

Transportation Management Organization (TMO) Funding Reduces Congestion and Connects People to Jobs

The Commission also serves as a Transportation Management Organization (TMO) in our member cities, working with employers to encourage the use of transit, bike and walk to work options, telecommuting and ride share programs. In 2014 alone, these efforts resulted in shifting 2,238 “drive alone” commuters to alternative modes, saving an estimated 35.25 million vehicle miles not traveled. By the numbers, 2014 efforts resulted in:

- 871 new carpoolers
- 561 new transit riders
- 223 new teleworkers
- 558 new bicycle commuters
- 25 new vanpoolers

However, due to changes in the administration of Federal CMAQ funds under MAP-21, the Commission and its other metro TMO agencies face budget constraints that will reduce the staff and administrative support needed to continue



The 494 Corridor Commission has successfully shifted 2,238 “drive alone” commuters to alternative modes, thereby reducing congestion in the 494 corridor.

these efforts. Last Session, lawmakers provided a one-time appropriation to offset this reduction. **The I-494 Commission requests the Legislature to provide it with \$150,000 in on-going funding for**

staff and administrative support, as well as \$240,000 in similar support for the Minneapolis (Commuter Connection) and St. Paul (Smart Trips) TMO’s.

Jobs through Transportation Economic Development Projects (TED) and Corridors of Commerce

With more jobs than downtown Minneapolis and downtown St Paul combined, the I-494 Corridor is a critical economic development driver for Minnesota. Investing in the corridor’s transportation infrastructure will keep this engine running, growing and producing dividends for the State.

A large number of excellent examples TED funding candidates are highlighted on our project priority map. They have local backing and a portion of the funds necessary to proceed. The TED program can provide a funding match.

Corridors of Commerce

The Corridors of Commerce Program funds projects that reduce barriers to commerce by improving the safe and efficient movement of goods and services throughout the state. It aims to increase highway capacity and freight movement on segments where bottlenecks occur. The program uses trunk highway bonding for projects that are not already in the state’s four-year State Transportation Improvement Program (STIP).

The Commission urges the legislature to continue adequately funding this program. Given the economic significance of the

I-494 Corridor and the extreme congestion experienced within the corridor, the priority road, bridge and interchange projects highlighted on our project priority map should be successful competitors for these funds.



This segment of I-494 carries over 8,700 heavy commercial vehicles every day.



I-494 CORRIDOR COMMISSION

Reducing Traffic Congestion

Bloomington • Eden Prairie • Edina • Minnetonka • Richfield

2016 LEGISLATIVE POSITIONS



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Who We Are

The I-494 Corridor Commission is made up of elected officials and city administrators from Bloomington, Eden Prairie, Edina, Minnetonka, and Richfield, and supported by representatives from Mn-DOT, the Metropolitan Council, and the private business community. The Commission has been a leader in helping commuters find more efficient means of getting to work and school, encouraging economic growth and regional prosperity through improved transportation options along I-494.

The I-494 Corridor Commission urges the Minnesota Legislature to focus highway and transit funding on projects that provide a high return on investment by reducing congestion, connecting people to jobs and enhancing the efficiency of our regional transportation system.

The Commission supports a comprehensive transportation funding package that will address the long-term needs of our state, be inclusive of all modes of transportation and provide for much needed improvements to our roads, bridges, tunnels and transit system. Interstate I-494 connects travelers from across the region, state and world to the Minneapolis-Saint Paul International Airport, tourists to the Mall of America, and hundreds of thousands of commuters to their place of work.

CONTACT

Brad Aho
I-494 Commission Chair
Eden Prairie City Council
612-759-7596

Legislative Counsel
John Apitz & Katy Sen
651-228-9757

Jobs through infrastructure: I-494/35W Interchange

Our highest priority transportation improvement is the reconstruction of the I-494 and I-35W Interchange to improve safety, eliminate a major bottleneck and facilitate transit stations at American Boulevard and Lake Street. The current road design has major challenges that delay the movement of people and goods, negatively impact the regional economy, and reduce our overall quality of life.

- The I-35W/I-494 Interchange is the busiest intersection in Minnesota carrying nearly 500,000 vehicles per day.
- The I-494 corridor commute is ranked 17th worst commute in the nation.
- Approximately 21 percent of metro-area jobs are located along the I-494 corridor.
- The entire interchange reconstruction is projected to cost \$255 million. Phase 1 has a cost of \$85 million and will include reconstruction of the 82nd street bridge.

- Approximately 10% of the users of the I-494/I-35W interchange are coming from, or destined for, somewhere outside of the seven county metro area.

Enhanced by the Commission's efforts to reduce overall vehicle miles travelled on this stretch of highway, improving the I-494/I-35W interchange will produce significant benefits for the businesses and individuals who use it daily. How to improve this interchange has been debated for years. MnDOT recently took the first steps in a plan that will phase-in the reconstruction of this critical interchange. Construction costs and construction delays for commuters on I-494 can be minimized by advancing the interchange reconstruction to coincide with Orange Line construction in 2018-2019. The Commission urges lawmakers to fund the plan as a vital investment that will create jobs and improve our regional economy.



Jobs through transit improvements

The Commission urges lawmakers to approve a long-term, dedicated transit funding stream that will bring certainty to our transit system development, encourage private economic investment along our transit corridors, and demonstrate to Minnesota's federal partners that we have a ready and reliable local match.

The I-494 Corridor Commission fully supports construction of the Green Line Extension (SW LRT). This project also has the enthusiastic support of the Minneapolis Regional Chamber of Commerce, the

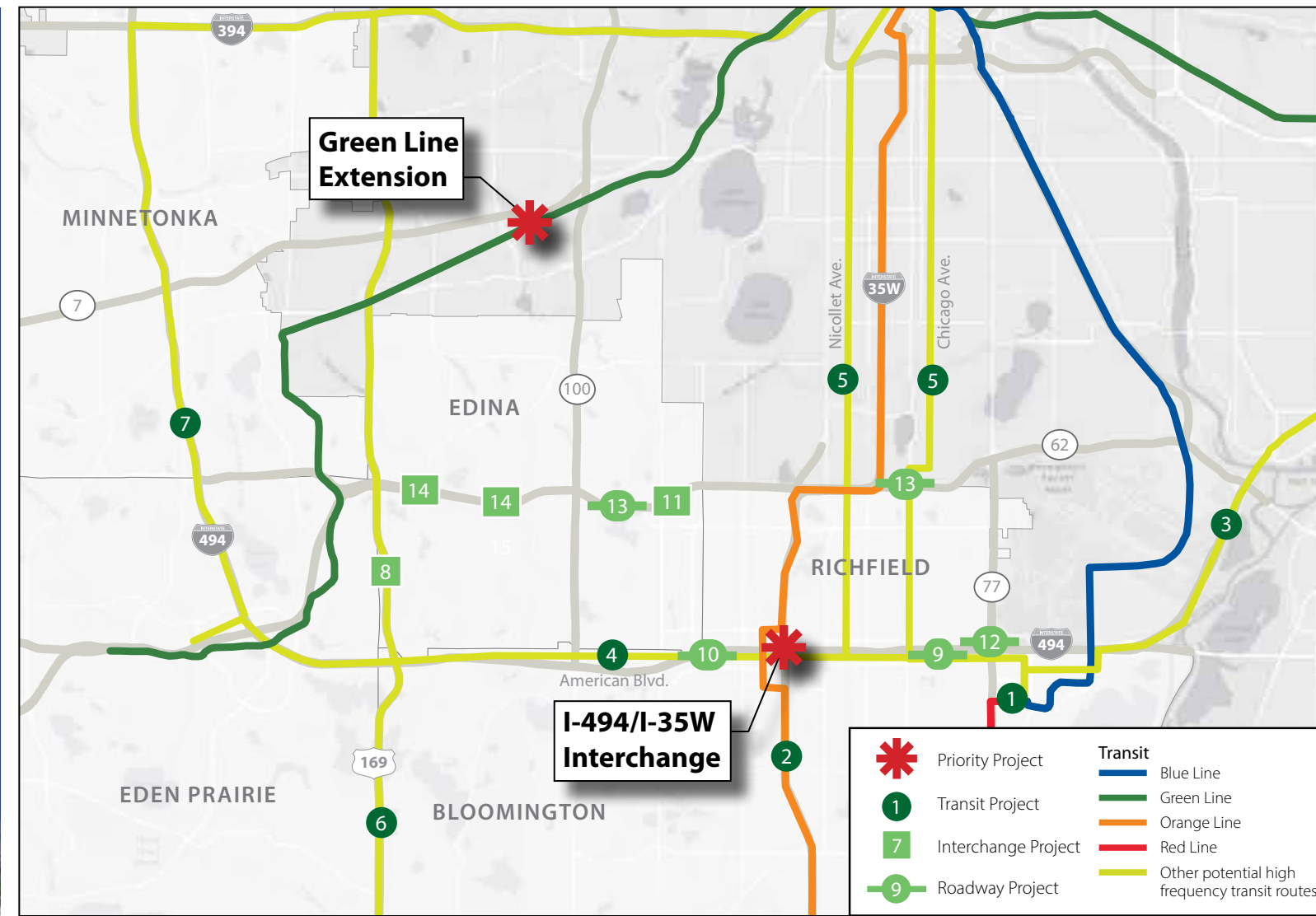
Twin West, Edina and Eden Prairie Chambers of Commerce.

With ridership expected to be in excess of 34,000 trips per day, this new transit line will provide a 15-mile, high-frequency option linking the rapidly growing Opus/Golden Triangle (the region's sixth largest job center) to downtown Minneapolis. We urge lawmakers to find a funding solution for the state's proportional share.

Plans for several transit improvements beyond the Green Line Extension already exist, but additional transit funding is

Long term transportation funding is critical to the economic success of our state.

The Commission supports a comprehensive transportation funding package that will address the long-term needs of our state, be inclusive of all modes of transportation and provide for much needed improvements to our roads, bridges, tunnels and transit system.



I-494 Corridor Commission Priority Projects

Transit Projects

1. Improvements to the Mall of America transit station serving both the Blue and Red Transitways, the busiest transit station in the region
2. The Orange Line BRT Transitway, connecting Dakota County, Bloomington, Richfield and Downtown Minneapolis along I-35W
3. W. 7th Street Corridor; Transit service connecting Bloomington, MSP and downtown Saint Paul
4. American Blvd. Arterial BRT, connecting the Blue, Red, Orange and Green Transitways with the high employment corridor along I-494
5. Arterial BRT connecting Bloomington, Richfield and downtown Minneapolis
6. Highway 169 BRT, connecting Dakota and Scott Counties with Eden Prairie,

7. Continued support for new suburb to suburb transit Route 494 operating in the west metro from Shakopee through Eden Prairie, Minnetonka, and Plymouth with additional service up to Maple Grove.

Potential TED Candidate Projects

8. Highway 169/Valley View Road interchange reconstruction.
9. Add a westbound auxiliary lane to the 494 corridor between TH 77 and 35W to allow the TH 77 Managed Lane project to proceed without further impacting the already congested TH 77/I-494 interchange while creating additional transit options for the southeast portion of the Metro Area.

10. Add an eastbound auxiliary lane on I-494 between France Ave. and I-35W
11. Reconstruct the France Avenue/TH 62 Interchange.
12. Construct a 77th Street underpass beneath TH 77 to connect to 24th Avenue, the airport and the Mall of America to relieve traffic congestion on I-494.

Potential Corridors of Commerce Candidate Projects

13. Add lanes on TH 62 in each direction from TH 77 to Portland & Penn to TH 169 to continue Crosstown Commons improvements, potentially managed lanes.
14. Reconstruct the Tracy & TH 62 Interchange and the Gleason & TH 62 Interchange.