

Rethinking I-94 Phase 2 Policy Advisory Committee (PAC)

Meeting Summary:

Date: 04/09/21
 Time: 1:00-2:30 PM
 Summary prepared by: WSB
 Location: Virtual (Zoom)

PAC Members

Present	Name	Organization
x	Commissioner Margaret Anderson Kelliher	MnDOT
	Senator Bobby Joe Champion	Senate District 59
	Senator Kari Dziedic	Senate District 60
x	Senator D. Scott Dibble	Senate District 61
	Senator Omar Fateh	Senate District 62
	Senator Erin Murphy	Senate District 64
	Senator Sandra Pappas	Senate District 65
	Representative Kaohly Her	House District 64A
	Representative Rena Moran	House District 65A
	Representative Carlos Mariani	House District 65B
	Representative Esther Agbaje	House District 59B
	Representative Mohamud Noor	House District 60B
	Representative Frank Hornstein	House District 61A
	Representative Hodan Hassan	House District 62A
x	Wendall Meyer	Federal Highway Administration (FHWA)
x	Charlie Zelle	Metropolitan Council Chair
x	Council Member Kris Fredson	Metropolitan Council District 14
x	Commissioner Kevin Anderson	Hennepin County District 7
	Commissioner Angela Conley	Hennepin County District 4
	Commissioner Toni Carter	Ramsey County Board Chair
x	Commissioner Rafael Ortega	Ramsey County District 5
x	Mayor Melvin Carter	St. Paul
x	Council Member Dai Thao	St. Paul Ward 1
x	Council Member Mitra Jalali	St. Paul Ward 4
	Mayor Jacob Frey (alternate Abdi Salah)	Minneapolis
	Council Member Jamal Osman	Minneapolis Ward 6
x	Council Member Lisa Goodman (alternate Patrick Sadler)	Minneapolis Ward 7

Attachments

- Attachment 1: Digital whiteboard notes

Next Meeting

Date: Friday, May 7

Time: 10:00 AM–12:00 PM

Location: Virtual

Meeting Notes

Welcome and Hellos

- Commissioner Anderson Kelliher welcomed attendees and thanked them for their time and attendance.
 - It was noted that while Zoom is not an official virtual meeting platform used by MnDOT, it was being used to facilitate today's meeting to better accommodate the large number of attendees.
- Gloria Jeff (MnDOT) called the roll for PAC members (see above).
- Staff from the office of Representative Betty McCollum (MN-04) gave an update on federal funding opportunities for projects in Minnesota.
 - Sophia Schilling, Legislative Assistant, gave an update on the appropriations process and the Community Project Funding program.
 - Bill Harper, Chief of Staff, discussed the surface transportation bill. There are limited number of opportunities, however projects with statewide significance are prioritized.
- Commissioner Anderson Kelliher gave an update on recent project activities.
 - After the last meeting, PAC members and the Community Leaders group received draft logical termini, draft purpose and need, and draft evaluation criteria documents.
 - Will begin engaging the public soon on these topics. Feedback received over the next few months will help the project team develop the Scoping Document/Draft Scoping Decision Document (SD/DSDD).
 - SD/DSDD will have an official public comment period as required by statute.
- Commissioner Anderson Kelliher shared the objective of the meeting: To discuss what Rethinking I-94 means to the PAC members. What does future success look like for PAC members and their constituents? This topic was proposed at the previous PAC meeting.

Discussion – What is Rethinking I-94?

Note: Digital whiteboard notes from the facilitated discussion are included as Attachment 1.

- Commissioner Anderson Kelliher introduced Marcell Walker (Bolton & Menk) as the facilitator for the discussion.
- Council Member Jalali asked for clarification on what MnDOT hoped to get out of today's meeting.
 - Commissioner Anderson Kelliher noted that this is a "level setting" of the PAC. It was recognized that due to the COVID-19 pandemic, certain aspects of the project, such as PAC meetings that

were planned prior to the pandemic, have been on hold. Through this meeting MnDOT hopes to gain new insight and information (broad or granular) based on what has happened since the start of the pandemic.

- Question asked by Council Member Thao: How much of the budget is being dedicated for engagement? And what kind of benchmark defines success for engagement?
 - Commissioner Anderson Kelliher noted that MnDOT is keeping track of things as the project progresses and is being mindful of the corridor's history and looking at areas of impacts. The amount of funds reserved for engagement is not definite, but the Commissioner recognized that for engagement to be successful, MnDOT needs to understand what people want in the area.
 - Several items were noted for future discussions with the PAC, including the potential for using federal dollars, discussion of the public engagement approach (what has been done and what future efforts are planned), and how the project is measuring success.

Discussion Question 1: What does Rethinking I-94 mean to you?

- Sean Broom: Rethinking I-94 has a large regional impact. How are we engaging with the community? Working our way from a 20th century "scar" to what this project could be in the future setting, the project should take into account what the future trends will be and ensure that this project will fit.
 - Changes that we make along the corridor today should be an asset to the existing and future communities adjacent to the corridor.
- Council Member Jalali: The project is an opportunity to have a blunt and open conversation with the community, with a reparations mindset. Due to the corridor's history, there are people who deal with the psychological and visual impacts of the project every day. What might be different with this project?
 - As a PAC member, this project is a chance to model good engagement and mean it. This takes funding, accountability/measurements, and forming partnerships with grassroots BIPOC communities. This has been hard with COVID-19 but we can and should still do it or engagement will not be successful.
 - All members of the PAC have convening power and must take charge as it is not all on MnDOT to conduct the project's engagement process. However, MnDOT needs to lead. Constituents believe/have experienced that BIPOC communities that live along the project area have not had their engagement needs met.
- Senator Dibble: There needs to be a focus on the larger community, beyond the "sound walls."
 - Focusing on connecting and strengthening vs. dividing and degrading our communities; cleaning up vs. depleting and degrading our climate and environment. It is a public health issue.
- Environmental Justice, improved infrastructure, economic and social justice should be the focus areas of this project. This project should be used as an opportunity to reshape and improve what we have such as exploring how to undo structural racism and reunite the community.
- This project can be a catalyst to address issues in the surrounding environment (adjacent neighborhoods, communities, etc.).
- Mayor Carter: Personal connection to the Rondo community.
 - The project should address how we can change funding processes. It should focus on how we connect people rather than how fast can we move people. The project should target how to reduce/minimize the gap that is created by freeways.

- The project should be people-centered and multi-faceted. The project should accommodate people more than cars, be inclusive and approach the issues with a three-dimensional mindset that builds with the future in mind.

Discussion Question 2: What does Rethinking I-94 mean to your constituents?

- Council Member Thao: Authentic community engagement is crucial and there needs to be a way to measure successful engagement.
- Council Member Jalali: The engagement needs of BIPOC communities in the corridor have not been met.
 - Constituents see this project in the biggest way. Constituents are forward-thinking, and they think about the full extent of possible change: "the sky is the limit."
 - This project is a chance to make the engagement process powerful. MnDOT needs to create space for the public to voice their ideas for major changes, including an alternative that removes the freeway.
- Council Member Thao: The project could be a good opportunity for community members to have good paying jobs. Throughout the duration of the project, the local community members should benefit from the project through hiring of local workers during construction, contracts with local businesses, etc.
 - There needs to be a clear intent to hire and partner with locals and create equitable representation in the labor force.
 - Federal money is being used, and the construction of the corridor helps those who use the corridor to travel through, but they may not live in the communities adjacent to the project. The project outcomes should be fair and equitable to those who live in the area.
- Sean Broom: Seeing that I-94 has actually been expanded in Minneapolis in the last 15 years, this project should go back and really reassess what "Rethinking" I-94 means, focusing on environmental justice issues, public health outcomes, and equity.
 - The project should create economic opportunities for locals through government contracts.

Discussion Question 3: What are the top three priorities?

- Social:
 - Connecting people on foot/bike/NON-CAR routes to create reconnection. These infrastructure connections for non-motorists are needed to connect people, communities, neighborhoods, etc. as this is the most diverse corridor in the state of Minnesota.
 - These connections are the civic fabric along the corridor.
- Economic:
 - Economic reparations for those who were impacted by the initial construction of the project.
 - Economic equity for locals: The project should provide new job opportunities for those who live adjacent or along the corridor.
- Environmental:
 - MnDOT VMT and other environmental goals should be one of the project priorities. This project is an opportunity to engage with the work beyond measures in terms of how we address environmental issues moving forward. This is a rare opportunity to address some of these issues.
 - Need willingness to reconsider induced demands effects of car culture and build something different through mass transit expansion.

- Other additional comments received:
 - Senator Dibble: Access to locations beyond the project area should also be considered. Access for people who are passing through should not be the only focus (multimodal). Access for those who live around the corridor and within the project area is important.
 - Ways to better understand access around the corridor: Engage UMN Accessibility Observatory to help identify methodologies for measuring and understanding access and mobility for everyone.

Discussion Question 4: How would you/your constituents characterize the challenges along the facility?

- Health impacts, such as asthma, and the safety of pedestrians walking across the freeway on existing bridges are just a few of the challenges community members experience.
- Enhanced safe crossings over I-94 should be a priority along with improving traffic safety.
- People who have been affected by the corridor do not benefit from the corridor as much as those who just drive through the corridor to get to places. The costs of construction are borne by the people who live close to the corridor while those who do not live in the project area benefit the most.
- Social and infrastructural connections that allow for people to walk and bike across the corridor are needed.
- The project has the potential to create induced demand for driving in the corridor.
- Expansion of mass transit is needed.

Discussion Question 5: How should the economic needs, people's need for movement and Livability be addressed?

- Better representation in the labor force would be beneficial for the community.
 - Job opportunities in construction should be available for those in the community. Construction workers do not always look like the community members where they are working.
- The project will ultimately impact the whole state as the corridor is part of an interstate highway. Therefore, the approach MnDOT takes should be wholistic and account for both the economic needs of people in the corridor while also addressing the transportation needs such as connectivity throughout the state. The project team should work to find a solution that would benefit everyone.

Next Steps

- Commissioner Anderson Kelliher noted that while not all comments shared during the open comment time will be addressed today, these comments will be topics that help shape future PAC meeting discussions.
- The next PAC meeting will be held Friday, May 7th from 10:00 AM–12:00 PM
- Participants were reminded that there is currently no deadline for comments on the draft project materials. A comment form is available on the project website and is currently open for comments.
- Written comments related to the PAC meeting can be submitted until April 16, 2021 on the project website for inclusion in the meeting summary.

Open Comment Time

Documented as close to verbatim as possible.

- **Joshua Houdek (Sierra Club North Star Chapter):** Okay I think I'm unmuted, can you hear me? Thank you for the opportunity to comment. I really appreciate hearing a lot of the priorities from PAC members today, because I think they are resonating and amplifying what we are hearing. I should introduce myself, my name is Joshua Houdek, I'm a Senior Program Manager in transportation for the Sierra Club Minnesota North Star Chapter, and my really brief comment is that this reconstruction project, as we heard from others today is branded "Rethinking I-94," but the initial documents, at least that we're seeing, show it as prioritizing congestion mitigation and improving pavement condition only. So with MnDOT's new VMT, vehicle miles traveled reduction goal, Secretary Buttigieg and the Biden Administration's new priorities, the climate and racial justice crises that are happening simultaneously, the health impacts along the corridor, changing community patterns post-pandemic, which we just don't know, we don't have models that tell us if we're going to have massive increase in driving, with people working remotely likely beyond social distancing and pandemic quarantining. These other priorities must be paramount in the Rethinking level set in the scoping of this project. Thank you.

Response: Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review. I encourage you to review the Sustainable Transportation Advisory Council Recommendations document at <https://www.dot.state.mn.us/sustainability/docs/advisory%20council/stac-response-exec-summary.pdf> which outlines the advisory council's recommendations along with proposed MnDOT actions. Your comments will be recorded and will be considered as part of the Environmental Review.

- **Keith Baker (Reconnect Rondo):** Great, thanks so much. Keith Baker, I'm the Executive Director of ReConnect Rondo and I just really want to thank the PAC for this vigorous and in-depth discussion. I think much of the comments that were offered certainly reflect the sentiments of ReConnect Rondo, its board, but also and more importantly the voice of the community. I want to emphasize something that we have our eye on, and I think it really speaks to much of what has been expressed. You know, we see revitalizing the African American community as being very very critical, but it's not just solely to the benefit of African Americans. We see the benefit to the City of Saint Paul, Rondo residents across the board, as well as the State of Minnesota. We think about restorative development, and that approach really leverages the principles of a circular economy and regenerative urbanism, with smart technologies, and history, arts, and cultural preservation. We have an opportunity here to build wealth and wellbeing, while intentionally creating career paths and living wage jobs for residents who have been denied access to economic opportunity in the past. And so this is a proposition where we have four important jurisdictions, certainly others beyond that, that really we're trying to set the condition to play nicely in the sandbox together. And it's a challenge, because it's complicated and there are a lot of layers to it. But we continue to offer ourselves up as a partner, but also as a partner that will point to those things that we think undermine our ultimate success for the community at large, so thank you for the opportunity to make these comments.

Response: Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.

- **Speed Rogers:** Okay, yep. Hello and good afternoon, my name is Speed Rogers and I'm an anthropologist and first year medical student. I was born and raised in Minnesota, and have a really

longstanding interest in housing and transportation policies that will deliver us a more inclusive and environmentally just “One Minnesota.” I’m here and commenting today not to rethink I-94 but to question its existence. I-94 in its current form has only been around for 35-65 years, depending on which portions you include. From its inception, this urban freeway was a racist and prejudiced project, destroying the historic Rondo neighborhood, cutting off North Minneapolis residents from the Mississippi River, and destroying working class gay and lesbian communities surrounding downtown. The history of I-94 is fraught with racism and classism. Many cities around the world and in the United States are pursuing policies to remove urban freeways. I would like MnDOT to study the economic, health, and community benefits of a full removal of I-94 within the 494 and 694 beltway. By my rough estimation, at Loring Park densities the removal of I-94 could allow for the construction of 200,000-300,000 homes. It would also reconnect neighborhoods, improve air quality, and provide an opportunity for heavy rail transport along the corridor. Finally, any enhancement, improvement, or expansion of I-94 will further induce demand in the corridor, and this would directly contradict Minnesota’s stated goals for reducing vehicle miles traveled by 20 percent, while simultaneously worsening air quality and the associated chronic health burdens that affect disproportionately poor and working class communities along the corridor. The only rethinking of I-94 that MnDOT should pursue is a Minneapolis-Saint Paul free from it. Thank you for your time.

Response: Thank you for your comments on the Rethinking I-94 effort. No decision on alternatives to consider or selecting a preferred alternative had occurred. Your comments will be recorded and will be considered as part of the Environmental Review.

- **Truth Ogun Maze:** Good afternoon, I just want to say first thank you very much. And a little bit of background, I was born and raised here in the Twin Cities, primarily in North Minneapolis. I love the Twin Cities in general. I want to say thank you to Mayor Carter, Representative Thao, Sean, whose last name I didn’t, okay. Anyway, there’s been so many poignant things already said, and the one thing I just want to say, is that hopefully what we are really wise in, is thinking about how not to repeat the past. And not to give lip service, and think about generationally what happens when we also displace people and we break communities down, and then we wonder why there’s missing foundation for youth, and then we don’t connect the dots, and why there seemingly aren’t answers, but there are, and the answers are in us remembering that we strive by staying connected. Lastly, I’ll just say that we need to be thinking through an abolitionist lens, we need to free up the land and honor it, if we really want to work the land properly, and that’s just basically what I want to say, thank you for the time, thank you to the PAC members, they were on fire today. Thank you.

Response: Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.

- **Mary Morse Marti (Move Minneapolis):** Here I am. Thanks Dan. Thanks everybody, this was a great meeting. I’m Mary Morse Marti, I’m the Executive Director of Move Minneapolis, we’re the transportation demand organization for City of Minneapolis. And I’m here not to have a comment necessarily, but to share with you that we have our summer, not our summer actually it’s our spring summit called “Revisiting the Urban Interstate: Freeway to the Future or Road to Ruin?” that’s coming up on May 18th, and I have put a registration link into the chat, not the chat but the Q&A, you can find it there. We’re incredibly honored to have some speakers coming to town. Beth Osborne, you know, director of Transportation for America, Dr. Regan Patterson, who is the Transportation Equity Research Fellow with the Congressional Black Caucus Foundation, Keith Baker, ReConnect Rondo Director, we just heard from Keith, Oni Blair, who’s the Executive Director of LINK Houston, Ben Crowther who is coming

in from Congress for the New Urbanism Freeways Without Futures program, and Aaron Brown who's the Organizer for No More Freeways Portland. This group is going to address what we do when we have a freeway that we're looking at building larger, building smaller, or removing, and I am fascinated by everything these folks have gone through, and look forward to a very very bright and useful and informative conversation, so I hope you can all come. Again, the link to that is in the chat, or go right over to MoveMinneapolis.org and look for events and you'll find it there. Thank you.

Response: Thank you for your comments.

- **Peter Wagenius (Prospect Park Neighborhood):** Can you see me, can you hear me? Okay I'll just go ahead I don't know if you can see me. I want to make sure to note for the record that both the City of Minneapolis and the City of Saint Paul, the city councils of both bodies have unanimously passed resolutions on the Rethinking I-94 project. That's 13 members of the Minneapolis City Council, signed by the Mayor, and seven members of the Saint Paul City Council, signed by the Mayor. Those resolutions had many common provisions, including calling for bus rapid transit to be implemented in existing lane, and that there be no new lanes added. I've been concerned in some conversations including a recent community meeting where a MnDOT official seemed to act as though those resolutions were, you know, just another comment through the website. The line was, "I hope they represent their constituents." And I just want to make it clear for the record that it's not a hope, legally those are 100 percent of the municipal officials representing 100 percent of the project area. Legally, they do represent their constituents, it's not a hope. So I would like to see that MnDOT's actions and the draft Purpose and Need would reflect the will of the two cities that encompass this project. I would note more hopefully that if we were to follow that recommendation from those two cities, we would be maximizing the return on investments of investments we're already made as a region or are in the process of making. Orange Line Bus Rapid Transit from the southern suburbs to downtown Minneapolis will open later this year, and Gold Line BRT from the eastern suburbs into downtown Saint Paul is in the pipeline. Connecting those two in between would maximize the return on investments that the region has already made and that should definitely be a goal in the context of our desire to meet climate goals and equity goals that we've heard from elected officials today. Thank you.

Response: Thank you for your comments on the Rethinking I-94 effort. No decision on alternatives to consider or selecting a preferred alternative had occurred. MnDOT will continue to collaborate with staff from the cities, counties, and Metropolitan Council on this project. Your comments will be recorded and will be considered as part of the Environmental Review.

- **Response and closing from Commissioner Anderson Kelliher:**
 - Thanked the commenters and expressed appreciation for their contributions.
 - Noted that there are some topic areas to follow up on.
 - Noted that public engagement efforts are ongoing.
 - Next PAC meeting: May 7, 10:00 AM

Question & Answer

Questions Posted During PAC Meeting Using Q&A Function

#	Asker Name	Question	Answer(s)
1	D P	Can I ask a question	Questions or comments can be submitted here in the Q&A. MnDOT will reply to your comment or question in the meeting summary that will be posted online in a few weeks.
2	Speed Rogers	Speed Rogers, unaffiliated Medical Student	Thank you for joining us today.
3	Mary Morse Marti	Mary Morse Marti, Move Minneapolis	Thank you for joining us today.
4	Alex Burns	Alex Burns, Sierra Club North Star Chapter	Thank you for joining us today.
5	David Frank	David Frank, Prospect Park Association	Thank you for joining us today.
6	Pat Thompson	Pat Thompson, St. Anthony Park Community Council	Thank you for joining us today.
7	John Chlebeck	John Chlebeck, Met Council Environmental Services	Thank you for joining us today.
8	Peter Eisch	Peter Eisch: VirginPulse	Thank you for joining us today.
9	David Juliff	David Juliff, ReConnect Rondo	Thank you for joining us today.
10	Alex Burns	What is the date of the May PAC meeting?	May 7, 2021 at 10:00am
11	Maura Brown	Maura Brown, The Alliance	Thank you for joining us today.

#	Asker Name	Question	Answer(s)
12	David Juliff	Can someone tell us how many members there are on the PAC, and how many of them are attending today?	MnDOT Commissioner Margaret Anderson Kelliher (Committee Chair) Senator Bobby Joe Champion Senator Kari Dziedic Senator Scott Dibble Senator Omar Fateh Senator Sandra Pappas Representative Koahly Her Representative Rena Moran Representative Carlos Mariani Representative Esther Agbaje Representative Frank Hornstein Representative Hodan Hassan Metropolitan Council Chair Charlie Zelle Metropolitan Council Member Kris Fredson Hennepin County Commissioner Angela Conley Hennepin County Commissioner Kevin Anderson Ramsey County Commissioner Rafael Ortega Ramsey County Commissioner Jim McDonough Minneapolis Mayor Jacob Frey Minneapolis Council Member Lisa Goodman (Alternate Patrick Sadler) Minneapolis Council Member Jamal Osman (alt Sean Broom) St. Paul Mayor Melvin Carter St. Paul Council Member Mitra Jalali St. Paul Council Member Dai Thao Wendall Meyer, Federal Highway Administration
13	Theresa Nelson	Theresa Nelson, Move Minnesota	Thank you for joining us today.
14	Keith Baker	Keith Baker, ReConnect Rondo	Thank you for joining us today.
15	David Juliff	And how many of those are on this call today? When I listened to the roll call, I heard very few affirmative in attendance....but maybe it was technical issues.	The meeting summary will document which members are in attendance. I count ten in a quick count of panelists.

#	Asker Name	Question	Answer(s)
16	Alex Burns	The draft Purpose & Need summary listed congestion mitigation and pavement condition on I-94 as primary goals for this project. How is MnDOT "rethinking I-94" if it has already identified project needs that assume the freeway will be reconstructed?	Thank you for your comments on the Rethinking I-94 effort. The purpose and need identifies current problems or deficiencies on the transportation network. There are several ways those deficiencies could be addressed. No solution has been identified or determined at this time. Potential solutions will be identified during the alternatives analysis process. Your comments will be recorded and will be considered as part of the Environmental Review.
17	David Juliff	Got it. Thanks!	Answered live.
18	Keith Baker	How do mitigation and roadway improvements marry in this process - past impacts connecting to opportunity	<p>Thank you for your comments on the Rethinking I-94 effort. The environmental process requires mitigation for impacts to social, economic and environmental resources that are impacted by proposed improvements. Mitigation measures are identified and developed as part of environmental process.</p> <p>The process does not take into consideration past impacts. Impacts and mitigation measures are identified through evaluation criteria during the Tier 1 and Tier 2 EIS processes. Your comments will be recorded and will be considered as part of the Environmental Review.</p>
19	Paul Madsen	This appears to be a very "30,000 foot view". In the meantime, my house is literally being shaken apart everyday since the last major rethink. Can we have additional details about your plans and less political posturing? Mayor Carter is on track here. Many thanks.	Thank you for your comments. At this time, no alternatives have been developed. We are at the stage of establishing our purpose and need - the problems on the corridor - and how we will evaluate any alternatives that are put forward for consideration. No decision has been made on what alternatives will be considered at this time. The Scoping Decision will complete with a range of alternatives to carry forward to the Tier 1 EIS. The Tier 1 EIS will conclude with a preferred alternative. Your comments will be recorded and will be considered as part of the Environmental Review.
20	Patricia Torres Ray	thank you!	Glad you are here!

#	Asker Name	Question	Answer(s)
21	Patricia Torres Ray	Excited to hear about people centered vision presented by Mayor Carter. I hope we are able to review models from other countries that have tried reconstruction of projects of this magnitude.	Answered live.
22	Pat Thompson	The use of term safety needs to better reflect severity of crashes. The numbers given so far are all lumped together, with fender benders probably dominant, but that's never revealed. Transparency would dictate making these differences clear or even dominant, because when people "safety" they hear death and severe injury.	Thank you for your comments. The draft Purpose and Need information shared with the PAC and Community Leaders noted that within the program area 79% of the crashes are property damage only, injury crashes is slightly over 20%, and fatal crashes is less than 1%. Your comments will be recorded and will be considered as part of the Environmental Review.
23	Speed Rogers	how does expansion/enhancement and congestion reduction square with MnDOT's new policy to cut VMT 20% by 2050? Any improvements that induce more demand for car travel along the corridor will directly contradict MnDOT's stated climate goals.	Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review. I encourage you to review the Sustainable Transportation Advisory Council Recommendations document at https://www.dot.state.mn.us/sustainability/docs/advisory%20council/stac-response-exec-summary.pdf which outlines the advisory council's recommendations along with proposed MnDOT actions. Your comments will be recorded and will be considered as part of the Environmental Review.
24	Pat Thompson	How does a highway for cars fit into a 2050 with zero carbon output?	Thank you for your comments. No decision on what alternatives to consider or selecting a preferred alternative has occurred. I encourage you to review the Sustainable Transportation Advisory Council Recommendations document at https://www.dot.state.mn.us/sustainability/docs/advisory%20council/stac-response-exec-summary.pdf which outlines the advisory council's recommendations along with proposed MnDOT actions. There is not an established zero carbon output. Your comments will be recorded and will be considered as part of the Environmental Review.
25	John Flipse	With onset of driverless cars and potential reduction in car traffic projected as a result, will that be a consideration in traffic volume estimation?	Thank you for your comments. Future traffic projections are based on the Metropolitan Council's regional model. Sensitivity tests will be completed as part of future projections to understand potential changes. It should be noted that there is not industry consensus that the presence of driverless car will reduce trips or traffic volumes

#	Asker Name	Question	Answer(s)
			without additional interrelated policies or interventions. Your comments will be recorded and will be considered as part of the Environmental Review.
26	Theresa Nelson	How will MnDOT's goals to cut VMT by 20% by 2050 be measured? Could the U of MN transportation research center assist early in this planning process to develop metrics to assure we achieve these goals?	Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review. I encourage you to review the Sustainable Transportation Advisory Council Recommendations document at https://www.dot.state.mn.us/sustainability/docs/advisory%20council/stac-response-exec-summary.pdf which outlines the advisory council's recommendations along with proposed MnDOT actions.
27	Laurie Siever	Noise.	Thank you for your comments on the Rethinking I-94 effort. Noise impacts and potential mitigation measures are identified through evaluation criteria during the Tier 1 and Tier 2 EIS processes. Your comments will be recorded and will be considered as part of the Environmental Review.
28	Pat Thompson	If MnDOT wants real public input, it would fund community organizations to do public input	Thank you for your comments on the Rethinking I-94 effort. Project partners have contracted with local community organizations on past projects and MnDOT will take this approach under advisement. Your comments will be recorded and will be considered as part of the Environmental Review.
29	Mary Morse Marti	I'm going to invite everyone to the Move Minneapolis Summit on May 18 where we'll talk about highways! https://us02web.zoom.us/webinar/register/WN_oh4a-iGtTBOdAuxJnI90pw	Answered live.
30	Mary Morse Marti	The title of the Summit is "Revisiting the Urban Interstate: Freeway to the Future or Road to Ruin," and speakers will share their experiences with highway expansion/removal efforts from across North America. Again, free registration is here: https://us02web.zoom.us/webinar/register/WN_oh4a-iGtTBOdAuxJnI90pw	Answered live.
31	Peter Wagenius	Peter Wagenius, Prospect Park Neighborhood	Answered live.

#	Asker Name	Question	Answer(s)
32	Peter Wagenius	I would like to be added to the speaking list.	Added.
33	Speed Rogers	Thank you Commissioner Kelliher, and PAC members, I am excited for the engagement process to continue!	Answered live.

Questions Submitted Via Email or Online Comment Form

#	Asker Name	Question	Answer(s)
1	Steve McCauley	<p>Hi Dan, my name is Steve McCauley and I live in Minneapolis. I will not be able to attend today's "Rethinking I-94 Policy Committee" meeting but I'd like to submit my questions anyway and hopefully they will be addressed.</p> <p>1) What documentation has been found that shows that the route selection for I-94 through the Twin Cities area was intentionally racist?</p> <p>2) What documentation has been found that shows that African American home and business owners were compensated at lower levels than white home and business owners for eminent domain confiscation of their property?</p> <p>3) What % of the total homes and business properties confiscated through eminent domain for the building of I-94 and I-35 through the Twin Cities area were owned by African American (or other minorities) people?</p> <p>Please let me know if these questions can be answered in this way and if so, how I can receive the responses.</p>	<p>Your comments will be recorded and will be considered as part of the Environmental Review. I encourage you to visit the Minnesota Historical Society Library along with its documents and resources on the Rondo Neighborhood and I-94 at https://libguides.mnhs.org/rondo. The project website, http://www.dot.state.mn.us/i-94minneapolis-stpaul/, also includes a two-part documentary produced by Twin Cities Public Television.</p>

Agency Staff and Public Attendees

Present	Name	Organization
x	Anna Varney	FHWA
x	Sheila Kauppi	MnDOT – Rethinking I-94 Project
x	Josh Colas	MnDOT – Rethinking I-94 Project Manager
x	Gloria Jeff	MnDOT – Livability Initiative
x	Nancy Daubenberger	MnDOT
x	William Goff	MnDOT
	Chris Krueger	MnDOT
x	Torri Hampton	MnDOT
x	Hannah Rank	MnDOT
x	Melissa Barnes	MnDOT
x	Cyrus Knutson	MnDOT
x	Jake Loesch	MnDOT
x	April Crockett	MnDOT
x	Michael Barnes	MnDOT
x	Jay Hietpas	MnDOT
x	Jon Solberg	MnDOT
x	Kim Collins	MnDOT
x	Natalie Ries	MnDOT
x	Nicholas Olson	MnDOT
x	Erik Rudeen	MnDOT
x	Renee Raduenz	MnDOT
x	Lisa Austin	MnDOT
x	Nissa Tupper	MnDOT
x	Brian Isaacson	Ramsey County
x	Jason Gottfried	Hennepin County
x	Amy Van Shepen	Hennepin County, Staff - Commissioner Anderson
x	Kristy Janigo	Hennepin County, Staff - Commissioner Anderson
	Nick Thompson	Metropolitan Council
	Amy Vennewitz	Metropolitan Council
	Michelle Fure	Metropolitan Council
x	Peter Grafstrom	Metropolitan Council
x	John Chlebeck	Metropolitan Council
x	Jeannine Clancy	Metropolitan Council
x	Adam Harrington	Metro Transit
x	Russ Stark	City of St. Paul
x	Sean Kershaw	City of St. Paul
	Randy Newton	City of St. Paul
	Matt Privratsky	City of St. Paul
x	Mai Chong Xiong	City of St. Paul
x	Jenifer Hager	City of Minneapolis
x	Sean Broom	City of Minneapolis - Policy Aide, Council Member Osman
x	Adrienne Bockheim	City of Minneapolis
x	Jon Chiglo	WSB – Rethinking I-94 Consultant

Present	Name	Organization
x	Jack Corkle	WSB – Rethinking I-94 Consultant
x	Dan Pfeiffer	WSB – Rethinking I-94 Consultant
	Mike Chavez	WSB – Rethinking I-94 Consultant
x	Joanne Cho	WSB – Rethinking I-94 Consultant
x	Austin Hauf	WSB – Rethinking I-94 Consultant
x	Marcell Walker	Bolton & Menk – Rethinking I-94 Consultant
x	Chris Chromy	Bolton & Menk – Rethinking I-94 Consultant
x	Scott McBride	Bolton & Menk – Rethinking I-94 Consultant
	Mike Hughes	Rethinking I-94 Consultant
x	Bill Harper	Office of Representative Betty McCollum
x	Sophia Schilling	Office of Representative Betty McCollum
x	David Juliff	Be Civil – ReConnect Rondo Consultant
x	Sheldon Mains	Seward Redesign Inc
x	Keith Baker	ReConnect Rondo
x	Debbie Meister	Neighborhoods First!
x	Peter Wagenius	Prospect Park Neighborhood
x	Mary Morse Marti	Move Minneapolis
x	Theresa Nelson	Move Minnesota
x	Joshua Houdek	Sierra Club North Star Chapter
x	Alex Burns	Sierra Club North Star Chapter
x	Barb Thoman	Move Minnesota
x	Pat Thompson	St. Anthony Park Community Council
x	Kelly McCormack	
x	Laurie Siever	
x	Theo Schultz	
x	Kevin Anderson	Michael Baker International
x	Kathleen Davis	
x	Eric Weiss	The Trust for Public Land
x	Bridget Mathie	
x	David Frank	Prospect Park Association
x	Mindy Brevia	
x	Steve McCauley	
x	Dan Bielenberg	
x	James W. Fallon	
x	Scott Engel	
x	T L Godwin	
x	Michael Nygard	
x	Maura Brown	The Alliance
x	Toya Lopez	Health Professionals for a Healthy Climate
x	Paul Madsen	
x	Carmen O'Halloran	
x	Truth Ogun Maze	
x	John Flipse	
x	Catherine Spaeth	
x	Jean Garbarini	
x	Nick Engstrom	Michels Corp.

Present	Name	Organization
x	Patricia Torres Ray	Senator, MN District 63
x	Jackson Hurst	
x	Speed Rogers	
x	Abby Angerman	
x	Andrew Hager	
x	Yvonne Leick	
x	Peter Eisch	VirginPulse

Attachment 1 - Digital Whiteboard Notes

What does Rethinking I-94 mean to you?

- More than an intellectual exercise - this is a major asset - how can we bring it into the 21st century?
- What does the future look like - in particular with changes due to COVID-19.
- Change - something different from what is there now. Need to have the foresight to account for changes.
- An opportunity to have a fearless conversation with residents harmed, both past and present harms. A reparations mindset.
- Psychic and visual impacts of proximity to the corridor.
- Three things:
 - 1) Focus on the larger community, beyond the “sound walls”...connecting and strengthening vs. dividing and degrading our communities
 - 2) cleaning up vs. depleting and degrading our climate and environment (public health)
 - 3) Creating wider measures of access to destinations in a larger travel shed
- Undoing what has been done to the community.
 - environmental, economic, and social justice
 - enhance with technology
 - opportunity for creativity to rethink structural impacts of the infrastructure
 - opportunity to unite
- Opportunity to unite and address structural racism
- What does RI94 mean to me as a PAC member? A chance to do model engagement and mean it. This takes funding and accountability/measurements of reach in partnership with grassroots BIPOC community. We have the power to do it. It has been hard with COVID but/and we can and should still do it or we won't succeed.
- Catalyst
- Personal connection to destruction of Rondo neighborhood - history of lost inheritance
- Comparison to Green Line construction - role of Obama administration in how the project was funded
- How do we connect people? Impact of funding calculations and favoring new riders over existing. How can this apply to a freeway? We have historically thought about freeways in terms of how to move the most people.
- Create community opportunity while continuing to move people. Deliver something for the community. People Centered.
- City of Saint Paul approach to projects: multi-dimensional, in terms of moving people by multiple modes while meeting goals of the surrounding community.
- BRT (Bus Rapid Transit) - Built with this in mind, even if not there on day one.

What does Rethinking I-94 mean to your constituents?

- Authentic engagement with communities in the corridor - impacts from original construction of highway.

- Meeting the engagement needs and expectations for constituents along the corridor - in particular BIPOC communities that live along the corridor.
- Community is thinking big - what if there was not a freeway? "Sky is the limit" MnDOT should make room for this viewpoint in the process.
- Opportunity for communities to speak directly to the gov't for those who have not previously had that opportunity.
- Opportunity to employ people in the community. Economic opportunity - jobs for people along the corridor. Comparison to Green Line - construction workers did not look like the community members.
- Economic opportunity - gov't contracts.
- Intentional mindset of equity and equitable representation, in economic opportunity for example.
- Constituents in MPLS have actually seen the freeway size increase following 35W bridge collapse.
- Public health outcomes, especially air quality near the corridor.
- Opportunity to reframe what is there - "catalyst." Address environmental justice and health outcomes.

What are the top three priorities?

Social

- Most diverse corridor in the state of MN
- Access to destinations - including areas beyond the noise walls. What are we doing to provide multimodal access to communities so they can be healthy and productive?
- Social: connect people on foot/bike/NON-CAR routes to create reconnection and needed infrastructure and civic fabric along the corridor
- Minnesota's Main Street

Economic

- Access to destinations - including areas beyond the noise walls. What are we doing to provide multimodal access to communities so they can be healthy and productive?
- Outcomes
 - metrics/measures for measuring access/travel sheds
 - UMN Accessibility Observatory as local technical experts.
 - destinations: jobs, school, worship, groceries
 - freeway both provides and limits access
- Economic: reparations mindset as we shape desperately needed federal investment on the way - that extends to engagement w/impacted communities supporting it

Environmental

- MnDOT VMT goals, Metro Transit Goals. Opportunity to engage with and work beyond measures in terms of how we address global warming - capture in metrics (GHG, VMT)
- Environmental: willingness to buck induced demands of relentless car culture & literally build something different through mass transit expansion
- Access to destinations - including areas beyond the noise walls. What are we doing to provide multimodal access to communities so they can be healthy and productive?
- Once in a lifetime opportunity to address established goals (VMT and GHG reduction)

How would you/your constituents characterize the challenges along the facility?

- it is there for people just passing through...they benefit and those who live there bear the costs and consequences
- Walking across the freeway on the bridges that do exist is overwhelming, scary and disorienting with health impacts. Aldine pedestrian bridge which has Indiana Jones wooden hanging foot path vibes on a normal traffic day, Snelling with the wide sidewalks but crazy traffic intersection, are some examples.
- walking across it to get to the things we need is wildly unsafe for kids and families and also grown adult millennials who need to get to the bus
- Health impacts of the freeway - example: air quality related to chronic asthma
- Need to cross the freeway safely.
- Social connection, infrastructure for walking and biking across the corridor.
- Building something different through expansion of mass transit.
- Well-documented rates of asthma, our children can't breathe.
- reparations mindset
- buck induced demands - car culture
- Overall: Need for a different mindset.

How should the economic needs, people's need for movement and Livability be addressed?

- Holistic: economic needs of people in the corridor and people across the state are connected. Local economic development as well as regional freight corridor.
- Minnesota's main street - this corridor as a connector, also plays a key role in the state and local economy.

Future Discussion

- Potential for federal dollars? What would funds be used for?
- Public engagement approach - what has been done and what future efforts are planned?
- How are we measuring success?
- MnDOT creates space - opportunity to hear from the community on big ideas - example: What if there was not a freeway?
- Intentional mindset of equity and equitable representation, in economic opportunity for example.
- Discussion of metrics/measures for accessibility - UMN Observatory
- Once in a lifetime opportunity to address established goals (VMT and GHG reduction)
- Environmental Process - Goals of this project
- Please allow me to renew my request that documents and resolutions be forwarded to the PAC members