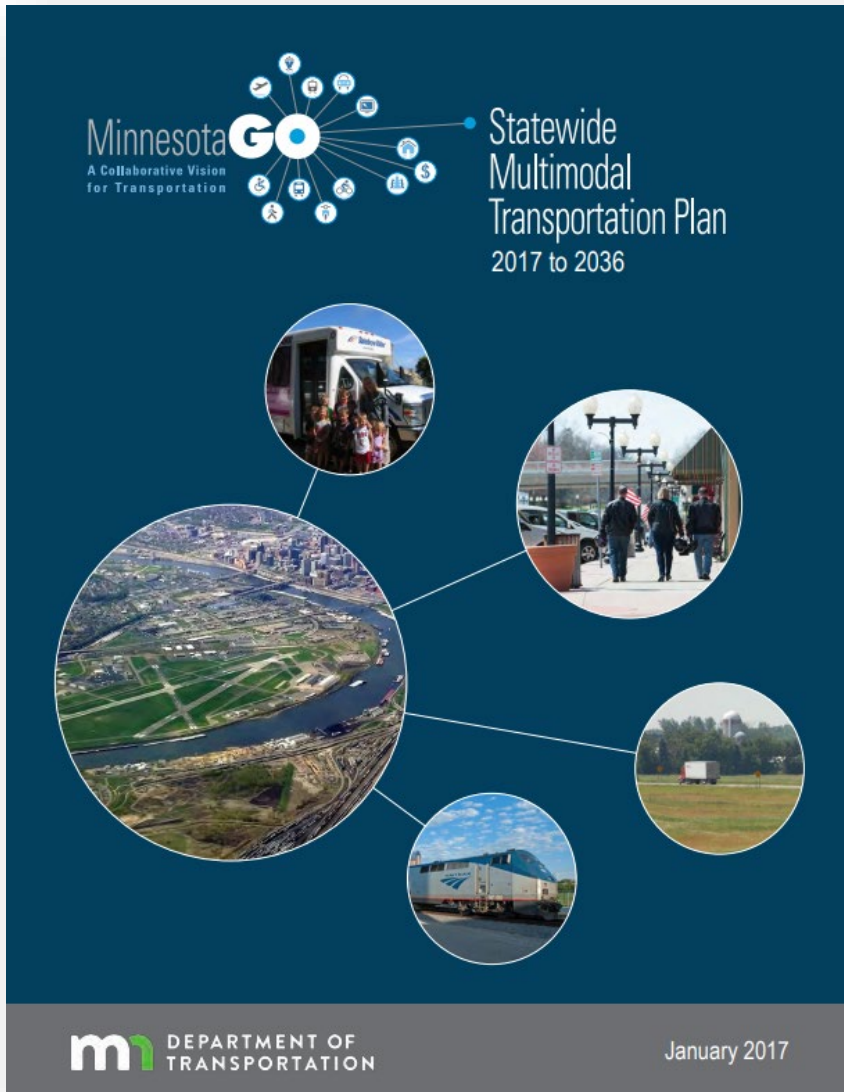




Advancing Transportation Equity in Minnesota

Abdullahi Abdulle (he/him) | Transportation Equity Planning Coordinator

MnDOT's Commitment to Equity



2017 Statewide Multimodal Transportation Plan Work Plan

Study how transportation affects equity and identifying transportation strategies and approaches that will meaningfully reduce disparities

Advancing Transportation Equity Initiative



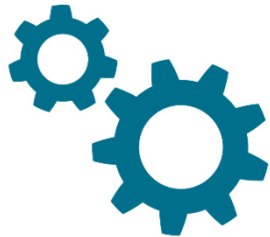
Research
Roadmap



Community
Conversations



Equitable
contracting and
engagement



Programs and
Process Review



Research Projects



Updated
Plans

MINNESOTA GO

Shared Definition of Transportation Equity

EQUITY

WHAT DOES IT MEAN?



Who did we connect with?

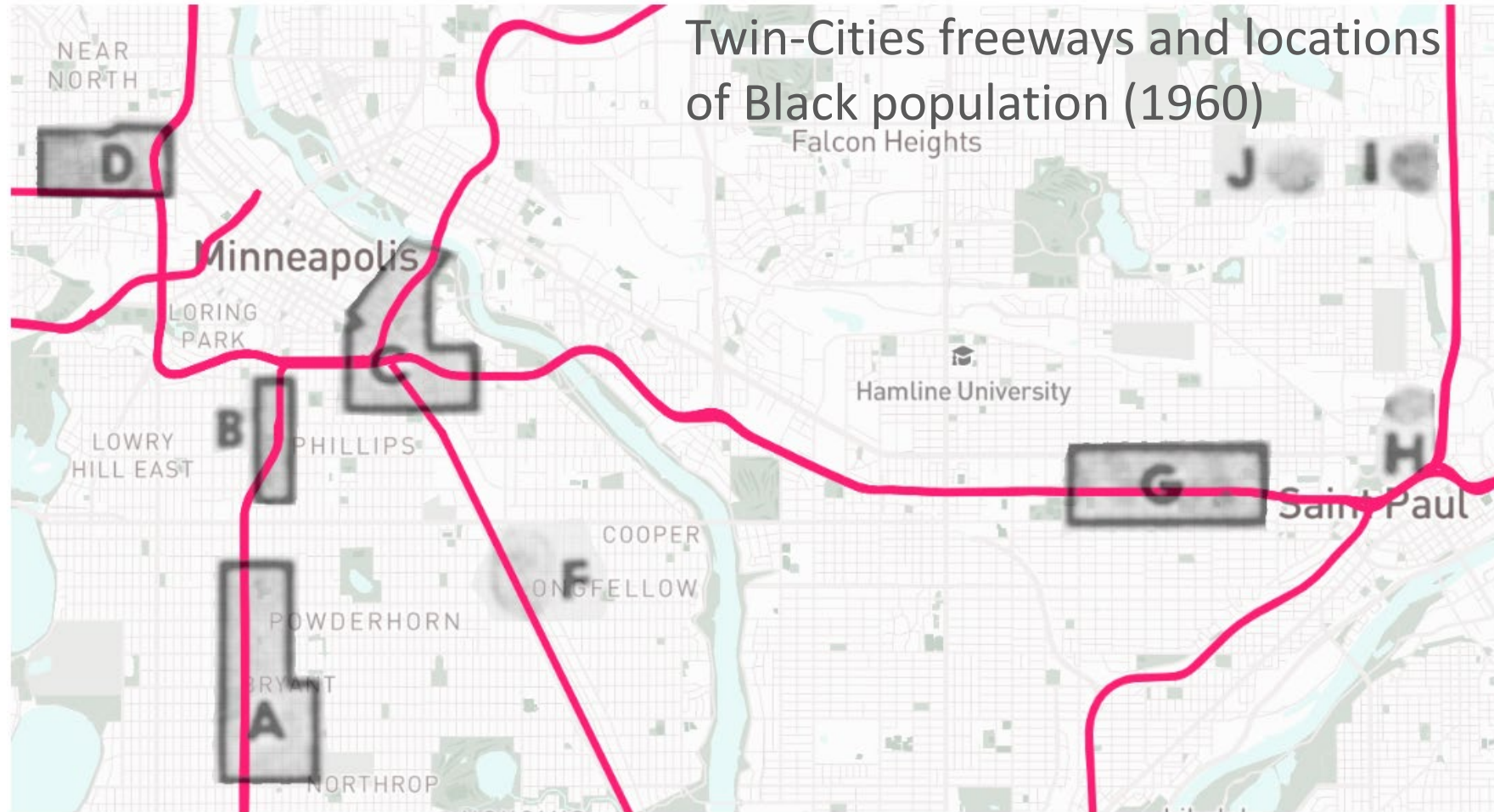


Feedback from over 1,000 people

- Community based organizations
- Metropolitan planning organizations
- Local and federal transportation agencies
- MnDOT employee resource groups, diversity & inclusion committees
- Disadvantage Business Enterprise & Workforce Collaborative

What did we hear?

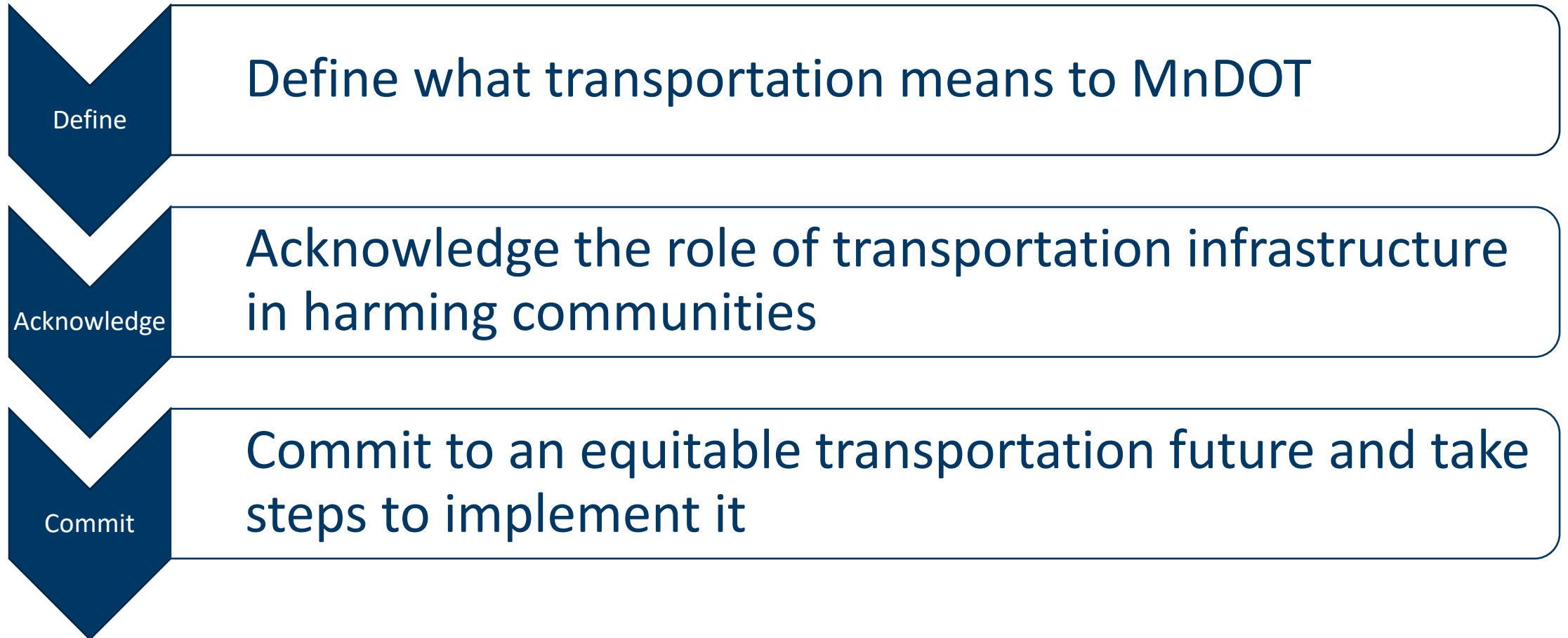
- Be bold
- Acknowledge harm
- Create outcomes that repair past injustices
- Define 'fair'
- Rural and urban needs differ
- Definition needs to include additional groups



What do we know? the tale of two interstates; 35W & 35E



What did we do with the feedback?



Acknowledgment of Historic Inequities

“ MnDOT acknowledges the transportation system and agency decisions have underserved, excluded, harmed, and overburdened some communities. We understand some of our past decisions denied Black and Indigenous communities as well as people with disabilities the full participation of transportation benefits. These and other underserved communities have historically carried disproportionate burdens of transportation decisions

Transportation Equity Definition and Commitment

“ MnDOT is committed to creating an equitable transportation system.

Transportation equity means the benefits and burdens of transportation systems, services and spending are fair and just, which historically has not been the case. Transportation equity requires ensuring underserved communities, especially Black, Indigenous and People of Color, share in the power of decision making

Recent examples of equity focused efforts

- Community Conversations
- Performance Measures

Community Conversations

Purpose

To **identify** transportation strategies to meaningfully **reduce** disparities

Goals

Understand others' definitions of equity

Learn about transportation issues and inequities

Partner with groups already working to address transportation inequities

Identify & implement actions to meaningfully reduce disparities





Selecting Key Communities

Conduct demographic analysis to identify specific communities to engage

Identify organizations working with or representing these communities

Types of organizations

- Transit agencies
- State government
- Tribal government
- Local government
- Higher education
- Non-profits

Improving existing performance measures to include equity-first Principles



DOT measures usually take a high-level generalized view



Equity-first principles help us zoom-in to focus on people and their local context



To do this, we imagine a measure's success and interrogate those outcomes with questions



Once the measure is adapted so that it has equitable targets, we further inspect and address other factors that influence outcomes

Improving existing performance measures to include principles

Who didn't get to experience success or experienced a burden in order to ensure the success?

Make a high-level generalized

Who benefits from the success of this measure?

How can the measure be adapted to that everyone's needs are met and burdens are shared?

If the adapted performance measure identifies an inequity, what strategic actions could be taken to address this issue ?



To do this, we need to communicate those out



Once the measure is adapted so that it has reasonable targets, we further inspect and address other factors that influence outcomes

Overview of Key Metrics

1. Transit On-Time Performance (existing)
2. Pedestrian ADA Compliance (existing)
3. Fatalities and Serious Injuries (existing)
4. Job Accessibility (existing)
5. Workforce (existing)
6. Multimodal Access and Impact (under development)
7. Transportation Cost (under development)
8. Community and Built Environment Factors that Impact ADA (to be developed)
9. User Experience and Local Context (to be developed)
10. Zero Emissions Vehicle Access and Use (to be developed)
11. Inclusion and Representation (to be developed)

What is next for
MnDOT?

Contact Information

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