
How the Stops for Us Campaign leveraged Federal Funding for local benefit

Joan Vanhala, Coalition Organizer
Alliance for Metropolitan Stability

In the 1930s, Rondo Avenue was the heart of St. Paul's largest Black neighborhood. African-American families, who had lived in Minnesota for decades, and new arrivals created a vibrant, vital community.



**Credjafawn
Co-op Store
678 Rondo Ave.
St. Paul, MN**



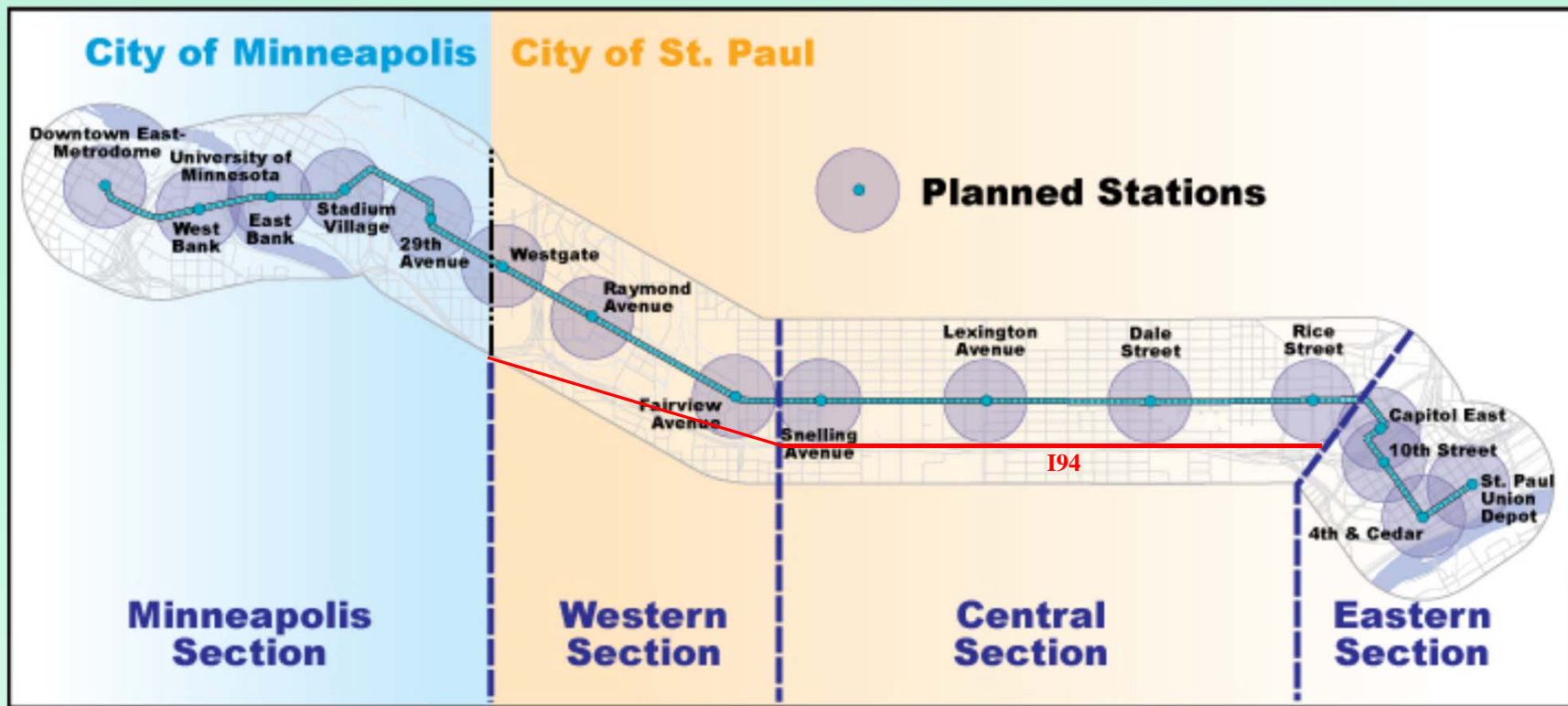
In the 1960s, the construction of Interstate 94 destroyed Rondo Avenue and devastated the historic Rondo neighborhood. 70 businesses were lost and 400 families were displaced.



When I94 split the community in half, they were spread out
between East University Avenue to Selby Avenue.
The economic engine of the community was never recovered.

We would not allow this history to repeat itself!!

The way Central Corridor was planned



Transportation Equity / Stops for Us!

For the Rondo community, the coming of the Central Corridor LRT project on University Ave was a matter of survival as the community still struggled with the devastation of the past.



Rondo Avenue today



Sons of Rondo:
Peter Bell, Metropolitan Council Chair
Nathaniel Khaliq, St. Paul NAACP Chair
Melvin Carter III, Ward 1 St. Paul City Councilmember

This is our *once in a lifetime* opportunity to maximize an investment that will shape the growth of our community and our region for the next 100 years.

We all must learn from the mistakes made 45 years ago when building Interstate 94 devastated the Rondo Neighborhood.



Our members included

- Alliance for Metropolitan Stability
- Aurora/St. Anthony Community Development Corporation
- Community Stabilization Project
- District Councils Collaborative of Saint Paul and Minneapolis
- Hmong Business Association
- ISAI AH
- Jewish Community Action
- Minnesota Center for Environmental Advocacy
- Transit for Livable Communities
- Housing Preservation Project
- University United



Federal Transit Administration Environmental Justice

“Effective transportation decision making depends upon understanding and properly addressing the unique needs of different socioeconomic groups. This is more than a desktop exercise; it requires involving the public. The U.S. DOT is committed to this more comprehensive, inclusive approach. These changes make sure that every transportation project nationwide considers the human environment.”

http://www.fhwa.dot.gov/environment/environmental_justice/overview/

WHAT IS ENVIRONMENTAL JUSTICE?

There are three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

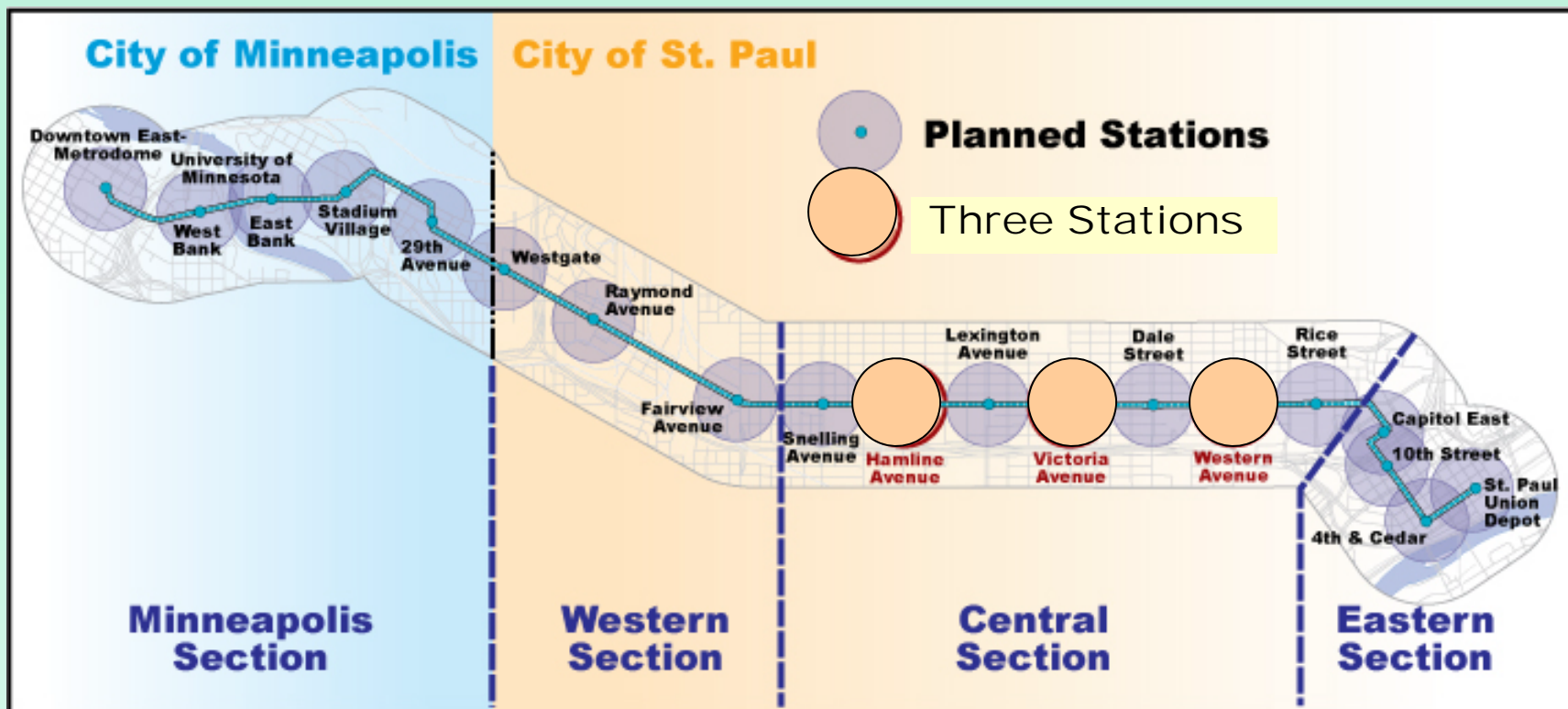
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From left to right: Congressman Ellison, Mayor Rybak, Commissioner Carter, Senator Klobuchar, Sec. LaHood, Commissioner McDonough, City Councilmember Carter, Mayor Coleman

On January 25th, 2010 at a historic press conference in the Rondo neighborhood, Department of Transportation Secretary Ray LaHood announced that the CEI would no longer be a pass/fail measure and the 3 stations would be built for the Environmental Justice communities on the Central Corridor.

The Central Corridor project as it is now



Transportation Equity / Stops for Us!

Central Corridor

Mitigations Discussed or Identified in Title VI Administrative Complaints

Preserve and Benefit Historic Rondo Committee

Concerned Asian Business Owners

Accurate Analysis of Adverse Impacts

Add 3 Missing Stops

Maintain Bus Service

Maintain Commercial and Residential Parking

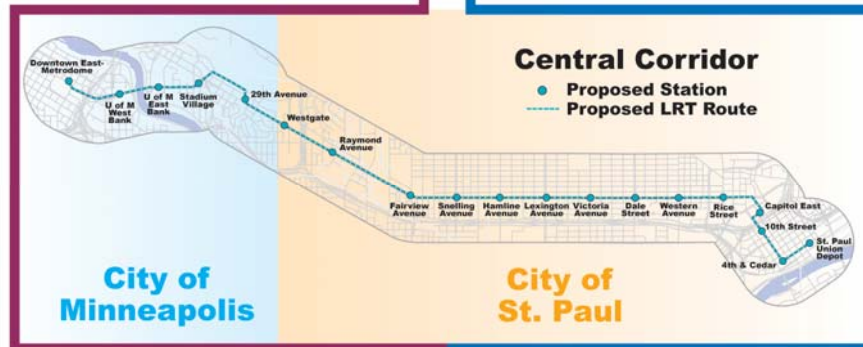
Small Business Retention and Expansion

Mitigate Displacement of Renters/Homeowners

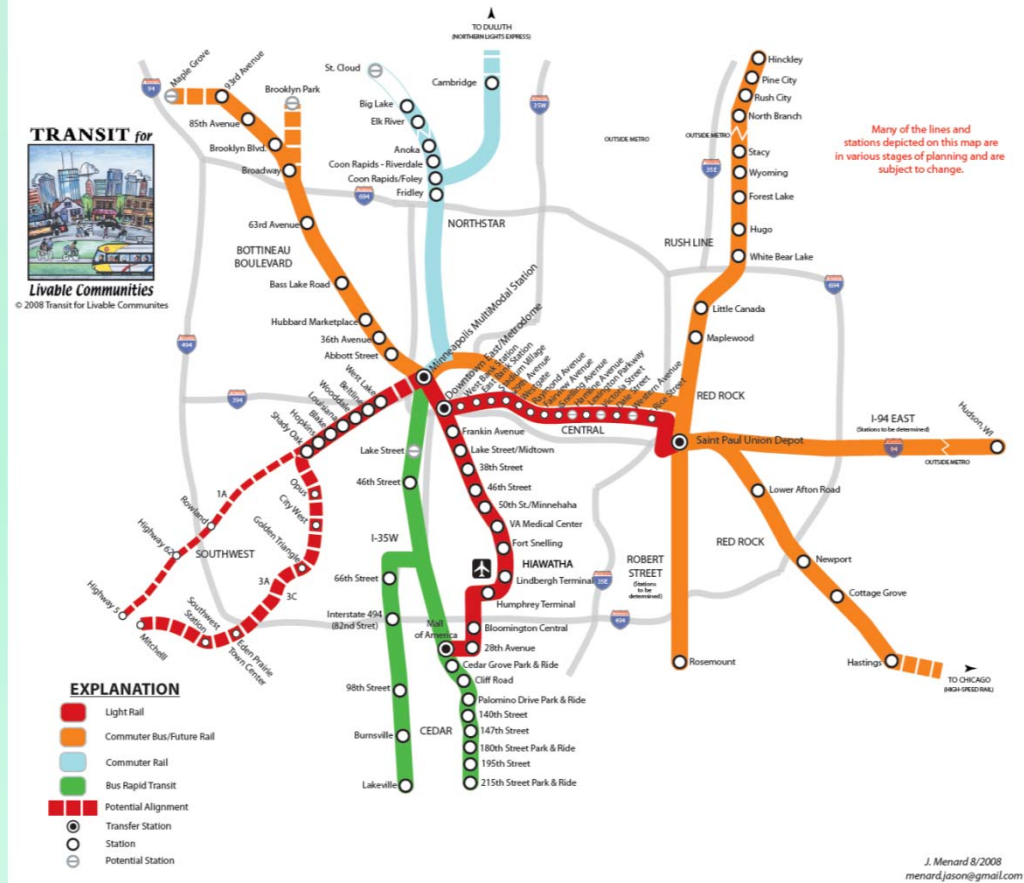
Maintain Existing Affordable Housing & Add New Affordable Housing

Expand Employment Opportunities for Community Residents

Mitigate Division/Isolation of Existing Communities



Minneapolis-St. Paul Transitways 2020



As our region continues to build out our transitways, we will pass on what we have learned to other Twin Cities environmental justice communities.

The Future: Reviving our economic engine and our community





Moving forward with Equitable Development

Old Home site at Western Station



Public transit is a civil rights issue

More than forty years ago, Martin Luther King, Jr. recognized transportation as an issue that lies at the intersection of civil rights and economics:

“Urban transit systems in most American cities... have become genuine civil rights issues - and a valid one - because the layout of rapid-transit systems determines the accessibility of jobs to the black community. ”
