



2050 TPP: Policies & Actions

Equity Engagement Themes



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Methods

Interviews (24)

Listening Sessions (35)

TBI Equity Cohort Focus
Group

Diverse Perspectives Contributed

Category	Interviews	Listening Sessions
Equity-focused Groups and Leaders	5 Interviews(+ 10)	6 Attendees
Climate-Friendly Transportation Groups	2 Interviews (+4)	1 Attendee
Aging, Disability, and Social Service Groups	2 Interviews	5 Attendees
Business Associations, Neighborhood-Level Organizations	2 Interview	7 Attendees
Corridor Coalitions and Specialty Projects	1 Interview	2 Attendees
Water and Land Use Groups	N/A	14 Attendees
TOTAL	24 Interviews	35 Attendees

Engagement Focus

1. Reflect back: Goals + Objectives

2. Invite input: Policies + Actions

- Draft Policies + Actions were organized and shared by lever of influence:
 - Regional solicitation
 - Technical assistance
 - Policy
 - Study
 - Local planning requirement

Over-Arching Themes



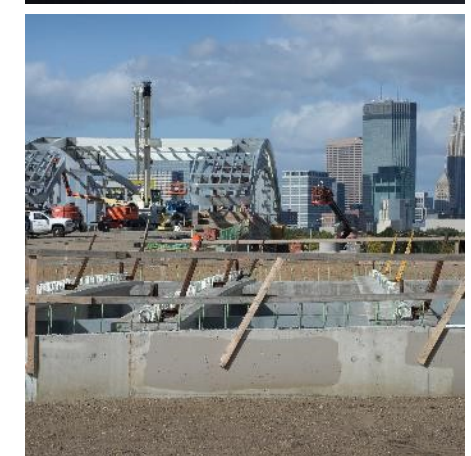
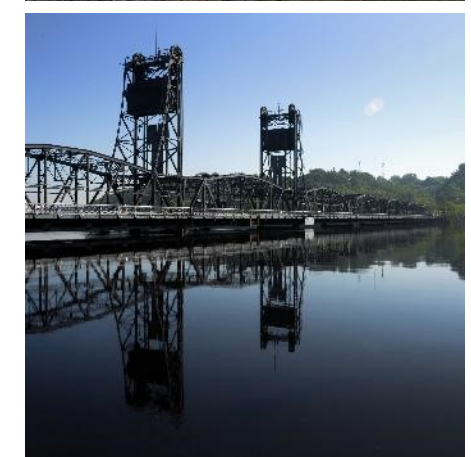
Theme 1: The Housing / Transportation Connection Is Important

“I think our housing affordability story, our relative success and leadership on housing is, in part a transit story. But those dots are not being connected. If you just look at the billions of dollars that have been invested [in transit]. That directly connects to economic competitiveness, too.”

– Business leader

“Housing and transportation are so tightly coupled, that they really need to somehow be really clear in this plan. [The connection of housing and transportation] is such a big topic that anything you say about transportation [without acknowledging it] doesn't do justice to the topic....If we are going to work on a transportation plan and don't live with how it intersects with housing, we are probably solving for the wrong problems.”

– Neighborhood association



Theme 2: Go Deep on Equity

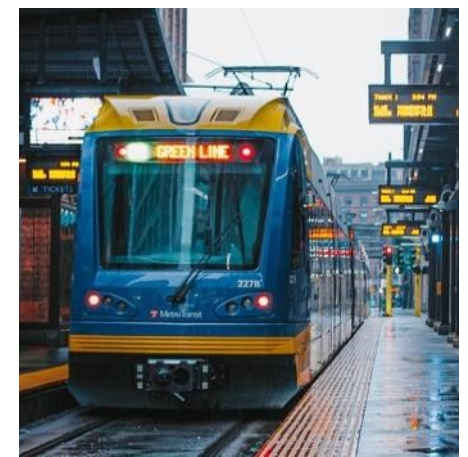
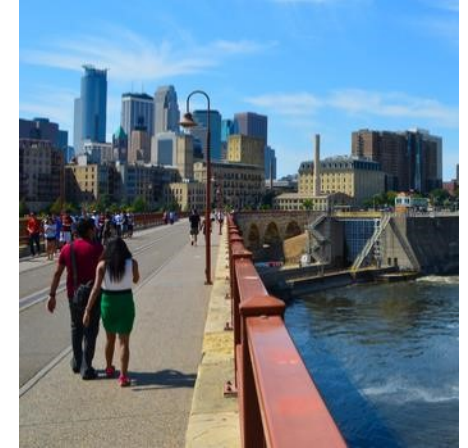
“Communities that have been historically marginalized left out of the process have been harmed by how the Metropolitan Area has grown, harmed by how development has happened.

I don't know if within the [TPP] there's any sort of explicit definition or intentionality around who and what communities are being equated with equity, but I think it's really important [to name explicitly].”

– Equity-focused leaders

“Equity prioritization is fantastic”

– Business groups



Theme 3: Balance Behavior Change with Technology Change



"I'm reminded of the fact that we are such a car dependent culture. Even as I work with young people, first thing they want when they have means is a car. ... to make these plans successful, what are you thinking about in terms of cultural shifts within the population to move away from the current modes of transportation? [Moving to using] these improvements that you're postulating, [culture change] has to be part of the consideration. Otherwise, you'd have a brand-new shiny thing, and nobody using it."

– Equity-focused leader

Theme 4: Stakeholders See Coordination Across Jurisdictions + Sectors As Key



“[Coordination] plays into a much bigger issue as we think about the challenges with the homelessness crisis and encampments [near construction sites] ...If we know that people are congregating there, then what's being done to help make sure that people know where else they can go?... Are we already thinking about a more dignified response to services? Especially in areas where construction was happening.... watching somebody in a wheelchair trying to move themselves across a muddy street because there is no alternative is frustrating.”

– Social services group leader

Comments ranged from small details (multi-jurisdictional fencing around encampments, construction signage) to large planning processes (notifications to watershed districts, communities).

Goal Area Themes

Key Ideas + Insights From Stakeholders



Goal: Region is Equitable and Inclusive



Defining "benefit" of 40% will be essential

Anti-displacement and gentrification are concerns raised by some

Emphasis on ADA design options is applauded; cost is a question

Goal: Our Communities Are Healthy & Safe (1)



Transit safety is “Safe Routes to School”

“[The plan says] support Safe Routes to School, [but make sure that includes transit]...”

Often there are people out [at the Hi-Lake transit stop] in the mornings before school starts and after school, and there should be... a violence prevention team or somebody, adult-wise, that are with those youths that are like separating them from what's happening. They're just going to school... [That time] should really be a time when bus stops and train stations [are staffed with] adults and people that know how to talk to [students] and make them feel safe.”

– Equity-focused leader

Goal: Our Communities Are Healthy & Safe (2)

Pedestrian safety is key for community safety.

“I think it’s worth lifting pedestrian safety [as important]. A [committee] saw data that Native American people are so much more likely to be involved as pedestrians in a crash. Of course, a pedestrian and vehicle collision will [seriously hurt] the pedestrian and it directly impacts our community. I would like to lift up pedestrian safety or eliminating pedestrian crashes as a priority.”

– Equity group leader

“The people that we serve, we talk a lot about how their feet are their main source of transportation.”

– Social services group

Transportation access is essential for health.

“A lot of the respiratory illnesses near north Minneapolis directly follow the redlining maps... There are so many communities that have respiratory issues. There are kids that have asthma and various respiratory illnesses. So I think taking [env. health consequences] into account is essential because it's impacting a lot of families lives in that area.”

– Equity-focused leader

“We're truly facing a massive public health crisis in mental health -- often the difference between an adult or child either being able to get the support that they need in their home, their school or their community, versus winding up in our emergency department or being hospitalized -- is transportation.”

– Social service organization

Goal: Our Region is Dynamic and Resilient



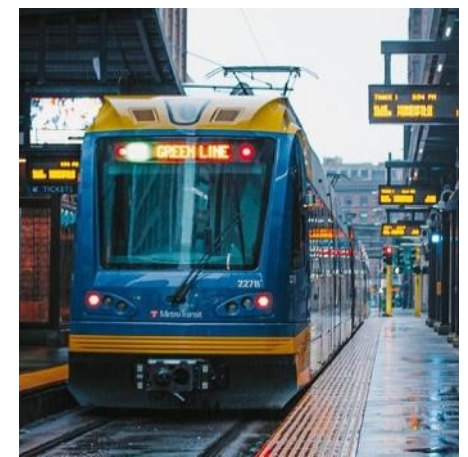
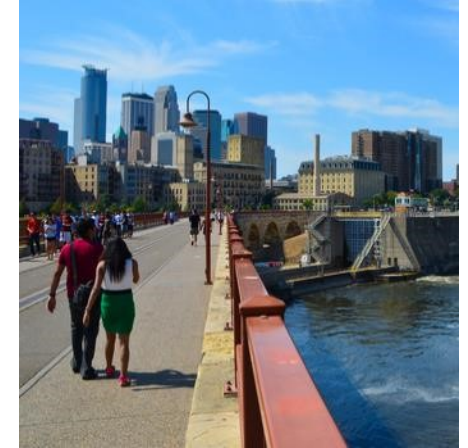
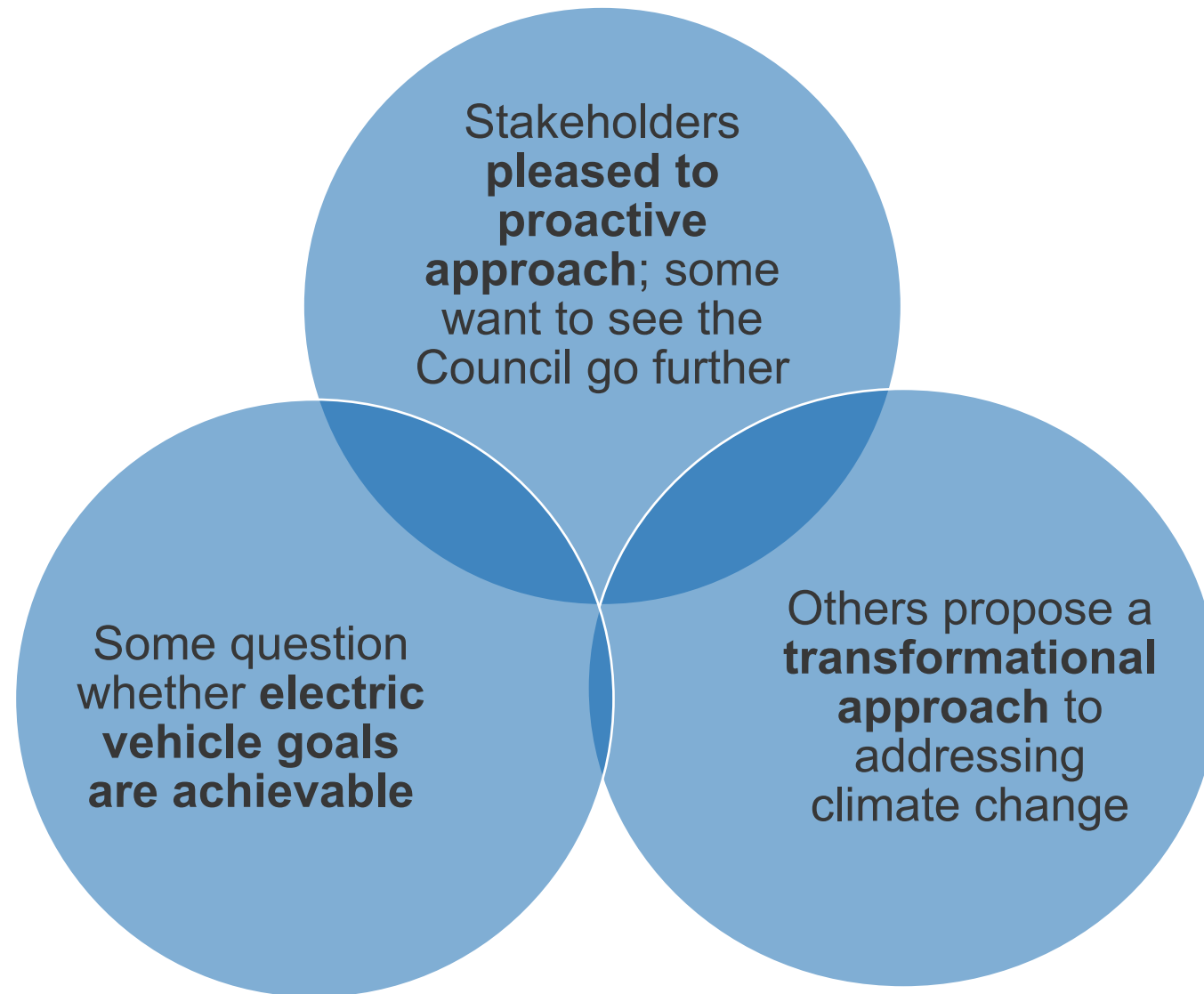
Access to jobs is critical - and the opportunity costs of relying on transit are steep

Priority study: Evaluating transportation and transit's role in creating jobs and economic opportunity

"It's just not effective for people to be on public transit for three and a half hours to get from say West St. Paul to a very nice employment opportunity at New BrightonImagine – you hop on the bus, then make two transfers to New Brighton. It would take 3 ½ hours to get to work for a four-hour shift that is decently paid, and then it's another 3 ½ hours to get back. Those have been the significant concerns we've heard, when people are looking for an \$18 an hour job."

– [Employment] Social Service group

Goal: Lead on Addressing Climate Change (1)



Goal: Lead on Addressing Climate Change (2)

Example quotes....

“Old vehicles can have a much higher impact on emissions.... With folks investing more in their current vehicle, keeping it on the road longer, I would add that subsidizing the repairs that reduce emissions could have a really big impact on the overall goal around climate change.”

– TBI Equity Cohort

“Instead of following the state, in some ways, setting a trend that is asking the state to then push the envelope [would be preferred]. There might not be much wiggle room, but [VMT] might also be a space where [Met Council] can be like, ...’We’re going even further’... I hope that Council sees itself as a leader in the space rather than [just] aligning with the state.”

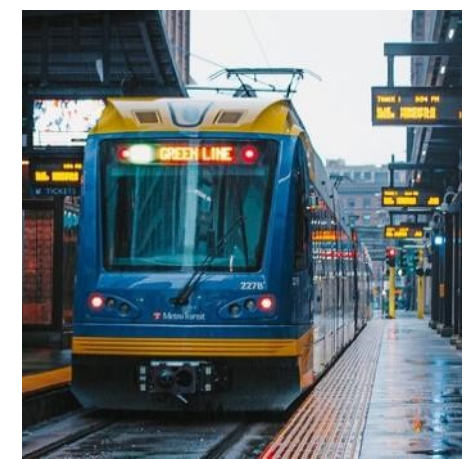
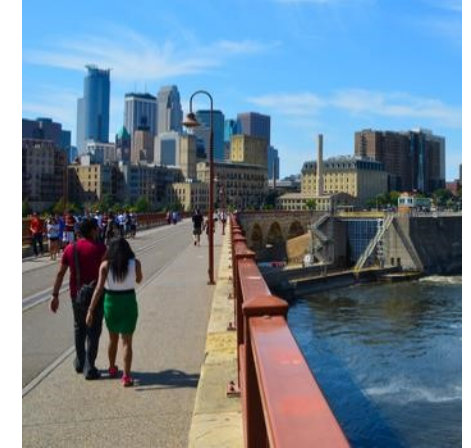
– Climate-friendly transportation group

“As practitioners, we like to take this reductionist approach. It’s as if we look at each individual silo, then we can address that silo. But none of these [siloes] exist independent of one another...How do we get the outreach out there to get people to think differently?”

– Water and land use group

“There’s all this work going on to create a decarbonization economy, and it’s not about mitigating, trying to shave off carbon from things that are destroying the climate. There are actual solutions -- totally next generation, ways of doing things. And Met Council has no relationship to this conversation.”

– Business group



Goal: Protect and Restore Natural Systems

Road salt, tree canopy, and green infrastructure are areas where stakeholders appreciate clear attention.

“One thing I’d like to see in relation to natural resources, water resources and climate resiliency, is if there’s an opportunity for that Council to establish some really clear design standards to...meet some of those goals in the design process, would be really helpful.”

– Water and land use group

“Early coordination with all the interested agencies does provide a more holistic project potentially, so when developing construction projects, ensuring that you got the players at the table at the right time, so they can influence what goes on.”

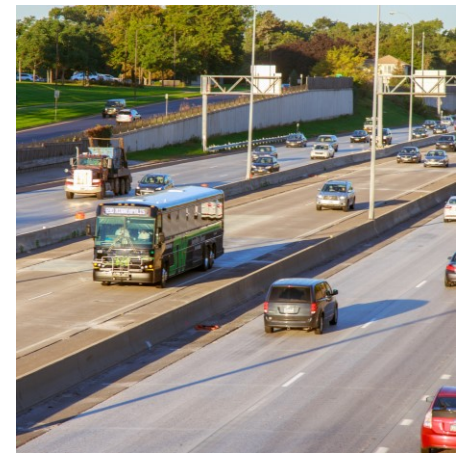
– Water and land use group

Conclusions & Recommendations



Conclusions (p. 1)

- The region is **in the midst of unprecedented change**. Plans like the TPP are an important tool to setting future direction.
- **Transportation places significant cost, time burdens on low-income individuals**, and often BIPOC community members, in the Metro Area. These burdens have become even more disproportionately felt post-pandemic.
- Stakeholders want to see transit providers **embrace stations' role as anchor spaces in the public realm** and facilitate proactive approaches to enhancing safety.
- Policies + Actions, if fully implemented, will require **significant attention to communication and engagement beyond government and across topical sectors** (e.g. housing, transportation, business, etc.).



Conclusion (p. 2)



- The **housing and transportation connection** shapes how stakeholders see, and people experience, transportation.
- Balancing the **economic and time realities of current transportation modes with the shifts needed to achieve climate goals** will require ongoing attention in implementation.
- Interagency coordination has a deep impact on **how people experience** and perceive transportation.
- Internet connectivity – and digital inequity – influences **how people reach jobs, food and more in ways that were not true 10 years ago** but will impact the region over the next decade.



Thank
you

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