

# Rethinking I-94 Phase 2 Community Leaders Meeting (Meeting 14)

Date: 10/25/2022 (10:00 am – 11:30 am)

Location: Zoom Meeting

Participants: See List Below

## Meeting Summary

### 1. Welcome

- Jack Corkle (WSB) welcomed the group and asked attendees to put their name and organization in the chat.
- Attendees introduced themselves (name and organization).
- Sheila Kauppi (MnDOT) gave a welcome and introduction:
  - Asked the group to think about others who should be involved in this group.
  - Stated that it is an exciting point in the project, good to reconnect with this group.
  - Intent of this group is for the community to connect with MnDOT, provide information on how to reach the community (messaging, methods of outreach, etc.).

### 2. Updated Documents Overview

- MnDOT released draft purpose and need, evaluation criteria, and statement of goals for review by the public:
  - Received feedback from Community Leaders (CL), residents along the corridor, general public, etc.
  - Summary of revised draft Purpose and Need is available on project website (<https://talk.dot.state.mn.us/rethinking-i94>).
- WSB provided an overview of revisions to the Purpose and Need:
  - Revised introduction:
    - Added overview of how document was changed.
    - Acknowledged limitations of what cannot be changed.
  - Technical updates:
    - Technical references.
    - Updated crash data and methodology.
  - Consistency updates:

- Changes to reflect evolving Livability terminology.
  - Language:
    - More people-centric language.
  - Removed distinction between primary and secondary needs, condensed down to a revised list of four needs:
    - Walkability/bikeability – comfort, mobility, and risks for people walking, bicycling, and rolling.
    - Safety for people in motorized vehicles – cars, freight, and transit.
    - Infrastructure condition – state of repair.
    - Mobility for people in motorized vehicles – cars, freight, and transit.
  - Revised purpose statement:
    - Incorporates language regarding facilitating community connections for all modes, and supporting objectives consistent with adopted state and regional plans.
- WSB provided an overview of changes to the Evaluation Criteria:
    - Combined primary and secondary needs.
    - Evaluating Goals & Livability criteria in Scoping Phase (previously only in Tier 1 EIS).
    - Considering different/additional Goals & Livability criteria and measures.
    - Confirmed applicability of existing criteria and measures.
  - WSB provided an overview of changes to the Statement of Goals:
    - Livability pillars listed as bullet points to improve readability.
    - The term “gather” added to “...live, work, gather, and play around the corridor”.
  - Discussion:
    - A CL group member asked whether full documents can be reviewed:
      - Yes, it can be provided upon request.
    - A CL group member asked if there will be a GHG emissions criterion:
      - GHG emissions will be analyzed as part of the document, but it is not included as an evaluation criterion. There is not currently a measure used by FHWA for emissions evaluation in environmental documents.
      - FHWA staff noted that the project is currently bound by the measures available. Once there are approved criteria/measures to address GHG emissions, they can be considered for projects.
    - A CL group member asked if there are resources for CL members to learn more about the FHWA approach to GHG emissions or committees that people could join? Are there NCHRP reports on this topic?
      - There is not information available to the public on the status at this time.
      - Not aware of NCHRP reports on this topic.

- Clarification that TRB/NCHRP is research but not rulemaking – information at the research stage could not be used directly as project evaluation criteria.
- Gloria Jeff suggested some resources where CL members could look up TRB/NCHRP reports.

### 3. Transit Engagement Takeaways

- Lee Nichols (The Goodman Corporation) gave an overview of the Rethinking I-94 transit study:
  - The study will identify viable transit ideas for the corridor.
  - Once viable ideas have been identified, they will be combined with viable roadway ideas to form alternatives that will be evaluated.
  - Currently eight ideas are being evaluated (including no build).
- Current transit ideas being tested:
  - No build – Express bus on partial shoulder
  - A.1 – Bus Rapid Transit on 100% Shoulder with Five Stations
  - A.2 – Bus Rapid Transit on 100% Shoulder with Snelling station only
  - TPP – Express Bus on Managed Lane, Consistent with 2040 TPP
  - B.1 – Bus Rapid Transit on Managed Lane, Snelling Station
  - B.2 – Bus Rapid Transit on Managed Lane, Three Stations
  - B.3 – Bus Rapid Transit on Managed Lane, Five Stations
  - C.1 – Bus Rapid Transit on Dedicated Lane, Non-Highway
- Transit ideas discussion:
  - A CL group member asked whether potential land use change associated with C.1 is factored into ridership modeling:
    - It is not factored into modeling – need to use approved land use plans from cities, which do not incorporate this redevelopment at this time.
  - A CL group member asked whether more stops could be added:
    - Once initial testing results are available, configuration of stops could be adjusted. Future transitway improvements are included in modeling.
  - A CL group member asked whether idea C.1 would terminate in downtowns instead of at project termini:
    - Proposed service would continue into both downtowns.
  - A MnDOT project team member asked whether modeling for transit lines typically considers land use change:
    - It was noted that this is the first step of a much longer process.
    - The process is based on Met Council traffic model, which is based on land uses identified by cities in their comprehensive plans. In applying for future FTA transit funds, transit provider would work with cities to identify transit-supportive land uses in a more detailed study. Land uses identified score differently in funding applications based on FTA criteria.

- A CL group member noted that project area was discussed at in-person open house and was not satisfied with the process, noting that they were getting inconsistent answers on project termini. The member observed that this process is not consistent with what was done on the I-35W project and further expressed a need to consider transit travel times regarding the effectiveness of BRT as a project alternative. Finally, the member expressed the importance of having all agencies on board as we move forward.
  - Project termini are the limits for just the infrastructure portion of the project on I-94; however, the modeling includes connections into the downtown transfer stations. Transit improvements would serve the two downtowns. Transit is layered on top and is being looked at from a network perspective.
- A CL group member expressed concern that agencies were not involved at the start of the study and that logical termini were chosen prior to decision about the need for a separate transit study:
  - MnDOT noted that Metro Transit and the Metropolitan Council have been involved in the project since the beginning; however, the separate transit study was initiated after the development of the logical termini due to the fact that Met Council and Metro Transit plans limited transit service to a managed lane corridor. The project team/partners recognized that other ideas and options needed to be studied; that the regional plans did not address identified desires and interests of the public and other stakeholder agencies.
- Lee Nichols (The Goodman Corporation) gave an overview of two transit-focused engagement events:
  - 10/11/2022 Transit Study Virtual Meeting:
    - 9:00-10:30 AM
    - Shared ideas to be evaluated and the process used to develop and evaluate
    - Live interpretation in Spanish, Somali, Hmong, and Karen
    - Public comments
    - 50-60 attendees
  - 10/12/2022 Transit Study In-Person Open House:
    - 8:00 am-8:00 pm
    - Hallie Q. Brown Community Center, St. Paul
    - Spanish, Somali, Hmong, and Karen interpreters present
    - Shared same content as virtual meeting
    - Opportunity to discuss in more detail with staff from MnDOT, Metro Transit, and consultant team
    - Approximately 25 attendees
  - Transit engagement themes from the events:
    - Faster travel times

- Reliable, convenient, and frequent transit service
  - A rail option should be looked at—regional rail and/or subway in the trench
  - Climate change is a concern and future options should help address the changing climate
  - Future land use, especially new development if I-94 is removed, should be considered when looking at ridership for C.1
  - Safety and accessibility, especially for people walking and biking
- Transit engagement discussion:
    - A CL group member asked question in chat about the number of comments received from these events:
      - Lee indicated that approximately 70-80 comments had been received so far, with more continuing to be received through the project website and email.
    - A CL group member asked how land use is being considered in the modeling and suggested taxable revenue for cities to be included:
      - As noted previously, current process uses Met Council regional model that reflects projected land use in city comprehensive plans. If Metro Transit moves forward with implementing a transit corridor, they would engage more deeply with cities in land use discussions.
      - General transitway approach is for Met Council to first conduct high-level studies to look at potential modes, then look more in-depth at land uses. Similar process for Green Line, Blue Line, etc.
      - Process of looking at roadway ideas will involve not precluding potential transit options.

#### **4. Next Steps: Testing of Ideas and Development of Alternatives**

- WSB shared a list of roadway ideas that are being considered and gave a high-level overview of the process for combining roadway and transit ideas.

#### **5. Community Leaders Outreach Activities**

- The group was introduced to Ryan Earp, WSB's new Director of Public Engagement, who will be the point of contact for the CL group going forward. Ryan to follow up with the CL group regarding a survey with questions pertaining to CL outreach activities and the scheduling of our next CL meeting.

#### **6. Closing Discussion**

- A CL group member provided the following question in chat: Are transit lanes counted in the 6 lanes of the at-grade option?
  - Yes, two lanes are being tested for transit-only.
- A CL group member provided the following question in chat: When is MnDOT planning on revealing the initial roadway alternatives?
  - Alternatives, which will include highway and transit elements are anticipated in 2023.

- A CL group member provided the following question in chat: Can you please clarify what constitutes allowable membership in this group? Must one be an elected or duly appointed representative of an IRS-acknowledged ngo or a government group? Can individuals attend? What about representatives of businesses? And who decides who is legitimate?
  - Community Leaders represent a diverse set of interests and stakeholders and help to identify opportunities for two-way communication between MnDOT and the community in Rethinking I-94. As a liaison between the community and lead agencies, Community Leaders advise on communication and engagement needs related to the project.
  - Membership to the group has, up to this point in the project, included leaders from community organizations representing neighborhoods, business interests, and cultural associations.

## **Next Meeting**

Date: TBD

Time: TBD

Location: Zoom Meeting

## Community Leaders Meeting Participants

Present	Last Name	First Name	Organization
	Swenson	Carol	District Councils Collaborative of Saint Paul and Minneapolis
x	Fure	John	Capitol River Council
x	Werner	Jens	Summit University Planning Council
	Schwantes	Lindsay	Hamline Midway Coalition
x	O'Brian	Sarah	Hamline Midway Coalition
			Citizens for a Loring Park Community
	Rock Hantge	Christie	Downtown Minneapolis Neighborhood Association
			Elliot Park Neighborhood
	Buehler	Nichole	Harrison Park Neighborhood
			Lowry Hill Neighborhood Association
			North Loop Neighborhood Association
	Smaller	Martine	Northside Residents Redevelopment Council
	Davitch	Liza	Prospect Park Association
x	Frank	David	Prospect Park Association
			Stevens Square Community Organization
			African Economic Development Solutions
			Asian American Chamber of Commerce
			Asian Economic Development Association
			Aurora/St. Anthony Neighborhood Development Corporation
			Chicano Latino Affairs Council, State of Minnesota
	Dunning	Paris	East Side Area Business Association
	Kulas	Chad	Midway Chamber of Commerce
			Neighborhood Development Alliance
	Duerr	Amanda	St. Paul Area Chamber of Commerce
	Finzell	Greg	Rondo Community Land Trust
			African Development Center
			Building Owners and Managers Association
			East Town Minneapolis
			Franklin Area Business Association

<b>Present</b>	<b>Last Name</b>	<b>First Name</b>	<b>Organization</b>
			Latino Chamber of Commerce
			Latino Economic Development Center
	Weinhagen	Johnathan	Minneapolis Area Chamber of Commerce
	Shardlow	Ben	Minneapolis Downtown Council
			Minneapolis Warehouse District
x	Hestness	Andy	Seward Redesign: Redesign Inc
			West Bank Business Association
	Jensen	Cheryl	West Broadway Business and Area Coalition
	Rockwell	Sam	Move Minnesota
x	Nelson	Theresa	Move Minnesota
	Wilson	David	Green Minneapolis
	Vue	Tria	Neighborhood Development Center
			Rondo Avenue, Inc.
x	Meister	Debbie	Neighborhoods First!
	Khalif	Farhio	NAACP
	Hickman	Robin	Soul Touch Productions
	Zabel	Laura	Springboard for the Arts
			Eastside Neighborhood Services
			Urban League Twin Cities
	Moore	Ned	CURA
	Samuels	Sondra	Northside Achievement Zone
			African American Leadership Forum
			African Career & Education Resources
			The Alliance
	Lee	Ruby	Comunidades Latinas Unidas En Servicio
			Confederation of Somali Community in Minnesota
x	Schroeer	William	East Metro Strong
x	Kamia	Heather	Hmong American Partnership
			MEDA
			Minnesota American Indian Chamber of Commerce
			Greater MSP



<b>Present</b>	<b>Last Name</b>	<b>First Name</b>	<b>Organization</b>
	Narayanan	Ashwat	Our Streets Minneapolis
x	Burns	Alex	Our Streets Minneapolis
	Singer	Andy	Saint Paul Bicycle Coalition
			Minnesota Trucking Association
			Urban Land Institute Minnesota
	Liban	Mohamed	Somali American Partership
			Lutheran Church of the Redeemer
			Masjid An-Nur
	Gill	Rev. Dr. Charles	Pilgrim Baptist Church
	Bell	Rev. Dr. Ron	Camphor Memorial United Methodist
	Thomas	Pastor Hames	Mt Olivet Baptist
	Gifford	Father Joseph	St Peter Claver Church
x	Baker	Keith	ReConnect Rondo
x	Juliff	David	Be Civil - Reconnect Rondo
x	Barobs	John	Move Minneapolis
x	Hedlund	Karl	Move Minneapolis
x	Windyk	Catherine	Move Minneapolis
	Check	Nick	Saint Mark Parish
	Golemo	Alexa	Mac Groveland Community Council
X	Bruggeman	Hugo	MGCC - Transportation Committee
x	Ludtke	Spencer	MGCC - Transportation Committee
	Brown	Andy	Wilder Foundation
	Clapp-Smith	Merritt	Capitol Area Architectural and Planning Board
x	Wagenius	Peter	Sierra Club North Star Chapter
	Palmer	Jonathan	Hallie Q. Brown
	Thoman	Barbra	Union Park District Council
x	Thompson	Pat	Saint Anthony Park Community Council
x	Yang	Ge	Hmong American Partnership (HAP)
x	ElAmin	Arlene	Al-Maa'uun
x	Morse Marti	Mary	TDM Consultant

## FHWA/MnDOT/Consultant Staff

Last Name	First Name	Organization
Varney	Anna	FHWA
Kauppi	Sheila	MnDOT
Jeff	Gloria	MnDOT
Barnes	Melissa	MnDOT
Lindeberg	Mark	MnDOT
Ghandour	Sarah	MnDOT
Krueger	Christine	MnDOT
Goff	Bill	MnDOT
Chiglo	Jon	WSB
Earp	Ryan	WSB
Corkle	Jack	WSB
Hauf	Austin	WSB
McHaney	Robert	The Goodman Corporation
Nichols	Lee	The Goodman Corporation
Oyaas	Sean	Rapp Strategies