

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

Date: 05/07/2021 (10:00am – 12:00pm)

Location: Zoom Meeting

Participants: See end of document for list

Meeting Summary:

1. Welcome and Hellos

Commissioner Margaret Anderson Kelliher speaking:

- We view this as an opportunity to engage and address the present and be a catalyst for the future – the needs of this project go beyond the immediate corridor
 - There is optimism given the federal administration to reconnect communities, repair harm from past projects
 - People are interested in issues beyond the roadway, including issues like:
 - Housing
 - Affordability and livability for residents who live along the corridor
 - How can this be enhanced?
 - Economy and the corridor
 - People want good jobs and other opportunities
 - We need to ask ourselves, what are we connecting to? What is the overall vision?
 - MnDOT thinks about how we can engage other partners like the met council
 - This project not a solitary experience
 - There are many aspects
 - The desired impacts cannot be achieved by MNDOT alone
 - We are relying on Nonprofit and community members to achieve non transit goals
 - There is a continued need for public engagement. Our goals are to:
 - Be present with community
 - Be seeking the opinions of community members
 - Be seeking the vision of community members
 - We are cognizant of the health and social impacts of highway projects
 - With this initiative, the focus needs to be not only on how quickly we can get somewhere
 - Bring in the reparations mindset for communities such as:

- Rondo
- Cedar-Riverside
- Seward
- We are also thinking about mobility justice
 - How do we ensure that multi-modal transportation and mobility justice are addressed in the rethinking?

Metropolitan Council Chair Charlie Zelle Speaking:

- We have a tremendous opportunity with this project
- We all have our own memories and own experiences about how we've learned overtime about I-94
 - We have much better sensitivity of awareness of what happened with 94 now than we did when I was younger
- Hats off to the rethinking I-94 committee for committing to rethinking and not just repaving and replacing concrete
- We have apologized for the past harms done
- We are partnered with many organizations on this project
- We need to view the highway as more than a ribbon of concrete through our cities
 - Though the concrete does need to be replaced
- We are united in community, social and environmental justice
- This is a once in a lifetime opportunity to do something more meaningful
- The met council is a planning organization
 - We are focused on the environment, housing, transport, livability, how do we connect people's lives?
 - How do we make connections to healthcare, schools, jobs etc.?
- It [the project] is as much about what goes over the road than what goes on the road
- We know due to usage data that 94 is a local road
 - Most of the traffic is within the metro area
- Where are the meaningful steps to take? Where is the action? Where is the funding?
 - We help with the funding for some projects through planning grants
 - We need to create mobility opportunities
- We need to be thinking about alternative ways of getting around
 - Pedestrians
 - Biking
 - New technologies
- Recap themes from April meeting

2. Recap themes from April meeting

Marcell Walker invites PAC members to create dialogue on April meeting

- Wendall Meyer: the takeaway from last month was building the relationships with community members

- We sometimes create gaps unintentionally because of communication breakdown
- Public Engagement is a strong asset
 - It will allow us to make strong decisions
- We have traditional partners and non-traditional partners
- Mai Chong Xiong: I Appreciate that this is a combination of community comments
 - Even though we're early on in the process, many community members don't know that we're early on, they want to start the community engagement
 - Let's think more broadly about how we can engage authentically and invest resources to create engagement resources
- Senator Scott Dibble: I have a report from my colleagues in the legislature: I spoke to them about the idea of reconnecting across the highway with some sort of structure with community assets on top of said structure
 - This idea was met with scorn from some colleagues
 - We need to bring a mindset that we're not trying to make the rebuild as a 'least bad as possible' but the joining in of a lot of opportunities form a lot of tangible and specific ways
 - A reinvestment in vitality and vibrancy in people's lives
 - Sooner rather than later we need to talk about 94 as a movement to create all kinds of opportunities, not just a transportation project
 - This means we need to bring in partners to have things occur at the same time with planners and developers
 - We should focus on creating momentum, not just small projects
 - We need to create movement around this
- Marcell Walker: The end product of this project needs to address a lot of holistic needs

3. Zone Demographics and Transportation Themes – Phase 1

Sheila Kauppi, MnDOT Metro District Engineer speaking:

- We know we need to do work differently
 - We need to have a different approach to engagement
 - We needed to know what was important to communities
- We did surveys
 - 6 zones of neighborhoods/groups
 - Each zone had specific community information
 - Used this information to pivot engagement to ensure we're hearing voices
- Zone 2: 1255 respondents living within 1 mile of the I-94 study area "please tell us your thoughts on what changes or improvements you would like to see along the I-94 corridor over the next 20 years"
 - Our main findings are addressed in themes:

- Maintain the highway better
- Add or repair noise barriers
- Create more pedestrian/bicycle friendly spaces and connections
- More public transportation
- Maintain and add green spaces
- Improve/fix bottle necks
- Improve entry and exit ramps
- Improve access to freeway, cities neighborhoods
- More lanes to remove bottlenecks
- Add MnPASS, bus and carpool lanes
- Satisfied with current development of the highway
- Data gathering through baseline surveys:
 - 786 online interviews
 - 300 landline and cellphone interviews
 - Target groups
 - 'impacted' within ½ mile of 94
 - 'users' living more than ½ mile from 94
- Survey topics
 - Were you familiar with MNDOT work?
 - How do you expect MNDOT to participate and provide feedback?
 - What are your civic engagement behaviors and attitudes?
 - What is your media usage for news and weather-related environments?
 - Laddering exercises
- Levels and engagement by market segments
 - Informed observers: mostly men, boomers and students, education varies
 - Active contributor: higher income, retirees, boomers, white
 - Hands on contributor: Mainly living in Hennepin County, Millennial white, black boomers, income not a barrier
 - Unreached observer: mostly women, prevalent in Ramsey County, some blacks, Gen X with bachelor's degree, multiracial
- Demographics
 - 42,000 population
 - 6% Hispanic or Latino
 - 38% below poverty level
 - 17% speaking English less than very well
 - Six neighborhoods
 - Cedar Riverside
 - Prospect Park
 - Seward
 - University of Minnesota

- Ventura village
- Many language needs in the community
 - Spanish
 - African languages
- Many people born in Somalia and Ethiopia
 - This is a target demographic because we might not historically see at meetings
 - We need to meet these people where they're at
- Most respondents to the survey lived in Prospect Park and Seward
- They used highway 280 and the Franklin Avenue entrances to I-94
- Used highway 280, Riverside Avenue, Snelling Avenue and the Highway 35 downtown exits to exit I-94
- Respondents want repaired and more sound barriers
- Light rail is their primary secondary transportation method after bus and followed by car
- Most respondents are at least familiar with MnDOT

Commissioner Margaret Anderson Kelliher speaking:

- The PAC would like to focus on the zones to understand the zones better, so future meetings will have a focus on each zone including the profile demographics

Marcell Walker speaking:

- I want to reopen the floor to comments from PAC members about zones
- This is a really great way to understand the demographics of the corridor, what makes it up and sews it together

4. Reconstruction Corridors Across the Country

Gloria Jeff gives a presentation on the Nation-Wide Scan of Reconstruction Project Experience

Gloria Jeff, Office Director – Rethinking I-94 Speaking:

- This harmful highway construction is not unique to the twin cities
- The hands of time cannot be turned back, the opportunity is how can we take that knowledge and move forward
- Methodology: we went to departments of transportation and asked:
 - Do you have the same problem?
 - Looked for the roles of MPOs (Metro Planning Organizations)
 - Had responses from 9 states all over the country
- Findings:
 - The federal Highway Administration, local governments, elected officials, and community groups are important stakeholders
 - Must involve them early and after the project is complete
 - Most of the projects we surveyed were in very urbanized areas, the impacts tended to be human rather than natural

- People were not interested in the physical condition of the roadway
- Public engagement: the more the better
 - One size does not fit all
 - Neighborhoods are not universal in their transportation needs, nor their transportation wants
 - What are we doing to allow engagement to influence decision making?
 - One opinion does not dominate all
 - Members of the PAC should not drown out public engagement
- Say what you mean, mean what you say
 - DOTs must be honest and manage expectations
- Project overviews
 - Maricopa MPO: spine master plan, 31 miles
 - IL DOT: exploring alternatives for the Eisenhower expressway
 - Looking at final environmental impact – not moving forward because of funding
 - MI DOT: provides access to downtown including sports, hospitals, casinos.
 - Project currently in environmental phase
 - NC DOT: roadway that goes through Winston-Salem carries half the volume as Metro Transit Corridor, they have 11 bridges in 1.2 miles
 - Work completed
 - OH DOT: Working in Columbus and Cleveland around Case Western University
 - Should be completed in 2022
 - SC DOT: Original construction dissected an environmental justice community, looking at improvements is causing constraint because the initial construction was not popular
 - New interchange is built
 - SD DOT: Sioux falls, improvements to interchanges, congestion issues
 - Waco MPO: determined if they needed to do a reconstruction, whether there was an opportunity to convert to boulevard
 - First phase of the project is under construction
- Lessons learned:
 - Planning is the best phase to undergo big project course changes
 - As early as possible in planning, connect with community leaders to build relationship
 - Never too much community engagement
 - Learn to abandon Jargon
 - All need to be able to understand
 - Use MPOs when appropriate

- Creative solutions should be used, not just traditional transportation paradigms

Commissioner Margaret Anderson Kelliher speaking:

- I would like to invite Wendall to talk about how the feds may impact these reconnecting projects

Wendall Meyer speaking:

- I want to emphasize that you can't have too many meetings
- Not everything we see nationally will fit with Minnesota
 - How do we make the project to fit our cities?
 - Keep in mind that the vision for this project is for Minnesota
- There may be specific opportunities available under the American jobs plan
 - We are not sure about details
 - May be able to fund communities who have been impacted in the past
 - A lot of communities are looking at this federal program
 - Congress will likely come up with proposals of their own
- Go back to NEPA
 - What does NEPA mean?
 - We need to remember the human side of this
 - Social and economic impacts
- We will soon have more direction from USDOT and FHWA

Commissioner Margaret Anderson Kelliher speaking:

- Representative Betty McCollum recently submitted a federal request for money for the Reconnect Rondo proposal
 - MNDOT has said that they would lead the project should it come about
 - This is in the category of constituent input

Russ Stark speaking:

- Thanks for supporting Reconnect Rondo
- I would also like to say a few words about the national examples from other cities
 - These insights are valuable, but we should not limit our way of thinking because we want to do things that may not have been done before
 - We need to think 60 years in the future, it's hard to project what our lives will be like in 60 years
 - One challenge that will stay with us is climate change
 - Want to make sure that this is addressed in a fundamental way so that we can say that we have taken the future into account

Sheila Kauppi speaking:

- In terms of opportunities where we can partner with reconnect Rondo in terms of funding from the federal government, those projects need a local partner
 - MNDOT is happy to be the local partner

- But we do want to focus on allowing them to lead

Commissioner Margaret Anderson Kelliher speaking:

- Now we are going to go to Gloria Jeff for the livability workshop outcomes

5. Livability Workshop Status and Outcomes

Gloria Jeff speaking:

- Livability, what does it mean?
 - Quality, location, and type of transportation that services community
- Importance: Interested in issues beyond roads and streets
 - Want to see their personal values in the design proposals
 - MnDOT aims to meet the needs of businesses and residents
 - Moves people and the economy
 - Materials at all stages
- Partnerships are very important
 - MnDOT can't do it all to achieve livability
- People want to work and enjoy their community resources
- Livability workshops,
 - Consulted with citizens, residents and businesses along the corridor
 - Connections
 - Economic vitality
 - Equity
 - Uses:
 - Serve as a resource for project managers and engagement folks
 - Continue to foster discussions among stake holders on how to collaborate for
 - Workshop #1: Overview
 - Workshop #2: Economic Vitality
 - Workshop #3: Sense of Place
 - Highlights
 - Public Health
 - Beyond NEPA
 - Safety
 - How do we assure your safety as a sense of personal security?
 - Sense of place
 - Trust
 - Want to establish or reestablish trust, resiliency
 - Workshops will be published into livability papers
 - Finalized with a set of recommendations for all stakeholders in the corridor
 - Highlights
 - Reduce VMT, vehicular trips overall

- Dissatisfied with separation of environment and livability
- Increased investment in transit
- Restorative justice
- Use neighborhood language (no jargon)
- Need clarity on collaboration ramifications from the neighborhood
- Commuters want to see their neighborhood when traversing
- Not use current transportation planning model
- Use 15-minute city
- People over profit
- Small business should be within the community
- Integrate climate action to ensure no further harm with decisions about economic growth
- Improving visual quality with right of way and community adjacent
- Embrace multi-culturalism
- Restore local business by focusing on and creating local business opportunities
- Use the right of way to acknowledge and describe the community for passers by
- Reduce emissions for better air quality
- 15-minute city
- Needs of a neighborhood should be met within a 15-minute radius
- No need for a car
- Improving walkability and multimodal use
- Make existing right of way to be more sustainable
 - No definition of sustainable, but different from what we're doing now
- Workshops will be conducted on a monthly basis through September 2021.

Marcell Walker speaking:

- There is a need for project to be a catalyst in an authentic way
- Livability framework is MNDOT acknowledging that need for authenticity
- The PAC is now invited to share comments on livability framework

Mai Chong Xiong:

- What does participation look like at the livability meetings?

Gloria:

- Members of the community leaders group are invited
- We tell the CLG that MNDOT is putting together an outreach platform for virtual things
- Other hope is that face to face things are returning soon, MNDOT wants to be invited to those things

- Papers to come from the Livability Framework will be used to direct going on and chatting with the public
- These are less formal than NEPA, so we have more freedom with them
- We will involve elected and appointed officials about their willingness around the project

Mai Chong Xiong

- Let's keep in mind that it would be beneficial to keep track of the demographics of the participants

Marcell Walker

- We are connecting with community to connect more with the community

Senator Scott Dibble

- Many of the projects people want to see may be outside of MNDOT jurisdiction
 - MNDOT and federal highway dollars are constrained
- At what point are other collaborators brought in more formally?
- I'm always concerned that if this is framed as a freeway, I fear that if we don't bring in the partner entities soon enough to participate that we will just get a freeway with some window dressing

6. Next steps

Commissioner Margaret Anderson Kelliher speaking:

- We need to expand out on the concepts of housing and economic development
- We will be headed there soon
- Thanks Marcell for being here today
- Thanks Gloria Jeff
- Thanks Sheila Kauppi
- Next meeting will be July 30th at 10am
- We will be widening out our lens
- The livability initiative will be continuing
- We anticipate discussion of alternative frameworks at our next meeting

7. Public Comments

Dan Pfeiffer speaking:

- A number of people would like to speak , there are 13 names on the speakers list. Each speaker has two minutes
 - Stuart Knapmiller: The most important comment for me is that it doesn't just impact a few wards in Saint Paul. We live east of 35E and north of 94, these are important roadways that negatively and positively impact our neighborhood. McDonough is the rep that is in this group, I'm wondering how the larger community is going to be involved in this?

- Response: Thank you for your comment on the Rethinking I-94 effort. MnDOT will be engaging with the larger community, online and in-person, this summer. Engagement will continue through the environmental process to the future design and construction phases. I encourage you to visit the Rethinking I-94 website to sign up for email updates to stay informed. <http://www.dot.state.mn.us/I-94minneapolisstpaul/>
- Peter Wagenius: My name is Peter Wagenius, I am a resident of prospect park and I work at Sierra Club. People cannot choose transportation options that don't exist. People cannot choose transportation options that don't exist. People can't respond to questions to about alternatives that don't exist. MnDOT Should not ask the question about how people use the freeway, MNDOT should ask how you would like to get around. I would answer with "oh, it depends on where I am, sometimes I'd like to use BRT (bus rapid transit), sometimes I'd like to hop on the light rail" questions should be 'how would you like to be getting around' questions should ask questions that envision the future, not the past.
 - Response: Thank you for your comment on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of our Environmental Review.
- Serafina Scheel: I work with the prospect park and the transportation committee; Peter's comments make a lot of sense. We need to think about ways to mitigate the effects of the freeway in terms of pollution and noise. I am concerned about the talk about addition of lanes, and I would encourage the group to think of transportation alternatives
 - Response: Thank you for your comment on the Rethinking I-94 effort. No decision on alternatives to consider or selecting a preferred alternative has occurred. Air quality and noise impacts will be evaluated in the Tier 1 Environmental Impact Statement. Your comments will be recorded and will be considered as part of our Environmental Review.
- Gregory Pratt: Thank you for the opportunity to comment. My interests are in the health impacts of traffic. I study these things. The data shows that people living near busy roadways are less white, less healthy, don't own cars, suffer disproportionately from the sound and pollution. Those living outside the urban core use highways more and own cars at the expense of the people who live in the urban core.

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

- Jonathan Ahn: I'm a transportation planner living in Minneapolis. This is a once in a generation opportunity, I believe most travelers use 94 for local needs. We have failed to accommodate safe travel on other street including multi modal transportation. We should disincentive single use vehicles and not focus on only road capacity.
 - Response: Thank you for your comment on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of our Environmental Review.

- Mary Morse Marti: Thank you Commissioner Kelliher I want to thank everyone here as what I see as a moment to pause as a rethinking of the rethinking. Of course, people responded in a way that reflected their current understanding of the highway. DOTs use old ways of engagement, still using 50s framework. People need to know what's possible. People need to know what's possible. Highways cause cancer, they cause asthma. What opportunities do we present to communities of color who live near this highway? We need to lead the country.
 - Response: Thank you for your comment on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of our Environmental Review.

- Tom Basgen: I am not a transportation planner or have an advanced degree, I just live near I 94 and I think it is loud and it is a polluting river and I have a shovel and if you need people to help fill it in, I can help.
 - Response: Thank you for your comment on the Rethinking I-94 effort. Water pollution and stormwater impacts will be evaluated in the Scoping Document/Draft Scoping Decision Document. Noise impacts will be evaluated in the Tier 1 Environmental Impact Statement. Your comments will be recorded and will be considered as part of our Environmental Review.

- Risa Hustad: I'll keep this short and sweet, I am not a transportation planner, but I believe that the purpose and need document needs to focus on moving people not cars, MNDOT has pretty regularly taken a lot of our time and taken a lot of our time, taken two hours out of our day to ask for input. MNDOT to please accept our feedback that we cannot build our way out of congestion. We need

to be planning those things at this point in the process. We are those stakeholders and we are asking that the purpose and need document focuses on moving us around. I ask that you all take a second to identify how this project is going to move us forward.

- Response: Thank you for your comment on the Rethinking I-94 effort. The drafted transportation purpose for projects within the Rethinking I-94 program includes improving mobility for people and goods on, along, and across the I-94 corridor. Your comments will be recorded and will be considered as part of our Environmental Review.
- Dan: you can still submit comments on the project website until May 14th
- Margaret Anderson Kelliher: Hearing what we have heard, I can say that we are going to meet your expectations, in some cases we will not only meet your expectations, but exceed them, and in some cases we will disappoint you. Thank you for spending your time with us.

End of Meeting Dialogue

Question & Answer

Questions posted during PAC meeting using the Q&A function

Dan Pfeiffer: You can submit comments or questions to be included in the meeting summary until May 14 using the comment form or contact information on <http://www.dot.state.mn.us/i-94minneapolis-stpaul/>.

Alex Burns: When MnDOT does this engagement, do they tell participants what the health consequences of the freeway are? Seems important if people are being asked about additional lanes.

Dan Pfeiffer: Thank you for your comment or question on Rethinking I-94. MnDOT will reply to your comment or question in the meeting summary that will be posted online in a few weeks.

Response: Thank you for your comment on the Rethinking I-94 effort. Phase 1 information is available online at <http://www.dot.state.mn.us/i-94minneapolis-stpaul/toolkit.html>. Minnesota Department of Health is a cooperating agency providing input on the project. Your comments will be recorded and will be considered as part of our Environmental Review.

End Comment Transcript

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 Scott Dibble	Senate District 61
	Senator Omar Fateh	Senate District 62
	Senator Erin Murphy	Senate District 64
	Senator Sandra Pappas	Senate District 65
x	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
	Council Member Dai Thao	St. Paul Ward 1
x	Council Member Mitra Jalali	St. Paul Ward 4
x	Mayor Jacob Frey (alternate Abdi Salah)	Minneapolis
x	Council Member Jamal Osman	Minneapolis Ward 6
x	Council Member Lisa Goodman (alternate Patrick Sadler)	Minneapolis Ward 7

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
	Nancy Daubenberger	MnDOT
x	William Goff	MnDOT
	Chris Krueger	MnDOT
	Torri Hampton	MnDOT
	Hannah Rank	MnDOT

Present	Name	Organization
x	Melissa Barnes	MnDOT
x	Cyrus Knutson	MnDOT
	Jake Loesch	MnDOT
x	April Crockett	MnDOT
	Michael Barnes	MnDOT
	Jay Hietpas	MnDOT
	Jon Solberg	MnDOT
	Kim Collins	MnDOT
	Natalie Ries	MnDOT
	Nicholas Olson	MnDOT
	Erik Rudeen	MnDOT
	Renee Raduenz	MnDOT
x	Lisa Austin	MnDOT
	Nissa Tupper	MnDOT
	Brian Isaacson	Ramsey County
	Jason Gottfried	Hennepin County
	Amy Van Shepen	Hennepin County, Staff - Commissioner Anderson
	Kristy Janigo	Hennepin County, Staff - Commissioner Anderson
	Nick Thompson	Metropolitan Council
	Amy Vennewitz	Metropolitan Council
	Michelle Fure	Metropolitan Council
	Peter Grafstrom	Metropolitan Council
	John Chlebeck	Metropolitan Council
	Jeannine Clancy	Metropolitan Council
	Adam Harrington	Metro Transit
x	Russ Stark	City of St. Paul
	Sean Kershaw	City of St. Paul
x	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
	Sean Broom	City of Minneapolis - Policy Aide, Council Member Osman
	Adrienne Bockheim	City of Minneapolis
	Jon Chiglo	WSB – Rethinking I-94 Consultant
x	Jack Corkle	WSB – Rethinking I-94 Consultant
x	Dan Pfeiffer	WSB – Rethinking I-94 Consultant
x	Mike Chavez	WSB – Rethinking I-94 Consultant
	Joanne Cho	WSB – Rethinking I-94 Consultant
x	Austin Hauf	WSB – Rethinking I-94 Consultant
	Marcell Walker	Bolton & Menk – Rethinking I-94 Consultant
	Chris Chromy	Bolton & Menk – Rethinking I-94 Consultant
	Scott McBride	Bolton & Menk – Rethinking I-94 Consultant
	Mike Hughes	Rethinking I-94 Consultant
	Bill Harper	Office of Representative Betty McCollum
	Sophia Schilling	Office of Representative Betty McCollum
x	David Juliff	Be Civil – ReConnect Rondo Consultant

Present	Name	Organization
	Sheldon Mains	Seward Redesign Inc
x	Keith Baker	ReConnect Rondo
x	Debbie Meister	Neighborhoods First!
x	Peter Wagenius	Prospect Park Neighborhood/Sierra Club
x	Mary Morse Marti	Move Minneapolis
x	Theresa Nelson	Move Minnesota
	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
	Kelly McCormack	
	Laurie Siever	
	Theo Schultz	
	Kevin Anderson	Michael Baker International
	Kathleen Davis	
	Eric Weiss	The Trust for Public Land
	Bridget Mathie	
x	David Frank	Prospect Park Association
	Mindy Brevia	
	Steve McCauley	
	Dan Bielenberg	
	James W. Fallon	
	Scott Engel	
	T L Godwin	
	Michael Nygard	
x	Maura Brown	The Alliance
	Toya Lopez	Health Professionals for a Healthy Climate
	Paul Madsen	
	Carmen O'Halloran	
	Truth Ogun Maze	
	John Flipse	
	Catherine Spaeth	
	Jean Garbarini	
	Nick Engstrom	Michels Corp.
	Patricia Torres Ray	Senator, MN District 63
	Jackson Hurst	
	Speed Rogers	
	Abby Angerman	
	Andrew Hager	
	Yvonne Leick	
	Peter Eisch	VirginPulse
x	Tory Hampton	
x	Taylor Spreeman	Hallie Q Brown Community Center
X	Sheldon Mains	
X	Mikaela Ziegler	WSB – Rethinking I-94 Consultant
X	Trena Boone	

Present	Name	Organization
X	Tim Johnson	
X	Pam Lepinski	
X	Matt Seitzer	
X	Derek Fredrickson	
X	Brad Dolinski	
X	Aaron Saude	Bigfork Valley
X	Glen Johnson	
X	John Levin	
x	John R. Mazzitello	
X	Pippi Mayfield	
X	Farveh Makhssous	
x	Dan Mattison	
X	Ben Lodin	
X	Randy Costley	
X	Nic Hentges	