

Rethinking I-94 Phase 2 Community Leaders Meeting – August 25, 2020

Agenda

- Coordination Plan
- Public Involvement Plan
- Logical Termini
- Purpose & Need
- Evaluation Criteria
- Initial Discussion
- Next Steps

Coordination Plan

What is a Coordination Plan?

- Coordination Plan facilitates and documents MnDOT's interaction with interested agencies
- Plan identifies:
 - How the Joint Lead Agencies have divided responsibilities for compliance of the environmental review process
 - How the Joint Lead Agencies work together through the NEPA decision points prior to providing opportunities for input from interested agencies and the public
 - Concurrence points for important milestones and sets timeframes for interested agency input prior to concurrence points
- Definitions:
 - Cooperating Agency is any federal or state agency that has jurisdiction by law or special expertise to assist with the environmental process.
 - Participating Agency include federal, state, or local agencies with an interest in the project

Public Involvement Plan

What is a Public Involvement Plan?

- Project plan to manage and guide the project's interaction with the public
- Plan identifies:
 - Engagement goals
 - Engagement tools and techniques that will be used
 - Public involvement management processes

Public involvement in NEPA process

- Public involvement in transportation decision-making is a response to the lack of participation in road building decisions of the 1960s and 1970s that led to neighborhood demolitions and the subsequent freeway revolts and protests in the 1980s and beyond.
- Specific requirements include:
 - Involvement in defining the purpose and need of a the transportation focused project
 - Involvement in defining the range of alternatives
 - Holding public hearing at specific points

Public Involvement Objectives

- Engage communities early and continuously
- Is inclusive and interactive
- Best addresses transportation infrastructure and modal needs while balancing community needs and impacts
- Puts listening and collaboration at the center of the work of project teams
- Considers the effect transportation assets have on the vibrancy of a community and its sense of place

Public Engagement Goals

- Engages MORE voices in transportation planning and design
- Focuses on those IMPACTED by the proposed project alternatives – communities in the area
- Improves diversity and INCLUSION of underrepresented voices
- Engages the impacted EARLIER in the process
- Engages with purpose to build RESILIENT relationships

Public Engagement Plan

- Builds on Phase 1 work and uses Public Engagement Toolkit, Zone Profiles, and Community Culture and Overviews to guide implementation

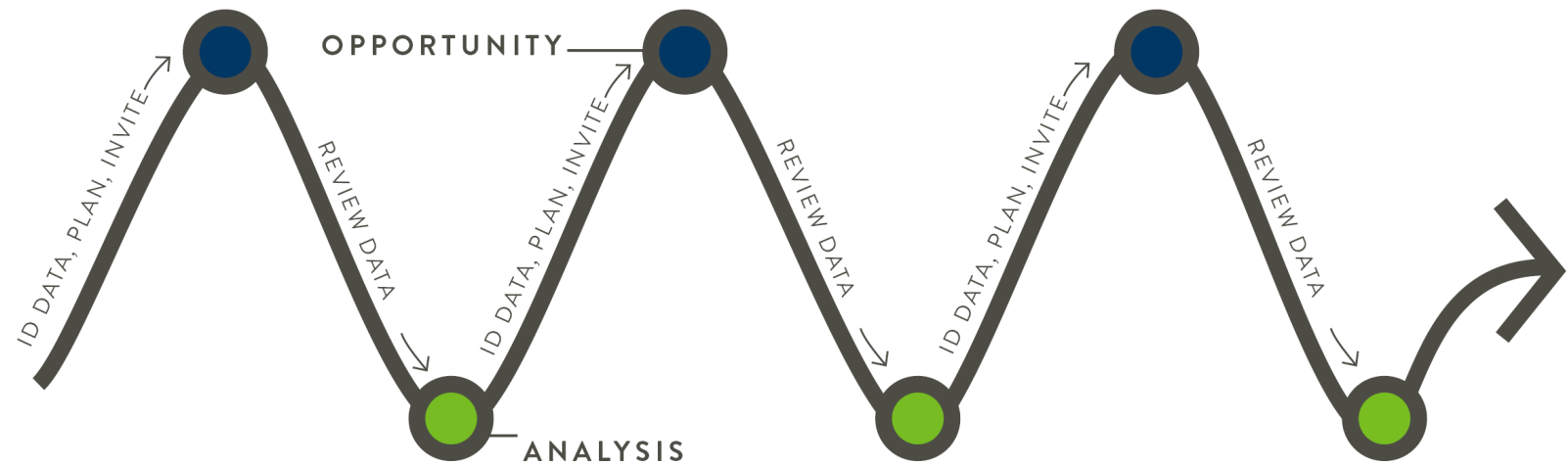
Tools & Techniques

- Near-term (social distancing protocols in place)
 - Virtual meetings
 - Online engagement
 - Interactive with survey
 - In-place signage
 - Project overview and contact information
 - Meeting in a box or communication toolkits
 - Project update and contact information
- Long-term (post social distancing)
 - Public meetings and forums
 - Community event participation
 - Intercept (pop-up) engagement
 - Community group or organization engagement
 - Online engagement

- Engagement activities will ebb and flow during process

Engagement Timing

Public Involvement Opportunity



Technical Analysis

Fall 2020

- How you can help?
 - Invite us to provide virtual update to your organization in September and October
 - Share project updates, communications, and website link with your organization and neighbors

Logical Termini

What is Logical Termini?

- Logical termini are defined as:
 - 1) rational end points for a transportation improvement, and
 - 2) rational end points for a review of the environmental impacts
- Logical termini can be locations where there are major changes in traffic volumes, major crossroads or system intersections, and/or changes in population centers
- The purpose of establishing logical termini is to ensure that project needs are addressed and to reduce the risk of unexpected effects

Logical Termini

Logical Termini:

- I-35W/TH 55 to Marion Street – with connections into downtowns as needed



Rationale for Logical Termini

- State of infrastructure condition in better repair on outside areas
- Focus on “heart of corridor” – where the two cities and counties meet
- Provides independent utility
- MnDOT is working in most of the other areas or has studies covering them. MnDOT will commit to future studies in areas not identified in logical termini

Purpose and Need

What is Project Purpose?

- The “purpose” is a broad statement of the primary intended transportation results and other related objectives to be achieved by a proposed transportation improvement
- Focus on transportation infrastructure needs
- Builds upon the outreach efforts from Phase 1

Purpose Statement

Projects within the Rethinking I-94 program will accomplish the following:

- Improve asset conditions of I-94 bridges, pavement and supporting infrastructure (e.g., walls, drainage, etc.).
- Enhance safety for people and goods on, along, and across the I-94 corridor.
- Improve mobility and connectivity for people and goods on, along, and across the I-94 corridor.

Needs

- Identified needs established following FHWA and MnDOT HPDP guidance
- Primary needs are the main transportation problems prompting a project
- Secondary needs are other opportunities for transportation improvements that can be addressed as part of a project but are not the driving force behind a project

Needs

- Primary needs identified within the program area include:
 - Pavement condition
 - Bridge condition
 - Retaining wall condition
 - Safety
 - Mobility
- Secondary needs identified within the program area include:
 - Walkability and Bikeability
 - Safety on intersecting streets
 - Drainage infrastructure condition
 - Noise wall condition
 - Drainage capacity

Additional Considerations

Additional Considerations

- Consistency with state and regional plans
- Inconsistent heights underneath bridges in the program area (also called vertical clearance)
- Recent projects in and near the program area completed by MnDOT and other agencies
- Future projects in and near the program area with dedicated funding within the next five years

What are Project Goals?

Some projects identify goals that go beyond solving identified transportation problems

- Focus on advancing broader community desires
- Not a part of the purpose and need statement,
- Some included as screening criteria after primary and secondary needs and SEE impacts in the alternative development.
- Some addressed in Livability Initiative

Goals Statement

Improvements will support non transportation goals by

- Incorporation of the livability framework throughout the process
- Development and execution of a community-based approach focused on:
 - Reconnecting,
 - Revitalizing and
 - Ensuring a meaningful voice for community businesses and residents

Evaluation Criteria

What are Evaluation Criteria?

- The NEPA process requires the development of possible solutions. The process requires an assessment of the alternatives based on:
 - Evaluation criteria are required to consider social, economic and environmental (SEE) impacts
 - Logical Termini
- The purpose of evaluation criteria is to:
 - determine which alternatives meet the purpose and need,
 - have minimal SEE impacts and
 - provide benefit to justify the project cost
- Intent is to incorporate broader goals as appropriate – following P&N and SEE considerations

Evaluation Framework

The environmental process will result in documents at three distinct stages:

1. Scoping Document (SD)/Draft Scoping Decision Document(DSDD) and Scoping Decision Document (SDD) (satisfies state of Minnesota requirements)
2. Tier 1 EIS (satisfies federal requirements)
3. Tier 2 – project specific documentation (satisfies federal requirements)

At each stage, evaluation criteria will be used to narrow/screen alternatives

Evaluation Framework

The Scoping Decision Document (SDD) will:

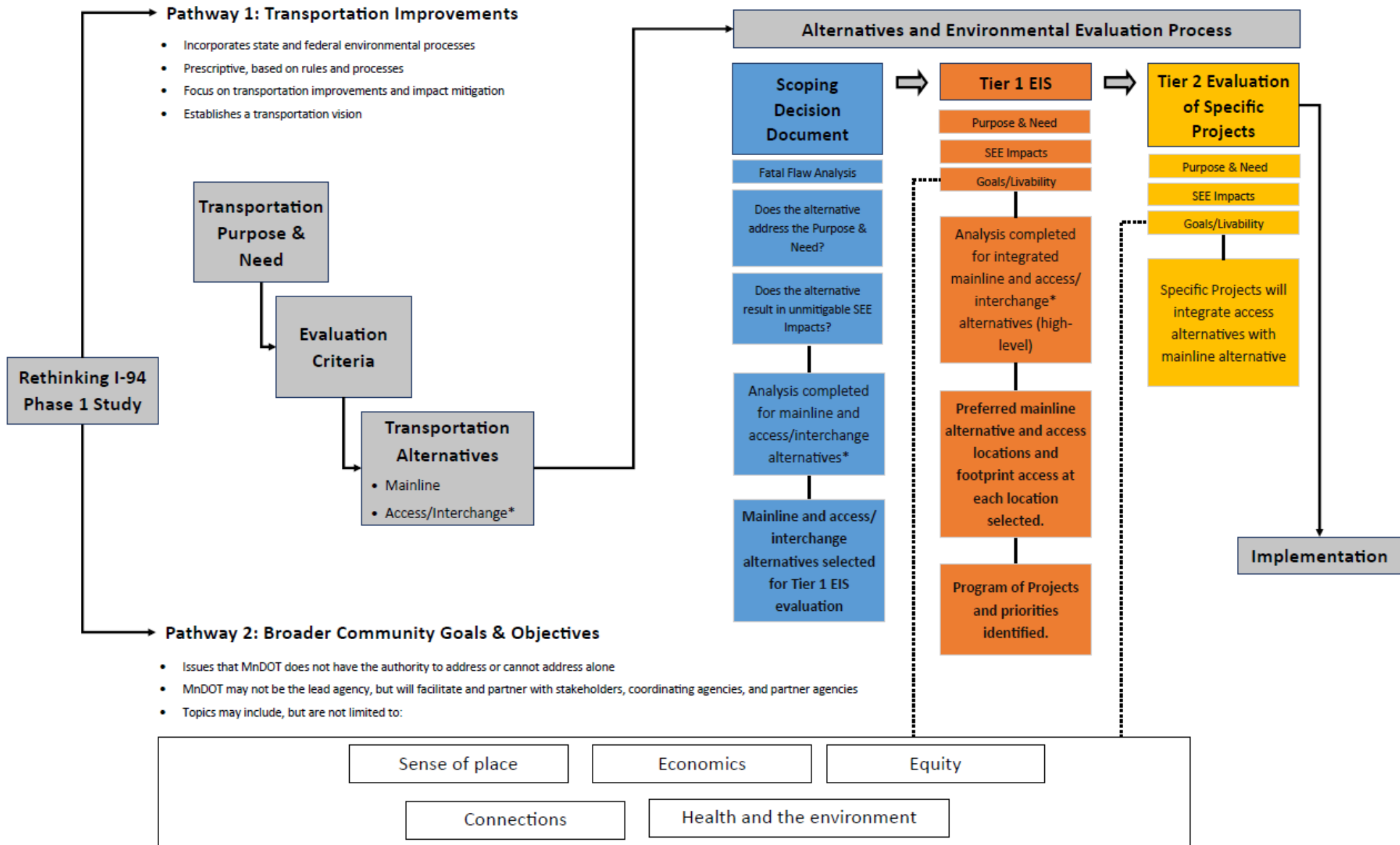
- Identify a reasonable range of alternatives that will be studied in greater detail in the EIS
- The reasonable range of alternatives will focus on mainline options and places where roadway access/interchanges will need further study
- Alternatives will not be detailed to a specific project description

Evaluation Framework

- The Tier 1 EIS will result in:
 - Satisfaction of the federal requirements
 - Selection of a preferred mainline alternative for I-94 and interchange/access locations/overpass locations where improvements will be needed
 - At interchanges, footprints will support at least 3 alternatives – no specific interchange improvements will be selected
 - More detail will be developed for alternatives developed for the mainline and interchanges/access
 - A broad corridor aesthetic will be established
- Tier 2 will get into detailed concepts, operations, pedestrian/bicycle designs, landscaping, aesthetics, etc. that will lead to satisfaction of federal requirements for a specific construction project

Evaluation Framework

- Pedestrian and bicycle improvements are not going to be considered during Scoping or Tier 1. Tier 2 activities will get into differing alternatives/details
- Pedestrian and bicycle improvements will be committed to as part of interchange/access projects that get developed as part of the Tier 1 EIS. MnDOT will work with its partners in establishing acceptable minimums with its partners for pedestrian and bike improvements.

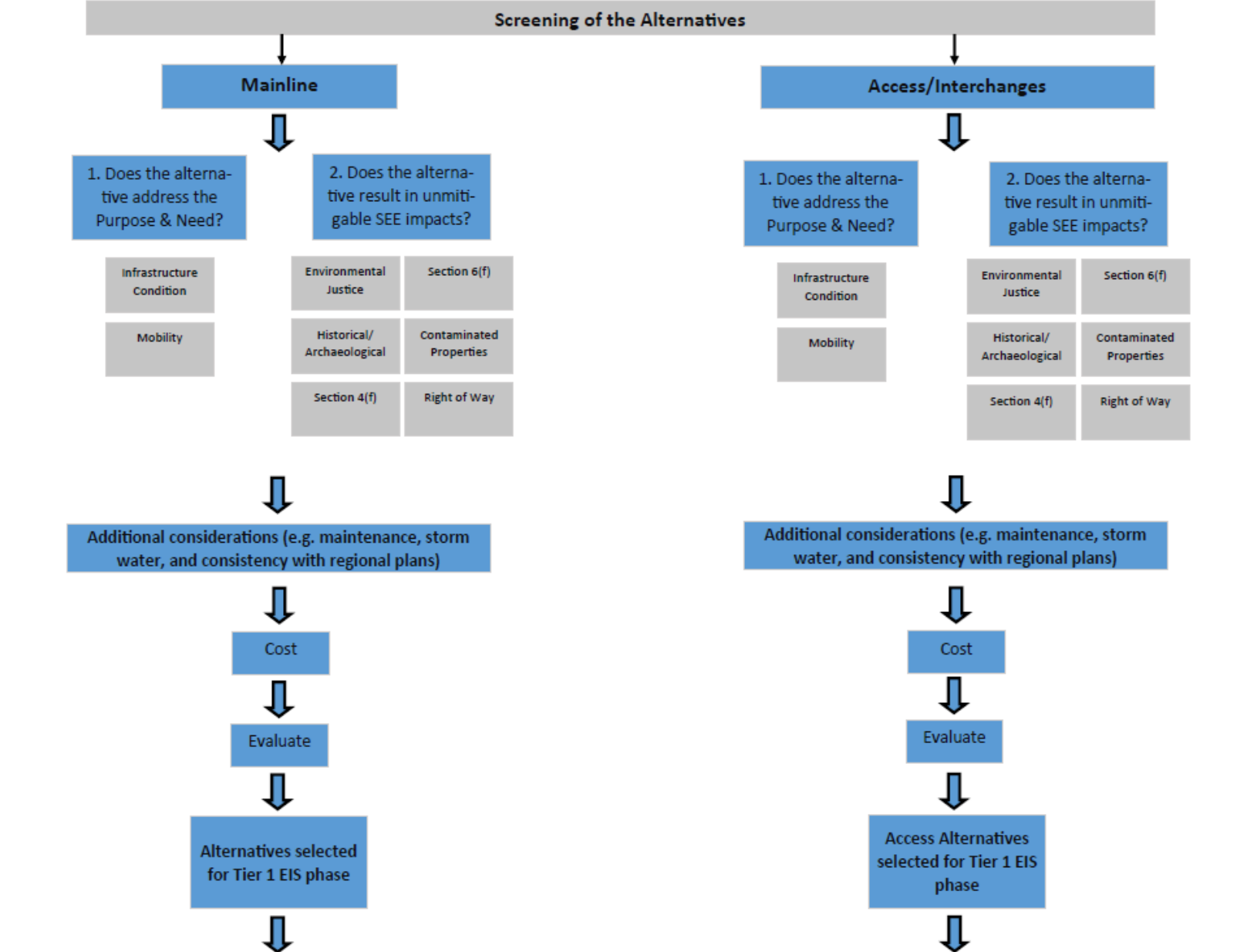


*Access acknowledges that bicycle and pedestrian facilities will be addressed as part of interchange or overpass projects.

Evaluation Criteria Approach

- At the Scoping stage, evaluation criteria:
 - Are high-level
 - Used to eliminate alternatives with fatal flaws
 - Identify alternatives to move forward for additional study in the Tier 1
 - Focus on primary purpose and need items and social, economic and environmental (SEE) impacts of known resources
 - Separate analysis for mainline and access/interchange areas

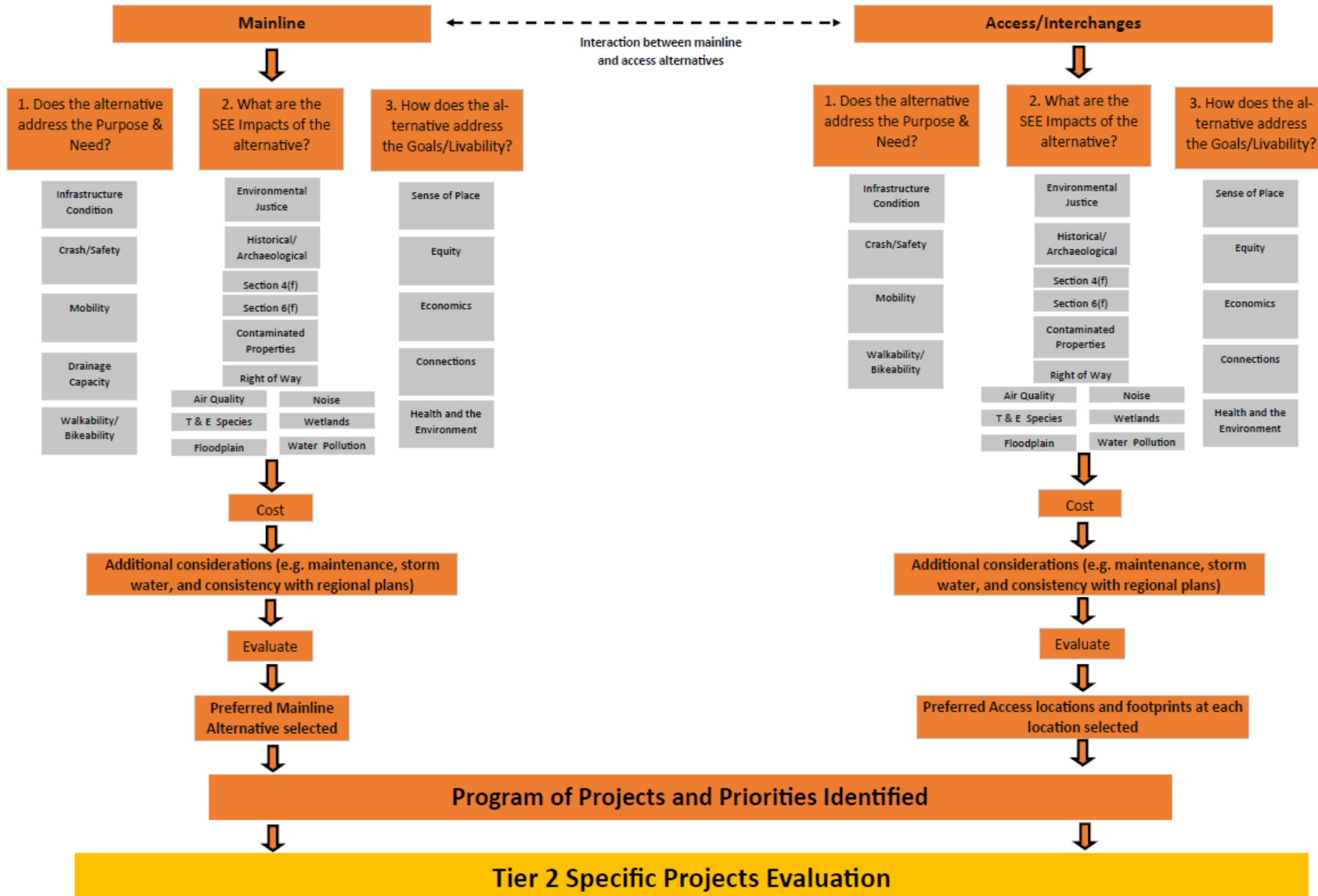
ENVIRONMENTAL PROCESS EVALUATION CRITERIA: Scoping Decision Document



Evaluation Criteria Approach

- At the Tier 1 EIS stage, evaluation criteria:
 - Alternatives will be evaluated and rated for selection to the final program of projects and priorities
 - Review both primary and secondary needs
 - Expanded SEE impact topics
 - Incorporate broader goals (livability framework) following purpose and need and social, environmental, and economic considerations

ENVIRONMENTAL PROCESS EVALUATION CRITERIA: Tier 1 EIS



Scoping Evaluation Criteria (1 of 2)

Bold/Italics = Mainline only Criteria

Fill = Access/Interchange only Criteria

	Category	Evaluation Criteria	Measurement	
Primary Needs	Infrastructure Condition	Pavement Condition	Qualitative Assessment (does or does not address pavement condition)	
		Bridge Condition	Qualitative Assessment (does or does not address bridge condition)	
	Mobility	Systemwide Mobility	Vehicle Hours Traveled (VHT) Person Hours Traveled (PHT)	
		<i>Corridor Mobility</i>	<i>Mainline Speed (average over corridor)</i>	
		<i>Corridor Throughput</i>	<i>Person Throughput (people/mile/hr)</i>	
		Interchange Area Mobility	Vehicle Hours Traveled (VHT) in Interchange Area*	
		Interchange Area Throughput	Person Hours Traveled (PHT) in Interchange Area*	
		Freight Mobility	Freight Travel Times*	
		Travel Time Reliability	Variability of Travel Time (HCM Methodology)	
		Connectivity	Intersection density Access to land use (Qualitative Assessment)	
		Transit Mobility		<i>Transit Travel Times in the Corridor</i>
				Transit Travel Times in Interchange Area*
		Transit Reliability	Variability in Transit Travel Times*	

* For access/interchange alternatives, range to be provided since interchange footprint areas, not specific interchange types, will be defined at this stage

Scoping Evaluation Criteria (2 of 2)

	Category	Evaluation Criteria	Measurement
SEE Impacts	Environmental Justice (EJ)	Potential for disproportionate impact and/or adverse effect to EJ populations	Access to economic opportunities and other daily needs for EJ populations Exposure to air, water, and noise pollution for EJ populations Displacement potential for EJ populations
	Historic/ Archaeological	Potential impact to historical resources	Number of historical resources impacted
		Potential impact to archaeological resources	Number of archaeological resources impacted
	Section 4(f)	Potential impact to resource	Number of Section 4(f) resources impacted
	Section 6(f)	Potential impact to resource	Number of Section 6(f) properties impacted
	Contaminated Properties	Impact to sites with potential for hazardous materials	Number of known contaminated sites impacted
	Right of Way	Adjacent property impacts	Acreage of impacts and anticipated number of property relocations
	Water Pollution / Stormwater	Impervious Surface Area	Acreage
Additional Considerations	Cost	Estimated Construction Cost	Dollars (risk-based cost range)
	Maintenance	Estimated Maintenance Cost	Dollars (risk-based cost range)
	Consistency with Regional Plans	Consistency with Regional Plans	Qualitative Assessment

Tier 1 Evaluation Criteria (1 of 4)

Bold/Italics = Mainline only Criteria

Fill = Access/Interchange only Criteria

* For access/interchange alternatives, range to be provided since interchange footprint areas, not specific interchange types, will be defined at this stage

	Category	Evaluation Criteria	Measurement
Primary Needs	Infrastructure Condition	Pavement Condition	Qualitative Assessment (does or does not address pavement condition)
		Bridge Condition	Qualitative Assessment (does or does not address bridge condition)
		Other Infrastructure Condition – Retaining Walls	Qualitative Assessment (does or does not address retaining wall condition)
	Safety/Crashes	Network Crashes	Crashes and Crash Rate Reduction Crash Cost Reduction
	Mobility	Systemwide Mobility	Vehicle Hours Traveled (VHT) Vehicles Miles Traveled (VMT) Person Hours Traveled (PHT)
		Corridor Mobility	Mainline Speed (average over corridor)
		Corridor Throughput	Person Throughput (people/mile/hr)
		Interchange Area Mobility	Vehicle Hours Traveled (VHT) in Interchange Area*
		Interchange Area Throughput	Person Hours Traveled (PHT) in Interchange Area*
		Freight Mobility	Freight Travel Times*
		Travel Time Reliability	Variability of Travel Time (HCM Methodology)*
		Connectivity	Intersection density Access to land use (Qualitative Assessment)
		Transit Mobility	Transit Travel Times in the Corridor
			Transit Travel Times in Interchange Area*
Transit Reliability	Variability in Transit Travel Times*		

Tier 1 Evaluation Criteria (2 of 4)

	Category	Evaluation Criteria	Measurement
Secondary Needs	<i>Drainage Capacity</i>	<i>Address Stormwater and Catch Basin Capacity</i>	<i>Qualitative Assessment (does or does not address stormwater and catch basin capacity deficiency)</i>
	Walkability/ Bikeability	Non-Motorized Connectivity and Performance	Multimodal Level of Service (Oregon method) Distance between Crossings Travel Time between Origin-Destination Pairs
	Safety on Intersecting Streets	Network Crashes	Crashes and Crash Rate Reduction Crash Cost Reduction

Bold/Italics = Mainline only Criteria

Fill = Access/Interchange only Criteria

** For access/interchange alternatives, range to be provided since interchange footprint areas, not specific interchange types, will be defined at this stage*

Tier 1 Evaluation Criteria (3 of 4)

	Category	Evaluation Criteria	Measurement
SEE Impacts	Environmental Justice	Potential for disproportionate impact and/or adverse effects to EJ populations	Access to economic opportunities and other daily needs for EJ populations Exposure to air, water, and noise pollution for EJ populations Displacement potential for EJ populations
	Historic/ Archaeological	Potential impact to historical resources	Number of historical resources impacted and potentially adversely affected
		Potential impact to archaeological resources	Number of archaeological resources impacted and potentially adversely affected
	Section 4(f)	Potential impact to resource	Number of Section 4(f) resources adversely affected
	Section 6(f)	Potential impact to resource	Number of Section 6(f) properties adversely affected
	Contaminated Properties	Impact to sites with potential for hazardous materials	Number of contaminated sites impacted
	Right of Way	Adjacent property impacts	Acreage of impacts and anticipated number of property relocations
	Air Quality	Potential impact to resource	IsCompliance with Clean Air Act national ambient air quality standards
	Noise	Potential impact to public health and welfare from traffic related noise pollution	Representative Traffic Noise Model Analysis
	T & E Species	Potential impact to threatened and endangered species	Low/Medium/High

Tier 1 Evaluation Criteria (3 of 4)

	Category	Evaluation Criteria	Measurement
SEE Impacts	Wetlands	Potential impact to resource	Acreage of resources impacted
	Floodplain	Potential impact to resource	Acreage of resources impacted
	Flooding	Potential to increase flood conditions	Locations with increased flooding potential
	Water Pollution/Storm water	Impervious Surface Area	Acreage

Tier 1 Evaluation Criteria (4 of 4)

	Category	Evaluation Criteria	Measurement
Goals & Livability	Sense of Place	Opportunities for gathering spaces, cultural and historic representation and art, and green spaces	Opportunities to create features or amenities in partnership with communities to enhance sense of place
	Equity	Distribution of transportation resources across communities	Enhances transportation choices for individuals
	Economics	Opportunities for job and business accessibility, real estate development, revenue, housing opportunity and affordability	Employment opportunities (jobs) accessible within 30-minute travel time
	Health and the Environment	Opportunities to improve quality of life, comfortable environment, and well-being through green spaces and land use	Acreage that supports green spaces or land uses that benefit quality of life and the environment
	Connections	Opportunities to use infrastructure to connect communities physically and socially	Percent of planned non-motorized facility-miles that are complete
Additional Considerations	Cost	Estimated Construction Cost	Dollars (risk-based cost range)
		Estimated Benefit-Cost	Net Benefits Benefit/Cost Ratio in Dollars
	Maintenance	Estimated Maintenance Cost	Dollars (risk-based cost range)
	Consistency with Regional Plans	Consistency with Regional Plans	Is the project in conflict with other regional plans

Initial Discussion

Next Steps

- Send draft Purpose & Need and Evaluation Criteria when available
- Small group discussions at Community Leader meetings this fall
 - September – Logical Termini and Purpose & Need
 - October – Continue Purpose & Need
 - November – Evaluation Criteria