

Minutes of the

MEETING OF THE EQUITY ADVISORY COMMITTEE

Tuesday, November 21, 2017

Committee Members Present: Co-Chair Edward Reynoso, Co-Chair Acooa Ellis, David Ketroser Sindy Morales Garcia, Harry Melander, Ishmael Israel, Kadra Abdi, Leon Rodrigues, Nelima Sitati Munene, Jennifer Munt, Shirley Cain, Kim Carpenter, Metric Giles, Rebecca Stratton, Leslie Redmond, Ruthie Johnson

Committee Members Excused: Tie Oei

Committee Members Absent: N/A

Council Staff Present: Alene Tchourumoff, Wes Kooistra, Brian Lamb, Brian Funk, Chief John Harrington, Mark Benedict, Howie Padilla, Nicholas Eull, Vince Pellegrin, Lt. Michael Johnson, Leslie Kandaras, C Terrence Anderson, Roderic Southall, Kalia Vang

CALL TO ORDER

Co-Chair Reynoso called the regular meeting of the Council's Equity Advisory Committee to order at 6:10 p.m.

APPROVAL OF MINUTES

A motion to approve the minutes of the October 17th meeting was made by Ruthie and seconded by Sindy Morales Garcia. The motion passed unanimously.

CHAIR ALENE TCHOURUMOFF

Alene Tchourumoff, Chair of the Metropolitan Council, introduced herself to the committee and gave a brief history on her background. After the Chair's introduction, Co-Chair Reynoso asked for all committee members and Council Members present to introduce themselves as well as state why they joined the committee.

After the introductions, Chair Tchourumoff asked each member to share their concerns and priorities for equity across the region. Chair Tchourumoff asked the following questions:

- What subjects should the Council focus on?
- What are high priorities that the Council and the committee should focus?

Committee members discussed the following priorities and concerns for advancing equity in the region and asked the following questions:

- Committee members would like to influence budget within the Council.
- It is essential that the Council become more intentional in impacting concentrated areas of poverty. For example, more bus routes in less developed areas or areas of concentrated poverty in needed.
- Committee members would like to know what will become of the equity work plan and how the equity work plan will improve staff diversity within the Council.
- The Council must work on how the housing program/Section 8 here at the Council can become more impactful.
- The Section 8 housing needs a different branding. The current branding negatively impacts sections 8 housing, making it undesirable by landlords.
- Committee member Metric raised that there are issues that the Council must recognize and mitigate.
 - Problem 1: Committee members need more time to take items to their community, talk about it to their community then bring it back to the meeting to discuss items.
 - Problem 2: The Council identifies the rims of concentrated poverty more than other areas of wealth. What about the concentrated sides of wealth? What is happening to these areas?
 - Problem 3: How can the Council institutionalize the EAC committee so that it will survive beyond the current administration?

- What are the accountabilities that the Council hold themselves to when it comes to equity. What are the measurements of the council's equity goals conversation?

PUBLIC INVITATION

Jim, Attorney, from the MN Environmental Advocacy posed the following questions and comments to the committee:

- Workplan for Thrive MSP 2040 should lay out steps of implementation that the Council should identify.
- How is the Council implementing plans to mitigate racial disparity and poverty disparity?
- The Metropolitan Council's General Counsel should create a legal assessment on steps and the measurement of the implementing plans on the above issues. This should eventually create an Equity policy for the Council.

In response to Jim's comments, a committee member asked for an update from Met Council staff on the Equity Policy Plan.

METRO TRANSIT SUPER BOWL OPERATIONS PLAN

Lieutenant Michael Johnson, Brain Funk, Deputy Chief Officer of Bus Operations, and Mark Benedict, Director of Light Rail Operations, provided an overview of Metro Transit's current Security, Service, and Revenue plans for the 2018 Super Bowl. The drafting of the plan began a year ago and is still currently in progress. Metro Transit has coordinated the plan with local cities, state leaders and department leaders. There are a number of local, state and federal entities involved in drafting and implementing this plan.

Lieutenant Michael Johnson presented the Safety and Security Plan to the committee:

- The Super Bowl is a Top Tier 1 security event; this means that security for the Super Bowl requires support from the Feds, such as Homeland Security and other federal law enforcement. Local law enforcement such as Minneapolis Police, St. Paul Police, Metro Transit police, Hennepin County Sheriffs, and State National Guards will be involved.
- There will be a restricted perimeter surrounding U.S Bank Stadium. The perimeter around the stadium will be larger than it would be for regular Vikings game due to the severity of the event. Metro Transit PD and other law enforcement are balancing security to minimize the impact on the community. Buses and rail will be running on the day of Super Bowl as well as days before the Super Bowl. Law enforcement has been trained to recognize terrorism. MTPD and other law enforcement will not remove homeless individuals within the restricted perimeter.

Brian Funk presented the Metro Transit's Service plan to the committee:

- Special transit services will start operating from January 6th to February 5th. There will be larger amounts of buses on standby in case of delays and overloads. The local express bus routes will serve beyond their frequencies. In addition, there will be a number of different express routes operating along with the current express routes. There will be park and rides similar to the State Fair's park and rides available. Additional park and rides will be available for all local residents the days leading up to and the day of the game. Frequencies of rail service as well as additional North Star trips will be expanded.
- The area around stadium will have road closure but transit service can still operate in those areas. Metro Transit is leading a "Know Before You Go" campaign to provide Metro Transit customers and fans information before the Super Bowl.

Mark Benedict presented the Metro Transit's Revenue plan to the committee:

- On Super Bowl weekend, operations of rail service will decrease Friday after rush hour; rail service will continue but will no longer serve U.S stadium. The Government Center Platform will be the transition point for blue and green line. Green line operations will remain normal; however, Green Line riders can transfer to a bus bridge replacement service when heading west of Stadium Village. The Blue Line will

be shut down south of the US Bank Stadium, and riders will be ushered onto the replacement bus bridge service. The Blue Line will operate in the same way.

- The bus service for non-Super Bowl ticket holders will be free. Metro Transit will be providing 50+ additional buses in service; 20 buses will be on standby; 60 buses will provide rides from the Convention Center to the US Bank Stadium. This service will happen before and after game on Sunday.
- What impact does the four hours have on community? For four hours on Game day, non-Super Bowl ticket holders cannot ride trains. This is done for security perimeter reasons and the large flow of passengers coming into the stadium. Metro Transit did not have the capacity of buses to provide this service to Super Bowl ticket holders to maintain this volume for four hours.
- The cost of the Metro Transit service changes is \$2 million. Metro Transit received funding from several revenue sources: public grants, advertisements, and reimbursements from NFL; this includes:
 - \$600,000 from advertisements; \$400,000 from Homeland Security; estimated \$500,000 to \$600,000 from selling \$40 fan passes and \$30 express passes to Super Bowl attendees.

Following the presentation, committee members had the following comments and questions:

- When was the security plan finalized? How was equity considered? Is there a gap in funding?

The Safety and Security Plan is not finalized yet; it is fluid for now but there is an Operational Plan in the works. The NFL is still looking at the Operational Plan and is making recommendations. Throughout the creation of the Security Plan, Service Plan, and Revenue Plan, each group of staff met with Metro Transit's Everyday Equity Team. They described the plans, the potential communities impacted, and worked to minimize negative impacts. In regard to the funding gap, the Super Bowl Host Committee has pledged to raise money to cover the remaining cost of unexpected service.

- Is the Operational Plan unique to other cities in the country?

Other cities have suspended all their transportation services to non-Super Bowl ticket holders. Metro Transit will not do that. We are not unique to this plan.

- In regard to the \$400,000 Homeland Security grant, is this money coming from programs to fighting extremist groups?

No, the funding from Homeland Security is not connected to any programs related to fighting extremist groups.

- Are Metro Transit officers culturally trained to work with different community groups?

All Metro Transit officers have had different trainings since day one of their employment with Metro Transit Police. This includes diversity training in the Academy and after the Academy.

- Committee member Leslie is shocked that officers are not getting further training. Metro Transit officers should receive additional training. Furthermore, incidents with Metro Transit Police Department (MTPD) has gone up from what Committee member Leslie have notice. How is MTPD combating that?

Chief John Harrington provided that over the last two years, officers have done emotional intelligent training, verbal escalation training, and wellness training. These trainings were not implemented just for the Super Bowl but for a general and social change that MTPD is taking on. Over the last two years complaints have gone down. MTPD tracks citizen and officer interactions/altercation base on citizen made complaints.

- Has any improvement been made to improve citizen complaints towards officers? How can citizens file for complaints?

Metro Transit Police Department have translated all complaint documents into different languages. The department has also participated in community events and outreach with citizens.

- How close is the Hennepin County Medical Center (HCMC) to the security perimeter? Is the Hospital in within the perimeter? How will the restricted perimeter impact those who need to get to the hospital?

HCMC is not within the perimeter. Civilians will be able to have access to the hospital if needed. Emergency responders will also have regular access as well. Metro Transit is advocating with the City of Minneapolis to negotiate a way to not create any problems for citizens to access the hospital.

- What is the community engagement portion in letting local residents know about Metro Transit's plans?

Metro Transit has a number of Ambassadors out in the streets and on rail platforms communicating and talking to costumers. This is an opportunity for Metro Transit to inform local customers of the changes for the Super Bowl. Leaders of Metro Transit will also go out to the rail platforms and streets and talk to customers. This campaign will begin Metro Transit's Security, Service, and Revenue plans is solidify. If Metro Transit implements this campaign before plans become permanent, there will be confusion among local residents and local customers. This can create a space for false information if Metro Transit implements the outreach campaign too soon. The plans are fluid as there are a number of entity involved in the Super Bowl and in the process of planning. Metro Transit is continuously meeting and working with other agencies on the plans.

Council Member Munt expressed that publications of Metro Transit's plan were ill-informed and false. Metro Transit and the Metropolitan Council has and will always put their local and regular riders first.

FARE POLICY NEXT STEPS

Nick Eull from Revenue Collection presented on the Fare Policy change. It was made clear to Metro Transit that the Fare policy change was not clear and required additional research. Nick expressed that Metro Transit would like to identify impacts that the Fare Change may have created through researching the Fare Policy change. Metro Transit will hire a third-party consultant to review the impacts of the Fare Change adjustments.

Co-Chair Reynoso suggested that Nick returns with the Fare Policy Next Step presentation in 2nd Quarter as the meeting is running out of time.

Following the presentation, committee members had the following comments and questions:

- Will there be a plan on mitigating the impact of the Fare change on low-income individuals, People of Color and elders?

The possible impact on these groups will be part the research process.

- Will Hennepin county participate in the TAP program?

It is unclear if Hennepin county will be in the program as the program was created for individual with low income and not for counties.

- TAP should not be branded as a subsidized program. It should be implemented through a from an equity lens. Who will report back on this research?

There will be a conversation with Co-chair Reynoso to when this presentation will come back.

- Participatory research with riders is needed. Is there a plan to engage riders in this research process?

Metro Transit staffs will ride buses and engage with customers. The riders are asked to participate in a survey created by Metro Transit. When staff went out and did outreach, customers were highly interested in the TAP program.

- Knowing what questions to ask is important when doing evaluations and research. Metro Transit must have people from the community, such as Committee members help create survey questions. Committee members who help with creating questions for the survey comes with a price. Committee

members are the expert community engagement in the room. We come at a price. We should get stipends for our participation.

ADJOURNMENT

Business completed, the meeting adjourned at 8:21 pm.

Kalia Vang
Recording Secretary