

# Rethinking I-94 Phase 2

## Technical Advisory Committee

### Monthly Meetings Recap:

*Last updated November 8, 2021*

*The following is a summary of topics, outcomes, and action items that were discussed at the Technical Advisory Committee meetings.*

#### October 2021

- Project updates
  - WSB shared information on the Our Streets Minneapolis letter writing campaign for the project. The letters received are being documented along with other comments received from the public.
  - WSB gave an overview of recent and upcoming public engagement activities. Recent pop-up events held at Open Streets Minnehaha and several farmers' markets. Virtual open house/community chats planned for mid-November. Working on additional outreach to freight users, faith communities, rental groups, youth, and older adults.
  - Gloria Jeff (MnDOT) provided an update on the development of the Livability framework working papers. Anticipate completing internal MnDOT review in mid-November.
- Upcoming meetings
  - Draft agenda topics for the 11/19 PAC meeting were shared.
- Pedestrian and Bicycle Crossing Prioritization Methodology
  - WSB gave an overview of the pedestrian and bicycle crossing prioritization framework that is being developed to identify potential types of improvements for nonmotorized crossings in the program area.
    - Builds on ideas from Rethinking I-94 Phase 1 regarding possible factors to use for prioritizing improvements.
    - Intent is to understand what level of investment/improvement type is needed to address needs at each of the 30 nonmotorized crossings in the program area.
    - Would not create separate alternatives - instead create a framework for addressing needs that could be applied to any alternative and lead into Tier 2 documents
- Transit Ideas/Elements for Testing
  - WSB shared a list of existing and planned transit investments in and around the I-94 corridor.

- The group discussed what transit ideas or elements should be explored and tested. How does the list of existing and planned investments change what we should think about for future alternatives?

## September 2021

- WSB provided an update on public engagement and an overview of common themes from pop-up engagement events that included:
  - Need for more and safer places to cross I-94 as a pedestrian
  - Existing vehicle bridges are not comfortable places to walk
  - Need for bike facilities parallel to I-94 with connections to the existing network
  - Limited transit options – needed on both sides of I-94
  - Need better wayfinding and safe places to wait for the bus
  - High speeds on I-94 and cross streets
  - Merging is an issue near TH 280 and Huron Blvd
  - Exit from I-94 West to Snelling Avenue is too short
  - Entrance ramp merging length from Cretin Avenue to I-94 West is too short
  - Shoulders too narrow in some areas – need safe places to pull over
  - Some entrances and exits feel unsafe
  - Congestion/travel times are an issue during peaks
  - Lack of express lane between downtowns
  - Merging issues add to congestion
  - Several commenters expressed the need for an eastbound exit to Hamline Avenue.
  - Lack of I-94 connections to transit
- Overview provided of upcoming meetings: Community Leaders – 9/28/2021; Cooperating and Participating Agencies – 9/30/2021; PAC meeting – 10/6/2021
- WSB provided overview of the process to develop range of alternatives for the Scoping phase.
- Elements of Freeway Removal Discussion. TAC was introduced to the intent of the discussion on identifying the elements of the no freeway concept and what items should be considered. Several key items discussed. Elements of discussion included:
  - look to answer what will replace the freeway.
  - What does the community want?
  - What does it look like?
  - What happens to the type of trips that are no longer serviced by corridor?
  - Where do freight and through traffic go?
  - How to account for residents in the corridor and how changes in service may require the replacement of residents within the corridor who are unable to maintain the improvements that will be made. It may cause displacement of residents who cannot afford other options.
  - The need to designate or provide alternative routes for freight. This may include the need for improvements to current street network to accommodate freight.
  - Safe and comfortable walking/biking across the corridor and along the corridor. This includes separate facilities for walking and biking.
  - Several representatives stated that perhaps more than one freeway removal alternative needs to be evaluated.

- Recommendation on a stacked roadway option – one with lower facility at-grade and a higher high-capacity facility grade separation (a double decker facility).
- How to implement a “15-minute city” approach.
- Freeway removal needs major investment in other modes. With more investment and mode shifting, the problem of access needs to be solved and some access needs to still be provided to serve local facilities. Because of the regional destinations in the corridor, freeway removal would need to be paired with other strategies for maintaining access.
- Concern on the demand and stress that would be put on local roads under the freeway removal concept.
- Retaining HOV or implementing an E-ZPass lane to accommodate some current traffic.
- The need for land use and other policy changes to fully realize this option, which could require items beyond transportation and more on policy change.

#### August 2021

- WSB provided overview of the last PAC meeting held on July 30.
- Livability - MnDOT provided an update on workshops and recent outreach on the livability effort and an overview of next workshop that will focus on Connectivity. MnDOT stated that a summary of the “Trust” and “Connections” workshops will be provided. To the best of the MnDOT Livability team’s effort, they will provide a bigger picture synopsis of the groups of people they met with to ensure that all community members and stakeholders are being included in the process.
- Outreach - WSB provided overview of recent and upcoming outreach activities and provided an overview of common themes heard:
  - Reduce traffic (congestion and VMT)
  - Increase safety, especially at interchanges, entrances, and exists
  - Desire for HOV and more transit services
  - Improve green space and general landscaping around the corridor
  - Concerns about environmental issues: air, noise, pollution, etc.
  - Caps and land bridges
- Discussion conducted focusing on the following questions:
  - Does this list include the elements that ought to receive attention and analysis?
  - Are they likely (individually and in combination) to form the basis of alternatives for further study?

#### July 2021

- Upcoming PAC Meeting
  - Topics will include:
    - Update on Livability workshops
    - FHWA presentation on other urban freeway projects
    - Update from MnDOT on Section 106
    - Presentation from Met Council on workforce development initiatives

- Livability
  - MnDOT shared key takeaways from the May (Equity) and June (Public Health and the Environment) workshops.
- Outreach
  - Interactive website launched
  - Neighborhood meetings on June 7 and July 24
  - New NEPA overview video
  - Sidewalk decals and yard signs
  - Pop-up events planned for August
- Freeway Removal
  - WSB provided an overview of a freeway removal concept and a preliminary traffic analysis as discussed with the traffic working group.
  - Model used for preliminary exploration of an idea that has been proposed.

#### May 2021

- Project Updates
  - PAC meeting summary (May 7, 2021)
    - Discussion of themes heard from PAC during April meeting
    - Overview of Phase 1 zone demographics
    - Transportation themes heard from groups surveyed during Phase 1
    - Nationwide scan of reconstruction projects - lessons learned
  - Livability Workshops Updates
    - MnDOT shared key takeaways from the April workshop on Safety and gave a preview of the upcoming May meeting on Equity.
  - Public engagement upcoming activities/events/community meetings
    - 5/25 presentation to St. Anthony Park Community Council - MnDOT staff shared overview of issues discussed.
    - Upcoming presentation to Hamline Midway Coalition on 06/07.
    - WSB gave an overview of the meeting notification system. TAC/PPC members will receive notification ~14 days before scheduled meetings (less if meeting is scheduled less than 14 days in advance) based on group/organization geography.
- Move Minneapolis Event
  - WSB provided an overview of items discussed at the Move Minneapolis Transportation Summit held on 05/18/2021.
  - The Twin Cities Highway Mobility Needs Analysis Study was discussed.
    - Study results projected that VMT increases will be driven by population growth.
    - One observation from study is that VMT is more influenced by increased population than roadway capacity.
  - MnDOT requested a discussion on results of the analysis study and a presentation of the study results at an upcoming PPC meeting.

- Alternatives Approach
  - WSB provided a recap of ideas discussed during the April meeting across several themes:
    - Transit
    - Access
    - Bike/ped
    - Corridor
    - Other
  - Brainstorming session - new ideas were discussed and shared on the virtual whiteboard during the meeting. Ideas will be summarized and organized for discussion and feedback.
  - City of Minneapolis to send info on Granary Road concept (possible reliever route for I-94 connecting Minneapolis and Saint Paul).

#### April 2021

- Project Updates:
  - PAC meeting - recap of the April 9, 2021 PAC meeting. PAC members discussed the topic “What is Rethinking I-94.” Comments addressed need for BIPOC community engagement (MnDOT and others), the need to think about the larger community, alternatives including BRT and removing the freeway, desire to hire local workers and engage local businesses in construction, and social, economic, and environmental impacts of I-94.
  - Community Leader group meetings - recap of the March and April meetings. March discussion focused on evaluation criteria. April discussion focused on a reporting process for providing PAC members with updates on Rethinking I-94 project engagement and engagement conducted by groups represented by Community Leaders.
  - Public engagement rollout and overview of the public engagement schedule. Discussion included status of restrictions on in-person meetings/engagement (COVID-19 protocols still in place).
    - Community Leaders are starting to consider more in-person events or hybrid this summer and fall.
    - Hennepin County - No change so far.
    - Met Council - No change so far.
    - Minneapolis - No change so far, maybe by fall.
    - Metro Transit - Has continued limited in-person engagement with riders throughout. Will need to wait for MDH recommendations before major changes to current procedures.
  - Livability - overview of the Livability initiative at MnDOT, background on the Livability workshops, and provided a summary of the outcomes from the first three Livability workshops.
    - Workshop #1: Overview

- Workshop #2: Economic Vitality
- Workshop #3: Sense of Place
- Workshop #4: Safety (coming up on April 29, 2021)
- Committees – Potential Dates - Discussion on committee calendar. Proposed changes to the committee meeting date.
- Alternatives Approach: Overview provided of the proposed alternatives development process. Proposed idea categories included: mainline improvements: access/Interchange improvements; and project elements. There will be multiple brainstorming sessions with this group, with other committees/working groups, and with the public.
  - Brainstorming session - Ideas were discussed and shared on the virtual whiteboard during the meeting. Ideas will be summarized and organized for discussion and feedback.

### March 2021

- Project Updates: WSB provided an update on the public engagement rollout and upcoming activities/events. MnDOT provided an update on the Livability Workshops and upcoming workshops. WSB provided a brief refresher on the draft purpose and need, goals, evaluation criteria, and logical termini. WSB noted that the initial air and noise analyses will be starting soon. Approach will be presented to TAC at a future meeting following discussion with MnDOT Central Office.
- Traffic Activities: WSB provided an overview of the results of traffic analyses conducted during Phase 1 and Phase 2.
  - There is consistency between findings from Phase 1 and Phase 2.
  - Additional Phase 1 findings: Most traffic going through the Twin Cities east and west uses I-694. Approximately 95 percent of regional trips that travel on I-94 through Brooklyn Center and I-94 in Woodbury use I-694 instead of I-94. Freight and passenger vehicles show similar travel patterns.
  - Traveling between the downtowns is not a common trip. Roughly 4,500 daily trips, represents about 3% of total trips on I-94 near Snelling Avenue.
  - Phase 2: Speed data from the 2017 National Performance Management Research Data Set (NPMRDS) analyzed to determine locations of congestion.
- Alternatives Approach: WSB shared the current proposed process for developing and refining alternatives. Intent is to gather a broad range of mainline and intersection alternatives through brainstorming sessions with committees, working groups, and the public. Alternatives will be narrowed and refined through the Scoping Document and Tier 1 EIS processes. Proposed approach for committee/working group brainstorming sessions:
  - Session 1: Brainstorm ideas
  - Session 2: Review ideas and proposed organization of alternatives
  - Session 3: Share and discuss final list of alternatives for evaluation
- Committees: WSB stated that meetings are taking place with MnDOT early next week to finalize a new schedule for committee meetings. Targeting 3rd Tuesday and Wednesday of the month for subcommittees in order to minimize disruptions to other times of the month for participants.

## February 2021

- PAC meeting Recap: Provided overview of main topics of interest from the meeting's discussion items. Additional PAC meeting in April will center on "What is Rethinking I-94." Date TBD. PAC did not raise objections to moving forward with distributing NEPA materials to the public.
- Public Engagement Update: update of public engagement rollout and upcoming activities/events and overview of future events and plans. Discussed providing PAC materials to Community Leaders during group meeting. Provided an overview and figures depicting the process and high-level schedule.
- Livability Update: MnDOT will prepare executive summaries on all topics from Livability Workshops.
- Committees Member List: Member Verification and Potential Dates Request
- Discussion on committee calendar: Question was asked of the group on whether future meetings should be in concentrated times (over 1-2 days) or should they be spread out, with understanding that some meetings cannot accommodate concentrated timeframes (i.e., PAC, TAC).
  - Additional PAC Meeting – April Date – TBD - Topic of meeting will be about what "Rethinking" means to different agency partners.
- Traffic Activities: Covid-19 impacts approach discussion.
- Alternatives Overview: Provided an overview of the proposed alternatives development approach and where the process is currently. Intent is to capture as many ideas as possible early on to reduce need to backtrack. All ideas should be shared, whether they are best addressed through NEPA or Livability processes. Scoping process will likely involve multiple rounds of refining alternatives. Feedback was requested from the group on the methods for brainstorming sessions and who should be included. Initial group recommendations for further study included the following:
  - Reduction or elimination of frontage roads - dead ends or other solutions to simplify interchange areas and improve pedestrian environment.
  - Reduction in access may help in congestion and flow.
  - Reduction in access points may be helpful but felt that other items will need to be included because only small improvements will not be accepted well by the public.
  - Need to highlight improvements to pedestrian/bike access.
  - Improvements need to be more than just access change but a concentration on safety/pedestrian/bike access.
  - Group was ok with improving available crossings but did not like the idea of discouraging ped use at some crossings or trying to redirect people.
  - Some group members felt that pedestrians should come first in all design approaches.
  - It was recommended that alternatives be developed that look beyond the purpose and need to also address goals.

## January 2021

- Tentative NEPA schedule presented. Noted that things could change based on COVID-19 and direction from the PAC. TAC members asked for a copy of the schedule and to incorporate the potential timeframe for a public hearing. A concern was raised about showing alternatives on the schedule in advance of resolution on purpose and need, etc. It was explained that the intent of the alternatives was to start the framework, not decide what alternatives are to be considered.
- Livability update provided and presentation shown on the Livability Framework refresher for the PAC meeting. Update on Livability Workshop held on Jan 26, 2021 and status of next workshop on Feb 26, 2021. It was noted that additional effort will be made to encourage more non-agency attendees to attend the meeting.
- Public involvement Plan Overview provided. Anticipate distributing NEPA draft documents at the February 23, 2021 meeting – pending PAC consent. Introduction to materials for distribution – including what was provided to the TAC, will be provided to the PAC for NEPA – 30-minute versions, hour versions, more than an hour versions.
- Future TAC meetings – 4th Wednesday of the month, 1:00 –3:00 pm
- Looking to reestablish working groups in the next couple of months depending upon direction of the PAC.
- Need to confirm memberships on each working group/committee. A list will be sent to TAC members to review for any edits/changes .
- A tentative outline of activities for the PAC was provided to the group. Efforts include getting consent to distribute draft NEPA materials, engaging the public and collect feedback on materials, summarizing comments and making revisions, presenting information back to the PAC and starting on the alternatives development framework.
- Public Involvement Plan Overview - High level overview of public involvement approach, schedule, tools, and techniques.
- PAC Meeting overview schedule for February 5, 2021. Intent is to update PAC on materials that will be made available to the public. Overview provided of meeting materials - Briefing Booklet. It was discussed that the materials will not have an official comment period until formal documents are at the public hearing; however, a process has been established to ask for and collect feedback prior to the official comment. MnDOT will establishing protocols for responding to comments on information/documents that have not been officially released.
- Other Discussions
  - Studies beyond the logical termini – Cities have not discussed the advancement of studies on either side of the logical termini for this project.
  - COVID-19 discussion on traffic effects - The project team will be taking into consideration potential long-term changes in travel due to changes in work from home.

## September 2020

- Project Updates Discussion: Discussion on getting a PAC meeting scheduled and that the September Community Leaders meeting was cancelled. Shared with group that the Committee Summaries are on SharePoint (Committee Monthly Summaries).
- Nationwide Scan of Reconstruction Project Experience: Presentation and discussion on reconstruction projects by other DOT's.

#### August 2020

- Project Updates Discussion: Discussion on the Plain Language Purpose and Need, Plain Language Evaluation Criteria, Community Leaders meetings, and updating of project schedule.
- Engagement Schedule Discussion: Confirmed the process flow for the Commissioner's email to the PAC. Discussed protocols for requests to present project information to neighborhood groups. Discussed requirements and contacts for sign placements in public right of way. Concerns were expressed regarding not having a PAC meeting before sharing purpose and need and evaluation criteria documents with the public. There was strong encouragement to schedule PAC meeting as soon as possible.

#### June 2020

- Project Updates Discussion: Discussion on SharePoint availability of the April 28<sup>th</sup> Facilitated Meeting materials, the Plain Language Purpose and Need, and the committee summaries. Project website updates shared with committee.
- Livability Framework Discussion: Overview provided of papers and activities. Further questions recommended by the committee included information on food desserts and complete streets. Discussion included limitations of MnDOT's cost participation, how to cover topics moving forward, and combining the PPC and TAC meetings.

#### April 2020 (combined TAC/PPC)

- Purpose and Need Discussion: The project team provided an overview of the purpose and need document along with a summary of comments received to date along with responses to these comments. Following the overview, breakout group discussions were held. Then the larger group came back together for further discussion. Topics of discussion included: incorporating goals and aspirations; reflecting feedback from the public; clarifying primary and secondary needs to not be reflection of priority; concerns of perception of bikeability/walkability; agreement on need for plain language purpose and need; clarify mobility and its applicability to the project. Final remarks:
  - No comments from Hennepin County and City of Minneapolis
  - City of Saint Paul wanted more clarification on distinction between "primary" and "secondary" needs. Ramsey County agreed.
- Evaluation Criteria Discussion: The project team provided an overview of on the Evaluation Criteria Framework along with a summary of comments that have been received to date along with responses to these comments. Following the overview, breakout group discussions were held. Then the larger group came back together for further discussion. Topics of discussion included: crossings and connectivity issues and use of multimodal level of service (MMLOS); goals and livability; social, economic, and environmental impacts; mobility and how to measure. TAC was generally in support of evaluation criteria but requested exploring more topics including expanding on: mode choices regarding mobility; cultural assets; EJ measures; greenhouse gas; jobs.

#### February 2020

- Project Updates Discussion: Discussion on effectiveness of combined TAC/PPC meeting;

meeting format and potential ground rules; and on project purpose statement with update version below:

- Improve mobility and connectivity for people and goods on, along and across the I-94 corridor.
- Draft Purpose and Need Discussion: Documents will be reviewed in PleaseReview; Deadline extended for comments; Discussed activity of the Pedestrian and Bicycle Work Group and how it has informed the purpose and need.
- Draft Evaluation Criteria Discussion: Comment deadline established; discussion on grouping/layering questions and analysis based on interdependence; discussion of alternatives.
- Action Items: Use April meeting to facilitate potential alternative workshop.

#### October 2019

- Project Updates Discussion: Update discussions included: comments on evaluation criteria; TAC recommendation on evaluation criteria with PMT and NEPA working group; comparison between FHWA and FTA for NEPA process; key milestones; engagement graphic; update PMP; and methodology for developing alternatives.
- Draft Purpose and Need Discussion: Project team gave a presentation to the TAC on the draft purpose and need. Presentation covered intent of purpose and need, overview of existing characteristics, previous studies, the primary and secondary needs, and additional considerations.
- Other Discussions: Refined language on logical termini to clarify relationship to I-94 connections; and a short discussion on results of multimodal level of service.

#### September 2019

- Project Updates Discussion: TAC presented with summaries of monthly committee and work group meetings for the following: Transit Working Group, Pedestrian and Bicycle Working Group, NEPA Working Group, Traffic Working Group, PAC, Policy and Planning Committee, Freight Working Group, and Public Engagement; A request was made for better coordination with Minneapolis, Saint Paul, and Ramsey and Hennepin Counties.
- Draft Evaluation Criteria for SSD and Tier 1 EIS Discussion: Discussion centered on differences between scoping document and Tier 1 evaluation, and relationship to goals and livability criteria. Some members of the TAC are advocating for a high-level qualitative analysis (e.g. green/yellow/red rating) for each of the five livability categories (sense of place, equity, economics, connectivity, health and the environment) in the Scoping Document. MnDOT reinforced commitment to livability framework and discussed relationship to NEPA. Multimodal options criteria inclusion in Tier 1 was discussed including methods for use of multimodal level of service calculations.

#### August 2019

- Project Updates Discussion: Ped/Bike Working Group targeting September 11th as the first meeting; Cooperating and Participating Agency Request Letters went out on August 23<sup>rd</sup>; Notice of Intent planning to go out October; the draft evaluation criteria categories will be shared in advance of the September 25th TAC meeting; the draft purpose and

need is anticipated for October TAC meeting; project team looking into a combined/extended Policy and Planning group and TAC meeting for December; Metro Transit assisting in data compilation for the purpose and need and the TransModeler simulations; and Rondo Plaza is updating panels and working with MnDOT to reflect in NEPA for Phase 2.

- Revised Committee Structure Discussion: The Executive Meeting is now the Policy Advisory Committee (PAC); a Sub Cabinet Committee has been added to the structure; project structure summaries have been simplified to not include internal MnDOT meetings; the first PAC meeting is scheduled for September 16<sup>th</sup>.
- Draft Deliverable Development Process Discussion: Revisions to project structure will require revisions to graphics depicting development process; TAC had short discussion on details of graphic to show decision process.
- Existing Traffic Operations and Conditions Deficiencies Memo Discussion: Key takeaways from memo and discussion include: several hours of congestion and crashes; 2015 data used but may adjust to 2016; shockwave phenomenon shown; origin-destination will be used to identify potential operation improvements; left-side ramps, interchange spacing and conflict points will be added to the geometric analysis; and interchange safety has been summarized in the Crash and Safety Analysis and Summary.

#### July 2019

- Project Updates Discussion: Details on upcoming first Transit Working Group Meeting were discussed; interest in establishing working group that mobilizes some planning for the pedestrian and bike facilities; update on the Cooperating and Participating Agency Request Letters going out in early August; Notice of Intent will be posted to the Environmental Quality Board (EQB) in September; draft evaluation criteria coming out of the NEPA working group anticipated prior to September 25th TAC meeting; draft existing traffic operations and conditions deficiencies memo anticipated ahead of the August 28th TAC meeting; revised committee structure graphic and deliverable process flow chart anticipated ahead of the August 28th TAC meeting; plan for periodic joint meetings with the TAC and the Planning and Policy Advisory Committee to ultimately become the Executive Committee; the Rethinking I-94 staff are participating in numerous community events throughout the summer; and community advisor meetings are ongoing.
- Revised Draft Project Purpose and Draft Project Goals Discussion: Discussion on the detail of the document being iterative with revision cycles as it goes through committees, and as the team obtains more data, more information, clarified direction, etc. through the Scoping Decision Document process. Clarification on how broad vs. how detailed the statements will be within these documents. It was suggested that the evaluation criteria to be specific (e.g. crashes) and stay broad in the purpose (e.g. safety).
  - It was suggested that the project team needs to incorporate reliability back into the purpose, even if it is difficult to measure, as it is the premise for how the region is managing congestion.
  - Some written comments already received, more will be coming.

- A summary of comments with responses will be provided.
- Draft Logical Termini Discussion: Similar to draft project purpose documentation, these documents will be iterative with revision cycles as they go through committees and as we obtain more data, more information, clarified direction, etc. in particular through the Scoping Decision Document process. Some comments received and a summary of comments with responses will be provided. The logical termini may need adjustment based on range of alternatives.
- Draft O-D Travel Patterns Analysis Memo Discussion: Discussed the difference in definition of internal and external trips, and the role of the system interchanges.

#### June 2019

- Project Updates Discussion: TAC members had recommended changes for the addressees on the participating agency letters (not the mayors and county board chairs). MnDOT and FHWA plan to issue Notice of Intent in summer of 2019. Metro Transit will coordinate transit data that illustrates the impacts of interrupting the continuity of the bus only shoulder. TAC identified the need to organize a Transit Working Group to discuss opportunities for describing transit needs.
- MnDOT Asset Summaries Discussion: Presentation given on asset conditions overview. The assets evaluated included: Crashes and Safety, Controlling Design Criteria (Geometrics), Bicycle and Pedestrian Facilities, Drainage, Noise Walls, Retaining Walls, Pavement Condition, and Bridges.

Key findings were the following:

- High Crash Corridor
- Aging Infrastructure
- Failing Pavement Condition
- Physical Constraints
- Geometric Deficiencies
- Comments/requests based on Asset summary presentation:
  - Include bus shoulder widths, preferably 12-feet.
  - Report crash relationships to geometrics as well as when the typical section was modified to narrower lanes.
  - Identify when typical sections of bridges over I-94 will be evaluated.
  - Major utilities will be evaluated as part of Phase 2.
  - Identify the connectivity needs to be included in the NEPA document.
  - Identify the need to evaluate green space and/or transit stations.
  - TAC voiced desire to better plan and prepare for the aging signal system replacements along the facility. Cited challenge and increase cost for ADA improvements if done reactively.

#### May 2019

- Project Updates Discussion:
  - Scoping Decision Documents: TAC introduced to the concept of the scoping decision documents as required under the Minnesota Environmental Quality

- Board (MEQB) rules for EIS projects.
- Tier 1 EIS: Discussion on benefits of a Tier 1 EIS effort
  - Allows adequate time for robust engagement
  - Facilitates phasing of projects in the corridor
  - Results in a lower level streamlined Tier 2 documents on future projects
  - Results in an overall lower level of design in Phase 2
  - Addresses corridor impact issues
- Comments on Tier 1 EIS:
  - Correct messaging to guide expectations for the public
  - No need to reevaluate Tier 1, just update site specific items in Tier 2
  - Utilities to be investigated in Tier 1
- Asset Memos: Project team provided TAC with update on summaries on asset conditions for bridge, retaining walls, noise walls, pavement, stormwater, safety, pedestrian and bicycle, and geometrics.
- SharePoint: Project team reviewed access to SharePoint for TAC.
- Coordination Plan: Project team provided brief introduction and need for agency contacts.
- Schedule: A handout given to TAC on high-level milestones.
- Project Management Plan: The project team shared with the TAC the primary roles and committees currently envisioned for Phase 2 and a master roster with committee members. Discussion on how the Executive Committee members are still being identified. Mike Barnes provided the TAC with background on the creation of the structure, which is different than the recent transit projects.

#### January 2019

- Potential Questions Discussion: Discussion on potential questions the TAC may want to explore and interests/perspectives that may be represented.
  - Need to make sure we understand the users
  - How will we prioritize users? Who are we trying to serve?
  - Based on Phase 1 feedback, how will we address need for better/more crossings over I-94?
  - Is there demand for more transit service on I-94?
  - What will happen to the “temporary” lane added on I-94 after the I-35W bridge collapse?
  - What kinds of operational improvements can we make?
  - How do freeway improvements affect traffic patterns and safety on the local network?
  - How will the local network be impacted during construction and how can the project mitigate those impacts (to be explored in the TMP)?
  - What assumptions will we use in our air quality analysis?
  - What assumptions will we make related to automate vehicles?
  - What technology alternatives can we explore?
  - How can we be inclusive and expansive in our engagement during alternatives

development? Without engagement fatigue?

- Resources identified:
  - Met Council's Service Improvement Plan (SIP) (unfunded)
  - Met Council's Climate Vulnerability Assessment tool
  - SRF's CMSP preliminary work from Phase 1
  - SRF's streetlight data on transit from Phase 1
  - City and County comprehensive plans and capital investment plans for priorities and evaluation criteria
  - Complete streets policies of the agencies

#### December 2018

- Phase 1 Summary: The TAC was provided a summary of activities that occurred during the Phase 1 process. Information on Phase 1 is provided on the MnDOT website. <http://www.dot.state.mn.us/I-94minneapolis-stpaul/toolkit.html>
- Project organization and planning activities Discussion: The discussion centered on finding partnership opportunities by engaging with local businesses.
- TAC Team Charter Discussion: Participants discussed how the TAC does not have direct decision-making authority; however, the committee recommendations are influential. Participants agree on removing MnPass from the project statement as to communicate that the project is not predetermining any outcomes. Participants discussed prioritization of modes and agreed to continue discussion during development of the evaluation criteria and alternatives.
- Draft Purpose and Goals Discussion: Participants had general discussion on aspects of the project purpose and goals. These items included:
  - Agree to wait on traffic analysis to determine how Ayd Mill Rd relates to the alternatives.
  - Communication team manages any messaging needs for projects currently in construction while the project team is doing the environmental document.
  - Discussion on incorporating comments received from Phase 1 to inform alternatives in Phase 2: use the comment database and pull reports as appropriate.
  - The TAC will continue to discuss what considerations are appropriate for parallel routes as they work through the alternatives and traffic management.