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.

Transit Projects
5. Riverview/W 7th Street Corridor; Transit service connecting Bloomington, MSP and downtown Saint Paul
6. American Blvd. Arterial BRT, connecting the Blue, Red, Orange and Green Transitways with the high employment corridor along I-494.

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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I-494 CORRIDOR COMMISSION
Reducing Traffic Congestion
Bloomington • Eden Prairie • Edina • Minnetonka • Richfield
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 into 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 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.

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 realigned 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.

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.

<table>
<thead>
<tr>
<th>Job Numbers - 2017-2018</th>
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<tr>
<td>Downtown Mpls: 174,350</td>
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<tr>
<td>Downtown St. Paul: 43,750</td>
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<tr>
<td>I-494 corridor from the airport to I-394: 284,272</td>
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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.

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-484/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.