

I-494 CORRIDOR COMMISSION 2019 LEGISLATIVE POSITIONS

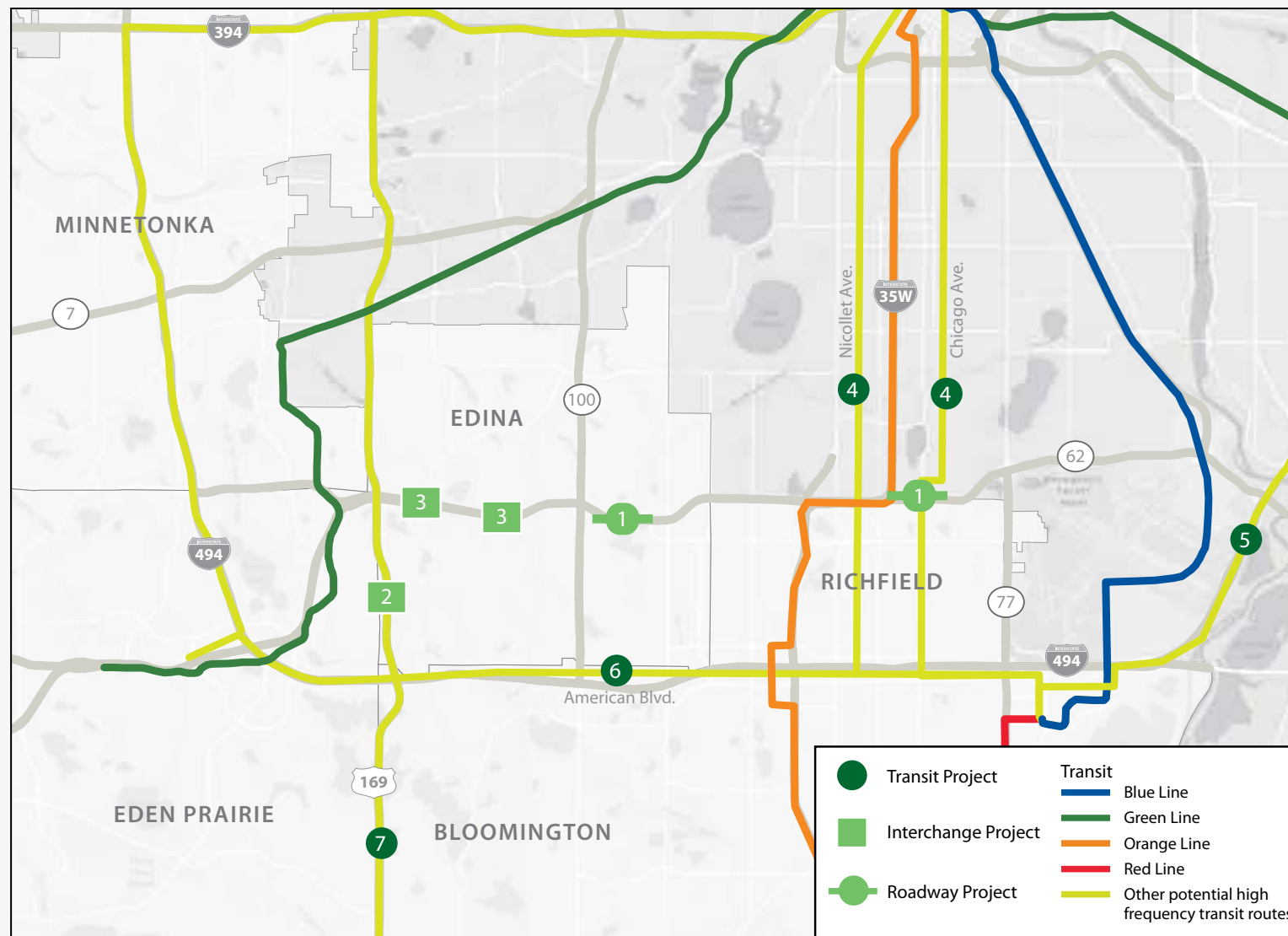
Who We Are

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 MnDOT, 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, in working with businesses and residents to ease the pain of road construction projects and in 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.



I-494 CORRIDOR COMMISSION
Reducing Traffic Congestion

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I-494 Corridor Commission Priority Projects

(numbers below correspond to map above, not priority ranking)

Roadway and Interchange Projects

1. Add lanes on TH 62 in each direction from TH 77 to Portland and from Penn to TH 169 to continue Crosstown Commons improvements.
2. Highway 169/Valley View Road interchange reconstruction.
3. Reconstruct the Tracy & TH 62 Interchange and the Gleason & TH 62 Interchange.

Transit Projects

4. D-Line arterial BRT connecting Bloomington, Richfield and downtown Minneapolis.
5. Riverview/W 7th Street Corridor; Transit service connecting Bloomington, MSP and downtown Saint Paul
6. American Blvd. Arterial BRT, connecting the Blue, Red,

7. Highway 169 BRT, connecting Dakota and Scott Counties with Eden Prairie, Bloomington, Edina, Minnetonka, Hopkins, St. Louis Park and Downtown Minneapolis.



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 2017 alone, the I-494 Corridor Commission, through its Commuter Services program successfully shifted 6,444 drive alone commuters into sustainable commute modes.

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

The I-494 Corridor Commission also serves as a TMO in our member cities, working with employers to encourage the use of transit, bicycling and walking to work as well as carpooling, vanpooling and teleworking.

In 2017 alone, these efforts resulted in shifting 6,444 drive-alone commuters to sustainable mode choices, saving an estimated 34 million vehicle miles not traveled. Each vehicle mile reduced by Commuter Services outreach cost only 0.01 cents.

By the numbers, 2017 efforts resulted in:

- 2,326 new carpoolers
- 1,381 new bus and light rail riders
- 1,991 new bicycle commuters
- 731 new teleworkers
- 15 new vanpoolers

This was achieved through the relationships built with over 900 companies who promote our free commute resources.

Transportation Management Organizations need local funding



Shifting 6,444 drive-alone commuters into an alternative mode resulted in an estimated 34 million vehicle miles not traveled in 2017 alone.

to match federal Congestion Mitigation Air Quality (CMAQ) program funds and to support administrative costs incurred to deliver services to employers and commuters to reduce traffic congestion. In 2015 and 2017 state lawmakers provided appropriations to these efforts.

The I-494 Corridor Commission requests the Legislature provide it with \$150,000 per year in funding to support the work of the TMO.

Jobs through Transportation and Transit Improvements

With more jobs than downtown Minneapolis and downtown Saint 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.

Transportation Economic Development Program

The Commission strongly encourages approval of an ample, on-going and predictable funding source for the Transportation Economic Development (TED) program. The TED program was created to support local transportation projects that create jobs and improve economic opportunities while making needed improvements to our roadways and interchanges. It offers innovative financing options and allows private sector partners to participate, e.g. United Health/Bren Road and I-494/Penn Ave.

A large number of excellent examples of 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.



Congestion Mitigation During I-494/35W Interchange Reconstruction

In May 2018, the Minnesota Department of Transportation (MnDOT) awarded \$204 million in Corridors of Commerce funding for projects along I-494, including Phase 1 of the reconstruction of the I-494/I-35W interchange. The current I-494/I-35W cloverleaf loop, which carries about 275,000 vehicles a day, has one of the worst crash frequencies and rush-hour congestion levels in the state. Approximately \$70 million of the Corridors of Commerce funding would go toward building a direct ramp for northbound-to-westbound traffic, thereby eliminating some of the inner loops. The ramp could reduce 1,600 hours in total daily delays and about \$1.8 million in annual crash costs, according

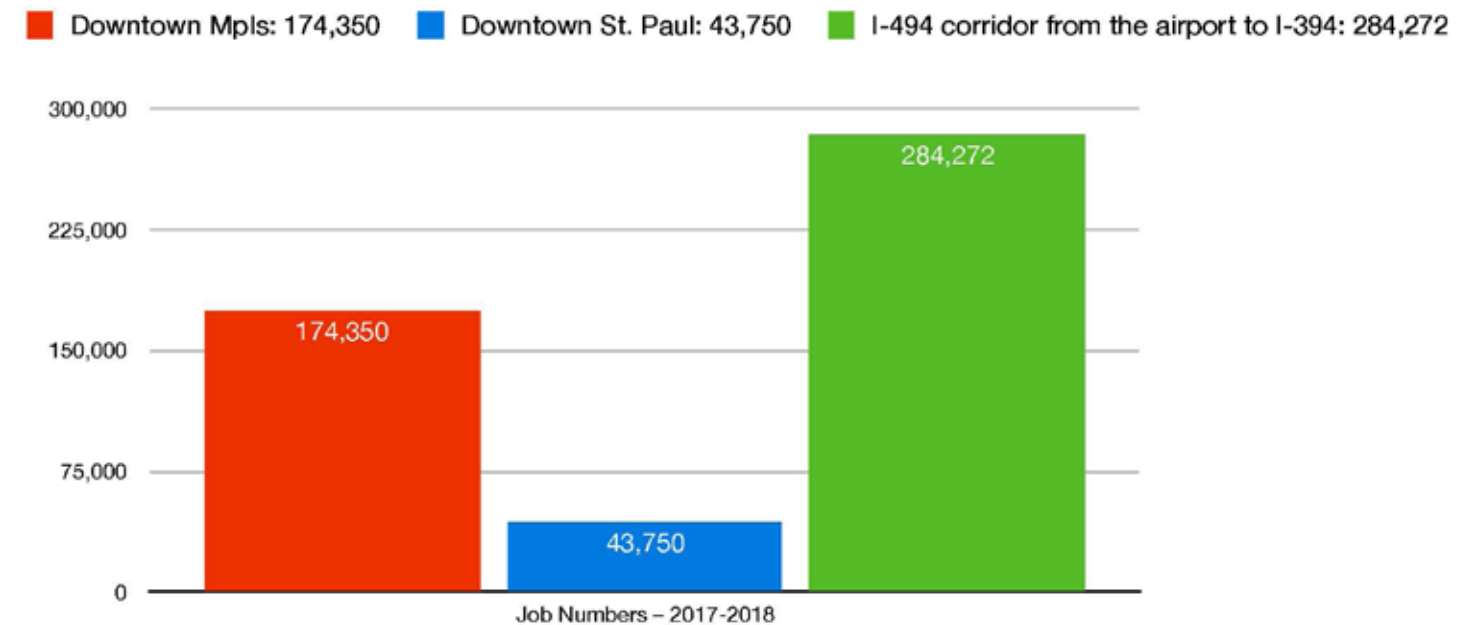
to MnDOT. The other \$134 million would go to building an eastbound carpool lane along I-494 from France Avenue to Hwy. 77, and a westbound carpool lane from Hwy. 77 to I-35W. The lanes could cut down a total of 2,900 hours of delays a day and \$2 million in annual crash costs, MnDOT officials said. The I-494 Corridor Commission, through Commuter Services, is working closely with MnDOT, Met Council, and employers to help commuters find alternatives to driving alone during construction. The Commission supports policies and legislation that keep this critical project on track and fill any gaps.

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 Jobs

There are more jobs along the I-494 corridor from the airport to I-394 than downtown Minneapolis and downtown St. Paul combined.



Data source: Minnesota Department of Employment and Economic Development and the Metropolitan Airports Commission.