



May 6, 2022

Our Streets Mpls
701 N. 3rd St., Suite 001A
Minneapolis, MN 55041
delivered via email

Dear Mr. Narayanan,

Thank you for your recent letter regarding your organization's Twin Cities Boulevard proposal. We appreciate your advocacy and community engagement.

As you know, MnDOT's primary mission is focused on transportation mobility and safety. We certainly understand there are additional important considerations along this corridor including housing, public health, and economic opportunity. We share your commitment to community conversations and want to do our part to enhance safety, mobility, accessibility, and equity. We live, work, and play here too.

Whether people are using transit, walking, biking or driving, our state's multimodal transportation system connects them to people, places and services they need. The Rethinking I-94 project has focused on understanding the needs and wants of directly impacted communities, especially those who are Black, Indigenous or people of color – and ensuring everyone has the opportunity to participate and influence decisions about the role transportation plays in creating healthy, equitable communities.

As you know, there is significant community interest about the future of I-94 in the Twin Cities, including different and opposing proposals. MnDOT has and will continue to acknowledge the devastating harms caused by the mistakes of our predecessors during the construction of I-94 in the 1960s. While we cannot reverse the wrongs of the past and the generational trauma they caused, we remain committed to doing better, working harder, listening to the community, supporting more transportation options, and enhancing quality of life for the people who live in this corridor.

It is important to note that we are still several years away from breaking ground on any new construction projects in the I-94 corridor. Both the federal and state government have required processes that we must follow before MnDOT can select a preferred alternative – and while we deeply understand the passion around this project, our agency is responsible for considering all aspects, impacts and costs of alternative proposals. This is a significant task that we take seriously.

Later this year, we intend to conduct public engagement on the draft Scoping Decision Document and other documents required by the National and Minnesota Environmental Protection Acts (NEPA/MEPA), which will precede an eventual selection of a preferred alternative in 2024 for the Tier 1 Environmental Impact Statement. Subsequent Tier 2 environmental documents are required as funding becomes available to construct specific projects identified in the Tier 1 process.

I can commit to you that MnDOT will evaluate a highway-to-boulevard conversion alongside other proposals and alternatives for the I-94 corridor. Beyond that, it would be premature for our agency to make firm commitments to any one organization or proposal at this time in the process. MnDOT welcomes your organization – and all who live, work, and play in the area – to this inclusive, community-wide effort.

We share your commitment to repairing harms of the past and look forward to your continued participation.

Thank you.

A handwritten signature in blue ink that reads "Nancy Daubenberger". The signature is written in a cursive, flowing style.

Nancy Daubenberger, P.E.
Interim Commissioner

cc: Michael Barnes, MnDOT Metro District Engineer
Sheila Kauppi, MnDOT Metro Deputy District Engineer
Wendell Meyer, FHWA Division Administrator