

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

Date: 02/09/2022 (10:00 am – 12:00 pm)

Location: Zoom Meeting

Participants: See List Below

## Meeting Summary

### 1. Welcome and Hellos

- Welcome and opening remarks provided by Commissioner Anderson Kelliher.
  - Acknowledged Black History Month.
  - Noted that it would be her last meeting as Commissioner.
  - Stated that MnDOT is committed to continuing the Rethinking I-94 process and Nancy Daubenberger will be stepping in to Chair the next PAC meeting.
  - Stated that MnDOT is continuing to investigate modifying the draft I-94 NEPA documents based on feedback.
  - Reiterated commitment to the NEPA process and developing alternatives.
  - Noted that MnDOT's primary responsibility is to preserve and repair bridges, walls, and pavement.
  - Stated that it is MnDOT's desire is to keep property acquisition to a minimum and have the project outcomes be equitable.
  - Stated that transit is recognized as a major item and whatever the outcome, it should fit local plans.
  
- Mayor Carter
  - Wanted to take opportunity to reiterate his previous statements and to not let our engrained memory hinder our imagination as we rethink the I-94 corridor.

### 2. FHWA update

- Wendall Meyer (FHWA) provided an update on the Bipartisan Infrastructure Bill (BIL).  
<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>
  - \$550B in new federal funds investment in transit, passenger rail, bridges, electric vehicle infrastructure, drinking water, and high-speed internet.
  - Estimated to create 2 million jobs each year.
  - \$350B will go to FHWA over the next 5 years.
  - FHWA will have \$303B in contract authority.
  - In addition, FHWA will have \$47B in advance appropriations from the General Fund.
  - The funding levels represents a 29 percent increase over current levels.

- High points of the bill include:
  - Funds highway programs for five years (FY 22-26)
  - \$350.8B (FY 22-26) for highway programs
  - More than a dozen new highway programs, including resilience, carbon reduction, bridges, electric vehicle (EV) charging infrastructure, bridges, rural projects, wildlife crossings, and reconnecting communities.
  - Main focus is on safety, bridges, climate change, resilience, and project delivery.
  - BIL will provide more opportunities for local governments and other non-traditional entities to access new funding.
- Noted that \$303.5B (90 percent) will be apportioned to states over five years of funding.
- Of the \$47.3B, the majority (72 percent) will be distributed by formula and 28 percent will be for discretionary grants.
- Funding available to a wide range of recipients. Examples:
  - Apportioned Highway Programs – 8 programs with 2 new programs (carbon reduction and PROTECT formula grants).
  - Bridge Program
  - National Electric Vehicle Formula Program – to promote carbon reduction
  - Safe Streets and Roads for All program – purpose is to support local initiatives to prevent transportation-related death and serious injury. State DOTs are not eligible.
  - PROTECT Grants – cannot start since working under a continuing resolution
  - Charging and Fueling Infrastructure Program
  - Congestion Relief Program
  - Bridge Investment Program (discretionary)
  - Reconnecting Communities Pilot Program – goal of equity with a purpose of “Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.” Will have \$1B over the next 5 fiscal years.
  - Rural Surface Transportation Grants
  - Infrastructure for Rebuilding America (INFRA) Grants
  - National Infrastructure Project Assistance
  - Local and Regional Project Assistance
- Tier 1 EIS Discussion
  - Provided overview of the intent of a Tier 1 process.
  - Used when no funding is identified.
  - The Tier 1 process is being used on the current project to find a mainline alternative.
  - Stated that it is important that project advanced so that it is eligible for the funding available in the BIL.
  - Noted that a RAISE grant was awarded for Rondo study.

### 3. Rethinking I-94 update

- Update provided from Sheila Kauppi (MnDOT - Rethinking I-94 Corridor Director)
  - Recognized that MnDOT has a lot of work to do to prepare for the funding opportunities that are coming up through FY 26.
  - Noted that the slides from the meeting and those from past meetings are available on the Rethinking I-94 website.
  - Provided a recap of Phase 1 (2016-18) and Phase 2 (2018 – Present) with the goal of recapturing what MnDOT has heard and how MnDOT is moving forward.
  - MnDOT's primary responsibility is to preserve and repair bridges, walls and pavement with the goal of enhancing mobility, safety and inter-connectivity.
  - Summary included reasoning on setbacks on the project schedule and overview of the input received from stakeholders and the public.
  - Provided overview of engagement and feedback from Phase 1
  - Provided intent of Livability Framework for communities
    - MnDOT developed this framework based on what people expect from the project. It was intended to guide how MnDOT designs and evaluates projects in the future.
  - A timeline of key dates and themes was shared (see presentation slides for details).
  - Presented the current draft purpose, needs, and goals.
  - Discussed the process for revising goals, purpose and need, and evaluation criteria:
    - MnDOT and FHWA collaboration
    - Engage technical committees and working groups
    - Cooperating and Participating agency engagement
    - PAC engagement
  - Noted that the revised documents will be forthcoming in summer 2022.
- Questions
  - Commissioner Conley – Stated that all the PAC members have been receiving input from the feedback and wanted to know how would that input be incorporated into the forthcoming changes?
    - **Response:** The project team and FHWA are actively engaged in determining how to incorporate feedback into the project's purpose and need while still being compliant with current policies and guidance.
  - Mayor Carter – Called for continued collaboration.

### 4. Whiteboard segment

A facilitated discussion was held with the PAC members to provide feedback and open discussion on the topics listed below.

- Q1: Connections (integration of the term connections more prominent in purpose statement)

- Improving asset condition, enhancing safety, and mobility are important - blending together aspects of the work
  - Better connections for neighborhoods around the corridor, as well as respecting communities in and around the corridor
  - Respect - prior projects have resulted in disconnection and disrespect - opportunity to repair
- Q2: Combining primary and secondary needs (input on combining)
    - Current conditions are not just the I-94 footprint, but also the impact on the surrounding area. Impacts ability to walk and bike around the corridor.
    - Issues such as walkability and bikeability are front and center for the community - should not be implied that they are not the focus
    - Communities want people-centered transportation network. Focusing on condition does not reflect how people experience the transportation network. Combining needs elevates issues important to the community.
    - Community members have spoken to how they experience the transportation network (example: crossing the freeway). Need for people-centered engagement
    - For connections and needs - need for engagement to emphasize plain language that resonates with the community
    - Agreement with combining needs - it is not clear to separate different safety needs between primary and secondary.
    - Agreement with use of language that connects with community members for authentic engagement
    - Have heard interest from the community in combining needs
    - Reference City of Saint Paul resolution and discussion of public health impacts and community experiences
    - Opportunity to do better through this process - health, climate impacts, etc.
    - People closer to freeway corridor experience poorer air quality - part of the conditions that exist today. Reduced vehicle emissions will help, but transition will take time and is only part of the solution
- Q3: Goals in scoping (input on the evaluation of goals criteria at the scoping phase)
    - The best engagement approaches make goals clear as early in the process as possible, while also showing flexibility. Need to be clear up front to overcome barrier of lack of trust in government.
    - Simplifying process, goals in plain language to be clear. Make more valuable use of time for community members are experiencing many other things day to day.
    - Don't just move words around - straightforward and early with communicating changes
    - Referring to discussion of needs - it is not either/or with benefits to community and transportation system. Elevate livability items and improve outcomes for both community and the project.
    - Overall comment - feedback from community and PAC members has been consistent over the process - Have made similar comments over time, but changes

to purpose and need are slow to come. What can PAC members do to advance the process?

## 5. 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 is concerned with the noise impacts of the roadway.
  - Stated that he is concerned with bike safety regarding the existing condition of the roadway.
  - He often hears from people about the lack of safety on existing roads.
  - Stated that he added additional comments to the Q&A on the webinar because of the time constraint on the public comments
  - Text from Q&A: “Decades ago, United Theological Seminary helped me fully realize that god is not gendered, and showed us how women were hidden within our faith traditions. “Proverbs” rather than the feminine wisdom tradition of Sophia. “Lord” language from England present in our bible, hymns and liturgies. Several of my feminist profs and my former minister created a Reimagining Conference to bring Sophia back into god’s body. Sallie McFague wrote about our earth as god’s body. In our space age it’s difficult to sense god is above us. How many of you have an image of god that isn’t masculine? How many of your faith experiences have reimagined who/what god is? The secondary needs conversation today fits in with the name I’ve always used for your Rethinking I-94. If you are not Reimagining I-94 you are not speaking to me, as several speakers, including Councilmember Jalali, have so eloquently stated today. CMS Carter and Russ, preach! We need to do more than think, we need to imagine. I’m out of space here but not words.”
    - **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.
  
- **Rachel B.**
  - 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.

- **Sandy C.**
  - Signed up to speak prior to the PAC Meeting beginning but was not present at meeting during Open Public Comment period.
- **David N.**
  - Signed up to speak prior to the PAC Meeting beginning but was not present at meeting during Open Public Comment period.
- **Pat T.**
  - Is the Co-Chair for the St. Anthony Park Community Council, St. Paul District 12.
  - Recommended that the PAC read a recent article on Slate regarding transportation safety: (The Incredibly Obvious Way to Reduce Road Deaths That Goes Ignored – David Zipper) <https://slate.com/business/2022/02/car-safety-department-of-transportation-transit-a-plea.html>
  - Pointed out a highlight from article that the risk of personal vehicle use with regards to fatalities is 30 times higher than the risk on urban rail and 66 times higher than the risk aboard a bus.
  - Stated that not only are fatalities an issue but the health effects associated with proximity to the highway.
    - **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: June

Time: TBD

Location: Zoom Meeting

## 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
X	Council Member Robin Wonsley Worlobah (Qannani Omar representing)	City of Minneapolis - Ward 2
X	Mayor Melvin Carter	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
X	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	Metropolitan Council - District 14
X	Co-Chair Charlie Zelle	Metropolitan Council
	Senator Bobby Joe Champion	MN Legislature - District 59
	Senator Kari Dziedzic	MN Legislature - District 60
	Senator D. Scott Dibble	MN Legislature - District 61
	Senator Omar Fateh	MN Legislature - District 62
	Senator Erin Murphy	MN Legislature - District 64
	Senator Sandra Pappas	MN Legislature - District 65
	Representative Esther Agbaje	MN Legislature - District 59B
X	Representative Mohamud Noor	MN Legislature - District 60B
	Representative Frank Hornstein	MN Legislature - District 61A
	Representative Hodan Hassan	MN Legislature - District 62A
X	Representative Koahly Her	MN Legislature - District 64A
X	Representative Rena Moran	MN Legislature - District 65A
	Representative Carlos Mariani	MN Legislature - District 65B
X	Commissioner Toni Carter (Beverly Hammond representing)	Ramsey County - District 5
	Commissioner Jim McDonough	Ramsey County - District 6 – alt for Com. Carter

## Agency Staff

Name	Organization
Anna Varney	FHWA
Sheila Kauppi	MnDOT – Rethinking I-94 Project
Mark Lindeberg	MnDOT – Rethinking I-94 Project
Gloria Jeff	MnDOT – Livability Initiative
Cyrus Knutson	MnDOT
Michael Barnes	MnDOT
Kim Collins	MnDOT
Jacob Loesch	MnDOT
Hannah Rank	MnDOT
Chris Krueger	MnDOT
Nancy Daubenberger	MnDOT
Emma Corrie	MnDOT

Bill Goff	MnDOT
April Crockett	MnDOT
Torri Hampton	MnDOT
Melissa Barnes	MnDOT
Katie Walker	MnDOT
Shawna Gibson	MnDOT
Lynn Clarkowski	MnDOT
Erik Rudeen	MnDOT
Adam Harrington	Metro Transit
Amy Vennewitz	Metropolitan Council
Charles Carlson	Metropolitan Council
Sam O'Connell	Metropolitan Council
Steve Peterson	Metropolitan Council
Jennifer Hager	City of Minneapolis
Yasmin Hirsi	City of Minneapolis
Russ Stark	City of St. Paul
Sean Kershaw	City of St. Paul
Jessa Trboyevich	Hennepin County
Brian Isaacson	Ramsey County
Jon Chiglo	WSB – Rethinking I-94 Consultant
Jack Corkle	WSB – Rethinking I-94 Consultant
Austin Hauf	WSB – Rethinking I-94 Consultant
Mike Chavez	WSB – Rethinking I-94 Consultant
Joanne Cho	WSB – Rethinking I-94 Consultant
Brad Hamilton	WSB – Rethinking I-94 Consultant
Hans Thomsen	WSB – Rethinking I-94 Consultant
Mikaela Ziegler	WSB – Rethinking I-94 Consultant
Kirsten Gray	WSB – Rethinking I-94 Consultant
Marcell Walker	Bolton & Menk – Rethinking I-94 Consultant

## Registered Guests

Name	Organization
Alex B	Sierra Club North Star Chapter
David F	Prospect Park Association
David J	Reconnect Rondo
David N	
Debbie M	Neighborhoods First!
Jamila P	
John L	
Joshua H	Sierra Club North Star Chapter
Lisa S	
Mary M M	
Pat T	Saint Anthony Park Community Council
Sandy C	
Scott M	
Spencer L	
Stuart K	
Theresa N	Move Minnesota