Progress Beyond the Rail
Tracking Progress Beyond the Rail

As public and private investment follows the Central Corridor Light Rail Line, it can help make the Corridor a place of opportunity where residents and businesses thrive... A place where neighborhoods are accessible to people of all income levels, reflect community identities and link all people to local amenities and regional opportunities.

This is a long-term vision with many stakeholders and countless moving parts. It won't happen all at once. And it will be challenging to track progress “beyond the rail” in the long and diverse Corridor.

That's why the Central Corridor Funders Collaborative commissioned Wilder Research to identify some key indicators of change in the Corridor, determine data sources and provide a framework for analyzing and reporting results. We call it the Central Corridor Tracker.

The Central Corridor Tracker displays 13 corridor-wide indicators that are aligned with four outcomes:

- **ENSURING ACCESS TO AFFORDABLE HOUSING**
- **BUILDING A STRONG LOCAL ECONOMY**
- **CREATING VIBRANT TRANSIT-ORIENTED PLACES**
- **PROMOTING EFFECTIVE COORDINATION AND COLLABORATION**

The 2011 Tracker reports the baseline data that will be used for future comparisons. It also breaks out the results for west, middle and east segments of the Corridor – and evaluates the current status against selected indexes. Until the light rail line is fully operating, this summary will be updated annually based on a more detailed report by Wilder Research available at funderscollaborative.org/tracker.
Access to Affordable Housing

Affordable housing offers a vital step toward economic wellbeing and wealth creation for families with low and modest incomes. Both the supply and location of affordable housing are important. Nearby transit with good regional connections to jobs and other opportunities reduces household transportation costs and spreads limited income further.

Strong Local Economy

Beyond the jobs created by building new light rail transit, good transit connections can stimulate new local development, make workplaces more accessible to workers, increase foot traffic and customers for area businesses and connect everyone to opportunities via the larger regional transit network.

Vibrant, Transit-Oriented Places

Access to transit encourages more people and businesses to locate nearby. Transit knits communities together by creating places that stimulate community life and providing access to all kinds of opportunities — particularly if development plans respond to local needs.

Effective Coordination and Collaboration

Making the most of Central Corridor opportunities requires stakeholders from the public, private, nonprofit and advocacy sectors to work together over a sustained period. Collaborating can be challenging when reaching across jurisdictions, sectors and issues.

Change Within the Region

When trying to anticipate and track how the Central Corridor might change over time, we also must look at changes going on in Minneapolis and Saint Paul as a whole. Measuring the demographic makeup and changes in household income will give us a context for understanding comparable shifts in the Corridor.
### Central Corridor Key Outcomes: 2011 Baseline Indicators

#### Access to Affordable Housing

1. **People of all incomes live here**
   - Less than $10,000 AGI (2007 $)
   - $10,000 - $29,999 AGI

2. **Transit helps families afford living here**
   - Low income households (60% of Area Median Income)
   - Moderate income households (80% of Area Median Income)

#### Strong Local Economy

3. **Residents have access to shopping & services**
   - Health care & social assistance
   - Hotel, restaurant & food services
   - Other services (auto, beauty salons, religious)
   - Retail trade

4. **Businesses of all sizes thrive here**
   - < 5 Employees
   - < 20 Employees
   - < 100 Employees

5. **Construction creates opportunities**
   - Jobs for women & minorities (construction hours through Dec. 2010)
   - Contracts to disadvantaged businesses (share of contracts paid through Oct. 2010)

6. **Residents can access workplaces via transit**
   - % of low/moderate income workers employed within a 45-minute transit commute (of 21,079 in Corridor)
### Vibrant, Transit-Oriented Places

**Neighborhoods attract more businesses & housing**
- Occupied residential addresses
- Occupied commercial addresses

**Neighborhoods provide nearby access to services**
- Walk Score® (Scale 1-100)

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Index</th>
<th>Mpls. St.Paul</th>
<th>Central Corridor</th>
<th>Of Note</th>
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<tbody>
<tr>
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<tr>
<td><strong>Neighborhoods attract more businesses &amp; housing</strong></td>
<td>Increase over time</td>
<td>292,439</td>
<td>45,237</td>
<td>More dense development patterns &amp; increased transit use complement each other</td>
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<tr>
<td></td>
<td></td>
<td>24,105</td>
<td>10,139</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Lake St (86)</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>W 7th (58)</td>
<td></td>
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<td></td>
<td></td>
<td>82</td>
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**Neighborhoods provide nearby access to services**
- Walk Score increases over time

### Effective Coordination and Collaboration

**Common goals** Agree/Strongly Agree
- Increase over time

**Effective collaboration** Agree/Strongly Agree
- Increase over time

**Informed** Very well informed
- Increase over time

### Change Within the Region

**Median household income**
- 2009 $ estimated based on (2005-09)
- Compare to region over time

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<tr>
<td></td>
<td>$45,800</td>
<td>$38,600</td>
<td>Middle Corridor has highest median income ($40,500)</td>
</tr>
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</table>

**Population**
- By race/ethnicity
- American Indian
- Asian
- Black
- White
- Some other race
- Two or more races
- Hispanic/Latino (of any race)
- Compare to region mix over time

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<tr>
<td></td>
<td>657,841</td>
<td>86,983</td>
<td>Corridor has higher proportion of Asians and Blacks than the cities</td>
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<tr>
<td></td>
<td>1%</td>
<td>1%</td>
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<tr>
<td></td>
<td>8%</td>
<td>11%</td>
<td>East Corridor has highest proportion of Asian, Black and Hispanic residents</td>
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<tr>
<td></td>
<td>15%</td>
<td>23%</td>
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<tr>
<td></td>
<td>68%</td>
<td>61%</td>
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<tr>
<td></td>
<td>3%</td>
<td>2%</td>
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<tr>
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<td>3%</td>
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<td></td>
<td>9%</td>
<td>5%</td>
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For a thorough presentation of these baseline indicators and data sources, see funderscollaborative.org/tracker
Numbers Worth Watching

Establishing baseline data in the Central Corridor will help us identify positive or negative changes as LRT construction proceeds. Here are some of the baseline indicators that stand out. We track data for the Corridor as a whole as well as for segments we call West, Middle and East Corridor.

### ACCESS TO AFFORDABLE HOUSING

Low income households in the Middle Corridor pay **50%** of their income for housing + transportation

### STRONG LOCAL ECONOMY

Health care and social services make up **18%** of Middle Corridor businesses (vs. 12% for Minneapolis/St. Paul)

**45%** of Central Corridor business establishments have fewer than five employees (vs. 51% for Minneapolis/St. Paul)

**63%** low/moderate income Corridor residents can reach their workplaces via transit within one hour

### VIBRANT, TRANSIT ORIENTED PLACES

The Corridor has **42%** of Minneapolis/St. Paul business addresses but only 15% of the residential addresses.

Walkable access to a mix of amenities is **11** points higher in West versus East Corridor neighborhoods (89 vs. 78 Walk Score®)

### CHANGE WITHIN THE REGION

Corridor median household income is **$7,000** below the median for Minneapolis/St. Paul

**39%** of Corridor residents are people of color and **19%** are foreign born (vs. 32% and 15% for Minneapolis/St. Paul)

The Central Corridor Funders Collaborative works with local resident organizations, community groups, nonprofit and business coalitions, and public leaders and agencies who share our vision to make the Corridor a place of opportunity for all. For more information, visit: [funderscollaborative.org](http://funderscollaborative.org)

**CENTRAL CORRIDOR FUNDERS COLLABORATIVE MEMBERS**

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451 Lexington Parkway North • St. Paul, Minnesota 55104

[funderscollaborative.org](http://funderscollaborative.org)