

# Highway 252/I-94 Equity and Health Assessment

## 1. About this document

This document introduces the Hwy 252/I-94 Equity and Health Assessment (EHA) and describes how the Minnesota Department of Transportation (MnDOT) is applying it in conjunction with the Highway 252/I-94 Environmental Review. Readers of this document will understand:

- Why MnDOT is assessing equity and health along Hwy 252/I-94
- How MnDOT is conducting the Hwy 252/I-94 EHA
- How MnDOT will incorporate the Hwy 252/I-94 EHA into MnDOT decisions
- The entities responsible for EHA design and implementation
- How Equity and Health Neighborhood Advisors (EHNA) membership was determined
- Roles and responsibilities of the EHNA

## 2. Key Terms

**Equity.** Transportation equity means the benefits and burdens of transportation systems, services, and spending are fair and just, which historically has not been the case. Transportation equity also requires that people of underserved communities, especially Black, Indigenous and People of Color, share in the power of decision-making. (Source: MnDOT working definition).

**Health.** A state of complete physical, mental, and social well-being, extending beyond the absence of disease or infirmity (Source: World Health Organization). The way we plan, design, and maintain our communities plays an important role in people's ability to achieve their best health.

**Historically underserved and overburdened populations.** Populations that have been historically underserved, overburdened, and marginalized by public policy, investments, and decision-making. These populations include Black, Indigenous and People of Color (this includes populations referred to as racial and ethnic minorities); low-income; the elderly; and people with disabilities.

## 3. Background

### Equity and Transportation

In Minnesota and across the country, decades of transportation investment have focused on keeping vehicles moving at high speeds by expanding roadways, reducing the need to stop, and removing obstacles and barriers near roads such as trees. These investments often come at the expense of pedestrians and bicyclists, creating a more dangerous and less pleasant environment to walk or bike in. This, along with greenhouse gas emissions and particulate pollution created by cars, disproportionately impacts people of color, people with lower income, and people over age 65, who are more likely to travel on foot, by bike, or by transit than white people, people with higher incomes, and people under age 65.

MnDOT's **Advancing Transportation Equity Initiative** aims to 1.) Understand how transportation systems, services and decision-making processes help or hinder the lives of people in underserved and underrepresented communities; and 2.) Identify key actions transportation agencies can take to make meaningful change. The Hwy 252/I-94 EHA provides an opportunity to recognize transportation's role in equity and health, document impacts of Hwy 252/I-94 on equity and health in adjacent communities, and advance solutions that address health inequities.

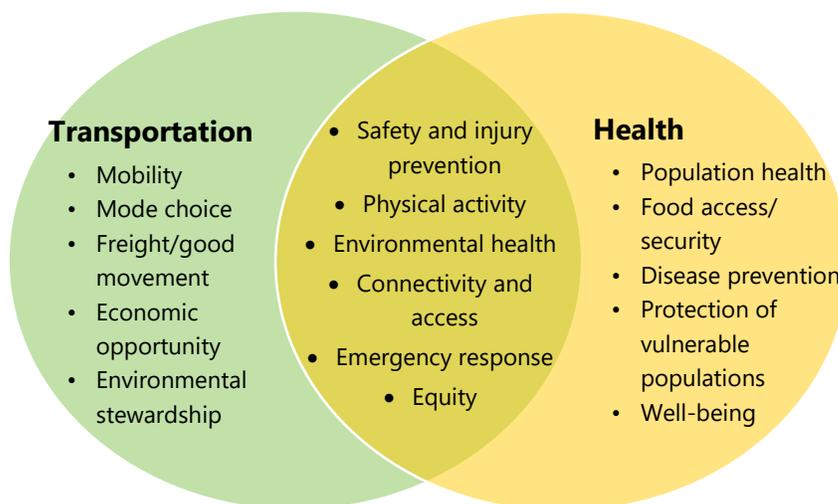
## Health and Transportation

The **Minnesota GO 50-year Vision for Transportation** imagines a multimodal transportation system that maximizes the health of people, environment, and economy. This vision makes clear that transportation is a means to achieving health, and that health should be considered when making transportation decisions. As the champion agency behind the Minnesota GO Vision, MnDOT is working to expand the role of health in transportation decision-making at the policy, program, and project level.

Transportation and health overlap and intersect in many areas. Transportation systems can contribute toward better health outcomes by:

- Improving safety with street designs that encourages safe driving behavior.
- Providing opportunities for increased physical activity with high-quality pedestrian and bicycle infrastructure.
- Improving environmental health by reducing vehicle miles traveled, thereby reducing emissions of harmful pollutants including fine particle matter and greenhouse gases.
- Enhancing connectivity and access to jobs, grocery stores, healthcare, education, and recreation destinations.
- Providing infrastructure for evacuation and emergency response.
- Providing safe, convenient, and affordable transportation that connects people to what they need to live healthy lives.

Figure 1. Transportation and Health



## Enhanced Engagement

The Hwy 252/I-94 EHA provides a model for how to engage historically underserved and overburdened communities in transportation decisions through community-driven assessments of equity and health impacts. This model draws from principles and practices of Health Impact Assessments and Community Impact Assessments used by public agencies across the country to understand and address equity and health impacts on transportation projects.

The EHA model of enhancement engagement has three goals:

1. Understand and acknowledge the equity and health benefits and burdens of transportation systems and decisions.
2. Identify and prioritize opportunities to create a more just transportation system from the perspective of historically underserved and overburdened populations.
3. Build trust and relationships necessary to affect positive and lasting change.

## 4. Scope

The Hwy 252/I-94 EHA combines health data and enhanced, targeted engagement of historically underserved and overburdened populations to explore the following questions:

- How does transportation affect the health of communities along Hwy 252/I-94?
- How does transportation contribute to health disparities in communities along Hwy 252/I-94 and between Hwy 252/I-94 communities and the broader region?
- How do Hwy 252/I-94 project alternatives impact equity and health?
- What changes or additional project alternatives are suggested to promote equity and health in the Hwy 252/I-94 environmental review?

## Equity and Health Neighborhood Advisors

To ground the EHA in community, MnDOT convened an **Equity and Health Neighborhood Advisors (EHNA)** group. The EHNA consists of members who live, work, or own a business in the project area and have an interest in advancing equity and health in transportation. MnDOT's goal in selecting EHNA members was to ensure the group is balanced across project area communities and reflective of the region's demographic diversity.

The EHNA group works with MnDOT staff to:

- Describe equity and health conditions in their communities.
- Provide input on equity and health engagement activities.
- Provide input on potential transportation improvements to Hwy 252/I-94 project elements and alternatives.

Initial membership of the EHNA group was announced August 11, 2021. The EHNA is expected to meet an average of once per month through the end of the Hwy 252/I-94 Scoping Decision Document (SDD) process in late 2022. Information from EHNA meetings are posted on the EHA webpage. See Appendix A for information about the recruitment and selection of EHNA members.

## Equity and Health Research

The Hwy 252/I-94 EHA includes research into determinants of health, the role of transportation in equity and health outcomes, and the use of indicators to assess equity and health conditions. This research identifies health indicators that have a connection to transportation and can be applied in communities along Hwy 252/I-94. Equity and health research also identifies opportunities to disaggregate indicator results by race, ethnicity, and income. Once identified, these indicators are used to baseline equity and health conditions and disparities in communities along Hwy 252/I-94.

Equity and health research is supported by the **EHA Working Group**, an interagency body that provides expertise on equity, health, engagement, and National Environmental Protection Act (NEPA) process. Members include staff from MnDOT, Federal Highway Administration, Metro Transit, Hennepin County Human Services and Public Health, and Center for Urban and Regional Affairs at the University of Minnesota.

## Equity and Health Engagement

The Hwy 252/I-94 EHA includes targeted, intentional engagement of historically underserved and overburdened communities in conversations about how Hwy 252 and I-94 impact equity and health. The purpose of this engagement is to understand, augment, and prioritize equity and health research findings from the perspective of Black people, Indigenous people, and People of Color; people with low income; the elderly; and people limited mobility.

Hwy 252/I-94 EHA engagement is conducted online and in-person at community meetings, community pop-ups, and neighborhood door knocking events at key locations along Hwy 252/I-94. Online engagement takes the form of a questionnaire asking participants to identify the transportation conditions they feel are most important to equity and health in their community. The schedule of equity and health engagement activities, information from equity and health engagement activities, and online questionnaire results will be posted on the EHA webpage.

## Equity and Health Assessment

The Hwy 252/I-94 EHA includes an equity and health assessment of project alternatives in the draft Hwy 252/I-94 SDD. This assessment may include recommendations for what, if any, changes to project alternatives should be considered before proceeding to final review and approval. Recommendations may also identify opportunities outside the SDD for consideration by MnDOT and/or other agencies.

The equity and health assessment of Hwy 252/I-94 project alternatives will be conducted by the EHNA group over a series of workshops in Summer 2022. These workshops provide space for EHNA members to develop an assessment framework, assess Hwy 252/I-94 project alternatives in relation to equity and health priorities, and develop recommendations for how to improve the SDD from an equity and health perspective.

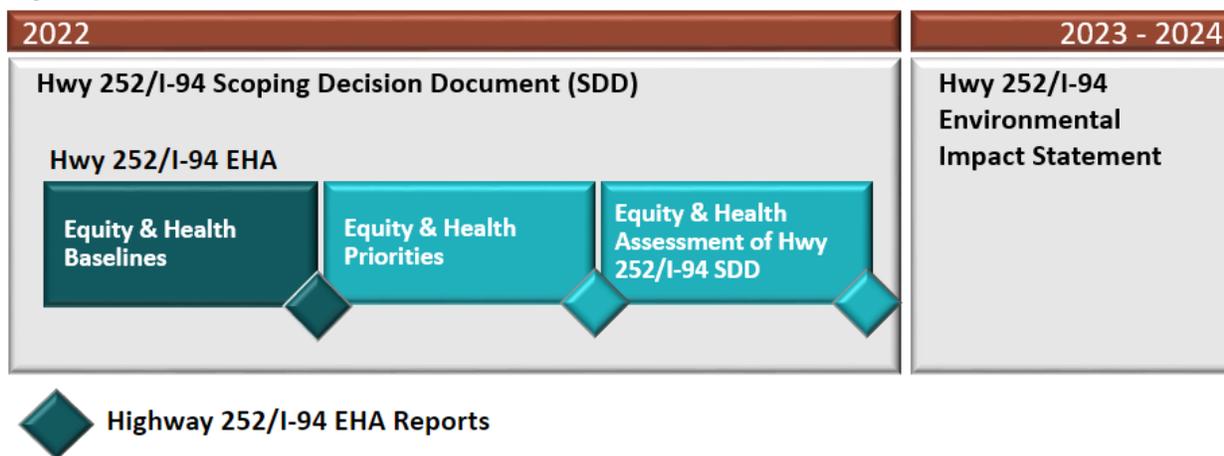
## 5. Deliverables

The Hwy 252/I-94 EHA will produce three reports to be considered by MnDOT as part of the Hwy 252/I-94 SDD:

1. **Equity & Health Baseline Conditions** (Spring 2022) — Equity and health baseline conditions and disparities identified through research and analysis of public health data under the guidance of the EHA Working Group and through input of the EHNA.
2. **Equity & Health Priorities** (Summer 2022) — Equity and health priorities identified by community with an emphasis on historically underserved and overburdened community perspectives, the EHNA, and data analysis.
3. **Equity & Health Assessment of the Hwy 252/I-94 draft SDD** (Fall 2022) — A community-driven equity and health assessment of Hwy 252/I-94 project alternatives. This assessment may include recommendations for what, if any, changes to project alternatives should be considered before proceeding to final review and approval.

MnDOT will include EHA report findings in the final SDD as public input and respond to substantive public comments as part of the SDD process. MnDOT responses to EHA reports will be made available for public review during the Notice of Intent (NOI), which is a public notice that informs federal agencies, state agencies, local agencies, and the public of the Federal Highway Administration’s (FHWA) intent to prepare an environmental impact statement (EIS) for the Hwy 252/I-94 project.

Figure 2. EHA timeline



## 6. Administration

The Hwy 252/I-94 EHA is parallel and separate from the Hwy 252/I-94 Environmental Review. This separation safeguards EHA objectivity, promotes community trust, and promotes efficiency and responsiveness in EHA execution. MnDOT staff with the Sustainability and Public Health Division (SPHD) design and implement the EHA. SPHD staff also coordinate with MnDOT Metro District staff to ensure the EHA is timely and actionable within the Hwy 252/I-94 Environmental Review process. MnDOT Metro District Staff, in turn, work to include report findings into the final SDD as public input and respond to substantive public comments during the SDD process.

## **The Hwy 252/I-94 EHA and the National Environmental Protection Act (NEPA)**

The EHA is a community-based assessment that operates outside the constraints of state and federal regulations governing environmental review. SPHD and consultant staff conduct EHA analysis and engagement activities based on input from community members. Once submitted, EHA deliverables become part of the EIS documentation as public comment.

### **Advisory Committees**

**Equity and Health Neighborhood Advisors (EHNA).** The EHNA consists of members who live, work, or own a business in the project area and have an interest in advancing equity and health in transportation. MnDOT facilitates the EHNA and provides them with opportunities to describe equity and health conditions in their communities, provide input on equity and health engagement activities of the EHA, and provide input on potential transportation improvements to project elements and alternatives.

**EHA Working Group.** The EHA working group provides support and technical assistance to the EHA and does not direct the work of the EHA. It convenes when necessary to help complete deliverables. EHA working group members bring expertise on equity, health, engagement, and the NEPA process. Members include staff from MnDOT, FHWA, and partner agencies who are not involved in day-to-day activities of the Hwy 252/I-94 Environmental Review.

**Hwy 252/I-94 Environmental Review advisory committees.** The Hwy 252/I-94 Technical Advisory Committee (TAC) and Policy Advisory Committee (PAC) are review and recommendation entities to the EHA and do not approve deliverables. MnDOT Metro District and SPHD staff ensure the TAC and PAC are aware of their role in the EHA. The EHA has a standing agenda item at the Hwy 252/I-94 TAC and PAC meetings.

# **Appendix A**

## **Equity and Health Neighborhood Advisors Recruitment and Selection**

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Appendix A describes the process used to determine membership in the Hwy 252/I-94 Equity and Health Neighborhood Advisors (EHNA) group. The appendix is divided as follows:

- EHNA membership goals
- EHNA application
- Recruitment of EHNA members
- EHNA member selection
- Supplemental recruitment of additional EHNA members

## **EHNA Membership Goals**

In creating the EHNA, MnDOT set a membership goal of 12-15 people who 1.) Live, work, or own a business in a neighborhood along Hwy 252/I-94; 2.) Represent each city along the Hwy 252/I-94 project area; and 3.) Reflect the region’s demographic diversity. The following neighborhoods were used to define the “along Hwy 252/I-94” for the purpose of EHNA membership:

- **Minneapolis:** Near North, Hawthorne, Jordan, McKinley, Folwell, Webber-Camden, and Lind-Bohanon.
- **Brooklyn Center:** Bellvue, Grandview, Firehouse, Riverwood, and Evergreen.
- **Brooklyn Park:** Monroe, Norwood, River Park, Riverview, Edinburgh, and Willowstone.

MnDOT did not establish specific racial or ethnic membership quotas for the EHNA, but rather set the expectation that as a group the EHNA would be predominately people from underserved and overburdened communities. Racial and ethnic composition of block groups within one-half mile of Hwy 252/I-94 is provided for informational purposes in Table 1.

**Table 1: Racial and Ethnic Background of Population within Project Study Area by Municipality**

Municipality	White, Non-Hispanic	Black or African American	American Indian/Alaska Native	Asian	Hispanic or Latino	Total
Minneapolis	15,176 40.2%	13,155 34.9%	362 1.0%	3,914 10.4%	3,355 8.9%	<b>37,742</b> <b>56.0%</b>
Brooklyn Center	3,936 39.4%	2,952 29.6%	43 0.4%	909 9.1%	1,877 18.8%	<b>19,731</b> <b>29.3%</b>
Brooklyn Park	9,697 49.1%	4,292 21.8%	61 0.3%	4,325 21.9%	457 2.3%	<b>9,978</b> <b>14.8%</b>
<b>Total</b>	<b>28,809</b>	<b>20,399</b>	<b>466</b>	<b>9,148</b>	<b>5,689</b>	<b>67,451</b>

## **EHNA Application**

The application for membership to the EHNA asked people to answer the following questions:

1. Why are you interested in being an Equity and Health Neighborhood Advisor?
2. I live in a community on/near the project area (please specify neighborhood, nearest intersection, or address)
3. I work in a community on/near the project area (please specify neighborhood, nearest intersection, or address)
4. I own a business in a community on/near the project area (please specify neighborhood, nearest intersection, or address)
5. I walk, bike, or take transit in the project area multiple times a week (please specify)
  - a. Walk
  - b. Bicycle
  - c. Take transit
6. I belong to an organization/group with strong ties to a community in the project area (please specify using the "other" text box below)
7. Other skills or experiences that position you to advise MnDOT on equity and health

The application also included a section of optional demographic questions and a submission confirmation that asks applicants to confirm their understanding of the EHNA and commit to responsible participation if selected. A copy of the full application is available [here](#).

## **EHNA Recruitment**

The application for membership to the EHNA was provided online and in paper form from mid-June to mid-July 2021. A link to the EHNA application was posted on the Hwy 252/I-94 website, shared with Hwy 252/I-94 Technical Advisory Committee and Policy Advisory Committee (PAC) members, distributed to the Hwy 252/I-94 project list serve, and issued to local media through a press release.

To promote EHNA diversity, the EHA project team distributed paper applications in English, Spanish, Hmong, and Somali at community destinations such as libraries and recreation centers. The EHA project team also conducted targeted outreach to the following community groups representing historically underserved and overburdened communities:

- Stairstep Foundation
- Lao Assistance Center of Minnesota
- African Career, Education, and Resource, Inc.
- African American Leadership Forum
- La Asamblea de Derechos Civiles
- CAPI USA

Recruitment efforts consisted of phone calls to organization representatives informing them of the EHA and requesting their assistance in the recruitment of EHNA members. Organization representatives were then sent an email with a link to the application. As noted in the message

below, the email asked recipients to share the application with others and to contact the EHA project team by phone or email for assistance with the application if needed. Translation services were available to assist staff receiving emails or calls from people with limited English proficiency.

### Figure 3. EHNA Application Invitation

*The Minnesota Department of Transportation (MnDOT) requests your assistance in soliciting applications to join the Equity and Health Neighborhood Advisor (EHNA) committee for the Highway 252/I-94 project in Brooklyn Park, Brooklyn Center and Minneapolis. Members of the EHNA will work with project staff to describe equity and health conditions in their communities, oversee equity and health engagement activities, and provide input on potential transportation improvements to MnDOT leadership and elected officials.*

*The EHNA is a critical component of the Equity and Health Assessment (EHA). MnDOT is conducting the EHA to understand how the Highway 252/I-94 corridor impacts the physical, social, and economic health of people living and working in adjacent neighborhoods. Information gathered in the EHA will be used to inform the Highway 252/I-94 Environmental Impact Statement (EIS). Additional information about the Highway 252/I-94 EHA and EIS is included in the attached documents.*

*Our goal is to convene an EHNA committee that reflects the diversity of project area communities. We're looking for people who live or work in the project area and have an interest in advancing equity and health in transportation. Individuals selected to serve on the EHNA committee will be compensated for each EHNA meeting attended. MnDOT anticipates holding up to 10 EHNA meetings between July 2021 and March 2022.*

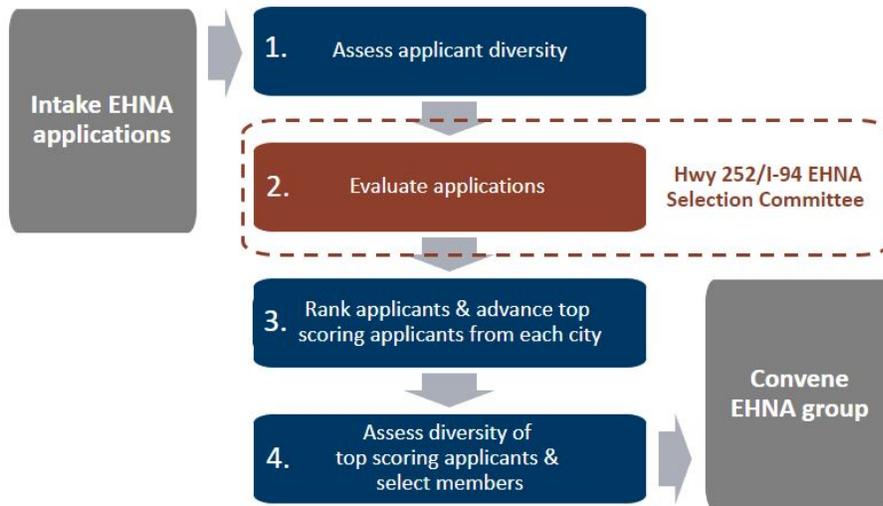
*Please share this application with members of [organization], particularly those you think would be a good fit for the EHNA committee. People who would like to apply but are unable to complete the online form may contact Dale Gade at 651-251-4045 or e-mail at [dgade@srfconsulting.com](mailto:dgade@srfconsulting.com) to express their interest. Applications are due by July 2, 2021.*

*Thank you for your participation in this process!*

## **EHNA Selection**

Selection of EHNA members occurred through a four-step process that separated assessment of EHNA applicant pool diversity from the evaluation of EHNA member applications. Under this process, the EHA project team received EHNA applications, assessed the racial and ethnic diversity of the applicant pool, and advanced applications to a six-person Hwy 252/I-94 EHNA Selection Committee made up of staff from MnDOT, Hennepin County, and the Cities of Minneapolis, Brooklyn Center, and Brooklyn Park. The selection committee evaluated EHNA applications and returned applicant scores to the EHA project team. The EHA project team then ranked EHNA applicants, identified top scoring applicants from each city, assessed the diversity of top scoring applicants, and convened the EHNA. The EHNA member selection process is depicted in Figure 4.

Figure 3. EHNA Member Selection Process



### Step 1: Assess EHNA applicant diversity

A total of 32 EHNA applications were submitted in June and July 2022. Figure 5 shows the share of EHNA applications submitted by people living in Brooklyn Park, Brooklyn Center, and Minneapolis. Figure 6 shows the racial and ethnic breakdown of EHNA applicants.

Figure 4. EHNA applications by city

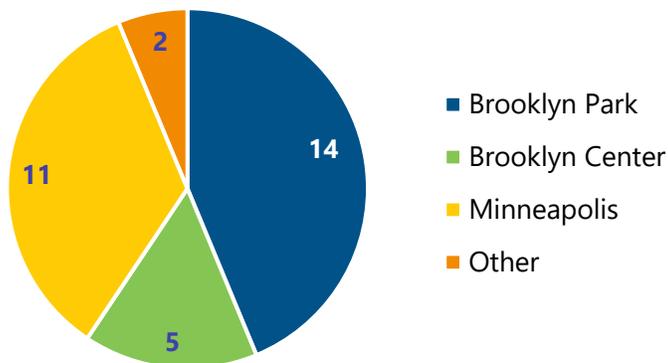
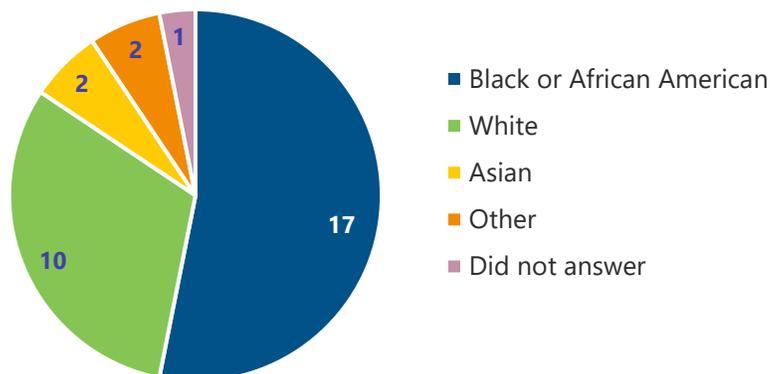


Figure 5. EHNA applicants by race/ethnicity



Of the 32 applications submitted, 14 (43 percent) were submitted by people living in Brooklyn Park, 11 (34 percent) were submitted by people living in Minneapolis, and 5 (16 percent) were submitted by people living in Brooklyn Center. Nineteen applications (59 percent) were from people who identify as Black, African American, or Asian, and 10 (31 percent) were from people who identify as White. Another 3 applications were submitted by people who self-identified using another category or declined to answer. No applications were received by people who identify as Hispanic or Latino.

The EHA project team found that the EHNA applicant pool met MnDOT’s diversity goals in that it represented each city along Hwy 252/I-94 and was predominately people of color. The EHA project team advanced the EHNA applicant pool to the EHNA Selection Committee for evaluation of EHNA applications with an understanding there would be opportunities to recruit additional EHNA members from underrepresented communities.

## Step 2: Evaluate EHNA applications

The Hwy 252/I-94 Selection Committee evaluated EHNA member applications based on interest in equity and health and connection to project area neighborhoods, communities, and transportation systems. The selection committee did not have access to demographic information about individual applicants. Each selection committee member was given the following evaluation guide to assist in scoring EHNA applications.

*Does the applicant reside, work, or own a business in one of the geographies listed below? Select all that apply.*

- Minneapolis project area neighborhood.*
- Brooklyn Center project area neighborhood.*
- Brooklyn Park project area neighborhood.*

*Does the applicant effectively communicate their reasons for being interested in participating in the committee?*

<i>No, little or no detail provided</i>	<i>Yes, to a limited extent</i>	<i>Yes, the applicant clearly communicates their interest</i>

*Does the applicant regularly travel in or around the Highway 252/I-94 project area by walking/rolling, bicycling, or transit? Select all modes that the applicant uses.*

<i>No</i>	<i>Walks or rolls in area</i>	<i>Bikes in area</i>	<i>Takes transit in area</i>

*Does the applicant identify connections with communities that the equity and health assessment effort aims to reach?*

<i>No, little or no detail provided</i>	<i>Few connections identified</i>	<i>Some connections identified</i>	<i>Yes, connections are thoroughly described</i>

Selection committee members used their evaluations of EHNA applications to assign a score to each EHNA applicant. Scores were assigned using the scoring criteria in Table 2. Questions 2-4 of the application dealt with EHNA eligibility requirements and were not scored.

Table 2. EHNA Evaluation Scoring Criteria

Question	Scoring Criteria	Points
1. Why are you interested in being an Equity and Health Neighborhood Advisor?	No, little or no detail provided	1
	Yes, to a limited extent	3
	Yes, the applicant clearly communities their interest	5
5. I walk, bike, or take transit in the project area multiple times a week.	No	1
	One mode (non-auto)	2
	Multiple modes (non-auto)	3
6. I belong to a group with strong ties to a community in the project area?	No, little or no detail provided	1
	Few connections identified	2
	Some connections identified	3
	Yes, connections are thoroughly described	4

### Step 3: Rank EHNA applicants & advance top applicants from each city

EHNA applicant evaluations were submitted by selection committee members to EHA project team members. Team members calculated an average evaluation score for each applicant and then ranked them from highest to lowest. Additional applicant rankings were also produced by city. Table 3 provides the range of scores used to rank EHNA applicants.

Table 3. EHNA applicant score ranges

City	# Applicants	Average Score Range (12 points possible)
Brooklyn Park	14	4.6 – 8.8
Brooklyn Center	5	7.4 - 9.2
Minneapolis	11	4.4 - 10.8
Other	2	3.0 - 5.2
<b>Total</b>	<b>32</b>	<b>3.0 – 10.8</b>

Having ranked the applicants, the EHA project team members then isolated top scoring applicants by considering average score and the frequency with which an applicant received an above average score from each committee member. This approach identified 11 “consensus” applicants – applicants with a top-15 average score across all six committee members and an above average score from each committee member.

Table 4. Top scoring EHNA applicants – initial cut

City	# Applicants	Average Score (12 points possible)
Brooklyn Park	4	8.0
Brooklyn Center	4	8.7
Minneapolis	3	9.5
Other	0	N/A
<b>Total</b>	<b>11</b>	<b>8.7</b>

#### Step 4: Assess diversity of top scoring applicants and select members

The next step in the selection process was to assess the diversity of top scoring applicants and select EHNA members. This step was performed by comparing the share of top scoring EHNA applicants from Brooklyn Park, Brooklyn Center, and Minneapolis to the number people from each city living along Hwy 252/I-94. This analysis showed that Minneapolis was underrepresented with 56 percent of the population and 3 of the 11 top scoring applicants. The EHA project team also assessed the racial and ethnic diversity of the 11 top scoring applicants and found that six identify as White; three identify as Black or African American; and two identify as Asian. This result did not meet the expectation that the EHNA group be predominately people from underserved and overburdened communities.

To increase representation of Minneapolis residents, the EHA project team expanded the applicants under consideration to include the next two highest scoring applicants from Minneapolis. These applicants received an average score of 8.4 and 8.0, placing them in the top 15 scoring applicants overall. With these additions, the distribution of top scoring applicants between Brooklyn Park, Brooklyn Center, and Minneapolis more closely resembled the distribution of population. The EHA project team then reassessed the racial and ethnic diversity of EHNA applicants under consideration. Of the 13 applicants under consideration at that point in the process, six identify as White; five identify as Black, African American, or Irish Black Native; and two identify as Asian. This result met the expectation that the EHNA group be predominately people from underserved and overburdened communities.

The EHA project team presented results of the EHNA selection process to the Hwy 252/I-94 Technical Advisory Committee (TAC) on August 12, 2021. These results are presented in Table 5. As with the EHNA applicant pool, the EHA project team noted a lack of Hispanic/Latino representation in EHNA selections. There was also recognition that Brooklyn Center neighborhoods west of Hwy 252/I-94 lacked representation on the EHNA. The EHA team acknowledged these gaps as priorities for additional EHNA member recruitment and a key consideration in where to conduct EHA engagement activities.

The EHA project team then contacted selected EHNA members to confirm participation and schedule meetings. The first EHNA meeting was held on August 24, 2021.

Table 5. Results of the EHNA member selection process – August 2021

City	Members	Race/ethnicity	Members
Brooklyn Park	4	Black or African American	4
Brooklyn Center	4	Irish Black Native	1
Minneapolis	5	Asian	2
Other	0	White	6
<b>Total</b>	<b>13</b>	<b>Total</b>	<b>13</b>

### Supplemental recruitment of additional EHNA members

The EHA project team continues to monitor representation of Hwy 252/I-94 cities and underserved and overburdened communities on the EHNA. Following an EHNA meeting in February 2022, the EHA project team contacted existing EHNA members to confirm continued involvement in the group. Two members – one from Brooklyn Park and one from Minneapolis – declined further participation. The EHA project team responded by extending invitations to the next two highest scoring applicants from Brooklyn Park and the next two highest applicants from Minneapolis. This was done to address disproportionate representation of Brooklyn Center at prior EHNA meetings. In addition, the EHA project team recruited two Minneapolis residents and one person from Brooklyn Center west of Hwy 252 who indicated interest in the Hwy 252/I-94 project. With these changes, the Hwy 252/I-94 EHNA group has 18 total members as of April 2022.

Table 6. EHNA membership -- April 2022

City	Members
Brooklyn Park	5
Brooklyn Center	5
Minneapolis	8
<b>Total</b>	<b>18</b>

# **Appendix B**

## **Equity and Health Neighborhood Advisors Charter**

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## **Equity and Health Neighborhood Advisors Charter**

The Minnesota Department of Transportation (MnDOT) is leading a project to improve the safe and reliable movement of people and goods using multiple modes on, along, and across Highway 252 and I-94 in Brooklyn Park, Brooklyn Center and Minneapolis. As part of this project, MnDOT is facilitating an Equity and Health Assessment (EHA) to understand how the Highway 252/I-94 corridor impacts equity and health from the perspective of historically underserved and overburdened populations. The results of the Highway 252/I-94 EHA will be documented for use in an Environmental Impact Statement (EIS) that is expected on the corridor in 2024.

To support and guide this EHA, MnDOT is convening a group of Equity and Health Neighborhood Advisors (EHNA). EHNA members will offer insights from their own experiences and those of their communities to guide intentional, enhanced engagement of affected communities on issues of equity and health. Information gathered from this engagement will baseline equity and health conditions in the project area, identify equity and health priorities, and review the equity and health impacts of Highway 252/I-94 project alternatives.

### **Equity and Health Neighborhood Advisor Purpose**

The purpose of the EHNA is to inform Highway 252/I-94 EIS decision-making by:

- Assessing equity and health conditions in the communities impacted by the project.
- Overseeing equity and health engagement activities.
- Guiding targeted outreach to underserved and overburdened populations.
- Providing input to MnDOT leadership and elected officials on Highway 252/I-94 project elements and alternatives.

EHNA meetings will be facilitated by MnDOT staff and consultants. The EHA project team will prepare information and updates to share with the EHNA, who will then provide guidance and input during EHNA meetings. This feedback will be shared with the EHA Working Group and the Highway 252/I-94 project team and, ultimately, the Highway 252/I-94 EIS Policy Advisory Committee.

### **Expectations for Equity and Health Neighborhood Advisors**

EHNA members will meet with MnDOT staff up to ten times between July 2021 and the end of the Scoping Decision Document (SDD) process in 2022. Meetings will occur an average of once per month, typically for two hours on a weekday evening to be determined. These meetings will be held virtually with accommodations available for those who wish to be hosted at a public or project team facility. MnDOT may transition to in-person EHNA meetings in the coming months depending on COVID-19 circumstances and public health guidance. Once in-person meetings resume, MnDOT will continue to offer the option to participate virtually.

During these meetings, MnDOT staff will provide information and updates about the Hwy 252/I-94 EHA. EHNA members are expected to participate in meetings by listening, contributing, and maintaining a positive and respectful approach. Results will be compiled and documented

through the EHA, posted on the project website, and shared with MnDOT and the advisory committees overseeing the Hwy 252/I-94 EIS. MnDOT staff will provide materials and other resources for EHNA members as needed.

## Outcomes

The EHNA will help guide the creation of three EHA reports to be considered by MnDOT as part of the Hwy 252/I-94 Scoping Decision Document (SDD):

- 1. Equity & Health Baseline Conditions** — Equity and health baseline conditions and disparities identified through research and analysis of public health data under the guidance of the EHA Working Group.
- 2. Equity & Health Priorities** — Equity and health priorities identified by community with an emphasis on historically underserved and overburdened community perspectives, the EHNA, and data analysis.
- 3. Equity & Health Assessment of the Hwy 252/I-94 draft SDD** — A community-driven assessment of the equity and health impacts of Hwy 252/I-94 project alternatives. This assessment may include recommendations for what, if any, changes to project alternatives should be considered before proceeding to final review and approval. The assessment may also include recommendations for how MnDOT can implement findings in partnership and coordination with other agencies

MnDOT will include EHA report findings in the final SDD as public input and respond to substantive public comments as part of the SDD process. MnDOT responses to EHA reports will be made available for public review during the Notice of Intent (NOI), which is a public notice that informs federal agencies, state agencies, local agencies, and the public of the Federal Highway Administration's (FHWA) intent to prepare an environmental impact statement (EIS) for the Hwy 252/I-94 project.

## Equity and Health Neighborhood Advisor Appointment

EHNA members will be appointed by project staff based on applications received. Applications will be solicited by MnDOT with assistance from communities along the project corridor. The application will be advertised through project email lists, the project website, social media, and press releases to local media, as well as through the communication channels of diverse corridor communities and partner agencies such as social media accounts, neighborhood email lists, and potentially postings in apartment buildings.

## Time Commitment

As stated above, EHNA members are expected to attend up to ten meetings between July 2021 and the completion of the Scoping Decision Document (SDD). A new EHNA committee may be convened when the Draft Environmental Impact Statement (DEIS) process begins in 2022. EHNA members will be given the option to continue serving on the committee through the DEIS process but are not required to do so.

## **Compensation**

EHNA members will be compensated in recognition of the time they contribute to the EHNA meetings.