

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

Date: 12/10/2021 (10:00 am – 12:00 pm)

Location: Zoom Meeting

Participants: See end of document for list

Meeting Summary

1. Welcome and Hellos

- Project opening and greeting
 - Commissioner Anderson Kelliher greeted attendees and provided an overview of the meeting agenda and objectives
 - Gloria Jeff (MnDOT) called the roll for PAC members.

2. Project updates

- Commissioner Anderson Kelliher provided an update on the Infrastructure Investment and Jobs Act (IIJA).
 - On November 15, 2021, President Biden signed bill into law, which provides five years of federal funding authorization and transportation policy for 2022 to 2026.
 - The IIJA is the largest long-term investment in American infrastructure in nearly a century.
 - MnDOT continues to review the IIJA and anticipates additional guidance from the USDOT in the coming weeks. The agency has not yet determined any specific projects that will advance with funding from the IIJA. However, states will be unable to receive a significant portion of that funding due to the continuing resolution (CR) passed by Congress on December 3rd that maintains fiscal year 2021 federal government funding levels through February 18, 2022. The CR, with its flat “obligation limitation,” means state departments of transportation cannot access the higher amounts of formula funding provided by the Highway Trust Fund via the IIJA, AASHTO said – funds that are about 20 percent higher for FY 2022 compared to the final year of the Fixing America’s Surface Transportation or FAST Act. The obligation limitation represents the ability of a state or other entity to enter into a project using federal funds, with the federal government making a binding promise to pay or reimburse the state or other entity for the federal share of the project’s eligible costs. Additionally, because of the larger share of allocated programs for FY 2022 compared to FY 2021, it’s estimated that the initial state DOT share of the obligation limitation provided under the current CR would be about 2.3 percent less on a daily basis compared to FY 2021.
 - The City of St. Paul received a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant from USDOT for \$1.4M. This grant will fund a study of existing conditions and opportunities for transportation improvements within the Rondo neighborhood and adjacent areas.
- Wendall Meyer (FHWA) provided an update on the bipartisan infrastructure bill.
 - The bill contains \$550 billion in new federal investments, including \$350 billion for highway-type programs.
 - USDOT has a website that offers information on the content of the bill and what each state expects: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>
 - FHWA is looking at policy and guidance changes that may come out of the bill.
 - Discretionary grants may go to entities themselves.

- FHWA is looking into efficient delivery of grants.
- Commissioner Anderson Kelliher provided administrative updates.
 - The Commissioner stated that she appreciated flexibility with shifting meeting times and reaffirmed MnDOT’s commitment to this project.
 - She addressed that the meeting schedule for next year will be discussed later in the meeting and MnDOT will be looking for feedback from the PAC on meeting frequency.
 - Feedback from the PAC and the public regarding the project’s Purpose and Need has been heard.
 - The draft Purpose and Need will be updated utilizing the input received in the informal non-statutory required comment period and will be shared in the draft Scoping Decision Document. It is anticipated it will be out for formal public comment in 2022.
 - No questions were received from the PAC on the updates.

3. ReConnect Rondo – Keith Baker

- Keith Baker, Executive Director of Reconnect Rondo, provided an update on ReConnect Rondo
 - The project is not simply a transportation project – it is a larger proposition.
 - Reconnect Rondo is a “restorative movement” to reconnect and create an African American Cultural District in the Rondo Community.
 - A Past Prosperity Study was conducted, and the results showed that there is a large \$370M earning gap when comparing average median income in Rondo and the metropolitan area, which included the census tracts south of I-94. In short, the Rondo community is not prospering like nearby communities and merits taking action to address this need.
 - <https://reconnectrondo.com/resources/>
 - Goals of the Rondo Roundtable were shared:
 - Preserve and celebrate African American culture and history
 - Foster economic vitality in the neighborhood
 - Contribute to creating an economically stronger and healthier cultural community
 - The Rondo Roundtable effort to restore the community includes the potential of a community land bridge. The proposition being to create a “world class cultural destination.”
 - A technical studies schedule was shared highlighting upcoming activities.
 - Rondo Anti-Displacement & District Overplay Plan (Jan 2022 - ~12-month duration)
 - Rondo Restorative Development Modeling (Jan 2022 - ~18-month duration)
 - Rondo Master Planning Study (Feb 2022 - ~18-month duration)
 - Area Infrastructure Study (Jan 2022 - ~36-month duration)
 - Rondo Community Land Bridge NEPA Study (Jun 2022 - ~24-month duration)
 - Design & Construction (~24 to 36-month duration)
 - ReConnect Rondo will also be coordinating with the City of St. Paul as they go through the planning process required under the federal RAISE Grant.

4. Public Outreach and Engagement

- Brad Hamilton (WSB) provided an update on public engagement activities.
 - Community Conversations, survey, and open house online have collected many letter/email submissions.
 - School faculty outreach: received responses from K-12 school faculties regarding issues and changes they would like to see.
 - Working to get student congress involved. Looking to start in 2022.
 - Surveys helped inform the project efforts. Received surveys from Saint Anthony Park community and freight community.
 - Community Conversations: 87 total comments were received. These comments had an overview of main themes, including speed and overflow of highway traffic onto side streets.

- Mike Chavez (WSB) provided an overview of the main themes that arose from comments: 405 comments were received via website, emails, and open house.
- Council Member Connelly asked how MnDOT plans to take the main themes forward and incorporate them into the plan.
 - Commissioner Anderson Kelliher responded that MnDOT is currently working on the revision of the Purpose and Need, which will consider feedback from meetings, emails, and surveys.
- Council Member Thao recognized greater empathy in the current approach. Asked what MnDOT sees as most achievable and most challenging.
 - Commissioner Anderson Kelliher stated that the project is still in the early stages of the process and there are no actual alternatives being planned at this point. The Purpose and Need statement will help in the development of alternatives.

5. Schedule

- Schedule overview provided by Sheila Kauppi (MnDOT) – Schedule attached
 - Discussed the current phase of public engagement and how it will continue throughout the process until the anticipated FEIS/ROD in Fall 2024.
Stated the effort needs to work through the listening/engagement process before moving into the development of alternatives.

6. Future meetings

- Brad Hamilton (WSB) stated that a doodle poll will be sent out by MnDOT to determine the PAC meeting dates and times through all of 2022.
- Commissioner Anderson Kelliher stated that the team is looking into every other month for PAC meetings. This will be posed to the group in the doodle poll to help develop a schedule for upcoming PAC meetings.

7. OPEN PUBLIC COMMENT

A 20-minute open comment period was held. Comments shared are summarized on the following pages. Additional written comments submitted are included at the end.

- Guidelines on the open comment period shared with the group:
 - 20 - Minute Open Comment
 - Required advanced registration to speak
 - Speakers will be called upon and then unmuted
 - Limited to 2 minutes per speaker
 - Comments will receive a reply in the meeting summary if applicable
- **Stuart K**
 - Stated that he would love to see a Parkway. Talked about the East Side of St. Paul's experience with Maryland Avenue and how that served as a test by going from 4-lanes down to 3-lanes, which reduced speed, accidents, and the severity of accidents.
 - Was concerned with the pollution with regards to ReConnect Rondo.
 - Stated that the 4-lanes on I-94 encourage people to go over the speed limit. He feels I-35E is safer than I-94 because of the reduced speeds.
 - **Response:** Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.

- Catherine Z
 - Signed up to speak prior to the PAC Meeting beginning but was not present at meeting during Open Public Comment period.
- Joshua H
 - Signed up to speak prior to the PAC Meeting beginning but was not present at meeting during Open Public Comment period.
- David F
 - Lives in Prospect Park. Fears that MnDOT is perpetuating the status quo and prioritizing cars over people and other cleaner forms of public transportation. Feels that MnDOT is making the same mistakes and it's not enough to acknowledge past mistakes. Feels that this project is an opportunity to truly rethink I-94 and address past mistakes and build a transportation corridor that puts the residents first, not just acknowledge the mistakes
 - **Response:** Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.
- Skip F
 - Merging traffic and NASCAR culture is a problem. He will continue to send questions to this group.
 - **Response:** Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.
- Evan M
 - Signed up to speak prior to the PAC Meeting beginning but was not present at meeting during Open Public Comment period.
- Aloida Z
 - Signed up to speak prior to the PAC Meeting beginning but was not present at meeting during Open Public Comment period.
- Mags B
 - Thanked previous speakers and agreed with their concerns. Stated that as a healthcare professional she is concerned with air pollution from highway.
 - Stated the detrimental effects of air quality from the highways. Cited the rising asthma rates among children despite the air quality being "in compliance."
 - Stated that in Minnesota, the transportation sector is the most responsible for the climate crisis and that MnDOT prioritizes transportation that burns fossil fuels over cleaner options.
 - Feels the project should move towards a more sustainable metro where it centers on the health of residents.
 - Requested that MnDOT remove the car-oriented freeway with a design that centers around transit, biking, walking, rolling and green space that reconnect communities.
 - **Response:** Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.
- Harry G
 - Signed up to speak prior to the PAC Meeting beginning but was not present at meeting during Open Public Comment period.

- Ashwat N
 - Executive Director with Our Streets MPLS, serves on the transportation advisory board for Met Council and co-chairs the VMT reduction workgroup for MnDOT’s Sustainable Transportation Advisory Committee (STAC).
 - Stated that the construction of I-94 caused devastation to many of Minnesota’s most vulnerable communities, and it continues today.
 - Stated that the local communities breathe the worst air, have their property values suppressed, have limited access [since I-94] serves as a barrier to opportunities, and deal with high-speed traffic that results in accidents.
 - Concerned that the process is perpetuating the status quo.
 - Feels that the Purpose and Need is so narrowly defined that the needs look no different than any other project. Stated that if the document is so narrowly defined with vehicle speed and throughput being the focus, then it will be impossible for anything other than a reconstructed freeway to be considered under the current process.
 - Requested that MnDOT think beyond the freeway and invest in better future for the cities.
 - **Response:** Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.

- Philip S
 - South Minneapolis resident and has seen the damage that I-35W has caused to neighborhoods in the area and the barrier it creates.
 - Stated that the I-35W project that was just recently constructed is too large and thinks MnDOT should take another path with I-94.
 - Feels that highway removal projects throughout the world have always resulted in improvements.
 - **Response:** Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.

- Ashley A
 - Resident of the Hamline Midway neighborhood in St. Paul. Can hear traffic noise from her residence.
 - Feels the highway inhibits her ability to navigate the city since she does not own a car.
 - Serves on the transportation committee for Hamline Midway Coalition, which was one of the cosigners on the community letter sent to MnDOT.
 - Wants to emphasize that the current secondary needs are the primary needs heard from the community. Feels the Purpose and Need prioritizes pavement and that is a slap in the face to the needs reflected by the community.
 - Feels that anything would be better than the “car sewer” that I-94 represents and to advise MnDOT to look at other improvements other than the current car centered approach.
 - **Response:** Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.

- Anjali B
 - Lead Director of First Energy and a resident of St. Paul. She was also part of the climate change working group for the Statewide Multimodal Transportation Plan (SMTP), which directs MnDOT to address climate change and to reduce greenhouse gas emissions.
 - Feels that Rethink I-94 is the only opportunity to address the climate effort along this corridor.
 - Feels the project should prioritize the reduction of VMT and multi-modal transportation, while also listening to the community along I-94.
 - **Response:** Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.

- Claire M
 - Signed up to speak prior to the PAC Meeting beginning but was not present at meeting during Open Public Comment period.

- Anthony H
 - Signed up to speak prior to the PAC Meeting beginning but was not present at meeting during Open Public Comment period.
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- Risa H
 - [unable to unmute because commenter was using an old version of zoom]
 - Resident of Tangletown neighborhood.
 - Hopes that MnDOT will be open to removing I-94 but has not seen that reflected in documentation. She is not convinced that MnDOT will truly rethink the I-94 and honor community feedback.
 - Requested that MnDOT please look to improving air quality.
 - Requested that MnDOT reconfigure corridor to serve community.
 - [cut off at 2 minutes]
 - **Response:** Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.

- Andrea K
 - Signed up to speak prior to the PAC Meeting beginning but was not present at meeting during Open Public Comment period.

- Thomas L
 - Signed up to speak prior to the PAC Meeting beginning but was not present at meeting during Open Public Comment period.

- Robert W-F
 - Signed up to speak prior to the PAC Meeting beginning but was not present at meeting during Open Public Comment period.

- Debbie M
 - Lives in the Snelling Hamline neighborhood (part of Union Park) located along the corridor and is representing Neighborhoods First.
 - Stated that this is the first time that this project has shown an effort to listen to the public and appreciates the Commissioner's comments. Hopes that a change can be made.
 - Hopes that planning can look to the future and get out of the car culture.
 - Requested that MnDOT investigate moving people in a multimodal approach.
 - Would love to see the Purpose and Need reflect the livability framework.
 - Feels like this is an opportunity to make major changes such as changing the highway to a parkway or getting rid of it.
 - **Response:** Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.

- Chelsea D
 - Founder of St. Paul 350, which is an organization of St. Paul residents for a rapid transition to 100% clean renewable energy.
 - Stated that transportation is the largest source of fossil fuel in the state.

- Stated that previous planners knew the impacts the highway would have on the Rondo neighborhood but did not know the impacts that the roadway would have on air quality and the climate.
 - Feels that I-94 must put climate and reducing fossil fuel front and center in the project needs.
 - Stated that St. Paul 350 supports City of St. Paul resolution to redesign the highway corridor to prioritize healthy, safe, affordable, accessible, and equitable mobility.
 - Looks forward to a response to the letter sent to MnDOT.
 - Feels the no build should be one of the considerations.
 - **Response:** Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.
- Patricia T
 - Thanked the Commissioner for recognizing the difficulty of the engagement process for this project.
 - Represented the St. Anthony Park Community Council, St. Paul District 12.
 - Has attended several Zoom meetings and been affected by changed meeting dates including a meeting that was changed with one days' notice to December 23rd. *[please note – there was a typo on a meeting cancellation notice that the next Community Leaders meeting would be on December 23rd. The meeting was not changed. The meeting appointment has been December 28th and remains as such. An email noting the typo was sent. The team apologizes for the error]*
 - Stated that community leaders only received notice of this meeting one week ago.
 - Feels the process is designed to wear people down so that people will go away.
 - Feels MnDOT needs to solve the transportation part of the climate issues and needs to reduce VMT.
 - Feels that rebuilding highways is climate change denial.
 - **Response:** Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.
- Stuart D
 - Signed up to speak prior to the PAC Meeting beginning but was not present at meeting during Open Public Comment period.
- Abdulrahman W
 - Executive Director of Union Park District Council, and resident and neighbor of the Union Park neighborhood.
 - Stated that his organization has conducted engagement for 3 years and have never heard anyone call for a bigger or faster highway.
 - Stated that most people in his neighborhood are affected by the noise from the highway.
 - Stated that he does not open windows because of pollution from the highway.
 - Stated that he has heard complaints from most people about traffic on connecting roads and the difficulty in getting over or under the highway.
 - [Cut off at 2 minutes]
 - **Response:** Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.
- Josiah G
 - Resident near Allianz field.
 - Feels MnDOT should consider the health of the communities over the speed of travel.
 - Feels the proximity to the highway affects air quality, prevents free travel to other parts of the city, and divides neighborhoods.
 - Urged MnDOT and the City of St. Paul to consider communities and the environment first.

- Stated that any plans for I-94, even helping Rondo, are not accountable to the communities along I-94 and are unacceptable.
- Feels that MnDOT must redesign and remove the roadway with public transit and with walkability in mind. Feels this design change must be primary and anything else is a failure of government.
 - **Response:** Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.
- Commissioner Anderson Kelliher stated a commitment to hearing from the public and encouraged further feedback through the project website, acknowledging that two minutes is a short amount of time. Additionally, she stated that MnDOT will follow up with commentors on stated issues.

Written Comments

- Katie P
 - I am writing to express my frustration with the lack of transparency in the Rethinking I-94 planning process and to urge you to fix the project’s Purpose & Need documents. I-94 impacts Minneapolis and Saint Paul communities daily. Its air pollution has caused some of the state’s steepest health disparities in asthma and cancer. The freeway trench divides neighborhoods and restricts mobility, especially for undocumented immigrants, people who cannot afford a car, people who are mobility impaired and others who make up the over 25% of transit-dependent households along the corridor. This is in addition to the freeway’s climate impact, as transportation is the biggest greenhouse gas emissions sector in Minnesota. MnDOT is not being transparent with the public about the Rethinking I-94 project. Public meetings, including the Policy Advisory Committee meeting on December 10, are posted with little notice. The project timeline is confusing and constantly changing. Rather than welcoming an expansive vision for the project during public engagement, questions like “how do you use I-94?” provide little opportunity to break from the status quo.
 - I am concerned that MnDOT is currently rethinking very little about the freeway. The project’s draft Purpose & Need documents put the needs of suburban commuter traffic and the freight industry above the needs of the people who experience the freeway’s harms daily. Instead of “rethinking I-94”, the draft documents would pave the way for its reconstruction. For these reasons and more, the documents in their current form are unacceptable and must be fixed. I urge MnDOT and project decision makers to fix the project documents and commit to a more transparent process that prioritizes Minneapolis and Saint Paul residents and gives fair evaluation to all alternatives. The Rethinking I-94 project is a once-in-a-lifetime opportunity to replace the freeway with a transportation corridor that redresses harms and invests in our communities.
 - Thank you for your consideration.
 - **Response:** Thank you for your comments on the Rethinking I-94 effort. Your comments will be recorded and will be considered as part of the Environmental Review.
- Sheldon M
 - Hello, I’m Sheldon Mains. I live in the Seward Neighborhood, Minneapolis (and am a recovering state bureaucrat who ran public participation and environmental review for transmission line routing decades ago)
 - Today I’m representing both
 - The Seward Neighborhood Group, and
 - Seward Redesign
 - The freeway trench is a significant barrier between the Seward and Cedar/Riverside communities, especially for people not in cars. These are communities where, based on data

from about 5 years ago, less than half of workers use a car to commute, and 40 percent of households do not even own a car. These neighborhoods also have some of the lowest income census tracts in the city.

The Seward organizations I'm representing today have been involved in the Rethinking I-94 process since 2017 when they facilitated the "Reconnecting Neighborhoods Project" to better connect –reconnect—the Seward and Cedar/Riverside communities that were divided by I-94. We had active participation by a variety of neighborhood organizations and especially by Minneapolis and Hennepin County Public Works and MnDOT staff. I want to thank MnDOT staff for great participation in that project.

That project made some great recommendations for improved connections across the trench for: People who walk, People who use wheelchairs an, people who bike. We want to make sure that those people are treated at least equally to people who are in cars. The recommendations can be found at <https://redesigninc.org/projects/reconnecting-neighborhoods/>

My first ask is that the long, complicated, bureaucratic Rethinking I-94 process, does not forget that work or the work of all the other communities in the first years of Rethinking I-94.

Second, I need to stress the letter a number of community organizations recently sent to MnDOT about concerns with the process. We are concerned that many of the impacts of I-94 are being relegated to a side process that does not have the legal standing of issues addressed in the Environmental Impact Statement. This both complicates the process for citizens and puts their concerns in a second-class status.

We are also very concerned that the current draft documents put the needs of car and truck traffic far ahead of the needs of the communities along I-94, including the health and well-being of residents of those Minneapolis and Saint Paul communities.

After the Commissioner's comments at the PAC meeting today, I am hopeful that these concerns will be addressed.

Thank you for your time.

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

Next Meeting

Date: TBD

Time: TBD

Location: Zoom Meeting

Policy Advisory Committee (PAC) Participants

PAC Members

Present	Name	Organization
x	Commissioner Margaret Anderson Kelliher	MnDOT
	Mayor Jacob Frey	City of Minneapolis
	Abdi Salah	City of Minneapolis - Alt for Mayor Frey
x	Council Member Jamal Osman (Sean Broom Representing)	City of Minneapolis - Ward 6
	Council Member Lisa Goodman	City of Minneapolis - Ward 7
	Patrick Sadler	City of Minneapolis - Ward 7 - Alt for CM Goodman
x	Mayor Melvin Carter (Russ Stark representing)	City of St. Paul
x	Council Member Dai Thao (Mai Chong Xiong-representing)	City of St. Paul - Ward 1
	Council Member Mitra Jalali	City of St. Paul - Ward 4
	Division Administrator Wendall Meyer	FHWA
x	Commissioner Angela Conley	Hennepin County - District 4
	Commissioner Kevin Anderson	Hennepin County - District 7
x	Council Member Kris Fredson (Peter Grafston representing)	Metropolitan Council - District 14
x	Chair Charlie Zelle	Metropolitan Council
	Senator Bobby Joe Champion	MN Legislature - District 59
	Senator Kari Dziedzic	MN Legislature - District 60
x	Senator D. Scott Dibble	MN Legislature - District 61
	Senator Omar Fateh	MN Legislature - District 62
	Senator Erin Murphy	MN Legislature - District 64
x	Senator Sandra Pappas (Rachel Carlson representing)	MN Legislature - District 65
x	Representative Esther Agbaje (Shenika Chambers representing)	MN Legislature - District 59B
	Representative Mohamud Noor	MN Legislature - District 60B
	Representative Frank Hornstein	MN Legislature - District 61A
	Representative Hodan Hassan	MN Legislature - District 62A
	Representative Koahly Her	MN Legislature - District 64A
	Representative Rena Moran	MN Legislature - District 65A
	Representative Carlos Mariani	MN Legislature - District 65B
	Commissioner Jim McDonough	Ramsey County - District 6
x	Commissioner Rafael Ortega	Ramsey County - District 5

Agency Staff

Present	Name	Organization
x	Anna Varney	FHWA
x	Wendell Meyer	FHWA
x	Sheila Kauppi	MnDOT – Rethinking I-94 Project
x	Mark Lindeberg	MnDOT – Rethinking I-94 Project
x	Gloria Jeff	MnDOT – Livability Initiative
x	Torri Hampton	MnDOT

x	Hannah Rank	MnDOT
x	April Crockett	MnDOT
x	Melissa Barnes	MnDOT
x	Jon Solberg	MnDOT
x	Cyrus Knutson	MnDOT
x	Alice Corrie	MnDOT
x	Chris Krueger	MnDOT
x	Kim Collins	MnDOT
x	Michael Barnes	MnDOT
x	Sara Severs	MnDOT
x	Brian Isaacson	Ramsey County
x	Jason Gottfried	Hennepin County
x	Peter Grafstrom	Metropolitan Council
x	Nick Thompson	Metro Transit
x	Adrienne Bockheim	City of Minneapolis
x	Randy Newton	City of St. Paul
x	Sean Kershaw	City of St. Paul
x	Jon Chiglo	WSB – Rethinking I-94 Consultant
x	Jack Corkle	WSB – Rethinking I-94 Consultant
x	Mike Chavez	WSB – Rethinking I-94 Consultant
x	Joanne Cho	WSB – Rethinking I-94 Consultant
x	Brad Hamilton	WSB – Rethinking I-94 Consultant
x	Hans Thomsen	WSB – Rethinking I-94 Consultant
x	Mikaela Ziegler	WSB – Rethinking I-94 Consultant
x	Kirsten Gray	WSB – Rethinking I-94 Consultant
x	Marcell Walker	Bolton & Menk – Rethinking I-94 Consultant

Guests/Unknown Affiliation

Present	Name	Organization
x	Abdulrahman W	Union Park District Council
x	Alex B	Sierra Club North Star Chapter
x	Ashley A	
x	Ashwat N	Our Streets Minneapolis
x	Barb T	Union Park District Council
x	Brett R	
x	Chelsea D	
x	David F	Prospect Park Association
x	David J	
x	David V	
x	Dorian G	
x	Jean C	
x	Joan P	
x	Jose Z-C	
x	Joshua H	Sierra Club North Star Chapter
x	Josiah G	
x	Keith B	ReConnect Rondo
x	Kent A	
x	Mags B	

Present	Name	Organization
x	Mary M-M	
x	Nicholas O	
x	Patricia T	St. Anthony Park Community Council
x	Peter W	Prospect Park
x	Regina P	
x	Risa H	
x	Robert F	
x	Robin S	
x	Sarah O	
x	Sheldon M	Seward Redesign, Inc
x	Skip F	
x	Steve P	
x	Stuart K	
x	Theresa N	Move Minnesota
x	Debbie M	Neighborhoods First!