



# 2024 State of Minnesota Legislative Priorities

The I-94 West Corridor Coalition comprises businesses, individuals, and government agencies committed to improving I-94 and its support facilities. Short and long-term improvements to I-94 will generate economic benefits, improve freight and passenger car mobility, and enhance the quality of life for residents and visitors.

The mission of the Coalition is to provide a strong, united voice to advocate for and address transportation concerns along the I-94 corridor, from Maple Grove to St. Cloud. Our growing communities require foresight, planning, and relentless advocacy to ensure that Central Minnesota's transportation needs are not forgotten.

We've experienced major success along the I-94 West Corridor, and the impact of the improvements is far-reaching. There has been **\$701.1 million invested** in capacity expansion, which has led to a **\$532 million of growth** in the region's tax base. These projects have added more than **8,800 jobs** and brought in the completion of **4 million new square feet** of industrial development. Importantly, there has also been a **55% reduction** in total travel delay and increased safety.

While there has been great progress over the recent years, as we head into the 2024 Legislative Session, the I-94 West Corridor Coalition stands behind the priorities outlined below. These will ensure the continued necessary support for investment in these important infrastructure projects for decades to come.

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## Support robust annual funding for competitive grant programs

Funding through programs like Transportation Economic Development (TED) and Corridors of Commerce (COC) Programs are imperative to the future success of I-94 West and Minnesota's transportation system as a whole. These programs are both targeted to projects that foster economic development through job creation and the transportation of goods - all factors that have been true for the Coalition's priority projects over the past decade.

It is thanks to these programs, as well as other funding sources, that improvements along the I-94 West Corridor have moved forward. The Dayton Parkway Interchange and part of the 610 extension both received TED funding. And projects like the 94 lane expansions between Rogers & St. Cloud received significant funding through the COC program.

Without these important funding mechanisms, the I-94 West Corridor would have more congestion, more accidents, and less economic development. As we work towards project readiness for areas like the Fish Lake Interchange, the Naber Interchange, Orchard Road Interchange and improvements from Clearwater to St. Cloud, robust funding for these programs is a necessity.

These funding sources have been critical in the past and are just as critical for the future. It is crucial these funding sources are replenished often so they are accessible and in the 2024 Legislative session.

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Enhance  
Economic Development



Strengthen  
Freight Mobility



Increase  
Safety



Improve  
Quality Of Life

## 2

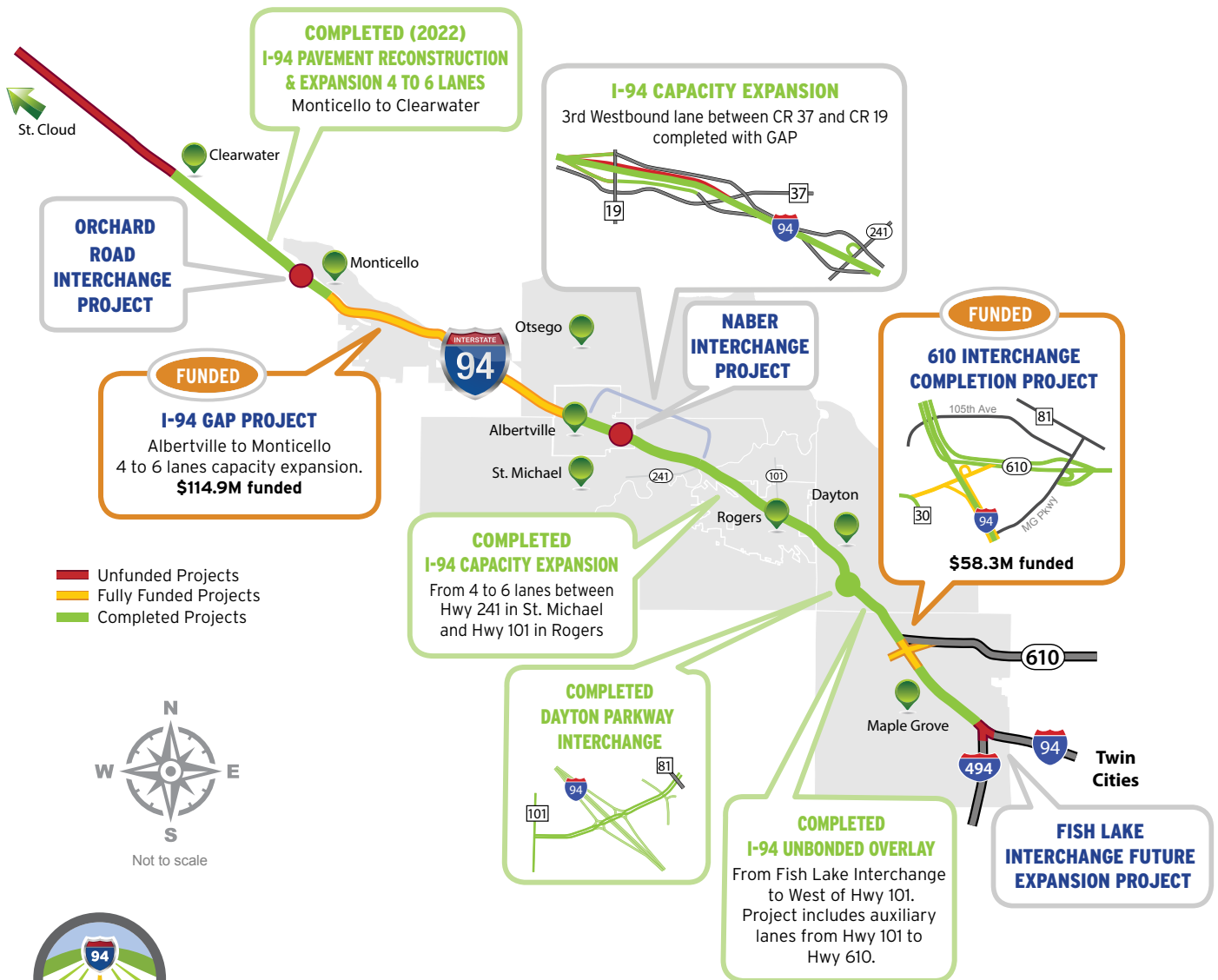
### Vehicle Miles Traveled VMT & Greenhouse Gas (GHG) emissions

State statute now requires greenhouse gas emissions (GHG) and vehicle miles traveled (VMT) to be taken into consideration before grade separation and capacity improvement projects move forward.

The I-94 West Corridor Coalition joins the Minnesota Transportation Alliance, League of Minnesota Cities, Association of Minnesota Counties, and North Metro Mayors in supporting a delay of the implementation of these new requirements until a study or assessment can be done to understand the true impact on highway capacity projects.

It is also concerning that there are no exemptions for transportation projects aimed at improving safety. We believe, like these other groups, that projects aimed at improving safety and reducing crashes or fatalities should be exempt under these new laws. Additionally, we support GHG requirements on a statewide basis, not on an individual project basis.

We urge the legislature to take steps to determine how these new requirements would impact improvements to our transportation system moving forward. In the meantime, we support an exemption for safety improvement projects. ■



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