Alliance for Metropolitan Stability

- We are a coalition of advocacy organizations that work across issue silos for more equitable development in the Twin Cities.

- We work together to advance racial, economic and environmental justice in the way growth and development happens in our region.

- We support grassroots organizing campaigns and believe that the people, places and issues of the Twin Cities are interconnected and interdependent.
<table>
<thead>
<tr>
<th>Organization</th>
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<tr>
<td>All Parks Alliance for Change</td>
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<td>Asian Economic Development Association</td>
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<td>Aurora St. Anthony Neighborhood Development Corp.</td>
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<td>Community Stabilization Project</td>
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<td>District Council Collaborative of St. Paul &amp; Mpls</td>
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<td>Environmental Justice Advocates of Minnesota</td>
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<td>Envision Minnesota</td>
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<td>The Family Partnership</td>
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<td>Fresh Energy</td>
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<td>Harrison Neighborhood Association</td>
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<td>HOME Line</td>
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<td>Housing Preservation Project</td>
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<tr>
<td>Jewish Community Action</td>
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<td>League of Women Voters MN</td>
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<tr>
<td>Metropolitan Consortium of Community Developers</td>
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<td>MN Interfaith Council on Affordable Housing (MICAH)</td>
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<td>Minneapolis Urban League</td>
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<tr>
<td>Minnesota Center for Environmental Advocacy</td>
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<tr>
<td>Minnesota Unitarian Universalist Social Justice Alliance</td>
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<tr>
<td>Native American Community Development Institute</td>
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<td>New American Academy</td>
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<tr>
<td>Office For Social Justice, Catholic Charities</td>
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<td>Sierra Club North Star Chapter</td>
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<td>Somali Action Alliance</td>
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<td>St. Paul Area Coalition for the Homeless</td>
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<td>Summit Academy OIC</td>
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<td>Transit for Livable Communities (TLC)</td>
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<tr>
<td>Twin Cities LISC</td>
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<td>Women's Environmental Institute</td>
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</table>
Equitable Hiring

Transit Equity & Community Engagement

Organizing Technical Assistance, Capacity Building, Communications & Convenings
III. Confronting issues of race, privilege, culture, and ethnicity and developing a strong understanding about how these issues and disparities manifest themselves within growth and development policies and decisions throughout the region.

This includes

• Developing greater comfort and skill in confronting issues of race, privilege, culture and ethnicity.

• Ensuring that low-income neighborhoods and communities of color are decision makers about growth.

• Embracing growth strategies that promote racial, economic, environmental and ethnic equity.
Undoing Racism Training
  ↓
Shared Analysis
  ↓
Shared Language
  ↓
Shared Learning
  ↓
Shared Empathy
  ↓
ID a Pathway Forward

Organizing with an Equity Lens
  ↓
Trusting Relationship Take Time – Don’t Rush Them
  ↓
Share Credit & Resources
  ↓
Ask Permission When You Borrow From Other Groups
Snapshot of the Region
The 7 county Minneapolis-St. Paul metropolitan area is a thriving community of 2.8 million people. A strong, diversified economy and a high quality of life attract people to the region and keep them here. According to the 2010 census the region is 79% white, 8.4% black, 6.3 % Asian, and 5.8 % Hispanic.

What contributes to the Twin Cities high quality of life?

The region is home to the headquarters of 19 "Fortune 500" corporations, has the second largest economy in the Midwest.

The region's average household income and homeownership rate is among the highest in the nation and its unemployment rate among the lowest.

For many years, this region has functioned as a stable, supportive place for new immigrants to move to and thrive in.

The Twin Cities metropolitan area has more arts and theater outside New York City than anywhere in the country.

The seven-county metro area boasts one of the most extensive regional parks and trail systems in the country.
MINNEAPOLIS / ST. PAUL REGION

Despite our reputation for overachieving, the Twin Cities have all too often been at the top of less than desirable lists, those that reveal our **racial disparities** in education, health outcomes, housing, poverty levels and joblessness.
HIRE Minnesota

www.hiremn.org

HIRE Minnesota Video
(Emmy-nominated production by MBTV)

http://blackmusicamerica.com/ummg/about_us.htm
MnDOT employed 1,873 construction workers in 2009 compared to 3,200 in 2011, which is a **71 percent increase**. The average salary was more than $40,000 a year.
Under the watchful eye of community leaders and the HIRE Minnesota coalition, MnDOT has increased the number of people of color hired to build our state’s roads, bridges and transitways by more than 138% since 2009.
Long Term Plan for Twin Cities Regional Transitway Corridors
Central Corridor
$957 Million
Completion in 2014

Bottineau Corridor
$900 Million
Completion in 2019?

SW Corridor
$1.2 Billion
Completion in 2018?

Central Corridor
$957 Million
Completion in 2014
Communities will be grappling with how to optimize the benefits of transitway corridor development for the next 10–20+ years.
What makes all of these sites so interesting is the potential to link local community-based planning efforts to broader strategies for equitable development for low-income communities of color. These efforts will unfold in the short term while our region considers multiple rail transitions that will be built out over the next 10 to 15 years.

**Crystal Airport**

Because it is linked to the proposed Bottineau Boulevard LRT, the Crystal Airport's days may be numbered. The Bottineau Boulevard Partnership and the city of Crystal are pursuing the purchase of the airport in order to convert the 400-acre site into a mixed development of industrial business and affordable housing. The Metropolitan Airports Commission has completed a long-term plan for the airport, which calls for it to remain open until 2025. This promises to be a classic showdown between proponents of local government-control, transit and affordable housing advocates, and regional planners.

**Endon Yards parcel under threat**

Community members living near the Northwest Lift's future Van Wyke Street station are at high risk of losing a larger portion of the economic benefit promised to them in the Sunset Creek Valley Master Plan. If they and county staff have their way, a new layout facility would replace nearly half of the developable portion of the station area, impacting the nearly 2,300 jobs, 800 units of housing, $5 million in new feet of office space, and millions of dollars in real estate revenue projected over the life of the project.

**Upper Fort Landing/Fort Snelling area**

Near the Fort Snelling rail station along the Hiawatha LRT line, there are more than 200 acres of land owned by the Minnesota Department of Natural Resources, called the Upper Landing. An earlier plan was never entered for this site, which is surrounded by a parking lot, old barns, and military buildings.

NAACI is interested in working with partners to develop the site. Stakeholders predict that new developments near the rail station could include mixed, housing, commercial, retail development and even a Native American cultural center. It's a complex, but very promising project.

**West Bank station near the Cedar/Riverside area**

Several East African community-based groups and local community development organizations were involved in the accidental battle to site the first new Central Corridor station closer to the existing local neighborhood business district of Minneapolis' West Bank neighborhood.

Local residents and businesses have an opportunity to shape the site in a way that could produce mixed use, transit-oriented development that connects to local businesses and addresses community needs. Key partners include the African Development Corporation, the Somali Action Alliance, and the West Bank Community Development Corporation.

**The Missing Stops along the Central Corridor in St. Paul**

In January, it was announced that three missing stops at Hamline, Women and Victoria will be added along the eastern portion of University Avenue. Note that the stops are approved, but will accommodate groups who have the right to buy and sell, and that local development patterns and demographics are key factors. Station new planning has already commenced, with the guidance of a community-based steering committee. The first drafts of the plans are scheduled to be completed by March 2010.

**East Franklin station along Hiawatha Corridor**

Through a community planning process that commenced more than a year ago, NAACI developed a plan for a Native American cultural center that would encourage economic development in the Filipino neighborhood of Minneapolis. NAACI commissioned a revitalized corridor along Franklin Avenue, near the Hiawatha LRT. The design plans are about completed, and real ownership issues and financial support have been largely resolved.

*Some of the lines and stations depicted on this map are in various stages of planning and are subject to change.*
EXPECTED REDEVELOPMENT OUTCOMES:
• 3,000+ housing units
• 2.5 M sq ft commercial space (office and retail)
• 5000 - 6000 jobs
• 40 ac. new green space
• After TIF repayment, future projected tax revenue of $82 - $128 M
Bassett Creek Valley Master Plan

• 2800 Jobs [cut by 1/3rd]
• 500 New Mixed-Income Housing Units; & 1000 new residents [all cut]
• Millions of dollars in new tax base [lost ?]
Technical Assistance: Navigating local and federal approval processes

Community Engagement Opportunities for Transitway Development Overview

National Environmental Protection Act (NEPA)
Environmental Protection Agency

Scoping → Draft Environmental Impact Statement → Final Environmental Impact Statement → Record of Decision

An environmental impact statement (EIS), under United States environmental law, is a document required by the National Environmental Policy Act (NEPA) for certain actions significantly affecting the quality of the human environment. An EIS is a tool for decision making. It describes the positive and negative environmental (natural, social, & economic) effects of a proposed action, and it usually also lists one or more alternative actions that may be chosen instead of the action described in the EIS " (Wikipedia, 2011). Both the Draft and Final EIS are published for public comment.

Lead Agencies: County Regional Rail Authority & Metropolitan Council

New Starts Application
Federal Transit Administration

Alternatives Analysis → Locally Preferred Alternative → Preliminary Engineering → Final Design → Full Funding Grant Agreement → Construction → Transit Service Plan

Study of routes and modes (i.e. LRT, BRT, Bus, commuter rail) → Selection of preferred route and mode → Initial detailed engineering plans for construction → Final detailed engineering plans → Federal funds secured with local match → Contract compliance for community identified goals → Aligns bus system to transit stations

Lead Agencies:
County Regional Rail Authority: Metropolitan Council: (Planning)

Land Use Planning
Local municipalities, counties, Metropolitan Council

Existing plans/corridor wide planning → Station Area Planning → Comprehensive Plans → Zoning Changes → Development Implementation

Land use plans within ¼ mile circle around the station include: zoning, infrastructure, multimodal access, economic development and green space.

Governments in the metro area are required to submit comprehensive plans to the Metropolitan Council for coordinated regional planning.

Zoning changes made to prepare for future development plans

Lead Agencies:
Municipalities → Metropolitan Council → Municipalities
Technical Assistance: Navigating local transitway decision makers

Twin Cities Region Transitway Decision Making Overview

**County Regional Rail Authority:** Initiates corridor planning and engineering, Alternative Analysis (route & mode study), initiates Draft Environmental Impact Statement, recommends Locally Preferred Alternative. Plans and funds rail transportation corridors within the county connecting to the regional Transportation Policy Plan.

**Metropolitan Council (MC):** Owner/Operator, chooses LPA – Locally Preferred Alternative, Draft & Final Environmental Impact Statement (federal document), and Preliminary/Final Design. Prepares and approves for the 7 county metro area: the Transportation Improvement Program which identifies the schedule and funding of transportation projects; and the Transportation Policy Plan which defines overall policies and plans.

**Federal Government:**
- Federal Transit Administration – New Starts approval; Draft & Final Environmental Impact Statement
- Environmental Protection Agency – Environmental study review
- Congress – Appropriations and allocations for planning processes and New Starts construction

**Transitway Policy Advisory Committee (PAC):** Advises County Regional Rail Authority on planning and engineering, recommends final alignment to County. Membership includes elected officials at state, county and local levels of government as well as representatives of government agency, business and institutional stakeholders along the transitway corridor. Evolves into the Transitway Management Committee which advises the Met Council.

**Technical Advisory Committee:** Engineering and planning staff advises PAC on technical studies

**Business Advisory Committee:** Advises PAC on the business community issues throughout the service area

**Community Advisory Committee:** Advises PAC on community issues throughout the service area

**State of MN:** State funding contribution to construction. Department of Transportation oversees the Statewide Transportation Improvement Program which identifies the annual state schedule and funding of transportation projects.

**Counties Transit Improvement Board:** Largest local funding contribution. 5 counties – Anoka, Dakota, Hennepin, Ramsey and Washington – have utilized a quarter-cent sales tax and $20 motor vehicle sales tax, permitted by the Legislature, to invest in and advance transit projects by awarding annual capital and operating grants. The Board works in collaboration with the Metropolitan Council and Carver and Scott counties.

**Cities:** Municipal Consent for support of the project; and Station Area Plans addressing 1/4 mile around the proposed transit stations with the planning and implementation of land use such as: zoning, infrastructure, multimodal access, economic development and green space. Station area plans are adopted into each cities’ comprehensive plans and are submitted to the Met Council Regional Development Framework.

**Local communities:** neighborhood groups, cultural groups, community associations involved in planning and decision making about transitway development through the Community Advisory Committee, their city, county, state, federal elected officials and Metropolitan Council member representatives.
Equitable Process & Outcomes

“The people most impacted by systems and infrastructure investment decisions should be actively involved in planning for & benefiting from these projects”
$750,000 in Community Engagement Grants

• raising regional standards for inclusive community engagement practices & policies
• initiating Equity Now Twin Cities project
• working with national partner groups like PolicyLink
• defining “Equitable Development” in our own terms
• allowing communities to redefine what opportunity looks like to them (FHEA)
More than 170 Minnesota Delegates attended the summit (approximately 10% of all registered summit attendees!), with the help of generous support from: Blue Cross Blue Shield, Central Corridor Funders Collaborative, McKnight Foundation, Minneapolis Foundation, Nexus Community Partners, and the St. Paul Foundation.
Fair Housing Equity Assessment (FHEA)
<table>
<thead>
<tr>
<th>Anti-sprawl</th>
<th>Anti-racism</th>
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<tbody>
<tr>
<td>Equitable Development</td>
<td>Equitable Development</td>
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<tr>
<th>Initiate/Lead</th>
<th>Support other</th>
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<tr>
<td>On Campaigns</td>
<td>Org’s/Campaigns</td>
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<tr>
<td>(know when to step up and take the lead)</td>
<td>(know when to step back so that others can step forward)</td>
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<thead>
<tr>
<th>Short-term focus on</th>
<th>Long-term focus on</th>
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<tr>
<td>Issue Campaigns</td>
<td>power/movement building strategies</td>
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<tr>
<td>(local vs. regional?)</td>
<td>(leadership development; values/worldview)</td>
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1. We must *always* be *invited* in to work with a community based group.

2. We must *meet people where they are*, not where we want them to be.

3. Application of a *racial equity lens* is *fundamental* to our work.

4. Coalitions *reinforce and expand power*, help *prevent the isolation* of one group and can act as *a counter-balance* to divide & conquer dynamics.

5. A successful coalition campaign needs a *point person* to organize it – to step up and fulfill a facilitation role.
The purpose of the HIRE Minnesota campaign is to seek equitable investments in infrastructure development.
2009: For 18 Straight Years, MnDOT had failed to meet its hiring goals.
In 2009, MnDOT contractors only hired 3.4 percent women, & only hired 6.0 percent people of color in the Twin Cities metro area compared to a goal of 6 percent women compared to a goal of 11 percent people of color.
<table>
<thead>
<tr>
<th>Participating organizations</th>
<th>Family &amp; Children’s Service</th>
<th>Goodwill/Easter Seals</th>
<th>Minneapolis American Indian Center</th>
<th>Minneapolis Baptist Convention</th>
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<tr>
<td>African American Action Committee</td>
<td>Green Water Energy</td>
<td>HHELPnet</td>
<td>Minnesota Civic Engagement Table</td>
<td>Minnesota OIC State Council</td>
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<td>African American Men Project</td>
<td>Hmong American Mutual Assistance</td>
<td>Association</td>
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<td>Alliance for Metropolitan Stability</td>
<td>Hope Community</td>
<td>House Green</td>
<td>NEON</td>
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<td>Alliance for Sustainability</td>
<td>HUBBS Center for Lifelong Learning</td>
<td>Indigenous People’s Green Jobs Coalition</td>
<td>NPAC</td>
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<td>ALANA Green</td>
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<td>OneMN.org</td>
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<td>ARC Greater Twin Cities</td>
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<td>ARISE</td>
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<td>American Indian OIC</td>
<td>Jewish Community Action</td>
<td>Lao Assistance Center</td>
<td>Pillsbury United Communities</td>
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<td>Anishinabe OIC</td>
<td>L.I.F.T.</td>
<td>League of Young Voters</td>
<td>The Public Policy Project</td>
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<td>Asian Pacific American Housing Consortium</td>
<td>LISC</td>
<td>Lutheran Coalition for Public Policy in Minnesota</td>
<td>R &amp; R Family Centers</td>
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<td>Catholic Charities Office for Social Justice</td>
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<td>Sabathani Community Center</td>
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<td>Chicano Latino Affairs Council</td>
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<td>Stairstep</td>
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<td>Children’s Hope International</td>
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<td>Substance</td>
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<td>Cultural Wellness Center</td>
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<td>United Cambodian Association of Minnesota</td>
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<td>East Metro OIC</td>
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<td>Urban Embassy</td>
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<td>East Side Neighborhood Development Company</td>
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<td>Vietnamese Social Services of Minnesota</td>
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<td>EJSC</td>
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<td>West Side Citizens Organization</td>
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<td>EMERGE</td>
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<td>Minnesota Acorn</td>
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• Number of People of Color getting jobs has nearly tripled in past 4 years.

• In 2011, 15 out of 16 of MnDOT’s major projects hit their 11% hiring goals. In 2012, it was 13 out of 14.
New State Hiring Goals:

For future projects in Hennepin & Ramsey County, **32% of the workforce** shall be workers of color.*

- MN Dept. of Human Rights

* 22% in surrounding metro counties
Coalition Evolution ... Purpose Statement

1994
“... to promote a viable future for the diverse communities which together contribute to the vitality of our metro region.”

1999
“... to promote inclusive, mixed-income communities in a metropolitan region where planned growth checks urban sprawl by encouraging transit-friendly development and wise stewardship of environmental resources.”

2006/2007
“... to engage communities in working together to eliminate racial and economic disparities in growth and development patterns in the Twin Cities region.

2010
“... to advance racial, economic and environmental justice in the way growth and development occurs in the Twin Cities region.”

2012
“... to support strategic campaigns that advance racial, economic and environmental justice, while contributing to the overall health, sustainability and vibrancy of the Twin Cities region.”
Technical Assistance: the Draft Environmental Impact Statement

HOW TO ANALYZE THE DEIS

- EXAMINE THE SCOPE
  - Purpose & need of the project
  - Alternatives proposed & examined
  - Social & environmental impacts identified
  - Mitigation measures considered

- IDENTIFY THE MISSING PIECES
  - Facts ignored by the agency
  - Impacts that are not identified
  - Alternatives not considered
  - Mitigation measures not considered

- EVALUATE THE CONCLUSIONS
  - The evaluation & selection processes
  - The alternative selected
  - The mitigation measures proposed

Some helpful resources:
Southwest Transitway website: www.southwesttransitway.org

WHAT SHOULD I INCLUDE IN MY COMMENTS?
Comments may address any aspect of the adequacy of the Draft Environmental Impact Statement or the merits of the alternatives it considers. Comments may support or challenge the findings, analysis and conclusions reached.

- Examine the range of alternatives included
- Identify a reasonable alternative that should have been considered & wasn’t
- Challenge key facts relied on by the agency; explain how this alters the analysis & conclusions
- Identify missing facts ignored by the agency & explain how they alter the analysis & conclusions
- Highlight potential social or environmental impacts that are not identified in the DEIS & why they are important to the analysis
- Show how the analysis of a potential impact is inadequate & why this is a problem
- Evaluate the process or methodology used
- Highlight mitigation measures that are not considered or are inadequately considered

These are ideas to consider as you formulate your comments. State your agreement or disagreement with the DEIS; state the basis for your comments; then state what action you want the agency to take.
Corridors of Opportunity Initiative

COORDINATING COMMITTEE
also includes other partner organizations
Metropolitan Council (co-chair)
The McKnight Foundation (co-chair)
Central Corridor Funders Collaborative
City of Minneapolis
City of Saint Paul
Community Engagement Team
Counties Transit Improvement Board
Evaluation Team (non-voting)
Family Housing Fund
Hennepin County

The Itasca Project
Local Initiatives Support Corporation (LISC)
Metro Consortium of Community Developers
Minnesota Housing
Neighborhood Development Center
Ramsey County
Regional Council of Mayors
Saint Paul Foundation
Twin Cities Community Land Bank
Urban Land Institute -- Minnesota

POLICY BOARD

Collaborating Partners
Policy / Partner Collaboration Team

Related Evaluation Efforts
Evaluation Team:
CTS / CURA (U of M)
Met Council
Wilder Research

TEAM LEADS
Housing / TOD
Small Business
Southwest LRT
Central Corridor
Living Cities
Implementation Teams

COLOR LEGEND
Corridors of Opportunity
Living Cities
Sustainable Communities

PROJECT MANAGERS
Bottineau
Cedar Avenue BRT
Central Corridor LRT
Gateway Corridor
Northstar Commuter Rail
Southwest LRT

Sustainable Communities
Corridor Development Projects

Community Engagement Team:
Alliance for Metropolitan Stability
Minnesota Center for Neighborhood Organizing
Nexus Community Partners

Neighborhood-based and Community Organizations
1. **Minneapolis, MN**

Despite the cold wintertime climate, Minneapolis has a thriving bike community. It has 120 miles of on- and off-street bicycle facilities, plus indoor bike parking and other cycling-friendly facilities.

### Related Links:
- [Minneapolis Ride Maps](#)
- [Submit Your Own Minneapolis Ride](#)
- [The Best of Minneapolis](#)
- [Mountain Biking in Minneapolis](#)

To prepare this list, *Bicycling Magazine* referenced the Bicycling and Walking in the United States 2010 Benchmarking Report, prepared by the Alliance for Biking and Walking; the League of American Bicyclists Bicycle Friendly America project; data from Mediamark Research, Inc., Dun & Bradstreet and The Nielsen Company; and advice from national and local bike advocates.
In 2012, Portland reclaims #1 spot in Bicycling Magazine rankings

Here's the full top ten list (with 2010 rankings in parentheses):

1. Portland (2)
2. Minneapolis (1)
3. Boulder (3)
5. Chicago (10)
6. Madison, WI (7)
7. New York City (8)
8. San Francisco (6)
9. Eugene (5)
10. Seattle (4)

Oregon struggles in “Bike Friendly States” rankings *

Here's the full top ten list (with 2010 rankings in parentheses):

1. Washington (1)
2. Minnesota (4)
3. Massachusetts (7)
4. Colorado (12)
5. Oregon (8)
6. Wisconsin (3)
7. New Jersey (5)
8. Maryland (10)
9. Maine (2)
10. Delaware (18)
12. California (12)

* League of American Bicyclists, 2012 rankings