

# Funding hopeful for I-94 access

by Bob Grawey  
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The Brockton interchange received a big boost when Rep. Erik Paulsen, R-Minn., approved the city of Dayton's request for \$800,000 and a second funding request for \$10 million toward the interchange.

Paulsen included the \$800,000 request in the 2010 Appropriations Bill, while he added the \$10 million request for the Brockton interchange to a list of projects being considered for the Reauthorization Bill.

According to Jodi Ruehle, senior project manager for The Tinklenberg Group, which has been lobbying for the project, there are still a lot of obstacles to clear. It helps, though, that Dayton is spearheading efforts to get the interchange done.

"The city of Dayton's Comprehensive Plan lays out an extensive redevelopment plan for the area surrounding the interchange, based primarily on access," Ruehle explains. "The city's plans include transit-oriented development and significant commercial, industrial and office space. Without sufficient access, these land uses are not optimal or feasible."

Stone's Throw developer, Tom Gump also has a lot at stake in getting an interchange at Brockton Lane.

Ruehle says without the interchange providing direct access from I-94, people will have limited routes into the planned Stone's Throw complex. Consequently, she adds, people will make alternate choices on where they live, work and shop.

"Some kind of development will go forward," Ruehle says, "but it will be scaled back dramatically if an interchange is not constructed."

Gump estimates his Stone's Throw development to generate approximately \$2.8 million a year in commercial tax revenue. With government investing in transportation, additional private investments could bring in more than \$1 billion. It is not clear what these figures would be if

## Brockton: House, Senate approval needed

the interchange did not receive funding.

The total cost of the interchange is projected at \$30 million, split evenly between the federal government, the state, and local sources.

But federal funding still has to go through political maneuvering

House and Senate members must review each

request, then compile a list of projects they feel are worthy to receive funding, according to Ruehle.

The list of projects then goes before various committees tied to each funding source for approval. Once the House and Senate have approved their versions of the funding bills, it goes to a con-

ference committee made up of members from both legislative branches.

If funding falls into place, and the Federal Highway Administration and MnDOT approve the final design and the various reviews, Ruehle says the construction could begin in late 2010 and be completed in 2011.

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