs like TED and SaM.