

Central Corridor Justice! One Stop Secured, Two to Go

On August 26, the Central Corridor Management Committee (CCMC) voted for a plan to make the full build-out of the three missing Central Corridor stations at Western Avenue, Victoria Street and Hamline Avenue possible by the completion of the line.

The city of St. Paul committed \$5.2 million to build out one of the missing stops. Simultaneously, Ramsey County made a commitment to fund the necessary environmental analysis that will be required to complete the new station. And finally, the Metropolitan Council agreed to include the three missing stations in the final Central Corridor construction bids, which means all firms competing to

build the line will have to provide cost estimates for build-out of the stops. This will make it much easier for the stops to be constructed if contingency or local funds become available for the remaining two community-desired stops.

PROGRESS TOWARD A RAIL LINE THAT SERVES THE ENTIRE COMMUNITY

Taken together, these steps represent enormous progress toward realizing the long fought-for vision of a light rail line which fairly serves the entire community. For years, residents along the Central Corridor have expressed concerns about the Metropolitan Council's plans for the light rail line. Community members have worried that the train would gentrify low-income communities, and displace families that have lived along University Avenue for generations.

They have wondered what cutbacks to bus service

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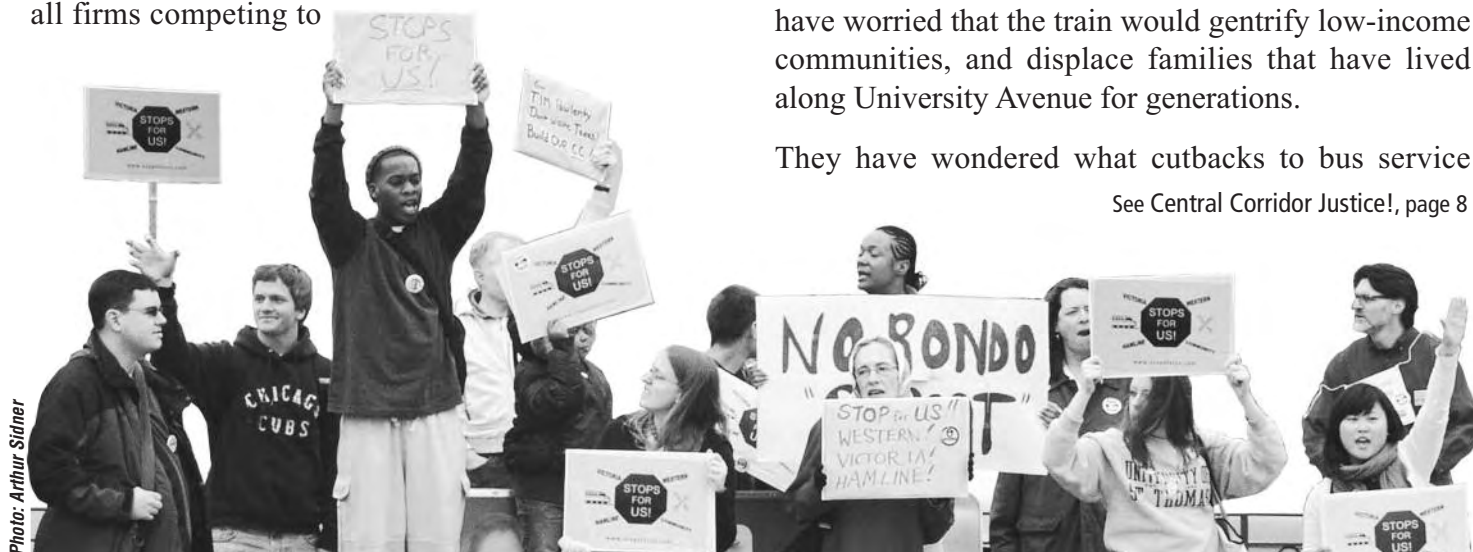


Photo: Arthur Sidner

Photo: Members of the community rally with Stops for Us for three additional Central Corridor LRT stops.

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The Alliance for Metropolitan Stability is a coalition of 26 grassroots organizations that work together to advance racial, economic and environmental justice in the way growth and development occurs in the Twin Cities region.

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 and by individual contributions from people like you.

From the Director's Desk



Agencies Coordinate Efforts for Common Sustainable Goals

In June, three key federal departments made an unprecedented announcement that they intend to coordinate the work of their agencies and align their collective sustainable development goals. This means that the Secretaries of the Department of Transportation (DOT), Housing and Urban Development (HUD), and the Environmental Protection Agency (EPA) intend to cooperate in a way that Washington, D.C., has never before seen.

This unparalleled Partnership for Sustainable Communities will be based on six guiding livability principles to coordinate federal transportation, environmental protection and housing investments.

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate policies and leverage investment
6. Value communities and neighborhoods

In announcing this alignment of agency goals, the DOT noted that, “the three agencies will work together to ensure that these housing and transportation goals are met, while simultaneously protecting the environment, promoting equitable development and helping to address the challenges of climate change.”

What's exciting about this proposed cross-sector policymaking approach is how consistent it is with the Alliance's founding principle: that we must work together because our region's people, places and issues are interdependent. Increasingly, people are coming to realize that we can't tackle significant problems in isolation from the other systems that affect them.

This principle is easily demonstrated in other policymaking areas — for example, in policies that govern natural ecosystems. In the past, policymakers have attempted to maintain the viability of natural areas by only focusing on water quality, while ignoring airborne pollutants, invasive species or recreational overuse. Policymakers came to realize that those systems were interdependent, and that environmental policy must be looked at more holistically. The same principles are finally being employed as our leaders tackle important issues like where we work, where we live and how we get there. Creating and maintaining healthy, vital and prosperous communities requires the same kind of overarching, interwoven approach.

The federal partnership promises to reform outdated policies and provide a host of tools and resources to local and regional authorities, including:

• **Reforming federal definitions of housing affordability.**

The partnership will redefine affordability to reflect issues like transportation expenses, proximity to jobs and the cost of utilities.

• **Providing support for coordinated planning efforts** in housing, transportation, and air and water quality to make more effective use of federal housing and transportation dollars.

• **Undertaking joint research, data collection and outreach.** The three agencies will save money and improve effectiveness by engaging in joint research, data collection and outreach efforts with stakeholders.

Minnesota's counterparts to HUD, EPA and DOT are now moving to explore their own form of interagency coordination. In time, we may see a similar compact between Minnesota Housing (our state housing finance agency), the Minnesota Pollution Control Agency, the Minnesota Department of Transportation and even the Metropolitan Council. This would be a smart move with the potential of

placing our region and our state in the best possible position to take advantage of new federal funding opportunities. It would also strengthen our ability to meet new criteria that emphasize cross-agency cooperation, and most importantly, align our agencies around the principles of issue interconnection that are now being recognized at the federal level.

15 years ago, the Alliance for Metropolitan Stability was instrumental in helping to pass Minnesota's own Livable Communities Act, a funding program administered by the Metropolitan Council that supports brownfield reclamation, smart growth development patterns and affordable housing production. This year, hundreds of like-minded organizations are banding together to support the national namesake of this program. Minnesota has a chance to be a national leader in the movement to realign our governmental resources and policies towards more sustainable and equitable community outcomes. Let's get busy!



Twin Cities Organizers Learn About Storytelling at Alliance Roundtable

by Loren Niemi of the Public Policy Project

Earlier this year, the Alliance brought organizers together from around the metropolitan region to learn techniques to make storytelling a more effective part of their organizing strategy. This Organizer Roundtable featured Loren Niemi of the Public Policy Project presenting "The Power of a Story."

With 40 years of organizing and 30-plus years of having identified myself as a storyteller, I understand why Hollywood Producer Peter Guber says in Harvard Business Review "Storytelling ... is one of the most powerful tools for achieving astonishing results. It is action oriented—a force for turning dreams into goals and then into results." Stories are fundamental to the organizer's role in helping individuals and communities to identify their dreams, hopes, fears and experience to harness them in service of building identity, common ground and change. The question is not whether stories have a role in your work but how can you be intentional and culturally responsive about the stories you tell. A good story touches the heart, engages the imagination and invites participation in arriving at "happily ever after." It makes the complex easier to understand by anchoring in our human experience. It gives voice to the lives of those most impacted by issues. It can create powerful metaphors that frame our understanding of challenges and solutions.

How do you create powerful advocacy stories? First you listen. Then you tell and retell what you heard to distill the essence of the story. You test it with a variety of audiences. You repeat the process again recognizing that it is the embodiment of what Paul Costello says: "We story our lives into meaning and that meaning shapes our values and actions."

Organizer Roundtables are one of the Alliance's strategies to build a network of organizers that work on issues related to growth and development in the Twin Cities. Roundtables are led by and for organizers and are held monthly at the Alliance's offices in Minneapolis. Please check our web site at www.metrostability.org for upcoming roundtables and summaries of past events.



HIRE Minnesota Takes on MnDOT Over Minority Hiring Failure

Anyone walking by the Minnesota Department of Transportation headquarters last month was greeted by an unusual sight: eighteen headstones forming a mock graveyard planted in the agency's front lawn.

The gravestones were part of a HIRE Minnesota action, a funeral march to mark the end of the 2009 construction season and to mourn MnDOT's 18th consecutive year of failure to meet its hiring goals for people of color.

The Alliance is one of 70 members of HIRE Minnesota, a coalition working to ensure that public investments in infrastructure and renewable energy help lift people out of poverty, reduce racial disparities and contribute to healthier communities for all of us.

PUBLIC INVESTMENT MUST BENEFIT ALL COMMUNITIES

After a successful legislative session this spring where we secured \$2.5 million for green jobs training and energy-efficiency outreach programs, we spent the summer focusing our energies on trying to secure construction jobs for people of color at MnDOT.

The thread that holds these issues together? The millions of dollars of public investment being put into these industries, funding that is meant to stimulate our economy and put thousands of Americans back to work. Our public institutions are making unprecedented investments, but they display a troubling pattern of failure to meet their goals for including people of color. HIRE Minnesota's mission is to hold our decision-makers accountable to all communities,

and to ensure our economic recovery efforts help lift people out of poverty.

STIMULUS MONEY BROUGHT EXTRA INVESTMENT TO MINNESOTA

MnDOT was a natural place for HIRE to focus our energies this summer. The agency spends hundreds of millions of dollars of taxpayer money with private firms every year to build

and repair our roads and bridges. This summer was especially busy for MnDOT, as an additional influx of funding arrived as part of the economic recovery efforts. Because of these significant opportunities, we set out early this spring to challenge MnDOT leadership to meet their hiring goals for people of

*"Cowardice asks the question— is it safe?
Expediency asks the question— is it politic?
Vanity asks the question— is it popular?
But conscience asks the question— is it right?
And there comes a time when one must take a
position that is neither safe, nor politic, nor
popular; but one must take it because it is right."*

—Dr. Martin Luther King, Jr.

color for the first time ever.

MnDOT'S HIRING FAILURES

Each year since 1992, MnDOT has set a goal to hire 11 percent people of color on construction sites around the metro

area. While its performance has waxed and waned, one thing has remained constant: a persistent failure to meet that goal. Over the years, the agency has created 17 programs to improve those figures, but none have resulted in consistent improvement. In fact, since 2006, MnDOT's hiring figures have steadily decreased from around 7 percent people of color to only

around 6 percent the past three years. That's significant in a region in which the population of color has increased to as high as 34 percent in the two major cities.

It's also significant because construction jobs could be



Photo: HIRE Minnesota supporters gathered at Rep. Keith Ellison's transportation forum to hold MnDOT accountable for its years of failure. Photo by Alex Tittle.



Photo: Construction students from Summit Academy OIC joined us at the MnDOT headquarters to demand better hiring practices during this construction season.

some of the most easily accessed for low-income communities and communities of color. Several strong workforce development organizations, including a number of HIRE partners like the state OICs and Emerge, turn out hundreds of qualified workers each year. Obtaining quality training is the easy part. Trained workers still struggle to be placed in long-term, family-supporting jobs once they graduate.

That's where HIRE Minnesota comes in. We started early this spring by bringing hundreds of people to the state Legislature as we testified before a transportation committee about MnDOT's failed programs.

"I haven't seen community organizing like that at the Legislature for years," said Russ Adams, Alliance executive director. "It was standing room only in the hearing room, and the entire room was filled with workers in hard hats and people wearing HIRE Minnesota buttons."

At the hearing, MnDOT officials acknowledged they haven't met their goals, but said that they were following the letter of the law and that their 17 programs were proof they were trying to make progress.

HIRE LAUNCHES MISSING PERSONS CAMPAIGN

Meanwhile, MnDOT was heading into construction season, and contracting millions of dollars to private companies to begin working on projects across the state. HIRE Minnesota members have been serving on stakeholder processes, making repeated calls to MnDOT's civil rights department and requesting meetings with Commissioner Tom Sorel, but MnDOT still only achieved a 6.3 percent hiring rate this year (the goal was 11 percent).

To heighten awareness of the importance of this issue over the summer months, we decided to take a novel approach:

- MISSING PERSONS REPORT -	
ATTN: MnDOT Commissioner Thomas Sorel	
REPORT DATE:	July 23, 2009.
MISSING PERSON(S):	Skilled, determined, hardworking, people of color and women seeking living wage jobs in MN.
LOCATION(S) FROM WHICH THEY ARE MISSING:	MnDOT highway construction sites and contracts.
LAST SEEN LOCATION(S):	At construction job training programs throughout the state, like Summit Academy OIC, Merrick Community Services, American Indian OIC,
MISSING DATE:	From the beginning.
REPORTING PERSON'S NARRATIVE:	Once promising negotiations with MNDOT to use MN's highway construction projects as a road to good paying jobs for people of color and women have come to a halt. Meanwhile the busy highway construction season moves at an accelerated pace due to the addition of federal stimulus dollars, but there is no visible change at highway constructions sites. Still missing are workers of color and women.
ACTION NEEDED:	Commitment by the Commissioner to locate these persons at MnDOT road construction sites so that these sites reflect our diverse MN community.



Photo: HIRE Minnesota sent a search party, including Alliance Coalition Organizer Jennifer Jimenez, left, and HIRE Minnesota Coordinator Alessandra Williams to a MnDOT construction site in August to look for missing people of color.

HIRE Minnesota Takes on MnDOT continued from page 5

at the end of July, we launched a two-month “missing persons” campaign against MnDOT. We brought around 200 people to MnDOT headquarters and served a missing persons report to the commissioner. It stated “Missing Persons: Skilled, determined, hard working people of colors seeking living-wage jobs at MnDOT. Missing Date: From the beginning.” Still, we saw no progress.

The next month, we raised the ante. We brought a search crew to a MnDOT work site at 46th Street and 35W in Minneapolis. We searched for people of color, and asked workers on the site where the missing workers of color were. Our request to meet with the site superintendent was refused and MnDOT again stated to the media that the agency had 17 programs in place to deal with the problem.

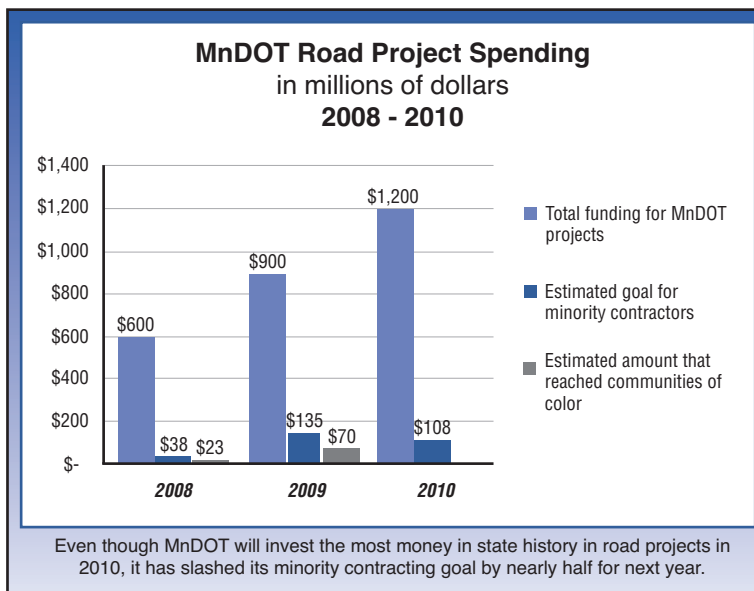
A FUNERAL TO MOURN MnDOT'S FAILURES

But HIRE Minnesota is not interested in programs, we are interested in results. And by September, we still did not have any indication that MnDOT had made any progress in meet-

ing its goals. As the end of the construction season neared, we decided to make a bold final statement by organizing a funeral to mourn MnDOT's failure.

Again, we brought more than 100 people to the MnDOT headquarters, dressed in dark colors, wearing black arm bands and carrying 17 gravestones marking MnDOT's known failures from 1992 through 2008. Two additional headstones for 2009 and 2010 bore question marks, representing our lack of information about this year's outcomes and our doubt about the agency's commitment to making better progress next year.

Construction students from workforce training organization Summit Academy OIC placed the gravestones in the ground, while a delegation of HIRE Minnesota leaders from the Alliance, American Indian OIC, Environmental Justice Advocates of Minnesota, Family and Children's Service, Hope Community, ISAIAH, Minnesota Baptist Convention, Minnesota State OIC Council, NEON, Prosperity Campaign and Women's Environmental Institute



Left photo: In September, we created a mock graveyard in MnDOT's plaza to bury 18 years of failure to hire people of color.



went inside to demand a meeting with the commissioner.

As the mourners outside sang songs of social justice, the delegation returned with news: MnDOT Commissioner Tom Sorel agreed to meet with our coalition the following week to discuss how we could secure better outcomes for communities of color in 2010. Time will tell how this and future meetings will affect MnDOT's performance next year.

THE FIGHT CONTINUES

HIRE Minnesota has made great progress with MnDOT by raising public awareness of the issue of these hiring goals this summer. We remain committed to this work until we effect meaningful and lasting change for communities of color by holding MnDOT to finally meeting its goal of 11 percent people of color hired next year.

To join our efforts, please visit www.hiremn.org and sign up to volunteer or receive more information.



A delegation from HIRE Minnesota presented this gravestone to the MnDOT commissioner, asking for hope that 2010 will not have to be buried along with the last 18 years.

HIRE Minnesota Still on the Move for Green Jobs and Hiring Equity



Photo: Thousands of people met at HIRE Minnesota town hall meetings this spring to learn about our campaign for infrastructure and green jobs for low-income people and people of color.

What happened to the \$2.5 million from the Energy Programs Act?

This spring, HIRE Minnesota played a major role in securing \$2 million for green jobs training for low-income people and \$500,000 for energy-efficiency outreach in the state Energy Programs Act. So what has happened with that money since the legislative session ended in May?

HIRE Minnesota has been following the implementation of state weatherization programs every step of the way. When the metro-area weatherization providers initially issued their request for proposals (RFPs) for contractors, they did not reflect the hiring, training and contracting provisions from the Energy Programs Act. We have been working closely with labor groups, elected officials and weatherization providers to make the outcomes we secured for low-income people and people of color real on the ground.

We believe we have made substantial progress in identifying and building support for processes which will ensure that the \$2.5 million has its intended effect, but we are still waiting for the state to issue the RFPs to make that happen. We continue to advocate and to work in partnership with a variety of community organizations to ensure that the money reaches low-income communities.

Green Jobs: What's on next year's legislative agenda?

HIRE Minnesota is also hard at work identifying the best opportunities in next year's legislative session—a bonding session—to create green jobs and increase career options for communities of color and low-income people in the growing renewable energy sector of our economy. In the next couple of months, we will select the best opportunities to advance these goals in the 2010 legislative session.

If you have ideas to share about how HIRE Minnesota should shape its 2010 legislative agenda for green jobs, please contact Jennifer Jimenez at jennifer@metrostability.org.

Alliance Weighs in on Federal Transportation Evaluation Measures

Through our work on the Central Corridor LRT, we learned that a primary barrier to achieving our goal of adding three stations was a federal formula called the Cost Effectiveness Index (CEI). The CEI is a complex formula that evaluates the “cost per hour of user benefits” — in other words, it takes into account projected ridership, the estimated time spent by each traveler and the total cost of the line. This means that when new costs are added to a rail project, any subsequent change in travel time and in total ridership will adjust the CEI upward or downward.

These calculations have been used to determine whether a project is funded. The Metropolitan Council stated that adding the three missing stops to the Central Corridor line increases the CEI too much for the project to be considered for federal funding. Instead, local sources or the project’s contingency budget must be used to fund the missing stops.

The good news is that the federal government is in the process of reconsidering these evaluation requirements. Every six years, Congress passes a major transportation bill that sets the guidelines for how federal spending on roads, bridges and transit projects is allocated. The next bill is expected to be passed within the next year, and the Alliance is working alongside advocates from across the country to ensure that future federal guidelines set to dictate these important decisions for both transit and road projects (currently highway projects are not held to the same evaluation standards) include more comprehensive, flexible and equitable evaluation measures.

The Alliance has interviewed a number of our partners to develop a set of recommendations for future evaluation measures. We believe both road and transit projects should be evaluated for the extent to which they:

- Increase access to jobs
- Contribute to new economic development
- Connect people to quality affordable housing
- Decrease the burden of transportation costs for families
- Limit our environmental impacts
- Increase mobility for all people

The Alliance will release a report at the end of this year that provides our recommendations for improvements to federal transportation evaluation measures. Keep your eye on www.metrostability.org to download the report.

Central Corridor Justice cont. from page 1

would mean to transit-dependent families that lived far from a light rail stop. Without these stations the low-income, diverse, transit-dependent communities on east University Avenue would bear the burden of the light rail, without experiencing many of its wealth-creating benefits.

CONCERNS ROOTED IN HISTORIC INEQUITIES

The concerns about the missing stops are rooted in the injustices experienced by those same communities the last time a major transportation project was built to connect Minneapolis and St. Paul. The 1960’s construction of Interstate 94 through the heart of the Rondo neighborhood devastated a vibrant and diverse African-American neighborhood, and has had lasting negative effects that destroyed a vital economic engine. East University Avenue neighborhoods have been advocating for improvements to the Central Corridor LRT plans in the hopes of preventing another Rondo.

Public investments into lasting infrastructure can and should be a wealth-creation tool for everyone.

INFRASTRUCTURE INVESTMENTS CAN SPUR WEALTH CREATION

Public investment into lasting infrastructure can and should be a wealth-creation tool for everyone. Government decisions around the \$1 billion expenditure for Central Corridor LRT can not only move people through our region, they can provide access to jobs, centers of commerce and affordable housing. The Central Corridor LRT has the potential to increase



Photo: Central Corridor stakeholders discuss the future of the LRT on east University Avenue communities.



Stops for Us asked members of the community where they would like Central Corridor LRT stops placed. Photo: R. J. Maller.

the prosperity of all the communities along the line if it is built right. These stops, located at intersections where surrounding residents are disproportionately poor and of color, represent an important step in that direction.

ONE DOWN, TWO TO GO

The CCMC's decision this week was a significant victory for racial and economic equity. We celebrate this decision, which involved years of persistent community leadership and organizing.

Our challenge now is to work with our public leaders to secure the funding necessary to make the commitments for all three stops a reality and to ensure the goal of equitable development on University Avenue. We intend to live up to that challenge.

The Alliance for Metropolitan Stability is a member of the Stops for Us coalition, which is comprised of neighborhood groups, faith-based organizations, housing organizations and community organizations working to ensure that three additional stops are built at Hamline, Western and Victoria by the completion of the Central Corridor LRT line.

Member Spotlight

Family & Children's Service

The Alliance has strengthened its relationship with longtime member group Family & Children's Service (FCS) this year through our partnership on the HIRE Minnesota campaign. FCS has been a trusted organization serving the Minneapolis-St. Paul area for 131 years, and has a long-standing tradition of direct services and advocacy to improve the lives of children, youth and families in all their various forms.

FCS Director of Public Policy and Civic Engagement Jeff Bauer sits on the HIRE Minnesota steering committee with the Alliance, and played a major role in securing our victory on the 2009 Energy Programs Act. Jeff has also been a leader in HIRE's efforts to hold the state accountable to ensuring those legislative victories are realized on the ground.

The Alliance has been pleased to work with FCS on a number of other projects this year. In September, FCS Organizer Amina Saleh was a presenter at the Alliance's Organizer Roundtable on Community Organizing in the Suburbs. Amina's primary focus is the empowerment of Somali people, and she works with Somali populations in Eden Prairie, Hopkins and St. Louis Park. Amina focuses on developing leadership with Somali communities overcoming local policy barriers to Section 8 housing. She also works with parents in Hopkins to increase their capacity to advocate for their children in the local school district. Participants at our roundtable learned from Amina's expertise in building relationships to facilitate the acceptance of people of color in suburban communities.

In October, FCS held its annual Peace, Power and Unity conference, to connect more than 150 community leaders from around the metropolitan areas on important issues like youth violence, workers' rights and immigration reform. Alliance Coalition Organizer Jennifer Jimenez and Environmental Justice Advocates of Minnesota Organizer Karen Monahan were invited to co-present at the conference on HIRE Minnesota's efforts to organize communities across boundaries to secure new opportunities for communities of color.



Participants at FCS's 2009 Peace, Power and Unity Conference.

Developments to Watch



New developments are cropping up all around the Twin Cities. These local development projects have regional significance because they have the potential to provide new jobs, incorporate affordable housing, make transit connections and revitalize communities. Here are a few we have our eye on.

Future Transit Investments to Spur Economic Development

Future public investments in transitways in the Twin Cities will provide an exciting opportunity for new economic development in our region. Northstar commuter rail begins operations in November 2009. Central Corridor LRT construction is scheduled to begin construction in 2010, to be completed by 2014. The Southwest Transitway is moving forward on a schedule to begin in 2012, to be completed by 2015. And other transitways that are in the planning stages include Cedar Avenue bus rapid transit, the Bottineau Corridor LRT, the Rush Line commuter rail between Hinkley and St. Paul, the Red Rock Corridor commuter rail from Hastings to St. Paul and Northern Lights Express high speed rail from Duluth to the Twin Cities.

Sessions with city officials and community members have resulted in complete station area plans for both the Central Corridor LRT and the Southwest LRT. Station area plans cover the areas ¼ mile around each proposed LRT stop, addressing issues such as commercial and housing development, zoning, open space and parking, as well as bicycle, pedestrian, transit and automobile movement.



This extraordinary increase in regional transportation investment will be a catalyst to development along these transit lines, and a number of community efforts are underway to promote equitable development principles in these planning processes. For example,

Housing Preservation Project and Community Stabilization Project are leading a Central Corridor Affordable Housing Task Force to coordinate efforts to ensure there is affordable housing investment in Central Corridor developments.

Meanwhile, the Alliance for Metropolitan Stability has been convening a Regional Transitways group, which brings together 21 member and partner organizations to secure fair and equitable access to transit for low-income communities. The group is promoting affordable housing, demanding an inclusive public input process, and influencing future corridor alignment, stops locations, land use plans and development opportunities along regional transitways. We hope the work of this group will enable communities in our region to take a coordinated approach to new transitways that involves low-income people in the planning process and integrates the need for transportation choices with other community needs like housing and job-creation.

Photo: Metro Transit

Harrison Neighborhood Fights Changes to Bassett Creek Redevelopment Plan

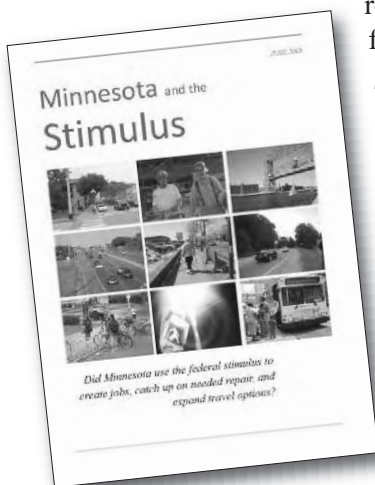
The Harrison Neighborhood Association (HNA) in North Minneapolis has been committed to the redevelopment of the Bassett Creek Valley for more than 10 years. The Minneapolis City Council has also committed to the redevelopment of the valley, and specifically the publicly owned lands known as Linden Yards West, Linden Yards East and the eastern portion of the Minneapolis Impound Lot. This new development is likely to be aligned with a stop on the Southwest LRT, which could spur 500 new units of housing, transit-oriented development and new jobs for the Harrison neighborhood.

However, the latest plans by the city and Hennepin County indicate that the Linden Yards East portion of the site could be slated for a train storage and maintenance facility for the Southwest LRT line, maintaining the valley's current status as an industrial site rather than transforming it as an asset for Harrison residents and a catalyst for the greater Northside.

The Alliance will be partnering with HNA to build a coalition of transit equity allies to support the neighborhood in its fight to uphold the city's promise to revitalize the Bassett Creek Valley. With HNA at the lead, the Alliance and our allies will ensure the city takes racial and economic equity into consideration when making these important decisions for Minneapolis.

Transportation Stimulus in Minnesota

Did Minnesota use the federal stimulus to create jobs, catch up on needed repair and expand transportation choices for everyone? Or did we pour stimulus dollars into road expansion and highway projects that benefit just a few people living in our state?



This spring, the Alliance worked with three of our member groups, Transit for Livable Communities, Fresh Energy and 1,000 Friends of Minnesota, to analyze the first 120 days of transportation stimulus spending in Minnesota. While Minnesota did an average job of prioritizing fix-it-first projects, we did not perform as well on prioritizing transit projects or walking and biking alternatives.

The Alliance contributed an analysis of the job-creation progress made during the first three months. We found that Minnesota could have created around

16 percent more jobs had we focused all of our investment in fix-it-first rather than road expansion projects.

To read the report, visit www.metrostability.org.

Alliance Featured in Report About the Value of Community Organizing and Advocacy

In October, the National Committee for Responsive Philanthropy released the Funding Advocacy and Civic Engagement to Increase Community Impact report. The report quantified the impact of five years of the community organizing and advocacy work of 15 Minnesota nonprofits, including the Alliance for Metropolitan Stability. What they found was that for every \$1 invested in Twin Cities organizing groups, those groups were able to leverage \$138 in community investment. That's good news in a funding climate that sometimes favors direct service over systems change work.

NCRP evaluated five of the campaigns the Alliance has contributed to over the past five years. They found that we leveraged more than \$118 million in public investments for more affordable housing, better transit connections, money for green jobs training and energy-efficiency outreach, and community technology projects through those campaigns during that time period. In addition, we played a role in passing comprehensive transportation legislation that totaled \$6.6 billion.

The Alliance is proud to be counted among a strong group of advocacy and organizing groups in the Twin Cities that demonstrate that a small investment in community organizing can reap major benefits for our community.

Visit www.ncrp.org to download the report.



Alessandra Williams Joins the Alliance

The Alliance is pleased to welcome Alessandra Williams to our staff.



Alessandra Williams

Alessandra has been serving as the HIRE Minnesota coordinator since late 2008, originally with Summit Academy OIC. The position remains the same, but is now being housed at the Alliance.

Alessandra coordinates all aspects of HIRE Minnesota, including scheduling and staffing committees, organizing events and maintaining inter-coalition communication. Her most recent work prior to working for the coalition was with the DFL Coordinated Campaign, where she served as regional field organizer for the North Minneapolis community.

Born and raised in the Phillips and Whittier Neighborhoods, Alessandra Williams earned her bachelor's degree from Macalester College, with a major in American Studies and a minor in Dance.

Join the Movement for a Just and Equitable Region

Support the Alliance for Metropolitan Stability!

Yes!!! I support the work of the *Alliance for Metropolitan Stability* to engage communities in eliminating racial and economic disparities in growth and development patterns in the Twin Cities region.

☐ *You can count on me! Here's my tax-deductible contribution to support your efforts:*

_____ \$25 _____ \$50 _____ \$25 _____ \$100 _____ \$250 _____ \$500 _____ (Other \$ _____)

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