# Governor's Advisory Council on Connected and Automated Vehicles
## Meeting Summary
September 28, 2022
8:30-10:30am

*Executive Report Review and Discussion on Communities Experiencing Transportation Barriers*

1. **Welcome**
   - Chair Commissioner Daubenberger and Co-chair, Phil Magney welcomed council members, ex-officio members, and guests to the council meeting.
   - Commissioner Daubenberger welcomed Ginny Crowson, the new CAV-X Director at MnDOT
   - *Council member attendees*: Nancy Daubenberger, Phil Magney, Damien Riehl, Myrna Peterson, Danielle Elkins, Vicky Rizzolo, John Hausladen, Dan Chen, Kyle Shelton
   - Thomas Johnson-Kaiser of CAV-X provided a brief meeting recap of the previous meeting held in June of 2022.

2. *Council Executive Report Review*
   - Ginny Crowson led a review of the draft Council Executive Report
   - The report will be delivered to the Governor by November 1
   - The report was shared with Council members prior to the meeting and Council members will have until October 5 to provide additional comments
   - *Council comments*
     - Bret Weis sent comments ahead of the meeting including adding information on the work Minnesota businesses have done on the topic of Transportation Infrastructure for the 2018 recommendations work to date
       - This information will be added to the report.
     - Commissioner Daubenberger thanked the team for their work on the report
     - Dan Chen suggested putting timing parameters around some of the 2022 recommendations, particularly Transportation Infrastructure
       - The recommendations are intended to have a four-year horizon. This information will be added to the report.

3. *Communities Experiencing Transportation Barriers Discussion*
   - Ben Lowndes introduced this session noting that among the duties assigned in Executive Order 19-18, "The Council must consult with communities experiencing transportation barriers that are not represented on the Council."
   - Abdullahi Abdulle, MnDOT Transportation Equity Planning Coordinator, gave a presentation on Advancing Transportation Equity in Minnesota
     - MnDOT gathered feedback from over 1,000 people including community organizations, metropolitan planning organizations, local and federal transportation agencies, MnDOT employee resource groups, and the DBE and Workforce Collaborative to help develop a shared definition of transportation equity
     - Feedback included
       - Be bold
       - Acknowledge harm

- Create outcomes that repair past injustices
- Define "fair"
- Rural and urban needs differ
- Equity definition needs to include additional groups
    - With the feedback, MnDOT is defining what transportation means to MnDOT, acknowledging the role of transportation infrastructure in harming communities, and committing to an equitable transportation future and taking steps to implement it
    - 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 – 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.
    - MnDOT understands that We will not transform our transportation systems, services, and decision-making processes overnight, nor will we always get it right on the first try. Transportation equity is an ongoing journey of listening, learning, changing, implementing, and adapting.
    - Roles, responsibilities and partnerships
        - Everyone in MnDOT regardless of position or work assignment has a role to advance transportation equity. We will partner with community members, community-based organizations, transportation service providers, Tribal Nations and government institutions to evolve our work and to change outcomes for our communities
    - Next steps
        - Wrapping up internal/external stakeholder engagements on the definition and commitment statement
        - Inclusion of this language in the Statewide Multimodal Transportation Plan and the recently released Minnesota Electric Vehicle Infrastructure Plan
        - Focus on capacity building and equity action planning including the development of transportation equity training
- Thomas Johnson-Kaiser gave an overview of the priority communities identified by the CAV Messaging and Engagement Plan and an overview of CAV-X engagement with communities to date
    - Priority communities identified by the CAV Messaging and Engagement Plan
        - Black, Indigenous and people of color
        - New immigrants
        - People with limited English proficiency
        - People with low income
        - People with disabilities
        - People walking, bicycling and rolling (e.g., using mobility assist devices)
        - People with limited internet connectivity
        - Older people
        - Women
        - Rural communities

- Factors that went into identifying these communities include communities with well-known and documented transportation disparities, unrepresented in existing outreach from the messaging and engagement project and CAV-X, the data received from people during the messaging and engagement development, what demographic groups had noticeably different thoughts and opinions
- Work done with communities by CAV-X
  - Demonstration projects
    - Rochester
    - White Bear Lake – low income, disabilities, older people
    - Grand Rapids – rural, disabilities, mobility assist devices, older people
    - 2018 Super Bowl – MN Council on Disability
  - Interviews on Disability Viewpoints TV show
  - Presentation to the Department of Human Services Board on Aging
  - Surveys and interviews conducted as part of the CAV Messaging and Engagement project
- Attendees went into breakout rooms to discuss the following three questions. Highlights from the breakout room discussions are below.
  - What outcome does the Council want to achieve by engaging with communities experiencing transportation barriers?
    - Ability of CAV to expand transportation options for an improved quality of life with increased accessibility and health access
    - Understand needs of the community and how they are feeling about CAV technology and services – stops, routes, etc.
    - Need for continued education around CAV – what it is and addressing concerns that communities have
    - Use MnDOT's equity definition and put into practice at a project level
    - Ask communities how to prioritize CAV topics and then focus on those areas
    - Need for institutional mechanism for consulting with communities experiencing transportation barriers; can help with avoiding engagement fatigue and outlast changes in leadership/staff in order to build credibility
    - Build community ambassadors and youthful leadership
    - We need to understand the affordability of CAV technology and ensure we are not increasing inequities
  - What are key CAV topics the Council should discuss with priority communities?
    - First ask communities what transportation challenges can CAV help address? Access? Safety? Health?
    - Understand the needs of these communities and help them have ownership of the services and technology
    - Efficiency of fleets, Metro Mobility, for example
    - Innovation Alliance committee topics – Safety, Labor and Workforce Development, Data and Connectivity, Infrastructure Investment
    - Regarding data, we need to build trust that the technology will benefit communities as opposed to causing data security issues and concerns
  - How can we – the Council, the State, industry, academia – act on what we learn from communities?
    - Forming/continuing a community of practice to share what all partners are learning from communities and continue exchanges of information

- Design new pilots/services/deployments with the learnings from communities front and center; make sure we are always going back to communities to engage
- Have plans on how to move away from individual, temporary deployments so they can be long term solutions
- Engage the communities as partners first and identity their key needs
- Put communities up front and as the source of how the technology is rolled out
- Utilize DBEs in communities hosting projects

4. **SMART Grants**
   - Ginny Crowson presented an update on recently released federal grant opportunities
     - SMART Grants
       - On July 28 USDOT held a webinar on SMART Grants
       - Multiple solicitation cycles are expected
       - $500 million allocated in total, $100M released annually
       - 2 stages: planning/programming and then implementation
       - FY22 NOFO will be for Stage 1, expect to award 30-50 grant for up to $2M each over 18 months, then later Stage 2 grants for up to $15M each over 36 months – similar to previous SMART City Challenge
       - Emphasized problem vs. technology driven proposals
     - A small group of Advisory Council members met twice since the June Council meeting to brainstorm SMART Grant ideas. Ideas included:
       - Signal timing around transit
       - Connected/intelligent sensor intersections
       - Freight and logistics
       - Safety highway
       - Lidar in place of cameras
     - None of the ideas identified are mature enough for MnDOT to lead a submission for the current SMART Grant cycle
     - The City of Minneapolis is considering participation in a proposal for the current SMART Grant cycle. Danielle Elkins provided an overview of what they are considering
       - City of Minneapolis as part of a group of cities considering a proposal around testing technologies to have a two-way conversation with freight and logistics services for curb side policies and management
     - Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) grant also release on September 19. The purpose is to provide funding to develop model developments of large-scale implementation and operation of a diverse set of advanced transportation technologies
     - Phil Magney noted that the topics discussed by the small group align with what the industry is developing solutions for

5. **Council Annual Report Preparation**
   - In addition to the Executive Report being delivered by November, the Council must develop a full annual report by Feb 1, annual report will be brief and focus on Council activities from Jan-Dec 2022
   - Ben Lowndes asked if any Council members would like to assist in developing the 2022 Advisory Council Annual report
     - No volunteers at the meeting but Council members can let Ginny or Thomas know if they are interested in participating

- A draft of the annual report content will be reviewed at the December 8 Advisory Council meeting and then submitted to the Governor by February 1

6. **Public Comment**
    - Gina Baas – In August the Center for Transportation Studies hosted the second weeklong CAV Camp with 18 students from throughout the Twin Cities and Rochester. It was a successful camp, and they look forward to continuing to host the camp in the future.

7. **Closing** – Next meeting is scheduled for December 8, 2022 from 1.00-3.30am. The hybrid meeting will be held in the MnDOT TEC Center and have a virtual option
    - Commissioner Daubenberger – Appreciated the small group discussions and how they will help guide future Council activities. Moving forward the Council should look to assign dates and responsible parties to the 2022 Executive Report recommendations.
    - Phil – Echoed the Commissioner's comments and noted excitement for an in-person meeting option in December. Also noted interest in CAV Camp and a successful trip to ITS World Congress in California.