

Statement of Goals

What is the Statement of Goals?

Beyond the program of projects' purpose, improvements will support broader community goals identified in Rethinking I-94 Phase 1, which include:

- Incorporate the livability framework through the process to identify opportunities for establishing a sense of place, community connections, economic opportunities, equity, safety, and a healthy environment for the communities that live, work and play there¹.
- Develop and execute a community-based approach focused on reconnecting neighborhoods, revitalizing communities and ensuring residents have a meaningful voice in transportation decision that affect their lives.

As a means of achieving these goals, individual projects will utilize context sensitive solutions (CSS) and performance based practical design principles. When applicable, the livability framework will be incorporated. Specifically, the criteria used to evaluate alternatives will incorporate applicable elements of the livability framework.

¹ Information about the Livability Framework developed as part of Rethinking I-94 Phase 1 are included in Section 2 – Rethinking MnDOT's Role, page 12. The Rethinking I-94 Phase 1 Report is located here: <https://www.dot.state.mn.us/I-94minneapolis-stpaul/pdf/vision/phase-1-report.pdf>

MnDOT roles

MnDOT serves as a leader, partner, or facilitator on all its projects in the Metro District because the challenges and solutions to transportation and our built environment often extend beyond just the roadway. MnDOT will facilitate and participate in discussions with other agencies on matters that it cannot lead or partner on to help achieve the broader goals. In addition to leading transportation improvements, MnDOT will support efforts being led by community and agency partners to fully realize broader livability goals related to health and environment, economics, sense of place, safety, connectivity, equity and trust. These improvements, which will likely extend beyond transportation projects, are being pursued through a separate process from the formal environmental documentation. Partnering communities and agencies may consider using the livability framework to define and achieve the broader livability goals.



Leader

For issues related to the highway itself, MnDOT is the leader and partners with local agencies and communities. This is the agency's primary and traditional mission. Examples include repairing pavement or addressing congestion issues on the freeway.



Partner

For issues or situations that cross over agency disciplines or missions, MnDOT is a partner with communities and other agencies. Even though MnDOT might not be leading a conversation or an investment, the agency may be involved in important ways. Examples include bridges that cross a freeway or local roads that connect to a MnDOT road.



Facilitator

While MnDOT's primary mission is focused on transportation, the department also has the capacity to assist with other issues that may arise — from local transportation issues, to housing and public health, to economic opportunity. While these are not issues MnDOT controls, the agency has an interest in the broader health of its communities. MnDOT staff often know who to contact at other state and local agencies for assistance.

Purpose and Need

Purpose and Need Overview

The purpose and need statement explain why MnDOT is undertaking a project and its objectives. The “need” identifies the transportation problems or deficiencies. The “purpose” is a broad state of the primary intended transportation results of a proposed transportation improvement.

Purpose

Projects within the Rethinking I-94 program will accomplish the following:

- Improve asset conditions of I-94 bridges, pavement and supporting infrastructure (e.g., walls, drainage, etc.).
- Enhance safety for people and goods on, along, and across the I-94 corridor.
- Improve mobility for people and goods on, along, and across the I-94 corridor.

Needs

Needs are split into two subcategories, primary needs and secondary needs. Primary needs are the main transportation problems. Secondary needs are other opportunities for improvement that should be addressed as part of the program of projects but are not the driving force behind the projects.

PRIMARY NEEDS

Bridge condition | Retaining wall condition
Safety | Pavement condition | Mobility

SECONDARY NEEDS

Walkability and bikeability | Safety on intersecting streets
Drainage infrastructure conditions | Noise wall condition
Drainage capacity

PRIMARY NEED: MOBILITY



I-94 in the program area has a mobility problem based on multiple hours of congestion, reduced vehicle speeds, increases in delays, and poor travel time reliability.

Mobility is the ability of a person or people to travel from one place to another. Mobility is expected to get worse in the future. Mobility problems impact all modes that use I-94: cars, freight and transit.

Purpose and Need

OTHER PRIMARY NEEDS:



RETAINING WALL CONDITION

There are walls in need of work in the next 20 years.



SAFETY

The full length of I-94 within the program area and one interchange have a demonstrated crash problem.



PAVEMENT CONDITION

The roadway subsurface along I-94 in the program area is beyond its useful life.

The subsurface on I-94 in the program area has not been replaced since the highway was built in the 1960s, contributing to highway deterioration and poor surface condition.



MOBILITY

I-94 in the program area has a mobility problem based on multiple hours of congestion, reduced vehicle speeds, increases in delays, and poor travel time reliability.

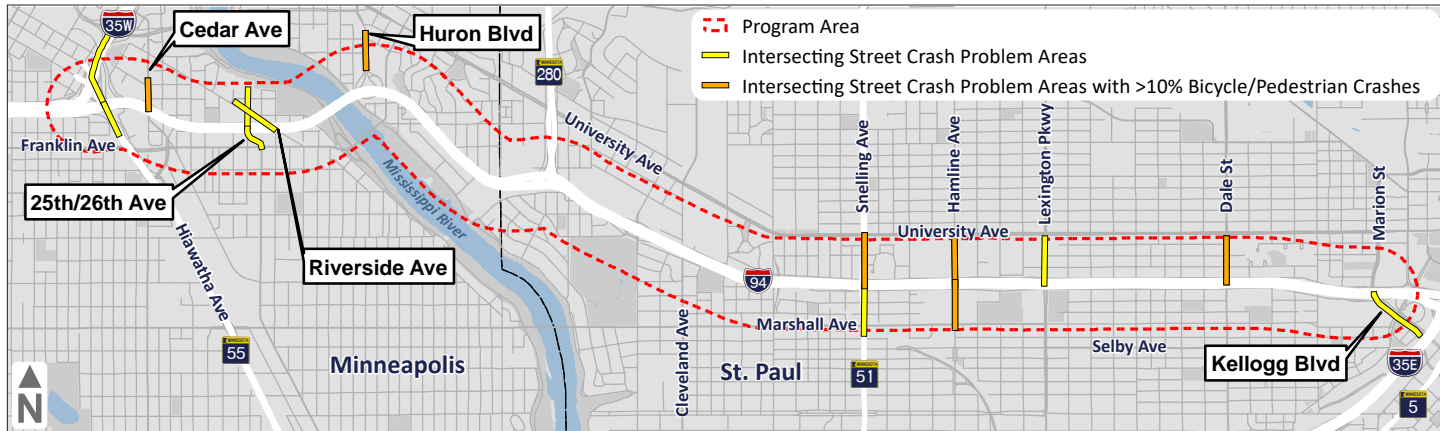
Mobility is expected to get worse in the future. Mobility problems impact all modes that use I-94: cars, freight and transit.

SECONDARY NEEDS:



SAFETY ON INTERSECTING STREETS

While safety on intersecting streets is not driving the need for the project, the crash problems identified above should be addressed by the program of projects.



DRAINAGE INFRASTRUCTURE CONDITION

While the condition of drainage infra-structure is not driving the need for a project, it should be addressed as part of the program of projects.



NOISE WALL CONDITION

Noise wall rehabilitation will not be driving the need for improvements on I-94 but will be evaluated as part of any project.



DRAINAGE CAPACITY

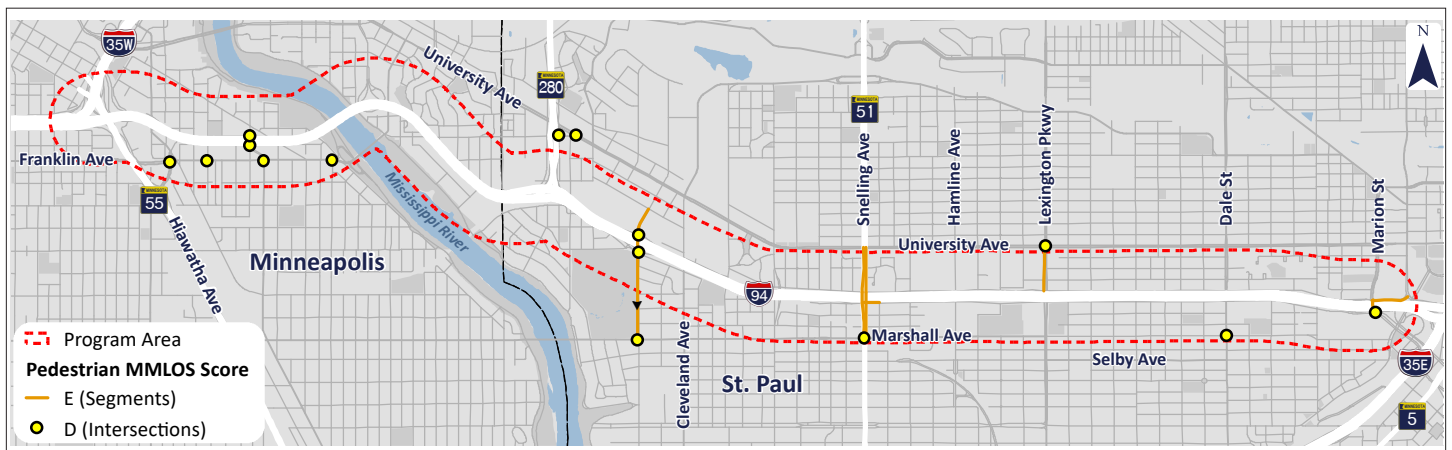
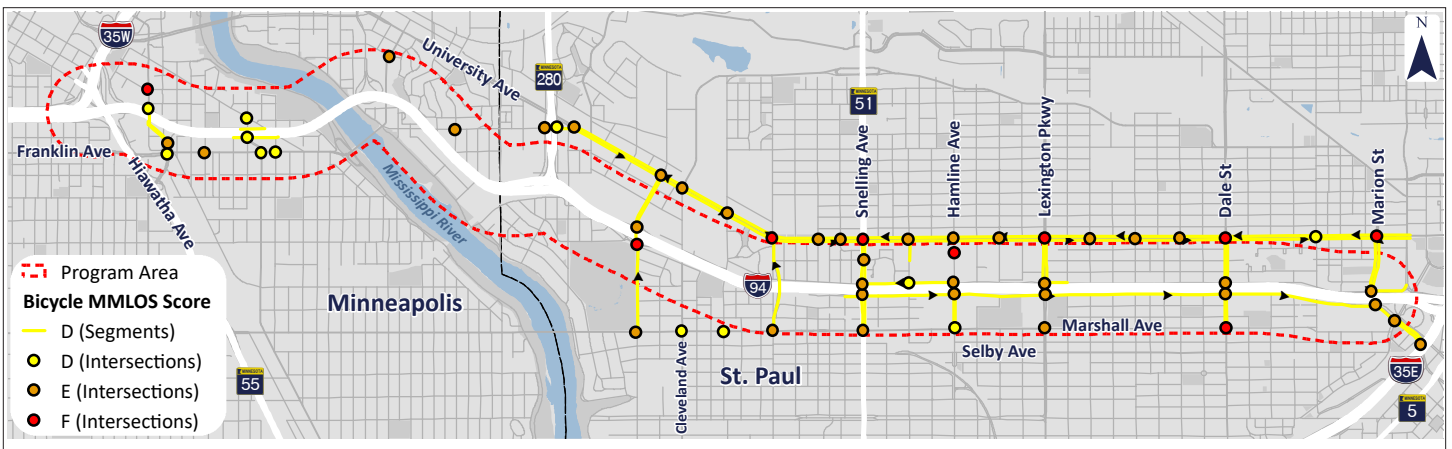
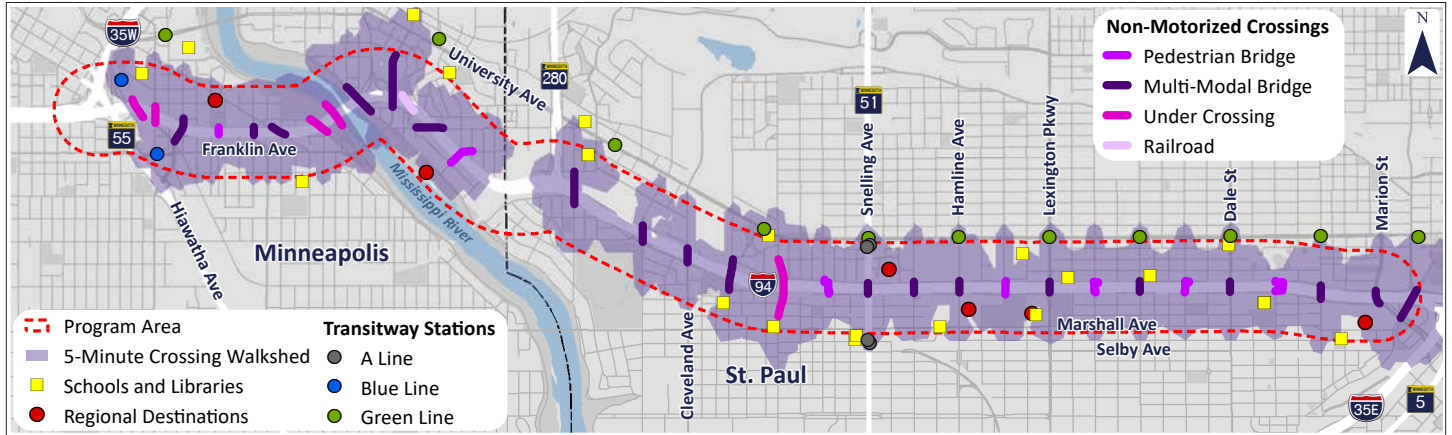
While drainage capacity issues are not driving the need for a project on I-94, they should be addressed as part of the program of projects to prevent future travel disruptions.

Purpose and Need

SECONDARY NEED: WALKABILITY AND BIKEABILITY



While walkability and bikeability are not driving the need for the project, there is an opportunity to improve conditions for walking and biking. The existing and planned pedestrian and bicycle network within the I-94 corridor is fairly extensive.



Evaluation Criteria

What are evaluation criteria?

Evaluation criteria are the measures and metrics used to evaluate a range of alternatives that could meet the project's Purpose and Need while identifying and considering potential social, economic, and environmental (SEE) impacts. Evaluation criteria can also be used to determine how well an alternative addresses the project's goals.

How are evaluation criteria determined?

Federal Highway Administration (FHWA) and Minnesota Department of Transportation (MnDOT), as joint lead agencies, are responsible for determining the methodology and level of detail for the evaluation of alternatives.

How are evaluation criteria used?

The evaluation criteria are first used to determine whether a range of alternatives address the project's Purpose and Need. Alternatives that address the Purpose and Need would be considered for further evaluation. Those that do not address the Purpose and Need would be rejected as not being reasonable.

Alternatives that address the Purpose and Need are further evaluated to determine their impacts on social, economic, and environmental (SEE) resources within the project area. Alternatives that have unmitigable impacts are rejected. Alternatives with the potential for significant impacts may be rejected or revised to reduce potential impacts.

Alternatives will be further evaluated (after addressing purpose and need and SEE items) on how well they address project goals.

What are the evaluation criteria categories for Rethinking I-94?

- Evaluation criteria were identified for each of the categories and a measure was developed to evaluate whether an alternative meets the purpose and need, minimizes SEE impacts, and addresses goals (Tier 1 EIS).
- Purpose and need, SEE items, and goals will be evaluated by comparing an alternative to the No Build or based on agency thresholds for that resource.

Categories shown in *italics* will be evaluated only in the Tier 1 EIS Phase (not in Scoping Phase).



Primary Needs

- Infrastructure Condition
- Safety/Crashes
- Mobility



SEE Impacts

- Environmental Justice
- Historic/Archaeological
- Section 4(f) Resources
- Section 6(f) Resources
- Contaminated Properties
- Right of Way
- Water Pollution/Stormwater
- *Air Quality*
- *Noise*
- *Threatened & Endangered Species*
- *Wetlands*
- *Floodplain*
- *Flooding*



Goals & Livability

- *Sense of Place*
- *Equity*
- *Economics*
- *Health and the Environment*
- *Connections*



Secondary Needs

- *Drainage Capacity*
- *Walkability/Bikeability*
- *Safety on Intersecting Streets*



Additional Considerations

- Cost
- Maintenance
- Consistency with Regional Plans

Logical Termini

What are logical termini?

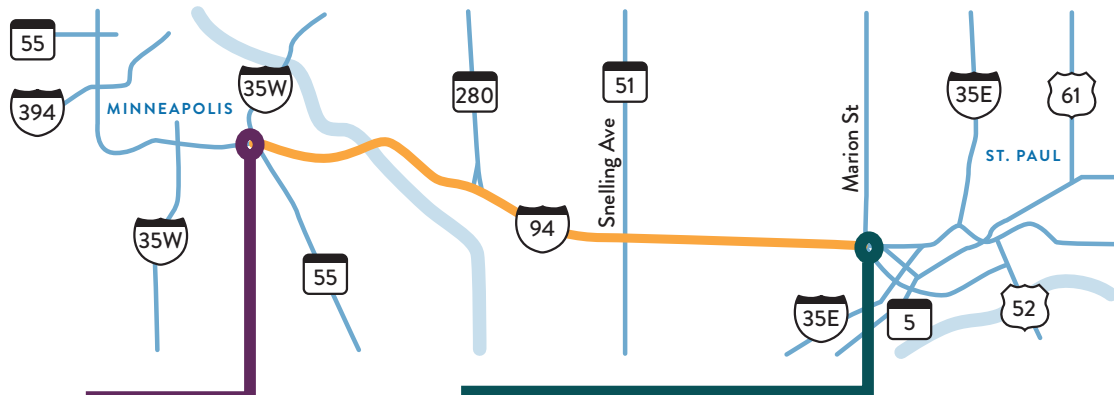
The limits of the project to be evaluated in the environmental process; the rational end points for transportation improvements and review of the environmental impacts.

Can logical termini change?

Logical termini and purpose and need interact with one another. As investigations into data, transportation problems, and impacts to resources continues, there can be rationale for modifying the logical termini based on new information obtained.

What are the draft logical termini for Rethinking I-94 and why?

Proposed termini for the Rethinking I-94 Phase 2 program of projects is Hiawatha Avenue/TH 55 and at the Marion Street crossing of I-94. The logical termini encompass an area that has older and more deficient infrastructure than areas to the west and east of the termini. MnDOT has been upgrading roadway and bridge infrastructure east and west of the proposed termini.



WESTERN END

This location was identified due to current investments and improvements and active construction west of the I-35W interchange. This location is also at a system to system connection, where travel patterns can split and change based on origins and destinations served.

EASTERN END

Terminating at Marion Street ends just prior to the system to system connections where the travel patterns split, and change based on origins and destinations served.

AREAS BEYOND THE TERMINI

MnDOT recognizes the concerns from partner agencies about areas to the west and east of the proposed logical termini that were a part of Rethinking I-94 Phase 1. MnDOT is committed to working with its partners to develop scopes of work for studying I-94 in greater detail from I-35W/TH 55 to the northern limits of the City of Minneapolis at Broadway Avenue, as well as from Marion Street to TH 61 in Saint Paul.

Why are logical termini important?

Establishing logical termini ensures that project needs are addressed. The Federal Highway Administration requires that the project meet three principles in order to avoid commitments to transportation improvements before the impacts are fully evaluated:

1

Connect logical termini and be of sufficient length to address environmental matters on a broad scope.

2

Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made.

3

Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.