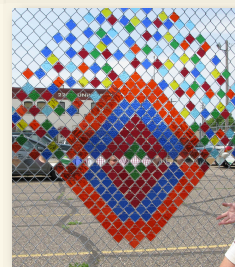


CENTRAL CORRIDOR KEY OUTCOMES

Baseline Indicators Report April 2013



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CENTRAL CORRIDOR FUNDERS COLLABORATIVE

Key outcomes for the Corridor: 2013 indicators report

April 2013

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The author would like to thank the community partners and data providers who assisted with this update:

Deb Conley, Metropolitan Council

Paul Hanson, Metropolitan Council

Leo Jackson, Metropolitan Council

Roderic Southall, Metropolitan Council

Chen Fu Lao, University of Minnesota

We also wish to thank Jonathan Sage-Martinson of the Central Corridor Funders Collaborative. The following staff from Wilder Research assisted with this document:

Mark Anton

Jennifer Bohlke

Cheryl Bourgeois

Allison Churilla

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Table of Contents

<i>Introduction</i>	<i>1</i>
<i>ACCESS TO AFFORDABLE HOUSING</i>	<i>3</i>
Share of households by income	3
Average housing plus transportation costs as a percentage of household income.....	5
<i>STRONG LOCAL ECONOMY.....</i>	<i>7</i>
Percentage of businesses by industry type	7
Percentage of businesses by size (number of employees).....	9
Percentage of Central Corridor LRT construction work hours performed by women or minorities.....	11
Percentage of Central Corridor LRT contracts paid to Disadvantaged Business Enterprises (DBEs).....	13
Street-level business change.....	14
Percentage of low- and moderate-income Corridor residents who work within a commute-shed reachable within 45 minutes by public transit.....	15
<i>VIBRANT, TRANSIT-ORIENTED PLACES</i>	<i>17</i>
Total number of occupied residential and commercial addresses.....	17
Average Walk Score® in the Central Corridor	19
<i>EFFECTIVE COORDINATION AND COLLABORATION</i>	<i>21</i>
Perspectives of representatives of key stakeholder groups.....	22
<i>Demographic context.....</i>	<i>26</i>
<i>Data notes</i>	<i>31</i>
<i>Appendix</i>	<i>294</i>
<i>Selected results related to the Key Stakeholder Survey questions</i>	<i>56</i>

Introduction

The Central Corridor Funders Collaborative is a group of 13 grant-making organizations that are investing in the Central Corridor of Minneapolis-St. Paul. They are investing based on the belief that the new light rail line offers an opportunity to “strengthen the regional economy and make adjacent neighborhoods better places to live and work.” The Funders Collaborative envisions a Corridor that is a place of opportunity for all, where residents and businesses thrive. The Funders Collaborative pursues this vision by working with a variety of organizations, community groups, coalitions, and public agencies to create and implement corridor-wide strategies. These strategies aim to ensure that adjoining neighborhoods, residents, and businesses all share in the expected benefits resulting from Light Rail Transit (LRT).

The Funders Collaborative promotes learning so decisions affecting the Corridor are informed and far-sighted, builds shared solutions through the creation of corridor-wide strategies and goals, and invests capital through the Catalyst Fund. Through these activities it seeks to achieve the following four outcomes in the Central Corridor:

- Access to affordable housing
- Strong local economy
- Vibrant, transit-oriented places
- Effective coordination and collaboration

Tracking outcomes in the Corridor:

To assess progress on these outcomes, the Funders Collaborative has been working with Wilder Research over the past three years to develop, report, and update measures for the desired outcomes. This report is the third report in a multi-year series tracking change along the Corridor, following up on the Baseline report from 2011. The report is complemented by a more concise “Central Corridor Tracker” that summarizes the more detailed information contained in this report.

Notes on methods:

Work has included identifying key questions related to the outcomes, determining indicators and data sources, gathering and analyzing data, and reporting results. Indicators were selected not only for their “goodness of fit” with the outcomes, but also with attention to whether they are straightforward to understand or interpret. Additionally, the data source for each indicator needed to be available for small geographic areas (e.g., blocks, block groups, or census tracts) and updated on a relatively timely basis to meet the objective of tracking changes along the corridor. While the intention of this report is to track changes in the same indicators over time, new data sources are continually being developed and will be included in this report as appropriate. To guide the data gathering and analysis, each indicator has associated with it a “key question.” These key questions are included at the top of each indicator page, along with the associated outcome.

More information on the indicators, including maps showing the areas included in the analysis, as well as detailed tables and results of a stakeholder survey, are included in the Appendix. Throughout the report the indicators are shown for each of six major “segments” of the Corridor. These six segments

are closely aligned with sub-market analysis conducted for the Investment Framework. The segments are: Downtown Minneapolis; University of Minnesota and Environs, which in addition to the University of Minnesota includes Prospect Park; Midway West, which includes parts of the St. Anthony and Union Park neighborhoods; Midway Central, which includes Hamline University, and parts of the Hamline-Midway and Union Park neighborhoods; Midway East, which includes much of Frogtown and Thomas-Dale neighborhoods; and Downtown St. Paul. In addition, most indicators also present comparable data for the cities of Minneapolis and St. Paul combined. Note that while this report features the most recent data available for each indicator, the dates vary somewhat from indicator to indicator. We refer to the data reported in the 2011 document as “Baseline” and the data in subsequent reports as “Year 2” and “Year 3” (this year). In some cases both Baseline and Year 2 measures are pre-construction and in other cases they are not. Detail of the source-years, indicator by indicator, can be found in the Appendix.

The Funders Collaborative intends to continue working with Wilder Research for the next several years to annually track and report on these measures as the construction goes forward, is eventually completed, and when the light rail line is fully operating.

Central Corridor Funders Collaborative members

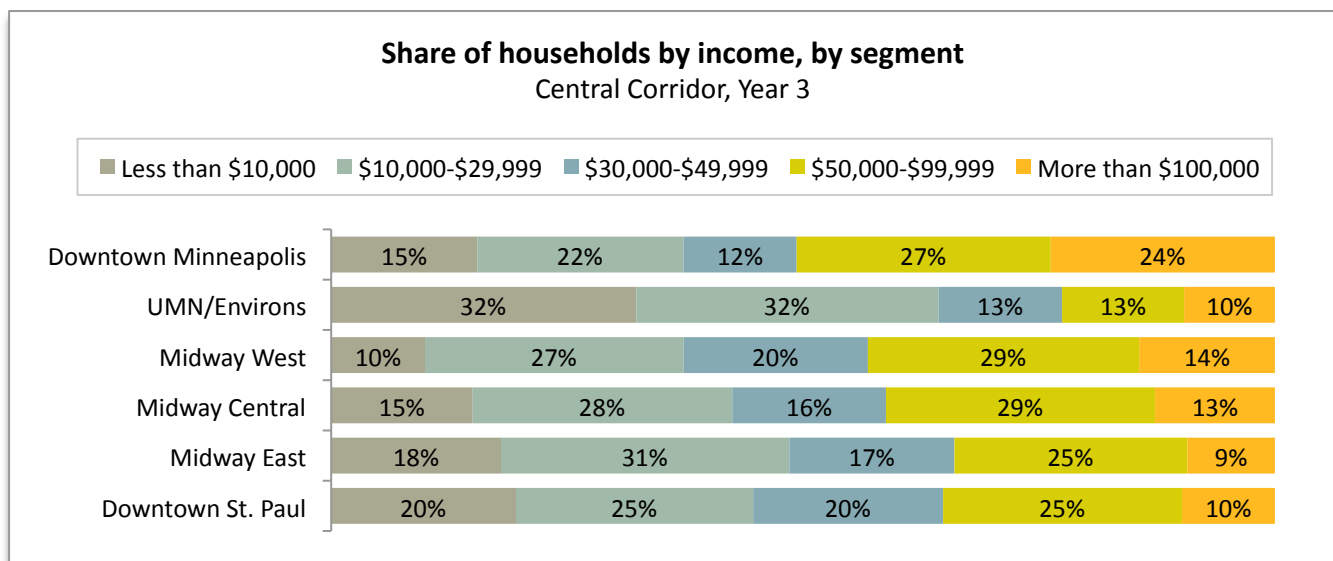
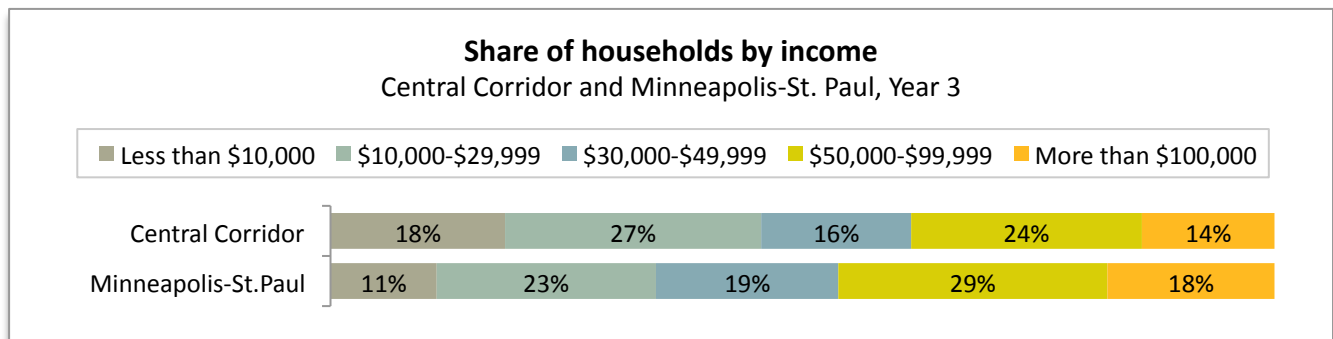
Annie E. Casey Foundation, Ford Foundation, F.R. Bigelow Foundation, John S. and James L. Knight Foundation, Living Cities, Inc., McKnight Foundation, The Minneapolis Foundation, Northwest Area Foundation, Otto Bremer Foundation, Jay and Rose Phillips Family Foundation of Minnesota, The Saint Paul Foundation, Surdna Foundation, and Travelers Foundation.

Access to affordable housing

Outcome: Mix of household incomes

Indicator: Share of households by income

Key Question: Are low-income people still able to live near the Central Corridor?



Source: U.S. Census Bureau, American Community Survey 2007-11 5-year estimates.

Note: Income adjusted to 2011 dollars. See Appendix for comparisons with Baseline and data source explanations.

Overall Corridor:

- The Central Corridor hosts a range of household incomes, including substantial shares of households with incomes at both the high and low end of the income spectrum.
- At the higher end of household incomes, 14 percent of Corridor households earn more than \$100,000 per year, while 18 percent of Corridor households earn less than \$10,000 per year.
- Nearly half of all households in the Corridor earn less than \$30,000 per year and about 1 in 5 households are extremely poor, with an income of less than \$10,000 per year. As a comparison, the 2011 federal poverty level for a family of four was \$22,350.

- Compared to Minneapolis-St. Paul, the Corridor has a higher share of low- to moderate-income households (households earning under \$30,000 per year) and a higher share of very low-income households (18% of Corridor households compared to 11% of Minneapolis-St. Paul households).

By Segment:

- Downtown Minneapolis hosts the largest share of all households in the Corridor (25%). High-income households (\$100,000 or more/year) are concentrated in the Downtown Minneapolis segment: 42 percent of all high-income households in the Corridor are in this segment.
- In contrast, the UMN/Environs segment hosts just 16 percent of all households in the Corridor, but has 28 percent of all very low-income households in the Corridor (less than \$10,000/year). This is likely a reflection of the student community, as well as areas with lower-income, non-student households. In total, just 23 percent of households in the UMN/Environs segment earn more than \$50,000 per year.
- The four remaining segments (Midway West, Midway Central, Midway East, and Downtown St. Paul) share more similarities in income distribution than Downtown Minneapolis and UMN/Environs, though important differences exist.
- For example: Of the Midway segments, Midway West has the smallest share of very low-income households and the highest share of very high-income households. This distribution shifts as the segments move eastward: Midway Central has a greater share earning less than \$10,000 (15%) and smaller share earning more than \$100,000 (13%). Midway East's distribution continues the shift with 18 percent of households who have very low incomes and just 9 percent with very high incomes.
- Downtown St. Paul is notably different from Downtown Minneapolis. Its income distribution is more similar to the Midway segments than to Downtown Minneapolis. Twenty percent of Downtown St. Paul households earn less than \$10,000 per year and just 10 percent earn more than \$100,000. Nearly 25 percent of Downtown Minneapolis households earn more than \$100,000.

Outcome: Housing with enduring affordability is available to current and future residents

Indicator: Average housing plus transportation costs as a percentage of household income

Key Question: Is it affordable to live in the Central Corridor?

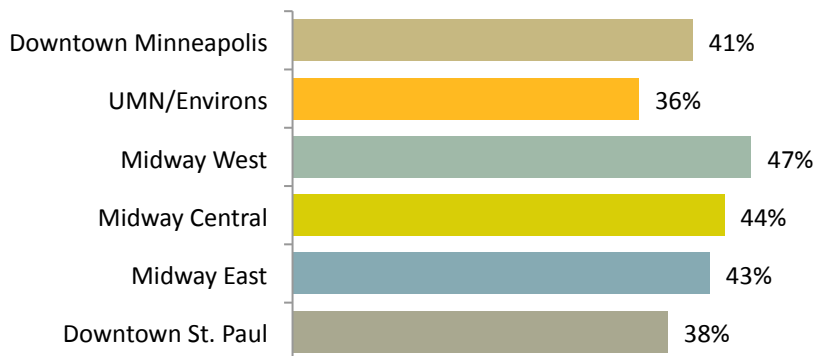
Housing and transportation costs as a percentage of income for low-income households*

Central Corridor and Minneapolis-St. Paul, Year 2



Housing and transportation costs as a percentage of income for low-income households*, by segment

Central Corridor, Year 2



Source: Housing + Transportation Affordability Index, Center for Neighborhood Technology, Chicago, IL.

* Low-income households are those making 60 percent of area median income. Area Median Income relates to the median for the nation, as per CNT data and guidance. Results reported in the figure assume an average household size of 2.59 people and 1.14 commuters.

Overall Corridor:

Numbers and analysis for the Corridor and Minneapolis-St. Paul are the same as Year 2, as the H+T index has not been updated since the previous report.

Change of note:

- According to the Housing and transportation affordability index (H+T), the Corridor can be considered an affordable place to live. However, it is less affordable than it was at Baseline. For the Baseline, housing and transportation accounted for just 34 percent of household income along the Corridor; a few years later, those same items now take up 41 percent of household income.

- The Corridor's H+T cost increase follows those of Minneapolis-St. Paul, though the two cities are more expensive than the Corridor as a whole or any of its segments.

Characteristics of note:

- An H+T burden in excess of 45% is considered unaffordable. The cost of housing and transportation associated with living in the Central Corridor is just below this threshold for the lower-income households, indicating the Central Corridor has a higher degree of location efficiency as compared to the region.
- For households in the Corridor who earn 60 percent or less of area median income (about \$31,375 in 2010 dollars), the cost of housing and transportation averaged 41 percent of household income.
- It should be noted that many households along the Corridor earn less than the 60% AMI figure, so while the Corridor may be considered affordable for some lower-income households, it may not be affordable for all lower-income households.

By Segment:

- Of all the segments, UMN/Environs and Downtown St. Paul low-income households spend the least on housing and transportation expenses (36% and 38%, respectively).
- Location along the Corridor makes a substantial difference in the share of income that is spent on transportation. Households in the Midway segments spend more than 20 percent of income on transportation and related expenses, while Downtown Minneapolis households spend just 14 percent (but spend 27% on housing).
- Though the Corridor is considered affordable even for low-income households, increasing costs for housing and transportation are a reality throughout the Corridor; each of the six segments had increases of 5 percentage points or more since 2000.
- Downtown Minneapolis has seen the largest increases in H+T costs, primarily due to increases in housing, while UMN/Environs saw the smallest increases. Transportation cost increases were highest in the Midway West segment.

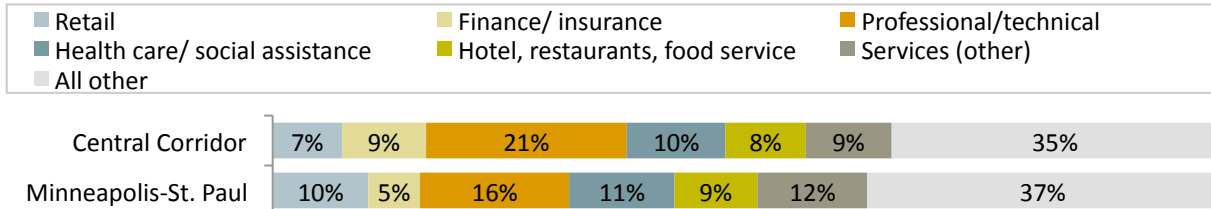
Strong local economy

Outcome: Mix of businesses*

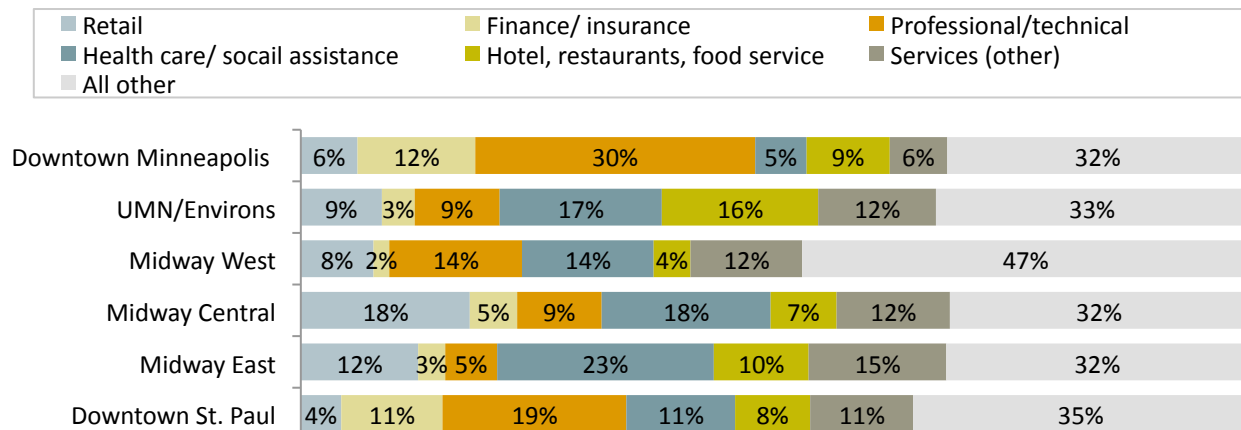
Indicator: Percentage of businesses by industry type

Key Question: Does the Corridor provide a mix of services for residents?

Business establishments by type
Central Corridor and Minneapolis-St. Paul, Year 3



Business establishments by type, by segment
Central Corridor, Year 3



Source: Metropolitan Council summary of Minnesota Department of Employment and Economic Development, Quarterly Census of Employment and Wages, 2009-2011. Data from 2009 and 2010 were back-revised.

*Data by industry only shown for the six largest categories. See Appendix for additional notes and explanation.

Overall Corridor:

Changes of note:

- The Corridor has seen a net loss of 129 establishments since the Baseline report, including a net loss of 79 businesses from Year 2 to Year 3, adding to the net loss of 50 from Baseline to Year 1.
- These figures include establishments located in both Downtown Minneapolis and Downtown St. Paul, as well as business changes as far north as Pierce Butler Route and as far south as Selby

Avenue. A more narrowly defined, street-level count of business change is available in “Street-level business change” on page 15.

- In Year 3, the Central Corridor continues to provide a similar mix of establishment types to its residents as it did at Baseline, though there are fewer establishments overall on the Corridor.
- The most substantial losses have been in finance and insurance, an industry which has seen a net loss of 59 establishments since Baseline (-9%). This is reflective of larger economic changes, as finance and insurance also accounted for the largest number of establishments lost in Minneapolis-St. Paul.
- While the Corridor mirrors some larger economic trends (for another example, a net gain of 14 establishments in the health care industry), the Central Corridor also had a larger loss of hotel, restaurant, and food service establishments (-5% decline or -28 establishments) than Minneapolis-St. Paul as a whole. Establishments in this industry remained steady in the central cities over the same time period.

Characteristics of note:

- Of all Minneapolis-St. Paul establishments in the top six industries highlighted, more than 1 in 3 are located in the Central Corridor and more than half of all jobs (54%) are located in the Corridor.
- Compared to Minneapolis-St. Paul, the Corridor has a larger share of establishments in the professional and technical industry, many of which are in the downtowns.

By Segment:

Changes of note:

- Among the six segments, the two downtowns have had the largest net losses of establishments from Baseline to Year 3. For Downtown Minneapolis, that has meant a loss of 84 establishments (-3%) and for Downtown St. Paul, a loss of 44 establishments (-4%).
- Outside of the downtowns, UMN/Environs had net increases in establishments over both years, but saw a larger increase from Year 2 to Year 3 (+7 establishments versus just 2 establishments gained the year before).
- Midway West, on the other hand, had the largest net loss outside the downtowns, with 16 fewer establishments in Year 3 than there were at the Baseline. Nine of those losses were in finance/insurance.
- Significantly, Midway East saw a gain of 8 health care/social assistance establishments, contributing to the Corridor’s overall establishment gain in this industry. During the same Baseline to Year 3 period, the segment had a net loss of hotel, restaurant, and food service establishments.

Characteristics of note:

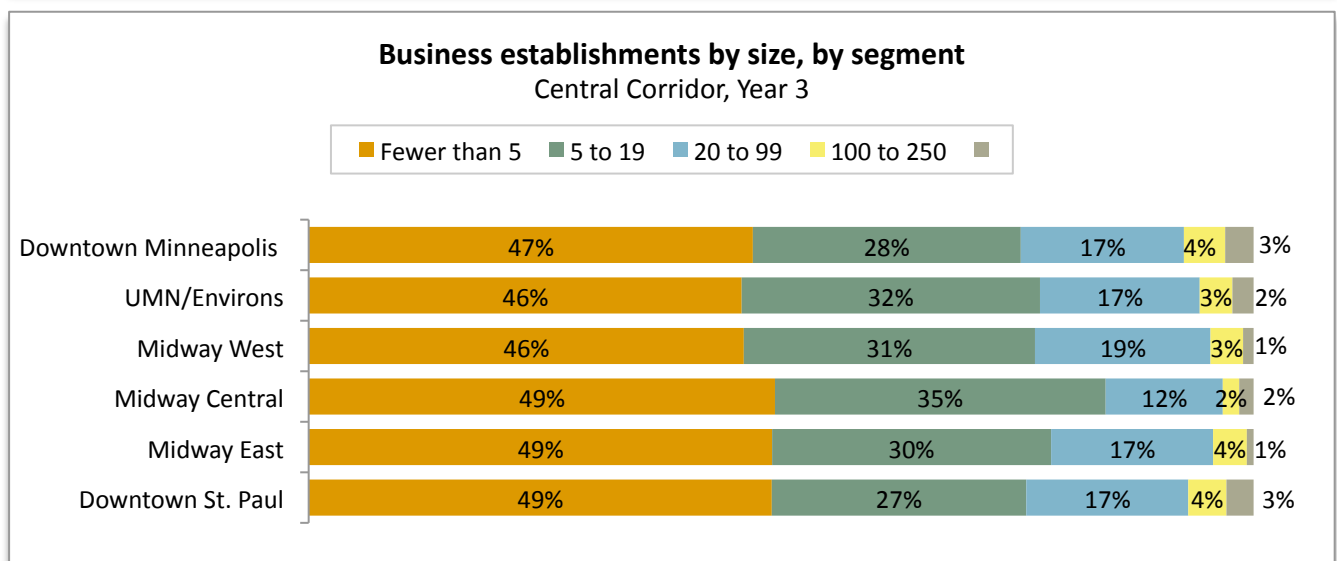
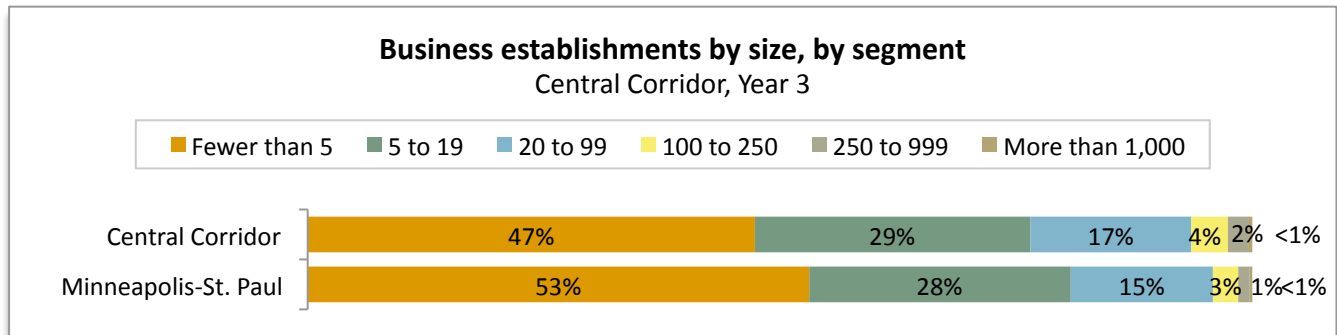
- In Downtown Minneapolis and Downtown St. Paul, professional and technical services account for the largest share of establishments (30% and 19%, respectively), but throughout the rest of the Corridor, health care/social assistance is the largest industry.
- This is true in Midway West, which has 125 establishments in health care/social assistance and is just behind the two downtowns in the number of establishments in the industry. As a share

of total industries, Midway East has the highest share of any other segment (23% in health care/social assistance).

Outcome: Mix of businesses*

Indicator: Percentage of businesses by size (number of employees)

Key Question: Does the Corridor provide a place for small businesses to thrive?



Source: Metropolitan Council summary of Minnesota Department of Employment and Economic Development, Quarterly Census of Employment and Wages, 2009-2011. Data from 2009 and 2010 were back-revised.

*Data by size only shown for the six largest categories and suppressed at the segment-level for establishments with more than 999 employees. See Appendix for additional notes and explanation.

Overall Corridor:

Changes of note:

- The Corridor has seen a net loss of 129 establishments since the Baseline report, including a net loss of 79 businesses from Year 2 to Year 3, adding to the net loss of 50 from Baseline to Year 1.
- These figures include establishments located in both Downtown Minneapolis and Downtown St. Paul, as well as business changes as far north as Pierce Butler Route and as far south as Selby Avenue. A more narrowly defined, street-level count of business change is available in “Street-level business change” on page 15.

- Smaller establishments with less than 100 employees make up nearly 95 percent of business establishments on the Corridor. Since Baseline, there has been a net loss of 139 of establishments of this size.
- The smallest businesses (those with fewer than 5 employees) make up 50 percent of all businesses and have seen a net loss of 118 establishments since Baseline. The loss was greater from Year 2 to 3 (-89) than Baseline to Year 2 (-29).

Characteristics of note:

- Establishments with fewer than 20 employees make up 77 percent of establishments along the Corridor. These 5,000 establishments located on the Corridor make up 36 percent of all similarly-sized establishments in Minneapolis-St. Paul.

By Segment:

Changes of note:

- Three of the six segments saw net gains in establishments from Baseline to Year 3: UMN/Environs, Midway Central, and Midway East with gains of 9, 3, and 3 establishments, respectively.
- Looking at changes in the smallest establishments (fewer than 5 employees), only Midway Central has seen a net gain during that same time, with a gain of 10. However, UMN/Environs gained 14 establishments with 5 to 19 employees.
- Of all segments, Downtown Minneapolis had the largest net loss (-84), but Downtown St. Paul, which lost 46 establishments, had the largest percentage loss (-4%).

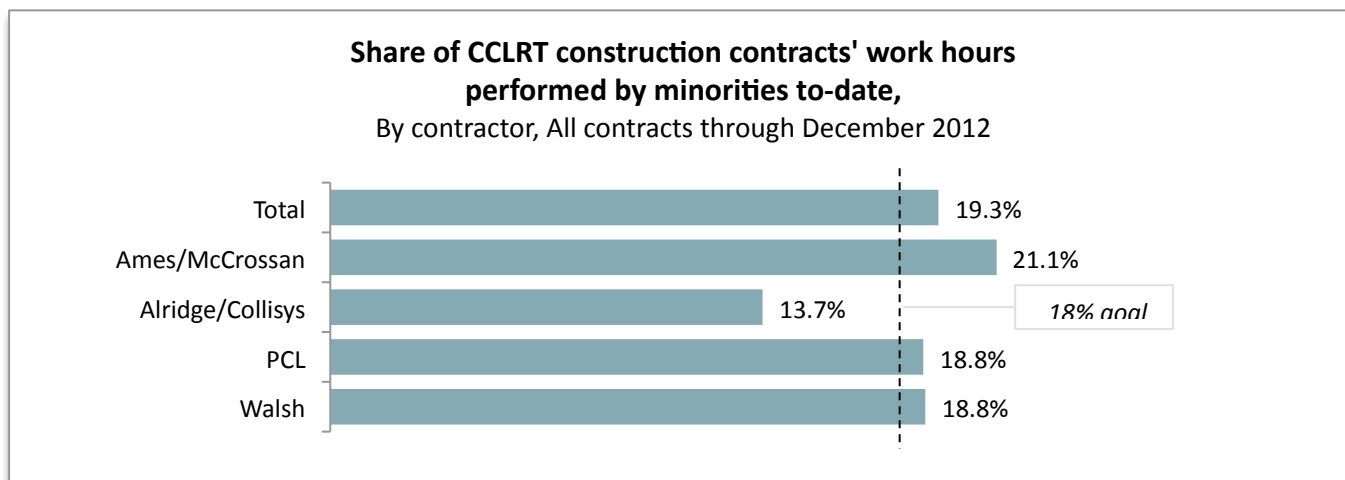
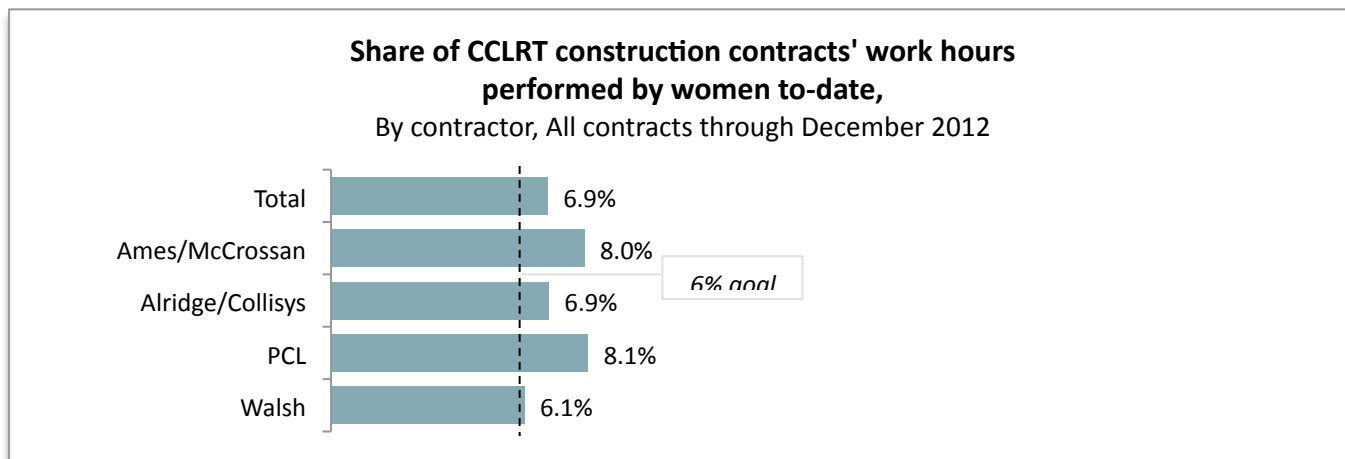
Characteristics of note:

- Each of the segments has a similar mix of business sizes, with nearly half of all establishments employing fewer than 5 employees.
- Midway Central has the largest share of businesses employing fewer than 20 (84%) and has seen gains in this size of establishment (+13).

Outcome: New development brings opportunities for career-building and long-term employment

Indicator: Percentage of Central Corridor LRT construction work hours performed by women or minorities

Key Question: Are goals for inclusion of women and people of color in the workforce building the LRT being met?



Source: Metropolitan Council

Overall:

- The Minnesota Department of Human Rights has established a goal of 6 percent women and 18 percent minority representation in the workforce for Central Corridor LRT construction contracts, based upon share of total work hours performed by each group.
- Summed across contractors to-date, both female and minority contract hours have exceeded the goal.
- This is an improvement since Year 2, which was short of the minority workforce participation goal.

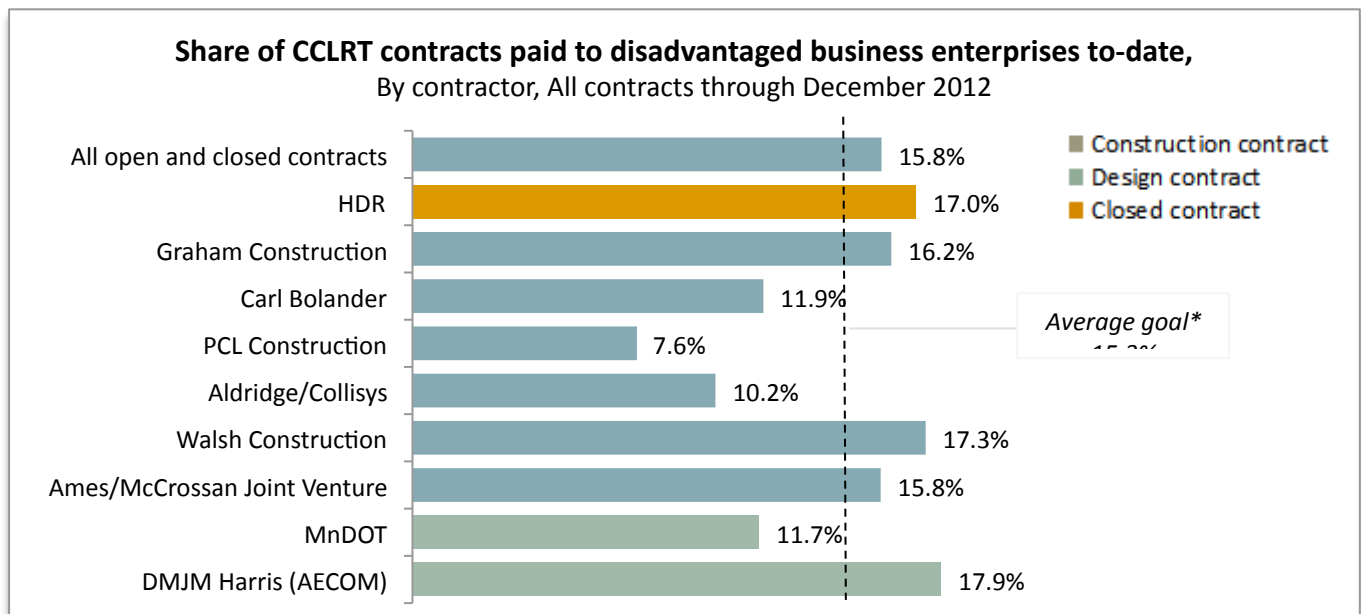
By Contractor:

- All contractors except for Aldridge/Collisys have exceeded their stated goal for work participation by minorities. Aldridge/Collisys is nearly 50 percent complete with its contract (in terms of dollars spent).
- Ames/McCrossan has the highest participation rates for both women (8%) and minorities (21%).
- PCL has also gone beyond their goal for hours performed by women, with 8 percent of total construction hours performed by women.

Outcome: New development brings business opportunities

Indicator: Percentage of Central Corridor LRT contracts paid to Disadvantaged Business Enterprises (DBEs)

Key Question: Is the goal for contracting with DBEs in the design and construction of the LRT being met?



Source: Metropolitan Council, Disadvantaged Business Enterprise report

Notes: Individual contractors are at varying stages of contract goals and timelines. These percentages represent incomplete information about the percentage of DBE dollars paid by each contractor, and should not be considered final performance.

* All Central Corridor LRT contractors have a stated goal for contract dollars paid to DBEs, although goals differ slightly across contractors.

Overall:

- On the whole, 15.8 percent of those payments have been to DBEs, with over 85 percent of all the project's amended contracts having been paid to date. This is above the average contract goal of 15.3 percent (contract goals are 15 or 17 percent, depending on the contract).
- While more dollars have been paid to DBEs since last year, the share of total contract dollars awarded to date is smaller than it was at Year 2 (16.2%).
- With 13 percent of amended contracts remaining (\$79.6M), approximately \$9.7 million must be paid to DBEs in order to achieve the aggregated dollar goal of \$92.4 million.

By contractor:

- Among all the contractors, AECOM, HDR, Ames/McCrossan, Walsh, and Graham have met their goals for contracting with Disadvantaged Business Enterprises (DBEs), while to date the Minnesota Department of Transportation, Aldridge/Collisys, PCL, and Carl Bolander have not.
- Aldridge/Collisys has 50 percent of its \$89 million contract remaining. In order to meet its DBE goals, it will need to have \$8.8 million of the dollars remaining paid to DBEs.

- PCL Construction has 29 percent of its \$47.3 million contract remaining and will need to pay \$4.5 million of its remaining dollars to DBEs in order to meet its goal.

Outcome: **Minimal economic disruption from construction**

Indicator: **Street-level business change***

Key Question: **What is the impact of construction on business openings and closings?**

Street-level business change (Feb 2011- Dec 2012)

	Year 2 Feb 11-Dec 11	Year 3 Jan 12-Dec 12	Cumulative Feb 11-Dec 12
Openings	53	40	93
Closings	-48	-24	- 72
Relocations Off Corridor	-8	-11	-19
Net Gain/Loss	-3	5	2
<hr/>			
<i>Relocations on Corridor</i>	<i>15</i>	<i>9</i>	<i>24</i>

Source: Metropolitan Council "Status Report on the Implementation of Mitigation Measures – CCLRT Construction –Related Business Impacts," May 2011 – December 2012 reports.

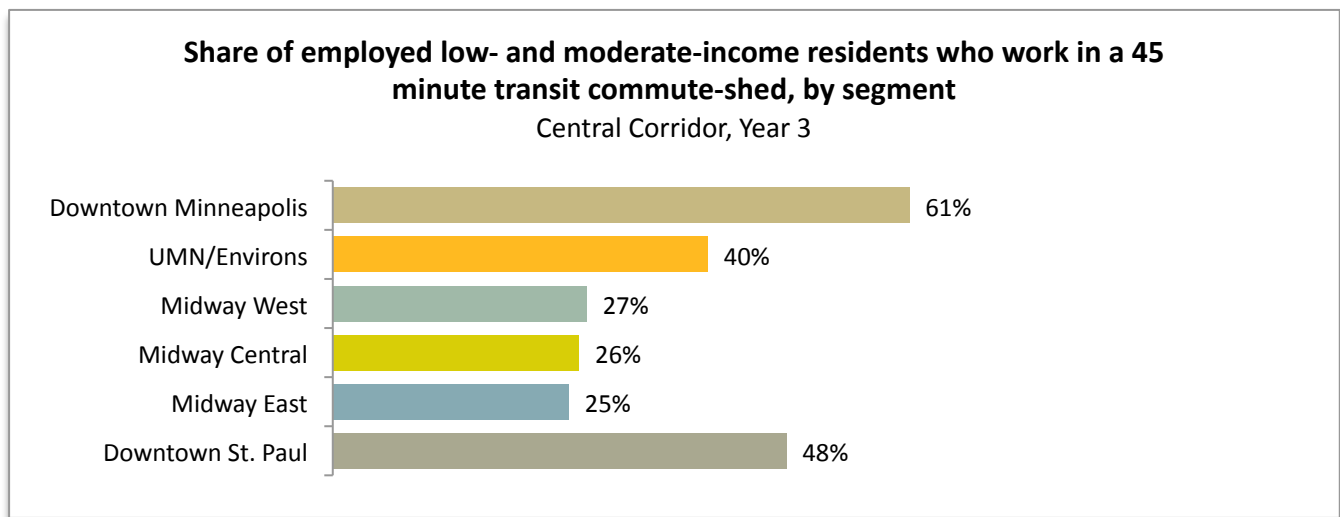
Overall Corridor:

- In total, the Central Corridor has seen a net gain of 2 businesses fronting the line. There have been nearly 100 new businesses since the start of construction; this may indicate that businesses still view the Corridor as viable, despite the construction. Fewer new businesses opened in 2012 (40) than the previous year (53).
- While many new businesses opened, others faltered. Overall, 72 businesses fronting the line closed: 48 of those closures happened during the first year of construction. During the second year of construction, 24 businesses fronting the line closed.
- In 2012, 11 businesses stayed open but chose to relocate off the Corridor.

Outcome: Many residents living and working in the Corridor

Indicator: Percentage of low- and moderate-income* Corridor residents who work within a commute-shed reachable within 45 minutes by public transit

Key Question: Does the Corridor light rail provide access to employment for low- and moderate-income residents?



Source: Local Employment Dynamics, 2010. Commute-sheds prepared by Chen-Fu Liao, University of Minnesota's Center for Transportation Studies. Commute-sheds were revised to reflect changes to planned bus schedule approved in 2012. Baseline and Year 2 measures were recalculated using the revised sheds.

* "Low- and moderate-income" is defined as workers earning less than \$3,333 per month in 2010 dollars (gross income of approximately \$40,000 annually).

Overall Corridor:

- The share of low- to moderate-income employed residents who work within the transit commute-shed are virtually unchanged since the Baseline measure, indicating that patterns of work and home changed very little since Baseline.
- About 19,000 low- and moderate-income employed residents live in the Central Corridor. About one-third of these residents currently work within a 45 minute commute-shed and 64 percent work within a 60 minute commute-shed.
- Corridor-wide and in every segment, higher income earners are more likely to work within the commute-shed than are low-to-moderate earners.
- Compared to the one-third of low-to-moderate earners who would be able to get to work in 45 minutes via transit, 46 percent of higher earners could.

By segment

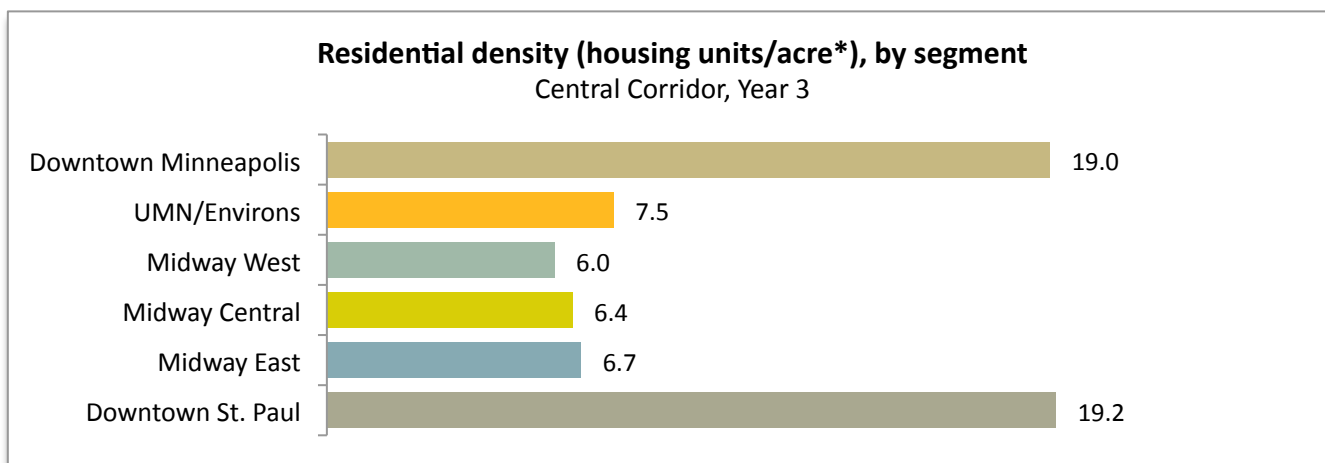
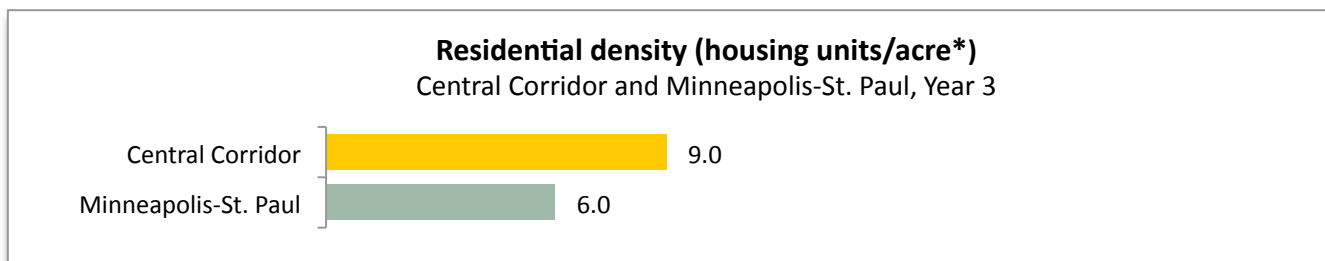
- Employed residents who live in one of the two downtowns (the most transit connected areas of the Corridor) are the most likely to work within the 45 minute transit commute-shed. These employed residents are also more likely to live within the same segment in which they work. Downtown Minneapolis employed residents are twice as likely as those in Downtown St. Paul to both live and work in the segment (36% and 18%, respectively).
- After the two downtown segments, low-to-moderate earners that live in the UMN/Environs segments are the most likely to work within the 45-minute commute-shed (40%)
- The least transit-connected sections of the Corridor are the three Midway segments. In each of these, just one in four low-to-moderate earners work within the commute-shed and the share of higher-income earners that work within the Corridor goes up only slightly (between 29%-32%). Even with increased access to the downtowns that the light rail will bring to these segments, a relatively small share of employed residents will be able to get to their current jobs via transit within a reasonable commute-time.

Vibrant, transit-oriented places

Outcome: Increase in housing units and business addresses (density)

Indicator: Total number of occupied residential and commercial addresses*

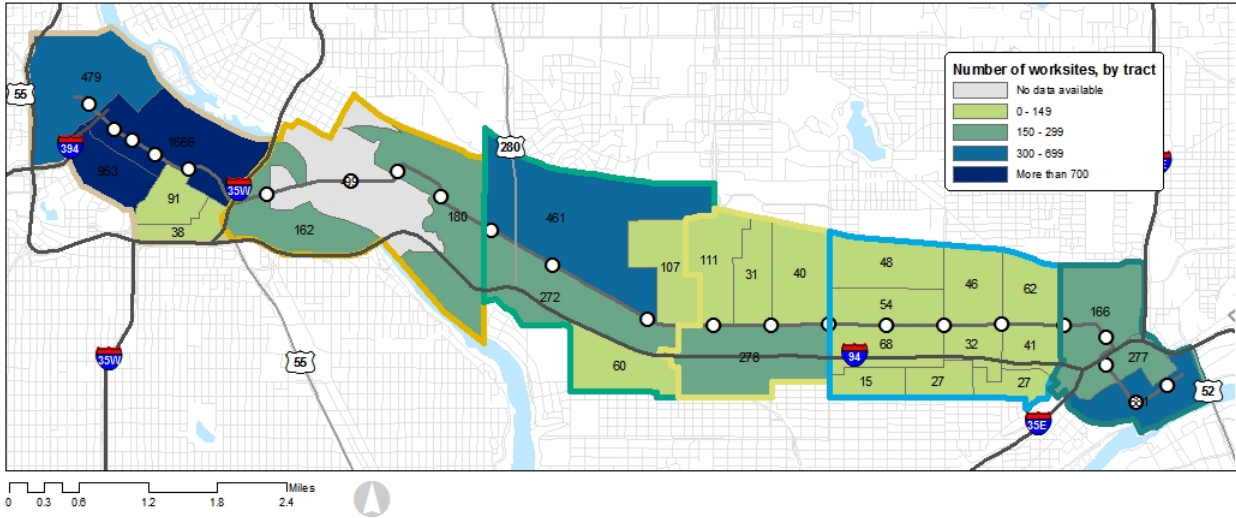
Key Question: Are Central Corridor neighborhoods becoming more transit-oriented?



*Density refers to housing units per land acre as calculated using blocks with housing units, aggregated to the segment.

Source: U.S. Census Bureau, 2010 Housing Unit counts provides the baseline figure for housing units. Additional housing units for Year 2 and 3 figures are based on Metropolitan Council's Residential Permit Survey, 2010 and 2011. Demolitions and residential conversions are not reflected in these numbers. Please see Appendix for more information.

Housing density, Year 3	Residential units added since Baseline	Total housing units	Land Acres	Housing Units/Acre
Downtown Minneapolis		10,930	575	19.0
UMN/ Environs	344	6,609	877	7.5
Midway West		5,243	877	6.0
Midway Central		5,071	786	6.4
Midway East	60	9,278	1,390	6.7
Downtown St. Paul	50	6,204	324	19.2
Central Corridor	454	43,335	4,829	9.0
Minneapolis-St. Paul	1,783	300,675	49,844	6.0



Overall Corridor:

- **The Carrier**

- The Corridor has added 454 residential units since the Baseline.
- Minneapolis and St. Paul have added more than 1,500 residential units since the Baseline, including 375 conversions from commercial to residential units, 438 demolitions, and 25 conversions from multi-family or duplex units to single-family units.
- Overall, residential density in the Central Corridor is higher than that of Minneapolis-St. Paul (9 units versus 6 units per acre). Likewise, the density of businesses is higher along the Corridor. Some of the densest areas of the cities (the two Downtowns) are in the Corridor.

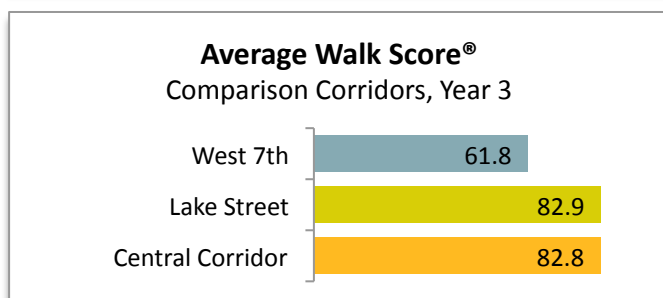
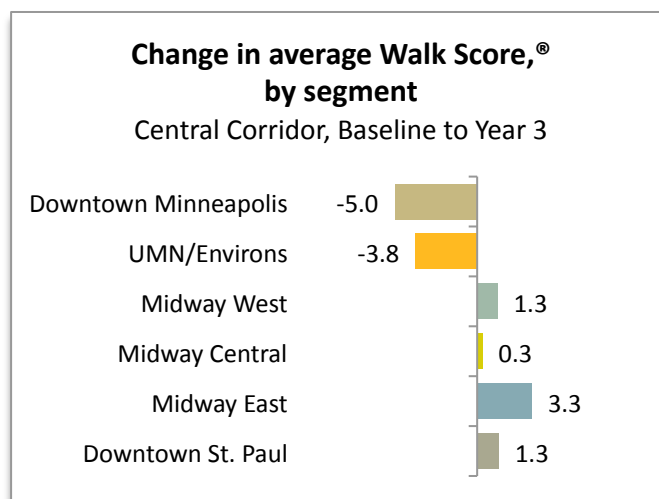
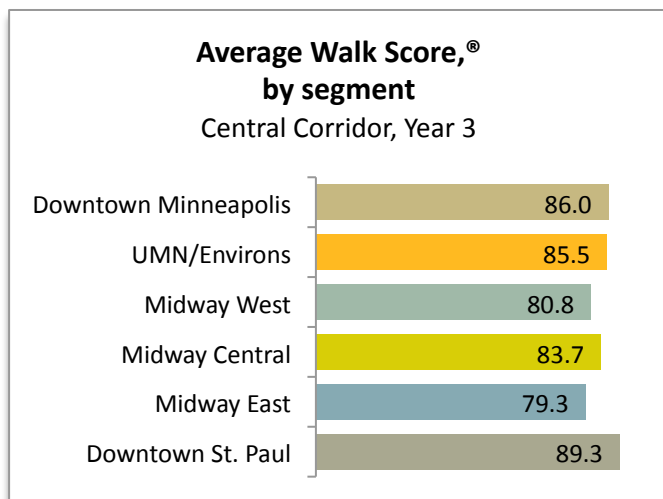
- **Residual**

- Residential density is unsurprisingly highest in the two downtown segments, where the number of units per acre is more than 19. These areas are the densest in both residential and business units. Pockets of residential density vary even within the Downtown segments from less than 5 units per acre to as many as 100.
- The least dense segment is Midway West, which has 6 housing units per acre. However, despite the low density overall, the segment does have areas of high concentration with some blocks having more than 66 units per acre.
- The segment that has seen the most increase in permits for building new residential units is the UMN/Environs segment, with all new building permits located on or in very close proximity to the campus area. Four permits, each for more than 60 units, have been issued for the area between the East Bank and Stadium Village stations.
- Business density in the Corridor is, unsurprisingly, highest in the two downtown areas, with Midway West the next most-dense area. These results are somewhat skewed in UMN/Environs, which includes high-business density areas like Dinkytown but also has a large area without business data due to suppression requirements of MN DEED. For this reason, examining the density by tract can be helpful (see map).

Outcome: Walk friendly

Indicator: Average Walk Score® in the Central Corridor compared to Lake Street in Minneapolis and West 7th Street in Saint Paul*

Key Question: Are Central Corridor neighborhoods becoming more transit-oriented?



Source: www.WalkScore.com, October 2010, 2011, 2012

*Based upon approximate ½ mile intervals throughout each corridor, primarily at stations or major intersections, but excluding downtown areas.

Overall Corridor:

- The Central Corridor's average Walk Score® is 82.8 out of a possible 100, an increase from Year 2 of about four points, but overall a stagnant score compared to the Baseline. This is considered "very walkable," but no measureable difference in the Baseline to Year 3 Walk Score® indicates that accessibility has not increased. (Changes in the Walk Score® could be a result of a change in amenities across the Corridor or, as Walk Score® is based on Google Maps information, a change in the way Google maps classifies a particular establishment.)
- Each of the segments receives a Walk Score® of nearly 80 points, with Downtown St. Paul as the highest-scoring segment. Downtown Minneapolis and UMN/Environs follow with 86 and 85.5 points, respectively, each having lost four to five Walk Score® points since Baseline.
- The Midway East segment has the lowest walk score with 79.3 points, but has also seen the largest increase since the Baseline report (3.3 points).

Comparison to Central Corridor:

- The Lake Street corridor between Hennepin Avenue and West River Parkway has an average Walk Score® of 82.9, a Walk Score® that is lower than the Baseline by nearly 3 points.
- The West 7th corridor between Davern Street and Smith Ave S. has an average Walk Score® of just 61.8 points and is the lowest among the corridors, despite a nearly four-point increase since the Baseline.

Effective coordination and collaboration

To gauge the effectiveness of coordination and collaboration among groups working on the Central Corridor initiative, Wilder Research once again conducted telephone interviews with 50 Central Corridor stakeholders representing the following sectors: nonprofit/human services; city, county, regional, and state government; neighborhood groups; advocacy groups; businesses; transit; and housing/real estate development.

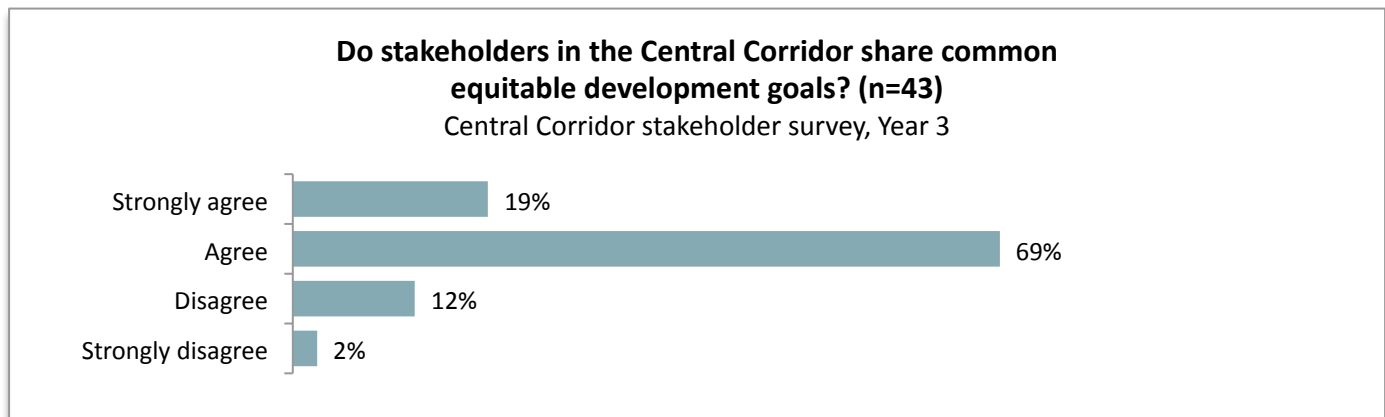
While the key informant survey done in winter 2012-2013 replicated the survey conducted for the Baseline and Year 2 reports, apparent percent changes in survey responses should not be given too much weight. This is for two reasons: first, the survey is not scientifically representative of all opinions along the Corridor. Second, each year the list of stakeholders is slightly modified to accommodate position changes and availability. Because of that, minor shifts in the results could be due as much to different people answering the questions as to changes in the actual effectiveness of coordination and collaboration along the Corridor. The survey does provide insight into the current perceptions of key participants in the Corridor's development.

Overall, the key informant survey suggests that the various stakeholders, and the sectors they represent, are coordinating and collaborating effectively, and that some progress has been made in this area over the past year. Respondents spoke of the implementation phase of the light rail, as may have been expected with most of the construction phase of the Corridor complete. In addition to the results below, see the Appendix for more detailed results, including quotations of some answers that key respondents gave to open-ended questions included in the survey.

Outcome: Common vision and priorities

Indicator: Perspectives of representatives of key stakeholder groups

Key Question: Do stakeholders recognize shared goals?



“HOW WOULD YOU DESCRIBE THE COMMON EQUITABLE GOALS FOR THE CENTRAL CORRIDOR?”

Central Corridor stakeholder survey, Year 3

Top goals cited	Number of responses
Benefit/support for existing businesses	16
Benefit/support for current residents	11
Employment opportunities (local residents, minorities)	11
Affordable housing	10
Transportation	7
Consensus, common vision	7
Neighborhood preservation, vitalization	3
Benefit/support for current residents	11

Source: Stakeholder interviews conducted by Wilder Research, Winter 2013

Note: Responses to this open-ended question were grouped into categories; responses sometimes included more than one category and are reported in each. Based on responses from 43 stakeholders.

Findings:

- In each of the surveys, including this one, the vast majority of survey respondents agreed that stakeholders in the Central Corridor share common development goals. In Year 3, 36 out of 42 survey respondents either agreed or strongly agreed that Corridor stakeholders share common equitable development goals. Six respondents did not believe there were common goals.
- The benefit and support of existing businesses was, again, cited by many as a common equitable development goal. This was also the case last year. This year, consensus and common vision were cited with greater frequency than previous surveys.

- When respondents were asked what they thought could be done to increase Corridor stakeholder recognition of- and work toward- shared equitable development goals, a number of respondents spoke to the theme that it is important to continue the work of engagement. While previous years have focused on deepening engagement of impacted constituencies, that theme was present in this year's responses, but less so.
- Increasingly, when asked about the recognition of equitable development goals, respondents spoke to the need to summarize and "story-tell" the work that has been done thus far. They also addressed the implementation side of the equitable development work.

Outcome: Collaboration across issues and geography

Indicator: Perspectives of representatives of key stakeholder groups

Key Question: Are stakeholders working together effectively to achieve positive outcomes?

LEVEL OF AGREEMENT ABOUT COLLABORATION ON EQUITABLE DEVELOPMENT

Central Corridor stakeholder survey, Year 3

	Strongly disagree	Disagree	Agree	Strongly agree
Central Corridor stakeholders collaborate effectively	1	3	35	3
Central Corridor collaborations and partnerships integrate efforts from multiple sectors (e.g., government, transit, business, environmental groups)	1	2	29	7
Central Corridor collaborations and partnerships integrate efforts from all geographies and jurisdictions	1	5	32	4
Central Corridor collaborations and partnerships integrate efforts across multiple issue areas	-	9	25	7

Source: Stakeholder interviews conducted by Wilder Research, Winter 2013

Note: Based on responses of 41 to 43 stakeholders, depending on the statement.

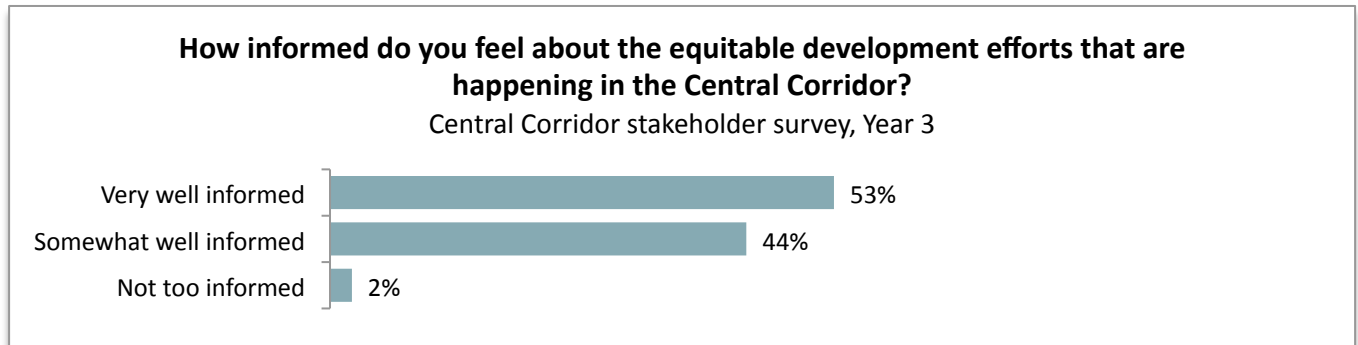
Findings:

- Thirty-eight of 42 respondents “agreed” or “strongly agreed” that Corridor stakeholders collaborate effectively on equitable development.
- Compared to Baseline and Year 2 surveys, this year’s respondents “disagree” or “strongly disagree” far less often when asked if stakeholders collaborate effectively. Just 3 respondents this year did not feel that stakeholders collaborated effectively. It should be noted that fewer stakeholders responded to this year’s survey (43 versus the 47 in Year 2 and 51 for the Baseline).
- Respondents were asked to provide examples of how organizations were working together effectively to achieve equitable development goals in the Corridor. Several were cited, with 7 to 10 respondents mentioning the business-impact mitigation efforts, the Big Picture Project and other affordable housing efforts.

Outcome: Corridor redevelopment successes are shared and celebrated

Indicator: Perspectives of representatives of key stakeholder groups

Key Question: Are stakeholders informed of what is happening in the Central Corridor?



Source: Stakeholder interviews conducted by Wilder Research, Winter 2013

Note: Based on responses of 42 stakeholders.

“WHAT SOURCES OF INFORMATION DO YOU USE TO STAY INFORMED ABOUT WHAT IS HAPPENING IN THE CENTRAL CORRIDOR?”

Central Corridor stakeholder survey, Year 3

Meetings	37
Newspapers	33
Central Corridor Funders Collaborative website	32
Newsletters	24
Twin Cities Daily Planet	18
Other websites	19
The Line (online magazine)	17
CityScape blog on MinnPost	11

Note: Based on responses of 43 stakeholders. Respondents could list more than one source of information.

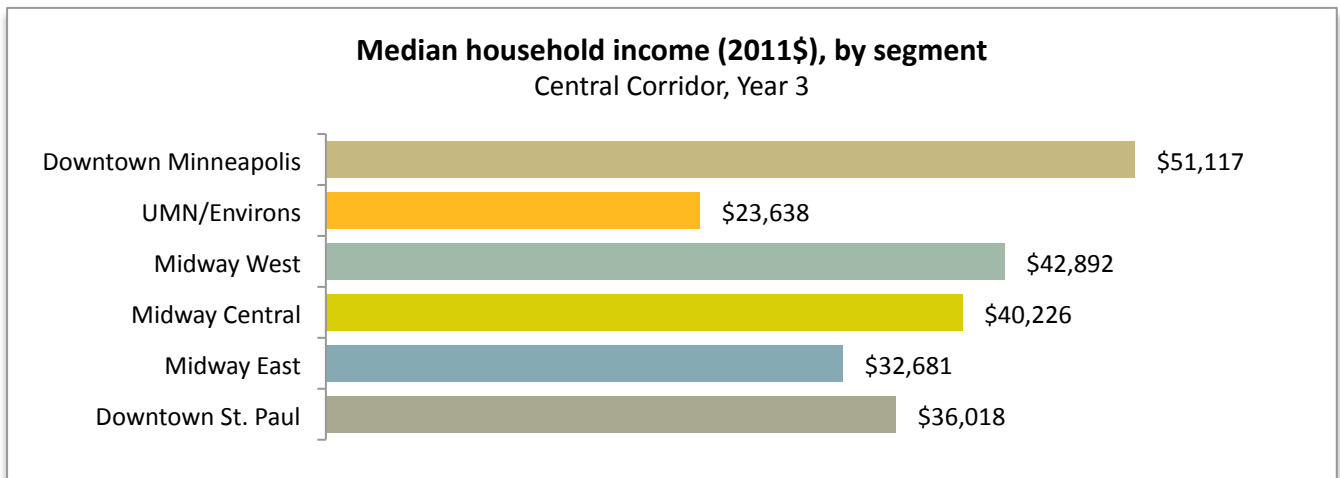
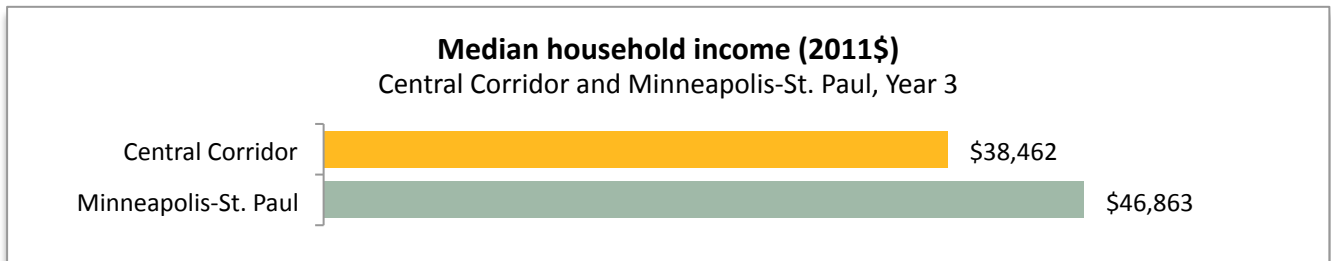
Source: Stakeholder interviews conducted by Wilder Research, Winter 2013

Findings:

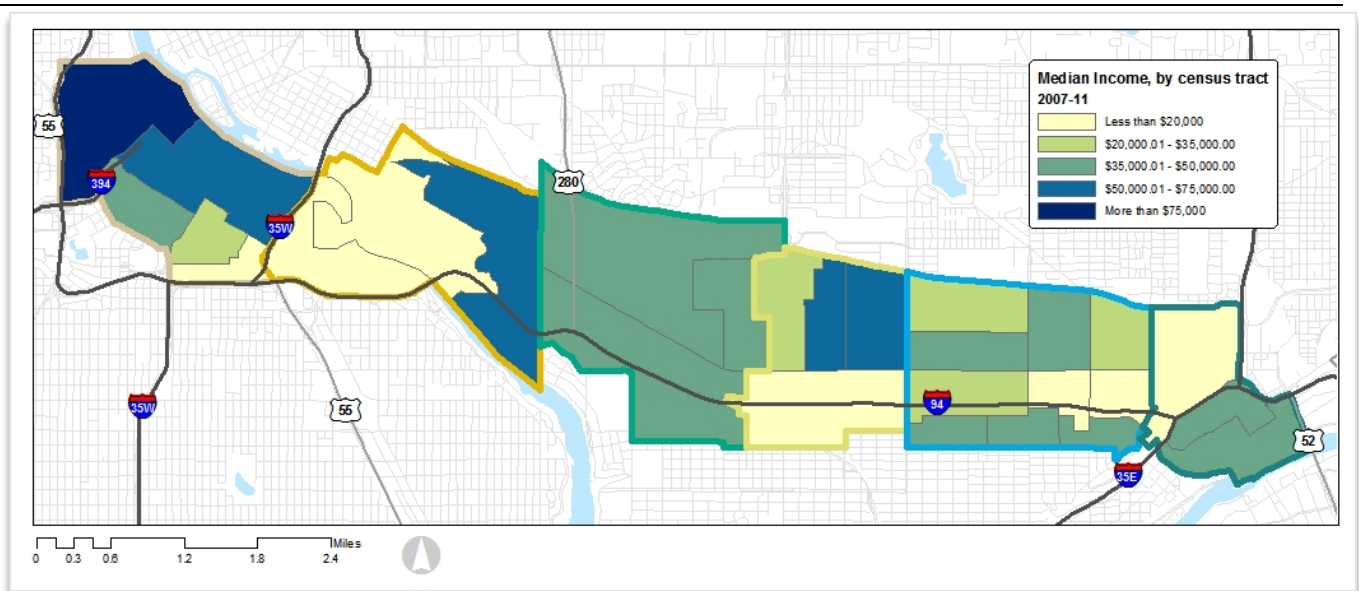
- The vast majority of respondents feel well informed about what is happening in the Central Corridor and use a variety of sources to stay informed, including print media, online media, and in-person meetings.
- For many respondents, Funders Collaborative emails and newsletters are a source of information for what’s happening in the Central Corridor.

Demographic context

Context Measure: **Median household income**



MEDIAN INCOME BY CENSUS TRACT, YEAR 3

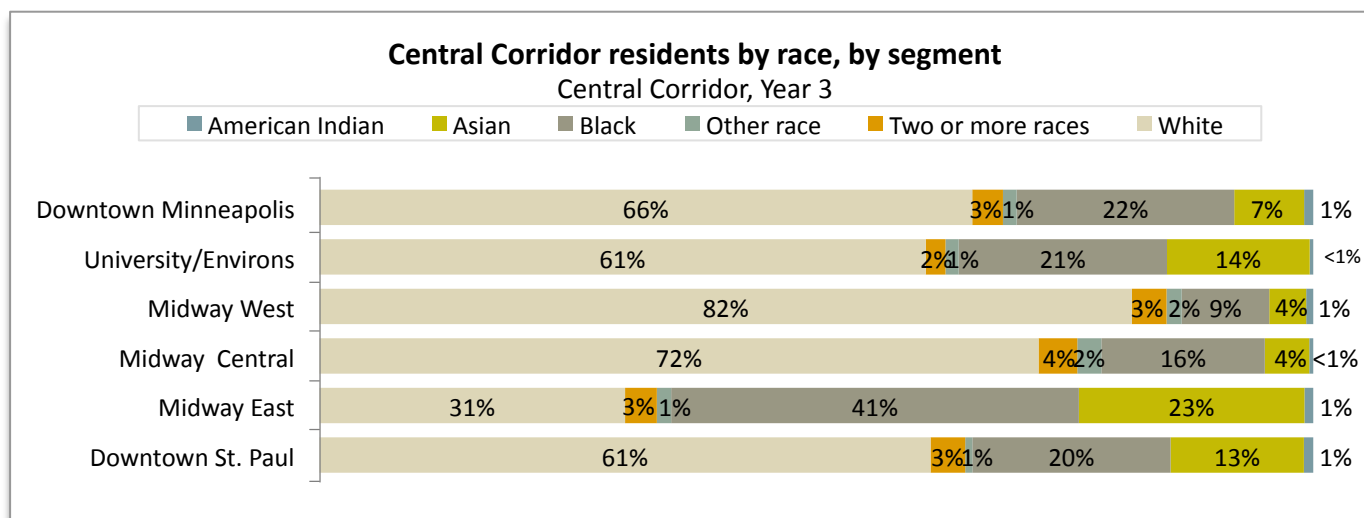
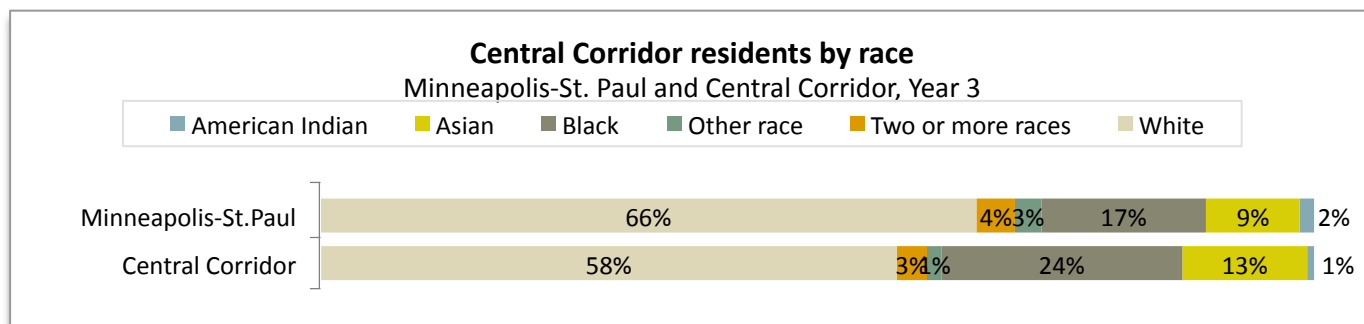


Source: U.S. Census Bureau, American Community Survey, 2007-11

Findings:

- Median income in the Central Corridor is more than \$8,000 lower than that of Minneapolis-St. Paul.
- Of the segments, Downtown Minneapolis has the highest median income (\$51,100). Downtown St. Paul's median income is nearly \$15,000 less (\$36,000).
- UMN/Environs, which has a high concentration of students, has the lowest median household income (\$23,600). The next lowest is Midway East, with a median household income of \$32,700.

Context Measure: Population by race and ethnicity



Source: U.S. Census Bureau, American Community Survey, 2007-11

Note: Racial categories shown include residents of Hispanic ethnicity. See Findings below for the share of population that is Hispanic.

Findings:

- The Central Corridor is more racially diverse than Minneapolis-St. Paul. The shares of Asian and Black residents are higher than Minneapolis-St. Paul as a whole, contributing to that diversity.
- Corridor-wide, Hispanic residents (not shown on the chart) make up just 5 percent of residents, though they make up 10 percent of Minneapolis-St. Paul. By segment, 7 percent of residents in the Midway East and Central segments are Hispanic, while in the rest of the segments, 5 percent or less of residents are Hispanic.
- The Midway East segment has the highest share of population that is Asian, with 23 percent. This is higher than both Minneapolis-St. Paul and the Central Corridor as a whole.
- The Midway West segment has the lowest share of residents who are of color, while the Midway East segment has the highest share of residents who are of color.

Data notes

American Community Survey Data: The U.S. Census Bureau's American Community Survey (ACS) is the source of several indicators used in this report. The ACS program publishes 1-, 3-, and 5-year estimates. This report relies exclusively on 5-year estimates, since they are the only estimates available for areas with fewer than 20,000 residents. To date, the Census Bureau has made three sets of 5-year estimates available: 2005-09, 2006-2010, and 2007-11. Note that there are four years in common between the three sets (2006, 2007, 2008, and 2009).

The ACS program does not collect data from every resident; instead the data are collected through a sample survey. Thus, there is a margin of error associated with each point estimate reported in the survey. The ACS publishes margins of error with a 90 percent confidence interval, or range in which the true value is likely to fall if data were collected from the entire population group in question. For example, if the ACS estimates that 49 percent of the residents in a certain area are female, and reports a margin of error of +/-7 percentage points, one can be 90 percent confident that the actual population percentage lies between 42 and 56 percent. This means that in many instances where point estimates appear to differ, the differences between the two estimates are not statistically significant.

The three sets of 5-year ACS estimates used for the purposes of this report have overlapping sample years and as such are not appropriate to compare year-over-year. However, while it may not yet be possible to draw year-to-year changes from these numbers, the ACS is a valuable means of tracking changes that occur along the Corridor over the next several years.

Indicators sourced from ACS are: household income, median household income, total population, and foreign-born as a percent of total population. Please contact Wilder Research directly for more information on the margins of error associated with indicators in this report.

Housing + Transportation index: Due to methodological changes implemented by Center for Neighborhood Technology (CNT) between the original H+T Index (used in the Baseline report and Tracker) and the second version of the H+T index (which is used for this year, the Year 2 report, and Tracker), the two sets of numbers are not comparable. Numbers in this report reflect a dataset created by CNT specifically to compare the original and second version of H+T index. This dataset is different from that which is on the H+T website. Please contact us with additional questions regarding H+T index.

Minnesota Department of Employment and Economic Development's summarized file of the Quarterly Census of Employment and Wages (QCEW): This dataset is a summary of second-quarter employment data by 2010 Census Geography from DEED Quarterly Census of Employment and Wages (QCEW) Employment Data. DEED compiles quarterly counts of employees, employer reporting establishments, and aggregate wages, covered by Unemployment Insurance in Minnesota, as part of a uniform nationwide reporting effort administered in partnership with the U.S. Bureau of Labor Statistics (BLS). DEED publishes data by North American Industry Classification System (NAICS) codes and by 'ownership' (total government, federal government, state government, local government, private). The original raw data are restricted. Summary data are only available for those geographies

where at least three employers exist and no one employer represents 80 percent or more of the total employment.

Data for business establishments with more than 999 employees are not available at the segment scale. Business establishments with “Fewer than 5” employees could technically have less than one employee (one part-time employee, for example). Data from 2009 and 2010 were corrected by DEED and back-revised with improved geo-coding accuracy, more accurate Department of Education data, and additional locating of smaller businesses in Minneapolis and St. Paul. The data in this report reflect the reissued back-data and reflect over 99.8% of all employment in Minneapolis and St. Paul in 2011 (Year 3).

Street-level Business Change (Metropolitan Council): The update on number of Central Corridor business openings, closings, and relocations uses data gathered by Central Corridor Project Office Outreach staff. Outreach staff maintains an inventory of Central Corridor businesses, which serves as a comprehensive contact database. This inventory is a list of street-level business establishments that are found along the Central Corridor from the West Bank area of Minneapolis to downtown St. Paul. Relocations within the Corridor are not counted in the cumulative change of business establishments.

Walk Score ®: Walk Score ® is a measure of walkability for a single address that uses multiple data sources (such as Google maps) in order to determine access to amenities within a walkable distance (.25-1 miles). For more information, go to www.walkscore.com/methodology.shtml.

Changes in data sources:

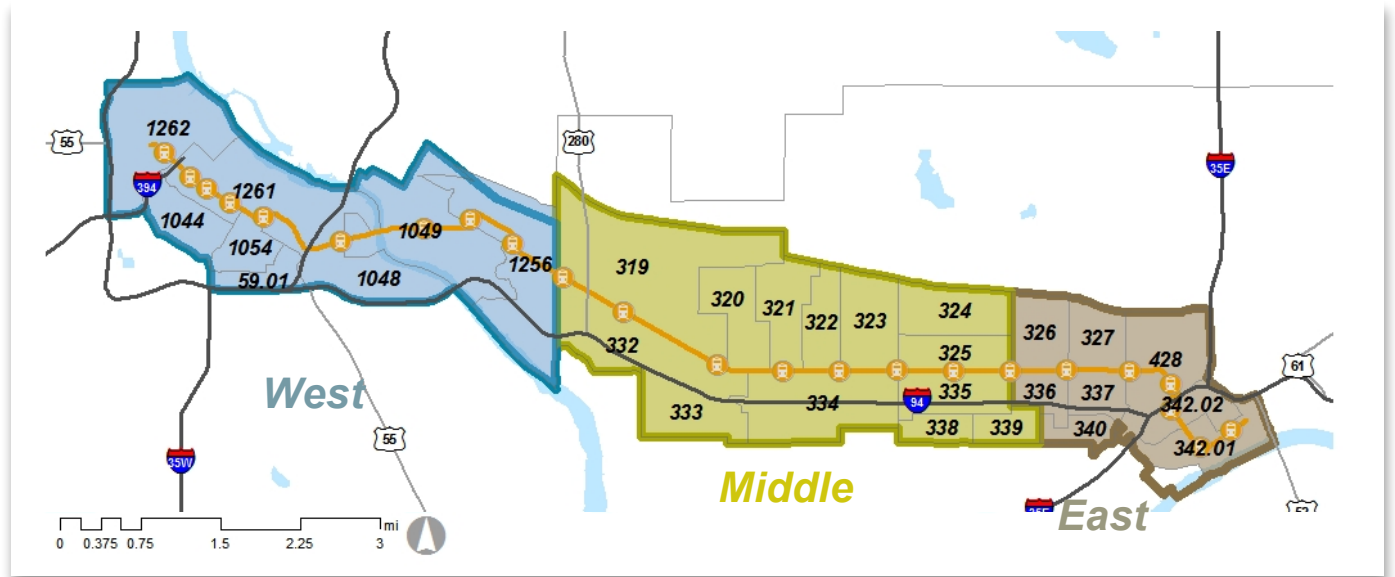
Commute-shed: Commute-sheds have been updated to reflect bus route changes approved by the Metropolitan Council in 2012. The back-data have been recalculated using these new commute-sheds.

Data timeline:

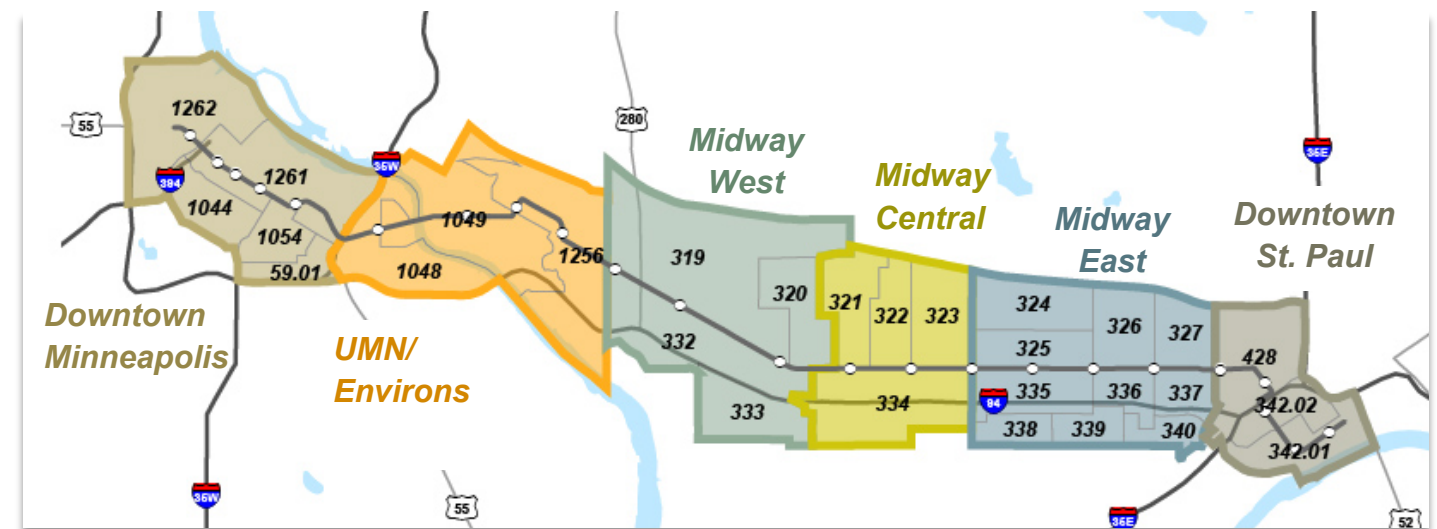
Indicator number	Measure	Baseline	Year 2	Year 3	Source
1	Household Income	2005-09	2006-10	2007-11	American Community Survey
2	H+T index	2000	2005-09	2005-09	Center for Neighborhood Technologies
3	Business establishments (size/type/density)	2009	2010	2011	MN DEED Via Metropolitan Council
4	Business establishments (size/type/density)	2009	2010	2011	MN DEED, Via Metropolitan Council
5	Women/minority/DBE	2010	2011	2012	Metropolitan Council
6	Women/minority/DBE	2010	2011	2012	Metropolitan Council
7	Street-level business change	N/A	Feb-Dec 2011	Feb 2011- Dec 2012	Metropolitan Council
8a.	Commute-shed for employed residents in commute-shed	Projected 2014	same	same	University of Minnesota
8b.	Residents for employed residents in commute-shed	2008	2009	2010	Local Employment Dynamics
9	Walk Score ®	October 2010	October 2011	October 2012	www.walkscore.com
10	Residential units	2010	2011	2012	Metropolitan Council, Residential Permit Survey
10	Business establishments	2009	2010	2011	MN DEED, Via Metropolitan Council
11-13	Stakeholder questions (11-13)	Winter 2010	Winter 2011-12	Winter 2012-13	Wilder Research
14	Median income	2005-09	2006-10	2007-11	American Community Survey
15 -16	Race, ethnicity, population	2005-09	2006-10	2007-11	American Community Survey

Appendix

CENTRAL CORRIDOR CENSUS TRACTS (2010) AND SEGMENTS



CENTRAL CORRIDOR CENSUS TRACTS (2010) AND NEW SEGMENTS



Access to affordable housing

A1. Share of households by income in the past 12 months (in 2011 dollars)

Central Corridor and Minneapolis-St. Paul, 2007-11

	Central Corridor	Minneapolis- St. Paul
2007-11		
Less than \$10,000	18%	11%
\$10,000-\$29,999	27%	23%
\$30,000-\$49,999	16%	19%
\$50,000-\$99,999	24%	29%
\$100,000+	14%	18%
Total number of households	38,728	277,357

Source: U.S. Census Bureau American Community Survey, 2007-11

A2. Household income (in 2011 dollars), by segment

Central Corridor, 2007-11

	Downtown Minneapolis	UMN/ Environs	Midway West	Midway Central	Midway East	Downtown St. Paul
2007-11						
Less than \$10,000	15%	32%	10%	15%	18%	20%
\$10,000-\$29,999	22%	32%	27%	28%	31%	25%
\$30,000-\$49,999	12%	13%	20%	16%	17%	20%
\$50,000-\$99,999	27%	13%	29%	29%	25%	25%
\$100,000+	24%	10%	14%	13%	9%	10%
Total number of households	9,600	6,101	4,728	4,804	8,236	5,259

Source: U.S. Census Bureau American Community Survey, 2007-11

A3. Median household income, by segment

Central Corridor and Minneapolis-St. Paul, 2007-11

	Downtown Minneapolis	UMN/ Environs	Midway West	Midway Central	Midway East	Downtown St. Paul	Central Corridor	Minneapolis -St. Paul
In 2011 dollars	\$51,117	\$23,638	\$42,892	\$40,226	\$32,681	\$36,018	\$38,462	\$46,863

Source: U.S. Census Bureau, American Community Survey, 2007-11

A4. Housing and transportation costs as a percentage of income for households at 60 percent area median income

Central Corridor and Minneapolis-St. Paul, 2000, 2005-09

	60% of Area Median Income 2000	2005-09
Downtown Minneapolis	41%	47%
UMN/Environs	34%	41%
Midway West	32%	41%
Midway Central	31%	36%
Midway East	39%	47%
Downtown St. Paul	36%	44%
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Central Corridor	34%	41%
Minneapolis-St. Paul	41%	47%

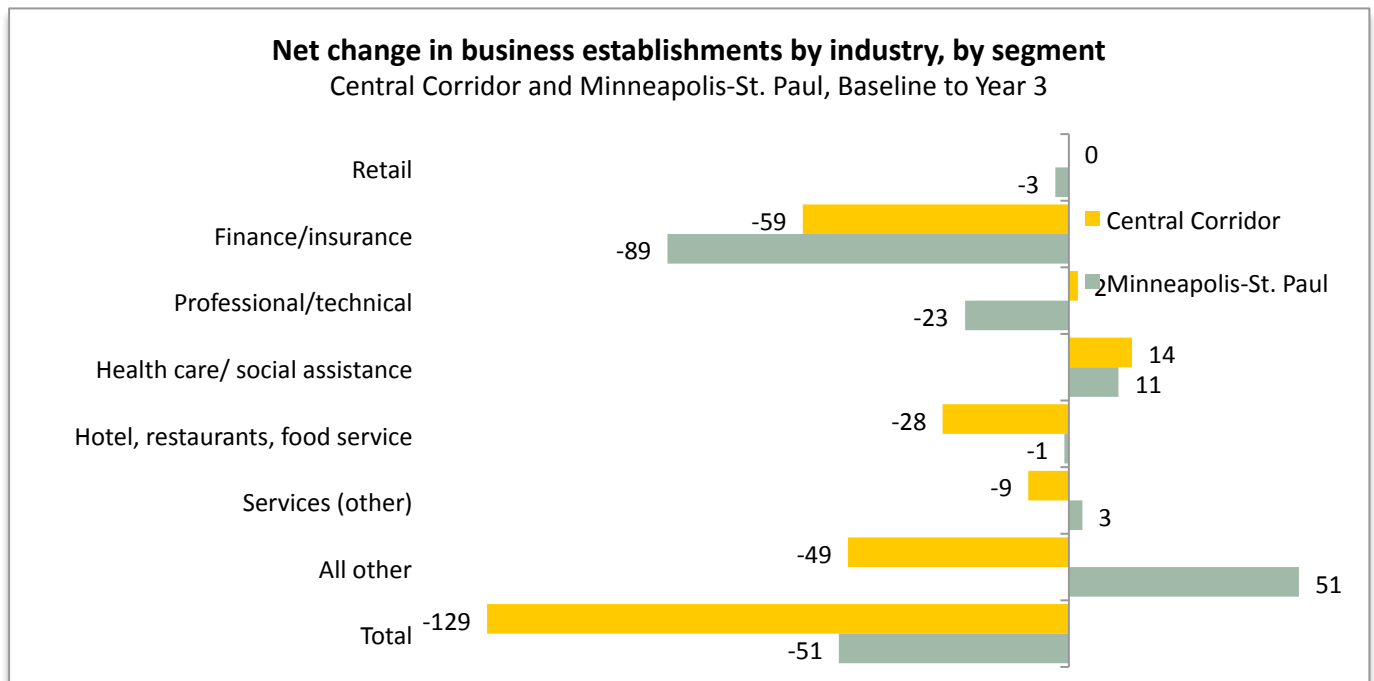
Source: Housing + Transportation Affordability Index, online at htaindex.cnt.org. Center for Neighborhood Technology, Chicago, IL. (Data available by block group and aggregated to census tracts.)

Notes: Area Median Income relates to the median for the nation as per CNT guidance. Results reported in the figure assume an average household size of 2.59 people and 1.14 commuters. Sixty percent of national median income in 2000 was \$32,907 (2011 dollars) and was \$32,382 for 2005-2009 (2011 dollars).

Strong local economy

A5. Share of businesses by industry

Central Corridor and Minneapolis-St. Paul, 2009-2011



Continued on next page

A5. Share of businesses by industry (continued)

Central Corridor, 2009-2011

	NAICS code*	Central Corridor	Minneapolis- St. Paul
2009			
Professional and technical services	54	21%	16%
Other services**	81	9%	12%
Health care and social assistance	62	10%	11%
Accommodation and food services	72	9%	9%
Finance and insurance	52	10%	6%
Retail trade	44-45	7%	10%
All other industries***	11, 21, 22, 23, 31-32, 42, 48-49, 51, 53, 55, 56, 61, 71	35%	37%
2010			
Professional and technical services		21%	16%
Other services**		9%	12%
Health care and social assistance		10%	11%
Accommodation and food services		9%	9%
Finance and insurance		9%	6%
Retail trade		7%	10%
All other industries		21%	16%
2011			
Professional and technical services		21%	16%
Other services**		9%	12%
Health care and social assistance		10%	11%
Accommodation and food services		8%	9%
Finance and insurance		9%	5%
Retail trade		7%	10%
All other industries		35%	37%

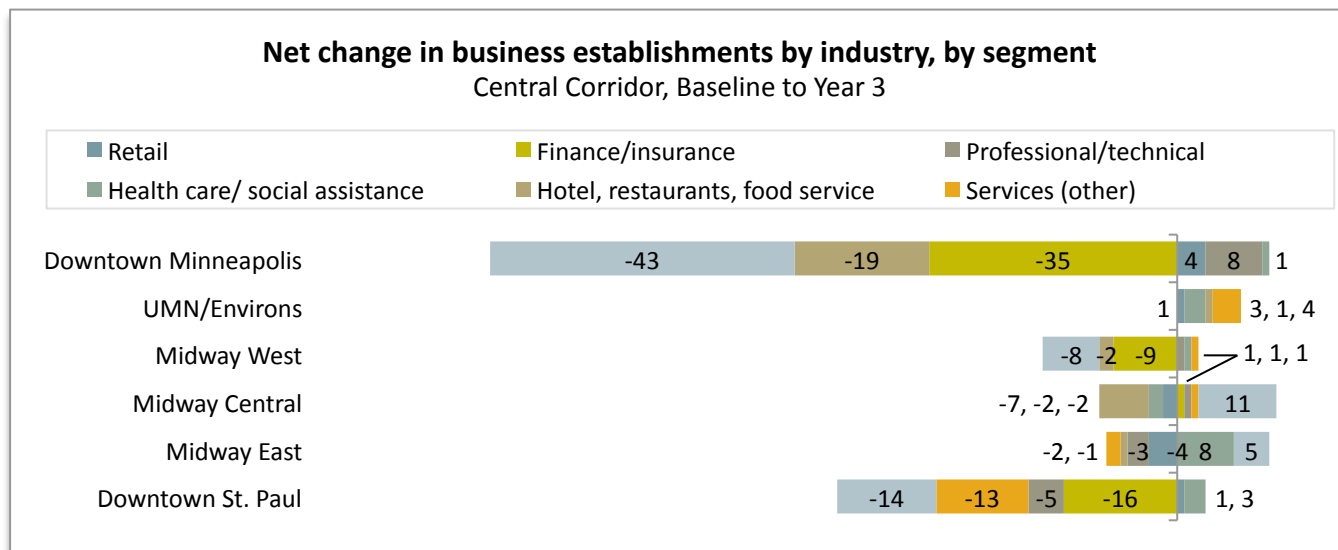
Source: Metropolitan Council summary of MN DEED/QCEW data

*Other services include auto repair, parking garages, beauty salons, grant-making and religious organizations, etc.

**All other industries include educational services; arts, entertainment and recreation; management; utilities; agriculture; transportation and warehousing; utilities; and mining, oil and gas.

Note: This dataset is a summary of second-quarter, 2010 employment data from DEED Quarterly Census of Employment and Wages (QCEW) Employment Data. DEED compiles quarterly counts of employees, employer reporting establishments, and aggregate wages, covered by Unemployment Insurance in Minnesota, as part of a uniform nationwide reporting effort administered in partnership with the U.S. Bureau of Labor Statistics (BLS). Summary data is only available for those geographies where at least three employers exist and no one employer represents 80 percent or more of the total employment. 'Density' refers to employment site by acre as calculated using land acres of census tracts.

A6. Share of businesses by industry, by segment
Central Corridor, 2009-2011



	Businesses			Change		
	2009	2010	2011	2009-2010	2010-2011	2009-2011
Downtown Minneapolis	3,311	3,290	3,227	-21	-63	-84
UMN/ Environs	482	484	491	2	7	9
Midway West	916	908	900	-8	-8	-16
Midway Central	457	455	460	-2	5	3
Midway East	417	427	420	10	-7	3
Downtown St. Paul	1,168	1,137	1,124	-31	-13	-44
Central Corridor	6,751	6,701	6,622	-50	-79	-129
Minneapolis-St. Paul	17,744	17,839	17,693	95	-146	-51

Continued on next page

A6. Share of businesses by industry, by segment (continued)
Central Corridor, 2009-2011

	Dwntwn Mpls	UMN/ Environs	Midway West	Midway Central	Midway East	Dwntwn St. Paul
2009						
Retail trade	6%	9%	8%	18%	13%	4%
Finance and insurance	13%	4%	3%	5%	3%	12%
Professional and technical services	29%	9%	14%	9%	6%	19%
Health care and social assistance	5%	17%	14%	18%	21%	11%
Accommodations and food services	9%	17%	4%	9%	10%	8%
Other services**	6%	12%	11%	12%	15%	12%
All other	32%	34%	47%	29%	31%	35%
Total establishments	3,311	482	916	457	417	1,168
2010						
Retail trade	6%	8%	7%	18%	12%	4%
Finance and insurance	13%	4%	2%	5%	3%	11%
Professional and technical services	29%	9%	14%	9%	6%	20%
Health care and social assistance	5%	17%	14%	18%	22%	11%
Accommodations and food services	9%	17%	4%	8%	9%	8%
Other services**	6%	13%	12%	12%	15%	11%
All other	32%	33%	47%	30%	32%	35%
Total establishments	3,290	484	908	455	427	1,137
2011						
Retail trade	6%	9%	8%	18%	12%	4%
Finance and insurance	12%	3%	2%	5%	3%	11%
Professional and technical services	30%	9%	14%	9%	5%	19%
Health care and social assistance	5%	17%	14%	18%	23%	11%
Accommodations and food services	9%	16%	4%	7%	10%	8%
Other services**	6%	12%	12%	12%	15%	11%
All other	32%	33%	47%	32%	32%	35%
Total establishments	3,227	491	900	460	420	1,124

Source: Metropolitan Council summary of MN DEED/QCEW data

*Other services include auto repair, parking garages, beauty salons, grant-making and religious organizations, etc.

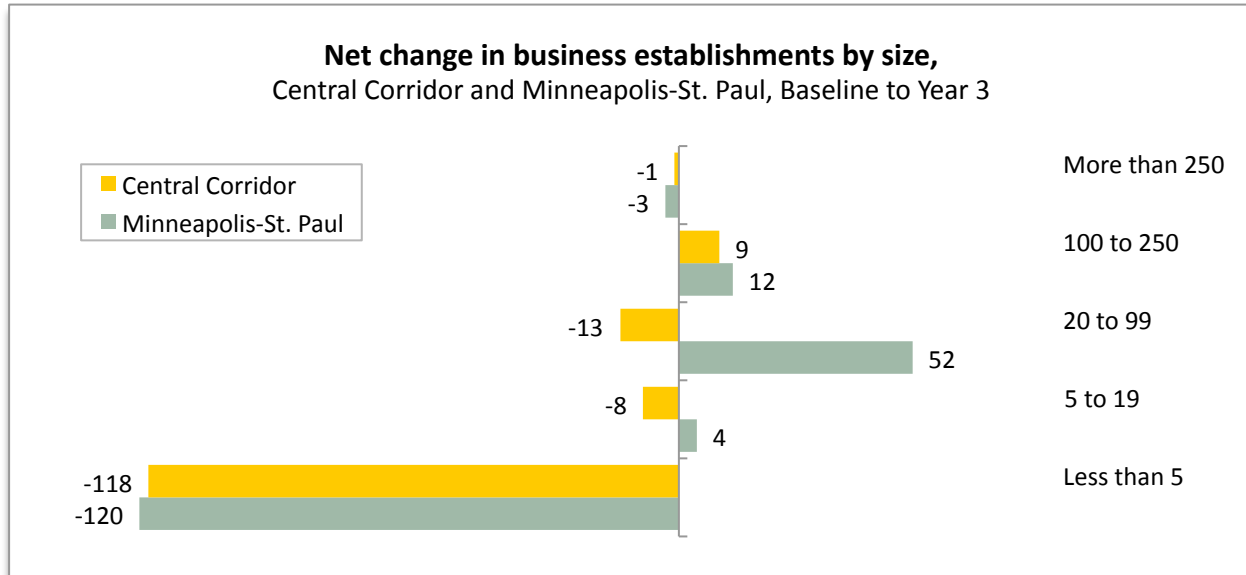
**All other industries include educational services; arts, entertainment and recreation; management; utilities; agriculture; transportation and warehousing; utilities; and mining, oil and gas.

Note: This dataset is a summary of second-quarter, 2010 employment data from DEED Quarterly Census of Employment and Wages (QCEW) Employment Data. DEED compiles quarterly counts of employees, employer reporting establishments, and aggregate wages, covered by Unemployment Insurance in Minnesota, as part of a uniform nationwide reporting effort administered in partnership with the U.S. Bureau of Labor Statistics (BLS). Summary data is only available for those geographies where at least three employers exist and no

one employer represents 80 percent or more of the total employment. 'Density' refers to employment site by acre as calculated using land acres of census tracts.

A7. Share of businesses by size

Central Corridor and Minneapolis-St. Paul, 2009-2011

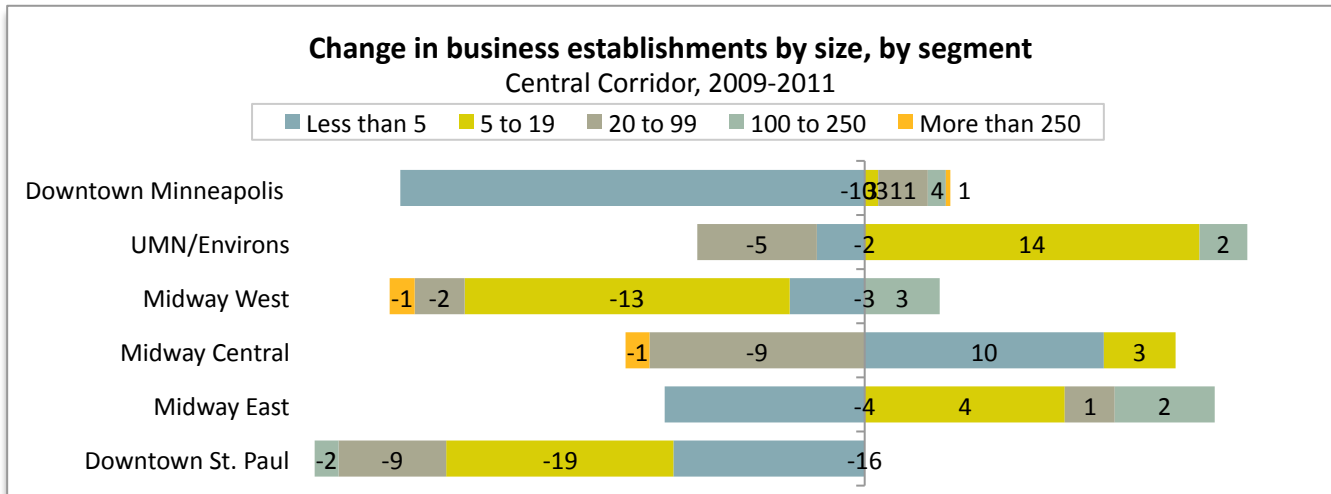


	Central Corridor	Minneapolis-St. Paul
2009		
Fewer than 5 employees	44%	52%
5 to 19 employees	33%	29%
20 to 99 employees	17%	15%
100 to 249 employees	4%	3%
250+ employees	3%	2%
2010		
Fewer than 5 employees	48%	53%
5 to 19 employees	28%	27%
20 to 99 employees	17%	15%
100 to 249 employees	4%	3%
250+ employees	2%	1%
2011		
Fewer than 5 employees	47%	53%
5 to 19 employees	29%	28%
20 to 99 employees	17%	15%
100 to 249 employees	4%	3%
250+ employees	2%	1%

Source: Metropolitan Council summary of MN DEED data.

A8. Share of businesses by size, by segment

Central Corridor, 2009-2010



	Dwntwn Mpls	UMN/ Environs	Midway West	Midway Central	Midway East	Dwntwn St. Paul
2009						
Fewer than 5 employees	49%	47%	46%	47%	50%	48%
5 to 19 employees	28%	29%	32%	35%	29%	28%
20 to 99 employees	16%	18%	18%	14%	17%	17%
100 to 249 employees	4%	3%	3%	2%	3%	4%
More than 250	3%	2%	1%	2%	1%	3%
Total establishments	3,311	482	916	457	417	1,168
2010						
Fewer than 5 employees	48%	49%	46%	49%	47%	49%
5 to 19 employees	28%	29%	31%	34%	32%	27%
20 to 99 employees	17%	17%	19%	13%	16%	17%
100 to 249 employees	4%	4%	3%	1%	4%	4%
More than 250	3%	2%	1%	2%	1%	2%
Total establishments	3,290	484	908	455	427	1,137
2011						
Fewer than 5 employees	47%	46%	46%	49%	49%	49%
5 to 19 employees	28%	32%	31%	35%	30%	27%
20 to 99 employees	17%	17%	19%	12%	17%	17%
100 to 249 employees	4%	3%	3%	2%	4%	4%
More than 250	3%	2%	1%	2%	1%	3%
Total establishments	3,227	491	900	460	420	1,124

Source: Metropolitan Council summary of MN DEED/QCEW Data

**Data for business establishments with more than 999 employees are not available at the segment scale. Business establishments with "Fewer than 5" employees could technically have less than one employee (one part-time employee, for example).*

A9. Share of CCLRT construction contracts' work hours performed by women and minorities to-date, by major contractor

	Total hours	Minority hours	Female hours	Minority work hours	Female work hours	Dates
Walsh	1,088,003	205,040	66,670	18.8%	6.1%	Aug 10- Dec 12
PCL	186,999	35,121	15,234	18.8%	8.1%	Mar 11- Dec 12
Aldridge/Collisys	63,395	8,543	4,310	13.7%	6.9%	Jan 11- Dec 12
Ames/McCrossan	482,916	101,924	38,797	21.1%	8.0%	Nov 10- Dec 12
Total	1,820,314	350,629	125,012	19.3%	6.9%	
Goal				18.0%	6.0%	

A10. Share of CCLRT contracts paid to disadvantaged business enterprises to-date, by contractor

	Amended Contract \$	DBE Goal \$	Total payments to-date	DBE payments to-date	% paid to-date to DBEs	DBE goal	Cumulative work done through:
DMJM Harris (AECOM), (design)	\$105,175,175	\$17,879,780	\$102,185,520	\$18,253,155	17.9%	17%	10/26/2012
MnDOT (design)	\$1,314,592	\$197,189	\$694,239	\$81,278	11.7%	15%	05/08/2012
Ames/McCrossan (construction)	\$120,015,569	\$18,002,335	\$110,001,818	\$17,394,072	14.15%	15%	10/15/2012
Aldridge/Collisys (construction)	\$89,060,808	\$13,359,121	\$44,531,321	\$4,554,562	10.2%	15%	10/31/2012
Carl Bolander, (construction)	\$13,768,232	\$2,065,235	\$13,768,202	\$1,631,238	11.8%	15%	10/21/2011
Graham (construction)	\$4,246,305	\$636,946	\$4,246,312	\$686,532	12.84%	15%	11/3/2011
HDR (closed)	\$3,718,345		\$3,718,345	\$632,119	17.0%	17%	Closed
PCL (construction)	\$47,325,390	\$7,098,809	\$33,649,644	\$2,549,353	7.6%	15%	11/25/2011
Walsh (construction)	\$220,795,717	\$33,119,358	\$212,959,563	\$36,898,001	15.8%	15%	11/25/2012
All open and closed contracts	\$601,701,788	\$92,358,773	\$522,036,619	\$82,048,191	15.7%	15.3% (average)	

Source: Metropolitan Council

Notes: Individual contractors are at varying stages of contract goals and timelines. Therefore, these percentages represent incomplete information about the percentage of DBE dollars paid by each contractor, and should not be considered final performance. Data for Walsh Construction is through 1/15/2012.

A11. Street-level business change*

Central Corridor, February 2011-December 2012

	Feb '11 to Dec '11	Jan '12	Feb '12	Mar '12	Apr '12	May '12	Jun '12	Jul '12	Aug '12	Sep '12	Oct '12	Nov '12	Dec '12	Feb '11 to Dec '12
Openings	53	5	5	2	1	2	6	6	3	2	2	1	5	93
Closings	-48	-2	-4	-4	0	0	-3	-4	-3	-1	0	-1	-2	-72
Relocations Off Corridor	-8	0	0	-1	0	-1	-4	0	0	-1	-2	-2	0	-19
Cumulative Net Gain February 2011-December 2012														2
Relocations on Corridor	15	0	0	0	2	0	0	1	1	2	0	1	2	24

Source: Metropolitan Council "Status Report on the Implementation of Mitigation Measures – CCLRT Construction –Related Business Impacts," May 2011 – October 2011 reports.

*Note: The update on number of Central Corridor business openings, closings, and relocations uses data gathered by CCPO Outreach staff. Outreach staff maintains an inventory of Central Corridor businesses, which serves as a comprehensive contact database. This inventory is a list of street-level business establishments that are found along the Central Corridor alignment from the West Bank area of Minneapolis to downtown St. Paul.

A12. Employed residents by income group, by segment

Central Corridor, 2010

Employed residents that live in the area	Dwntwn Mpls	UMN/ Environs	Midway West	Midway Central	Midway East	Dwntwn St. Paul	Central Corridor
Low-income workers (less than \$1,250 monthly)	16%	30%	20%	23%	27%	20%	22%
Moderate-income workers (\$1,250-\$3,333 monthly)	26%	39%	38%	38%	45%	34%	37%
High-income workers (\$3,333 monthly or more)	59%	32%	42%	39%	27%	46%	41%
Total employed residents	7,744	3,761	4,715	4,674	7,793	3,340	32,027

Source: Local Employment Dynamics obtained through Minnesota Department of Employment and Economic Development (DEED).

A13. Share of employed low- and moderate-income residents who work in a 45-minute transit commute-shed, by segment
Central Corridor, 2010

	Dwntwn Mpls	UMN/ Environs	Midway West	Midway Central	Midway East	Dwntwn St. Paul	Entire Corridor
Low- and moderate-income workers who live in this area	3,201	2,575	2,740	2,836	5,671	1,806	18,829
Low- and moderate-income workers who live in this area and work in a 45-minute public transit commute-shed	1,949	1,020	735	738	1,414	865	6,721
Share of low-and moderate-income workers who live in this area who work in a 45-minute public transit commute-shed	61%	40%	27%	26%	25%	48%	36%

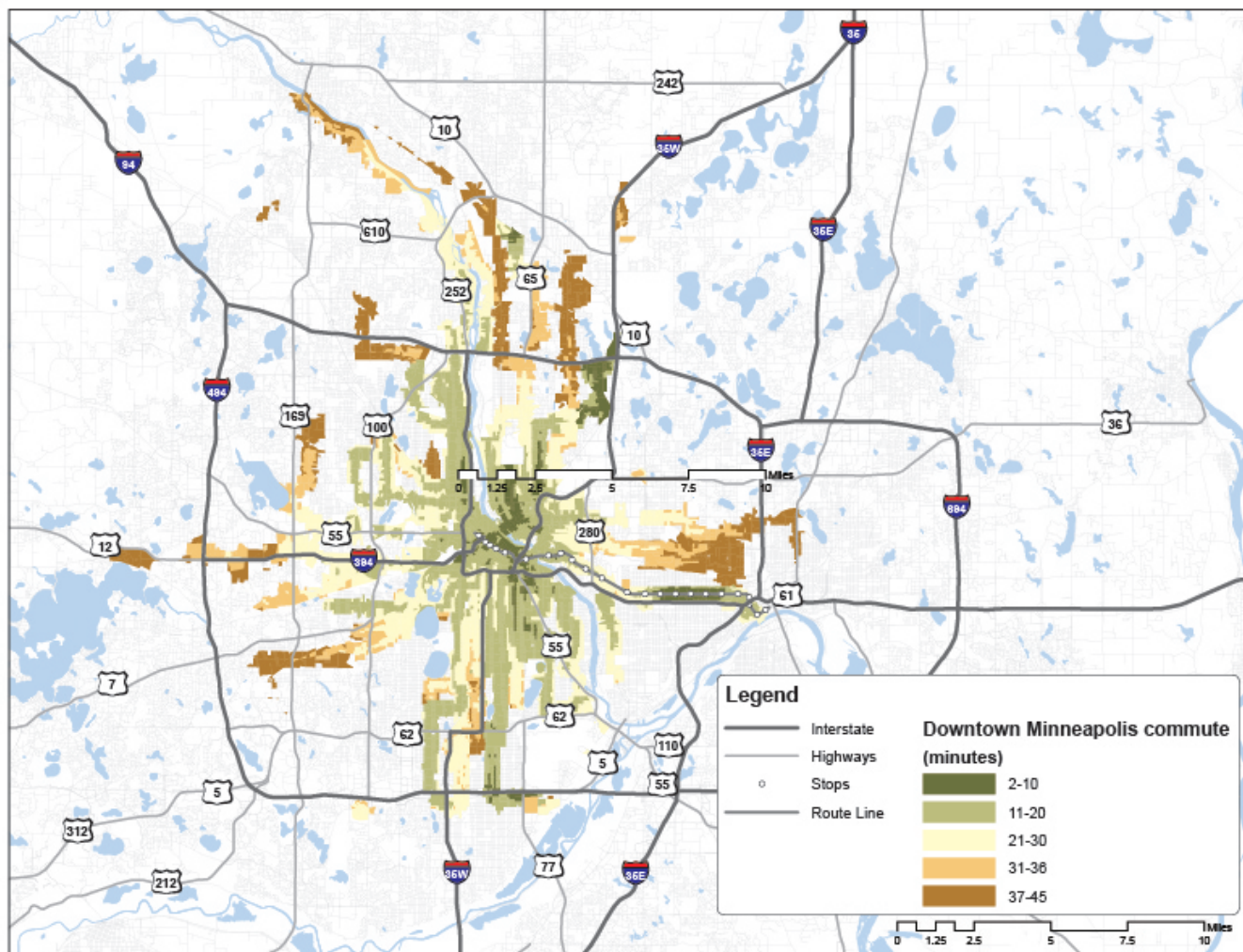
Sources: Local Employment Dynamics obtained through Minnesota Department of Employment and Economic Development (DEED). Commute-sheds prepared by Chen-Fu Liao, University of Minnesota's Center for Transportation Studies.

A14. Share of employed low- and moderate-income residents who work in a 60-minute transit commute-shed
Central Corridor, 2010

	2008	2009	2010
Low- and moderate-income workers who live in the Central Corridor	21,144	20,112	18,829
Low- and moderate-income workers who live in the Central Corridor and work in a 60-minute transit commute-shed	13,764	12,892	12,072
Share of low- and moderate-income workers who live in the Central Corridor who work in a 60-minute transit commute-shed	65%	64%	64%

Sources: Local Employment Dynamics obtained through Minnesota Department of Employment and Economic Development (DEED). Commute-sheds prepared by Chen-Fu Liao, University of Minnesota's Center for Transportation Studies.

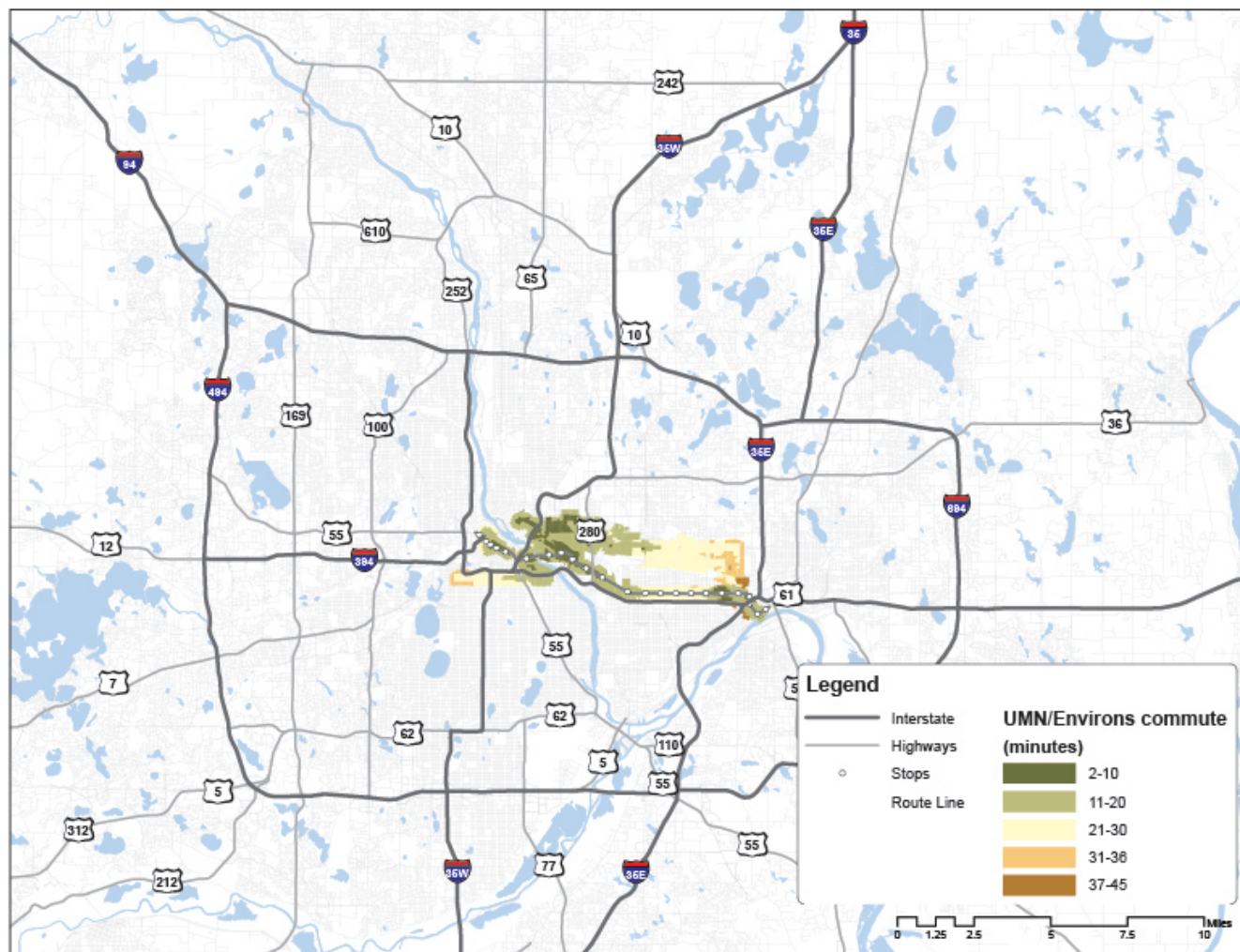
A15. Commute-shed reachable within 45 minutes by transit for residents of the Downtown Minneapolis segment of the Corridor
 Projected public transit system in 2014



Sources: Local Employment Dynamics obtained through Minnesota Department of Employment and Economic Development. Commute-sheds prepared by Chen-Fu Liao, University of Minnesota's Center for Transportation Studies.

Note: "Reachable by transit" refers to travel permitted by Central Corridor light rail (once operating) and/or up to two transfers by bus.

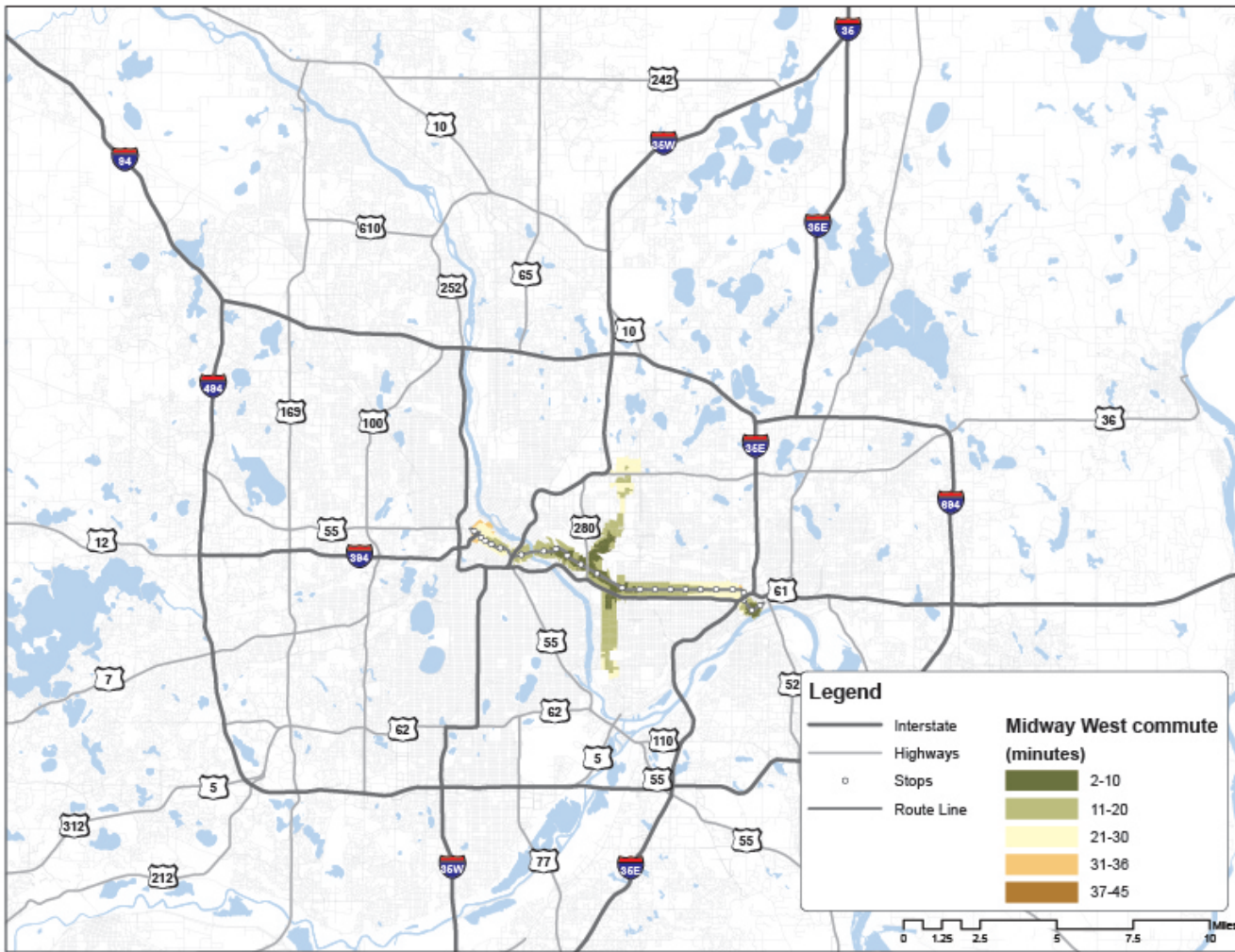
A16. Commute-shed reachable within 45 minutes by transit for residents of the UMN/Environs segment of the Corridor
 Projected public transit system in 2014



Sources: Local Employment Dynamics obtained through Minnesota Department of Employment and Economic Development. Commute-sheds prepared by Chen-Fu Liao, University of Minnesota's Center for Transportation Studies.

Note: "Reachable by transit" refers to travel permitted by Central Corridor light rail (once operating) and/or up to two transfers by bus.

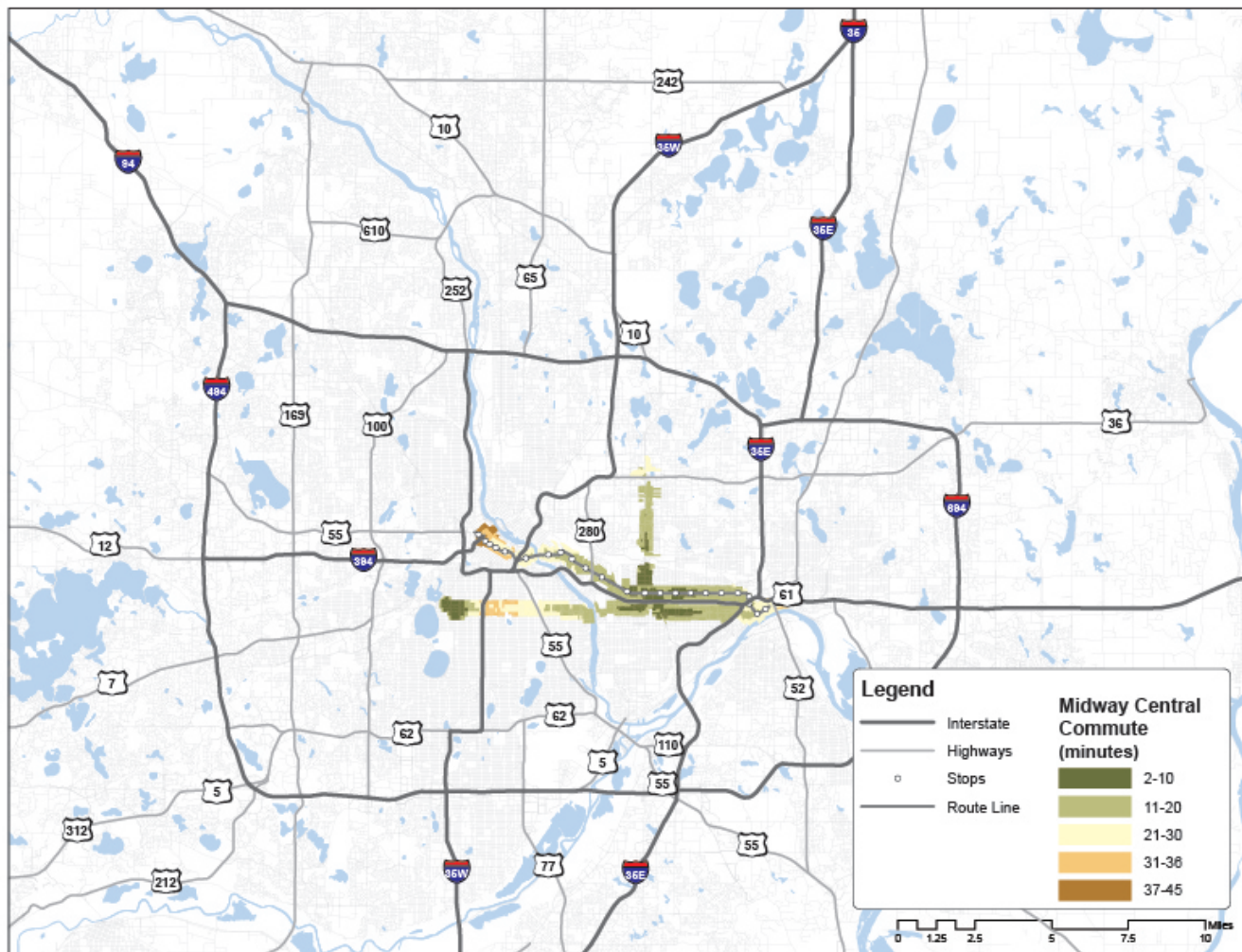
A17. Commute-shed reachable within 45 minutes by transit for residents of the Midway West segment of the Corridor
Projected public transit system in 2014



Sources: Local Employment Dynamics obtained through Minnesota Department of Employment and Economic Development. Commute-sheds prepared by Chen-Fu Liao, University of Minnesota's Center for Transportation Studies.

Note: "Reachable by transit" refers to travel permitted by Central Corridor light rail (once operating) and/or up to two transfers by bus.

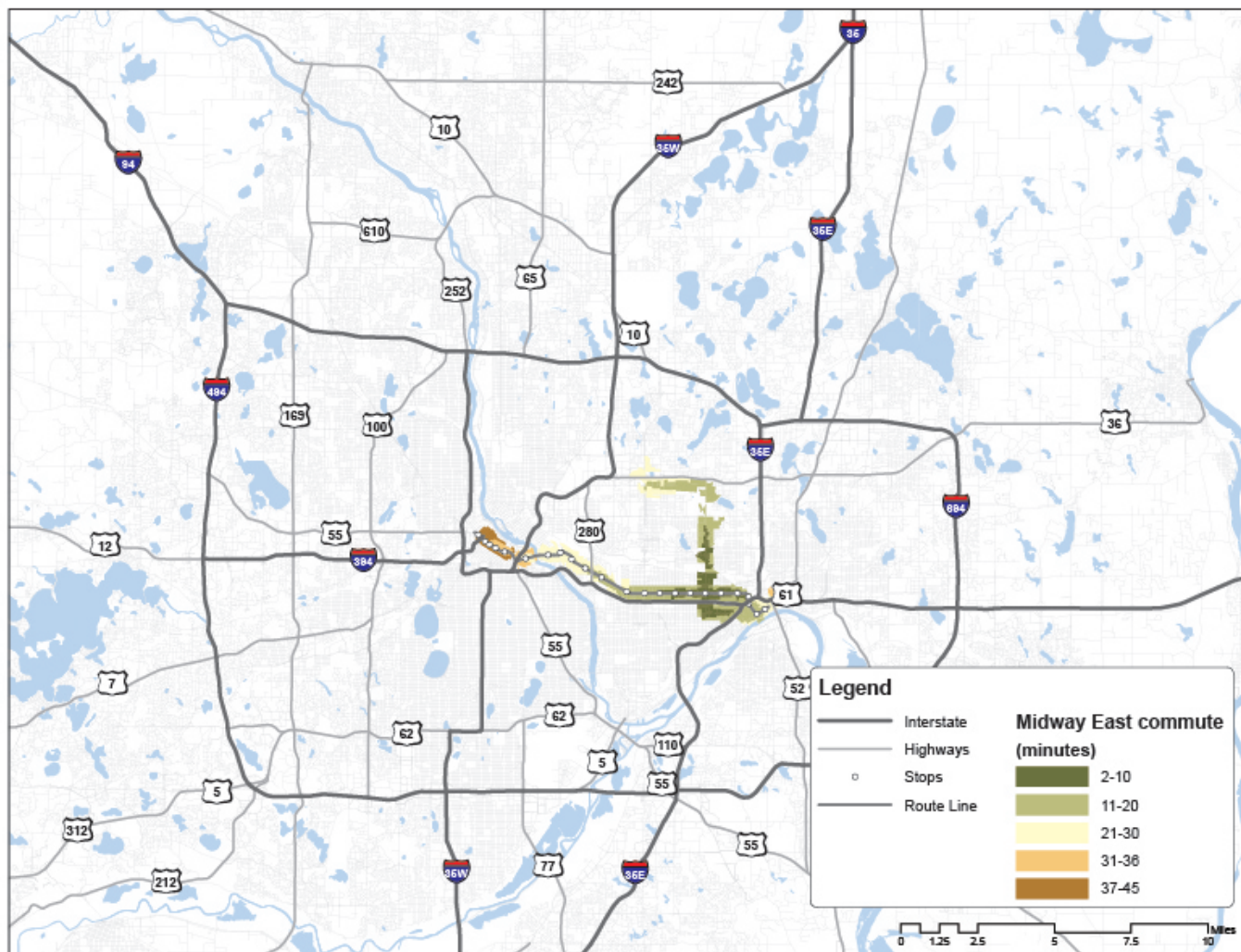
A18. Commute-shed reachable within 45 minutes by transit for residents of the Midway Central segment of the Corridor
 Projected public transit system in 2014



Sources: Local Employment Dynamics obtained through Minnesota Department of Employment and Economic Development. Commute-sheds prepared by Chen-Fu Liao, University of Minnesota's Center for Transportation Studies.

Note: "Reachable by transit" refers to travel permitted by Central Corridor light rail (once operating) and/or up to two transfers by bus.

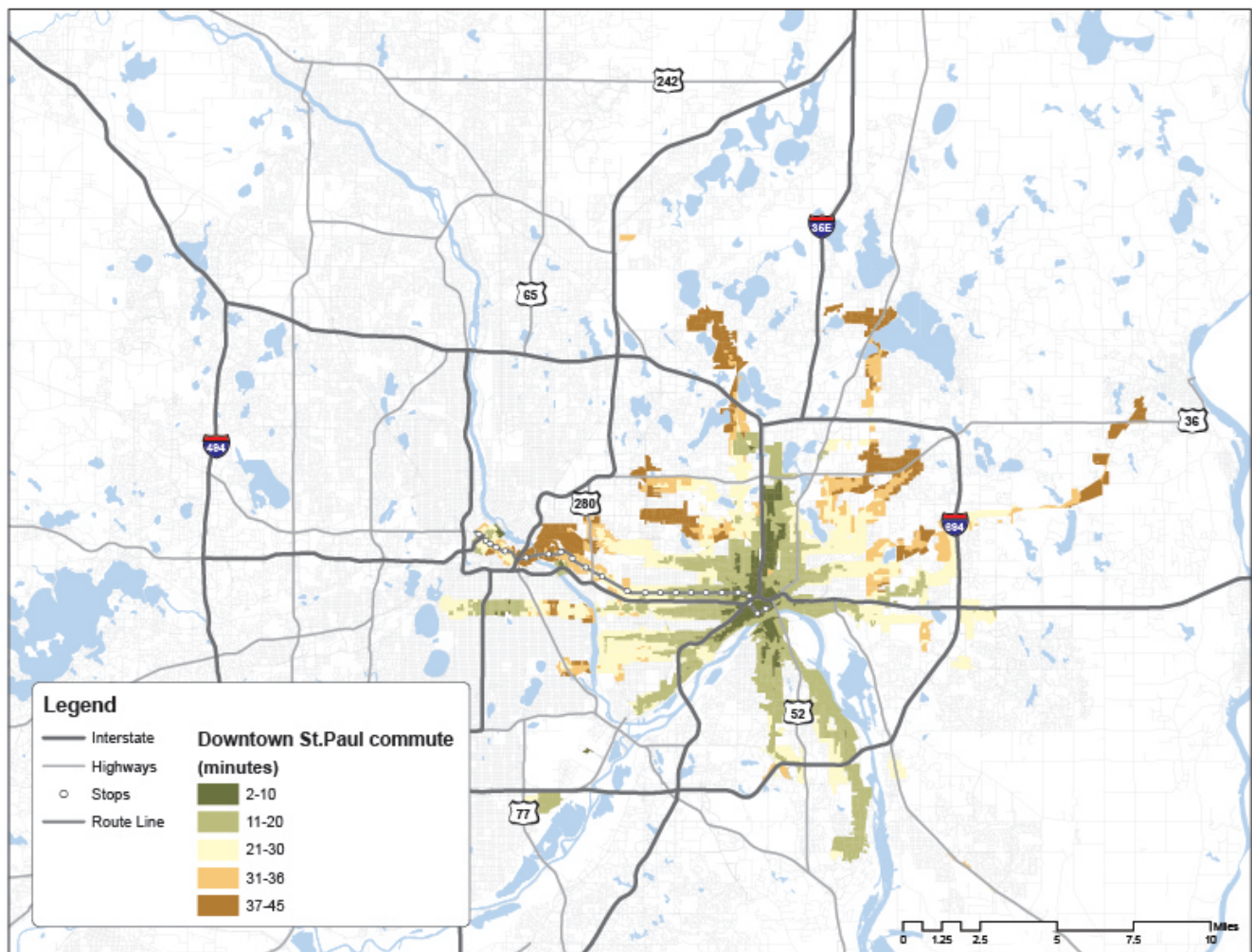
A19. Commute-shed reachable within 45 minutes by transit for residents of the Midway East segment of the Corridor
 Projected public transit system in 2014



Sources: Local Employment Dynamics obtained through Minnesota Department of Employment and Economic Development. Commute-sheds prepared by Chen-Fu Liao, University of Minnesota's Center for Transportation Studies.

Note: "Reachable by transit" refers to travel permitted by Central Corridor light rail (once operating) and/or up to two transfers by bus.

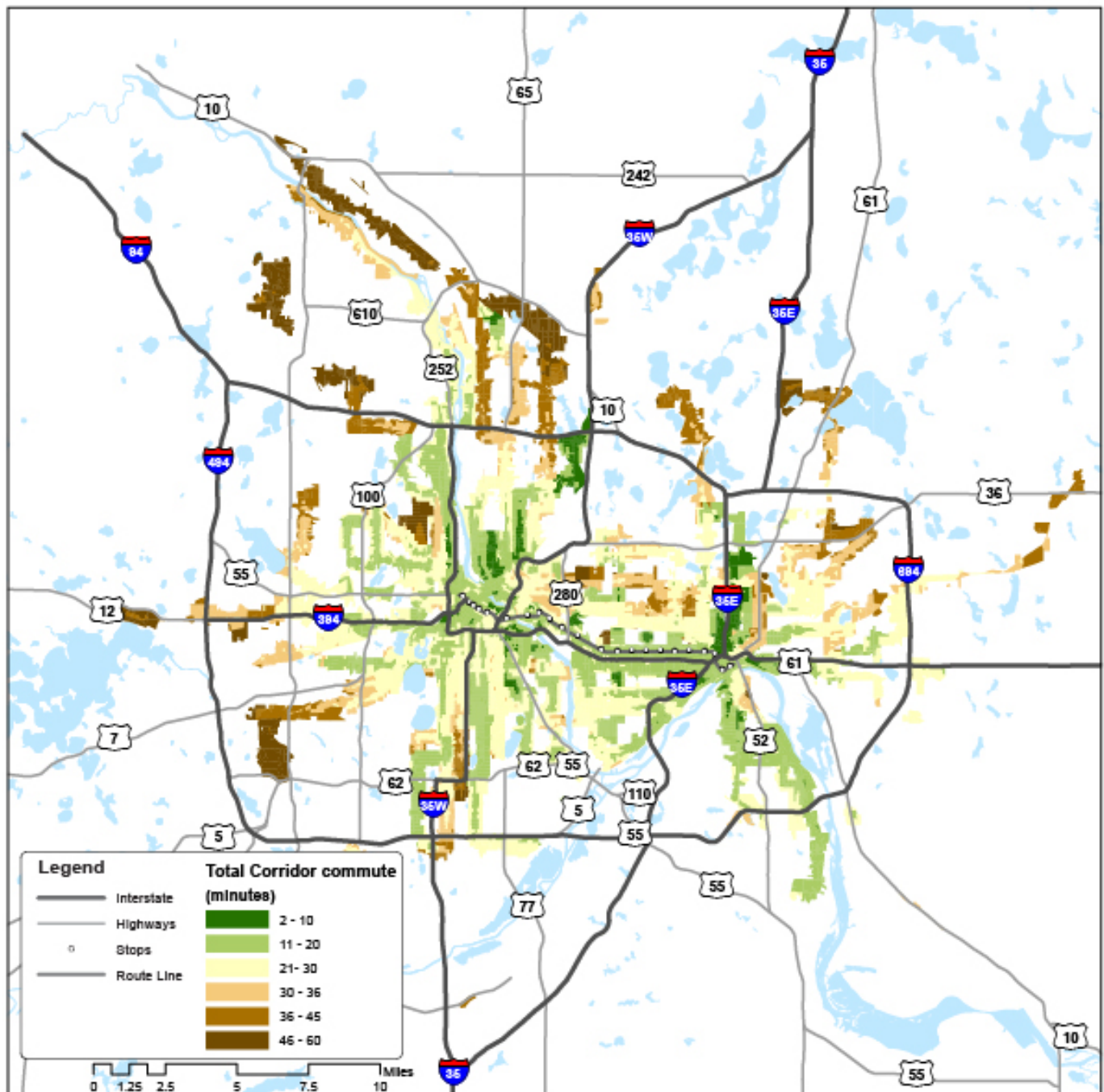
A20. Commute-shed reachable within 45 minutes by transit for residents of the Downtown St. Paul segment of the Corridor
Projected public transit system in 2014



Sources: Local Employment Dynamics obtained through Minnesota Department of Employment and Economic Development. Commute-sheds prepared by Chen-Fu Liao, University of Minnesota's Center for Transportation Studies.

Note: "Reachable by transit" refers to travel permitted by Central Corridor light rail (once operating) and/or up to two transfers by bus.

A21. Commute-shed reachable within 60 minutes by transit for residents of the entire Central Corridor
Projected public transit system in 2014



Vibrant, transit-oriented places

A21. Housing density

Central Corridor, 2010-2011

	Residential units added since 2010	Total housing units	Land Acres	Housing Units/Acre
Downtown Minneapolis		10,930	575	19.0
UMN/Environs	344	6,609	877	7.5
Midway West		5,243	877	6.0
Midway Central		5,071	786	6.4
Midway East	60	9,278	1,390	6.7
Downtown St. Paul	50	6,204	324	19.2

**Density refers to housing units per land acre. To calculate density, only blocks with at least one housing unit were used.*

Source: U.S. Census Bureau, Census 2010. Census 2010 Housing Unit counts provide the baseline figure for housing units. Additional housing units for year 2 are based on Metropolitan Council's Residential Permit Survey, 2010. The figure does not include residential conversions or demolitions which were available only as city-level counts. It is possible that some of the residential permits were issued before the April 2010 Census.

A22. Housing density, by segment

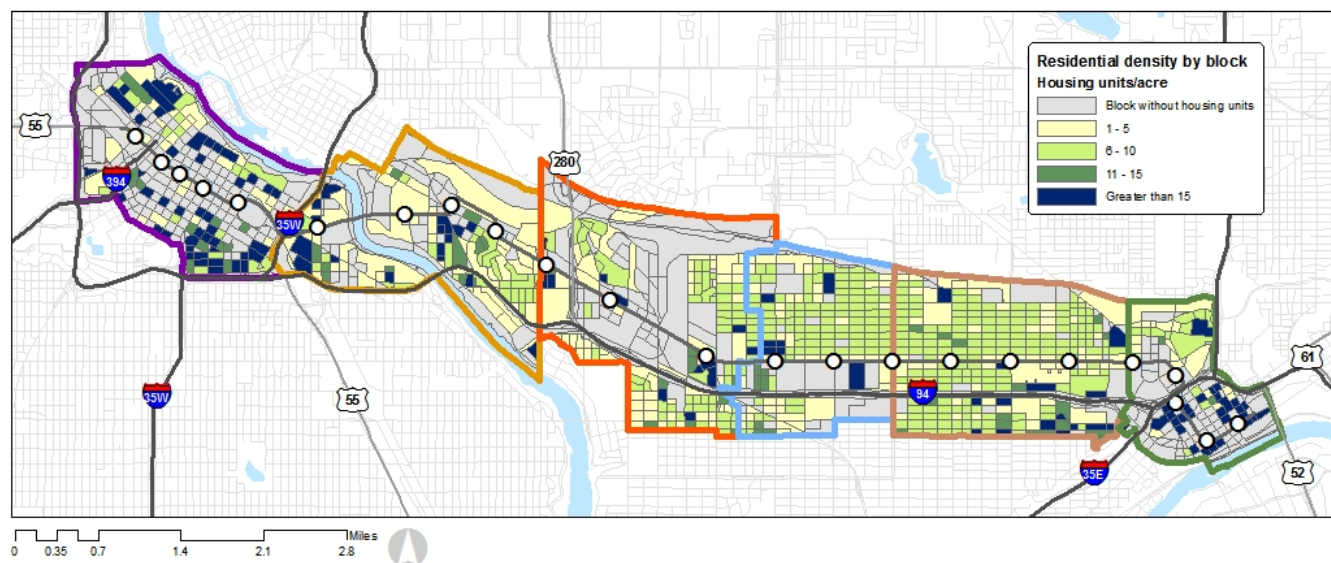
Central Corridor and Minneapolis-St. Paul, 2010-2011

	Residential units added since 2010	Total housing units	Land Acres	Housing Units/Acre
Central Corridor	454	43,335	4,829	9.0
Minneapolis-St. Paul	1,783	300,675	49,844	6.0

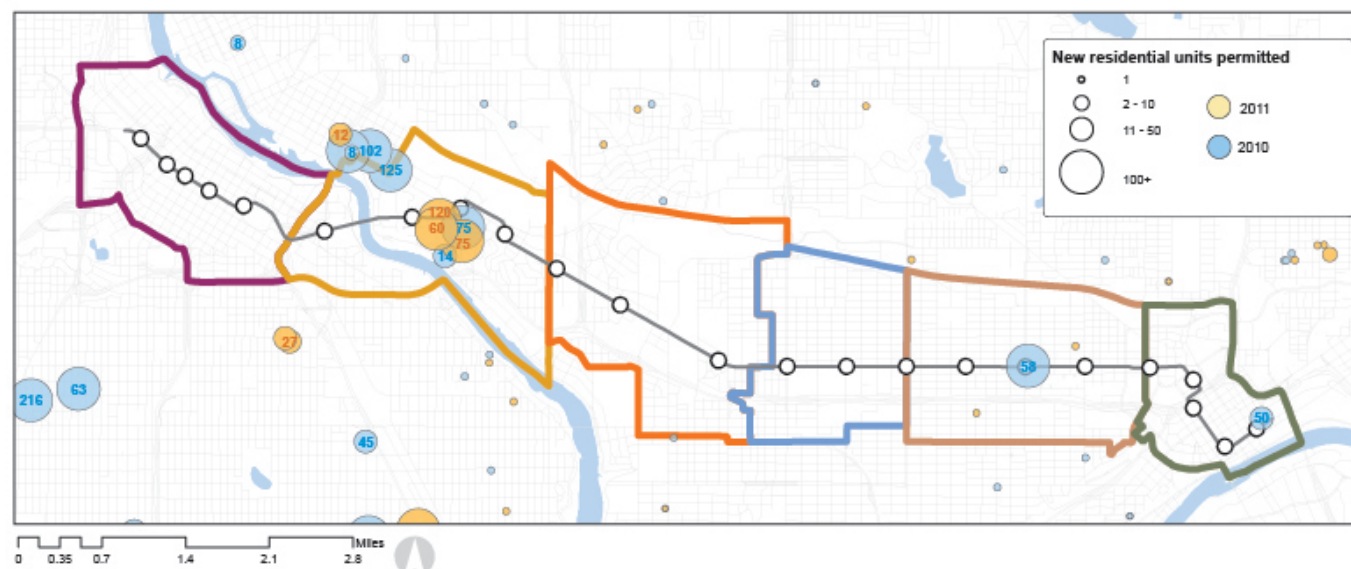
**Density refers to housing units per land acre. To calculate density, only blocks with at least one housing unit were used.*

Source: U.S. Census Bureau, Census 2010. Census 2010 Housing Unit counts provide the baseline figure for housing units. Additional housing units for year 2 are based on Metropolitan Council's Residential Permit Survey, 2010. The figure does not include residential conversions or demolitions which were available only as city-level counts. It is possible that some of the residential permits were issued before the April 2010 Census.

RESIDENTIAL DENSITY, YEAR 3



NEW RESIDENTIAL UNITS PERMITTED, YEAR 2 AND YEAR 3



*Density refers to housing units per land acre. To calculate density, only blocks with at least one housing unit were used.

Source: U.S. Census Bureau, Census 2010. Census 2010 Housing Unit counts provide the baseline figure for housing units. Additional housing units for year 2 are based on Metropolitan Council's Residential Permit Survey, 2010, 2011. The figure does not include residential conversions or demolitions which were available only as city-level counts. It is possible that residential permits were issued before the April 2010 Census.

A23. Business density

Central Corridor, 2009-2011

	Total acres	Businesses			Density		
		2009	2010	2011	2009	2010	2011
Central Corridor	7,894.9	6,751	6,701	6,622	0.86	0.85	0.84
Minneapolis-St. Paul	68,332.8	17,744	17,839	17,693	2.25	2.26	0.26

Source: Metropolitan Council, Minnesota Department of Employment and Economic Development (DEED).

Note: This dataset is a second-quarter, 2010 employment data from DEED Quarterly Census of Employment and Wages (QCEW) Employment Data. DEED compiles quarterly counts of employees, employer reporting establishments, and aggregate wages, covered by Unemployment Insurance in Minnesota, as part of a uniform nationwide reporting effort administered in partnership with the U.S. Bureau of Labor Statistics (BLS). Summary data is only available for those geographies where at least three employers exist and no one employer represents 80 percent or more of the total employment. 'Density' refers to employment site by acre as calculated using land acres of census tracts.

A24. Business density, by segment

Central Corridor and Minneapolis-St. Paul, 2009-2011

	Total acres	Businesses			Density		
		2009	2010	2011	2009	2010	2011
Downtown Minneapolis	1,451.5	3,311	3,290	3,227	2.28	2.27	2.22
University/ Environs	1,477.6	482	484	491	0.33	0.33	0.33
Midway West	1,876.9	916	908	900	0.49	0.48	0.48
Midway Central	1,189.3	457	455	460	0.38	0.38	0.39
Midway East	1,667.6	417	427	420	0.25	0.26	0.25
Downtown St. Paul	791.6	1,168	1,137	1,124	1.48	1.44	1.42

Source: Metropolitan Council, Minnesota Department of Employment and Economic Development (DEED).

Note: This dataset is a summary of second-quarter, 2010 employment data from DEED Quarterly Census of Employment and Wages (QCEW) Employment Data. DEED compiles quarterly counts of employees, employer reporting establishments, and aggregate wages, covered by Unemployment Insurance in Minnesota, as part of a uniform nationwide reporting effort administered in partnership with the U.S. Bureau of Labor Statistics (BLS). Summary data is only available for those geographies where at least three employers exist and no one employer represents 80 percent or more of the total employment. 'Density' refers to employment site by acre as calculated using land acres of census tracts.

A25. Average Walk Score*, by segment*

Central Corridor, October 2010, 2011, and 2012

	2010	2011	2012
Downtown Minneapolis	91.0	86.7	86.0
UMN/Environs	89.3	79.8	85.5
Midway West	79.5	77.3	80.8
Midway Central	83.3	79.3	83.7
Midway East	76.0	79.7	79.3
Downtown St. Paul	88.0	83.3	89.3

Source: www.walkscore.com

*100 = highest score

A26. Average Walk Score*, by corridor

October 2010, 2011, and 2012

	2010	2011	2012
Lake Street Corridor	85.7	81.6	82.9
West 7th Corridor	57.9	59.8	61.8
Central Corridor	82.4	78.8	82.2

Source: www.walkscore.com

Effective coordination and collaboration

Detailed results related to the Key Question: **Do stakeholders recognize shared goals?**

HOW MUCH DO YOU AGREE OR DISAGREE WITH THE FOLLOWING STATEMENT ABOUT EQUITABLE DEVELOPMENT IN THE CENTRAL CORRIDOR? WOULD YOU SAY...

	Strongly disagree	Disagree	Agree	Strongly agree
Stakeholders in the Central Corridor share common equitable development goals	1	5	28	8

Source: Stakeholder survey conducted by Wilder Research, Winter 2013

Note: Based on responses of 43 stakeholders.

WHAT DO YOU THINK CAN BE DONE TO INCREASE THE DEGREE TO WHICH THE CENTRAL CORRIDOR STAKEHOLDERS RECOGNIZE, AND WORK TOWARD, SHARED EQUITABLE DEVELOPMENT GOALS?

One of the overarching themes from respondent regarding this question was the need to include community residents and community-based organizations in the process. Responses in Year 2 were similar and in Year 3 many respondents acknowledge the sentiment that “much work has been done, but there is still work to be done” and that continuing to engage is important. Additionally, respondents noted that more story-telling about successes is needed, and that part of that is summarizing the effort so far through easy-to-understand metrics and reports.

Illustrations of these themes based on respondents’ comments are provided below.

Continuing the work of engagement:

We have to keep at it, increasing the level of communication with the broader community and continue to invite partners to the table.

Just continuing to work together and understanding that we might not always agree on everything...

If for some reason people stop coming to the table, that would be detrimental...It takes sometimes years, you have to keep people involved and around the table. It takes somebody to do it, can't leave it to chance.

There needs to be more effort to bring in voices for people who have typically been left out and give more opportunities for people to have a voice and be decision-makers.

A continuation of stakeholder discussions so that their interests and ideals are being heard.

I would enhance or expand the inclusion of impacted constituencies at stakeholder tables.

Strengthen the relationship network—you have the opportunity to do some authentic check-in: “Where do we go from here?” I’m talking about more of a working group and making sure you’re inviting grassroots.

Need for summarizing the good work: Respondents felt it was important to summarize the work that has been done, as the following comments indicate:

There has to be one organization in charge that says what else needs to happen.

If there could be some kind of Central Corridor group that is about what is going on [with equity], that would help. If there could be some top-level leadership focusing on the issue of equity [that would help]. People agree on the priority, but we don't see the mayors of the cities of St. Paul and Minneapolis [leading on the issue].

There needs to be an ongoing forum where experience can be shared and collected and reapplied to similar conditions. [This could help] identify emerging issues that the community could address.

That is story telling...we need to tell the story of how a business on the Central Corridor got a loan so that they could survive and thrive, how the workers benefitted, the union benefitted. Right now, we are telling just one slice of the story and we need to be better at telling the whole story.

Celebrate them [equitable development goals] and continue to point to progress and success as well as what we've learned. Trying to create a story line about what we have been able to achieve.

Moving towards implementation: In this third year of the survey, in this question and throughout, respondents point to moving to the implementation stage and preparing for the "next phase."

Get more real about what it takes to have balanced development and equitable development take hold on this Corridor. It is not the primary focus of anybody with resources; it is certainly an interest but the realities of making it happen are very difficult and are still largely unknown to the big picture players.

There has to be a willingness to consider preservation of affordable housing at the smaller, neighborhood scale and right now that is greatly lacking.

Pick the first projects and get behind them. If you get the first two done, the next will come along. The hardest ones are the first ones that will happen, but once there is success with them, then you will get people to get involved.

Little else to be done: Some respondents felt that nothing more could be done to increase the awareness of the goals, as illustrated in these comments.

I honestly don't know what could be done. We are already at a place where we have pretty good agreement around those goals. I can't think of anything that would improve that.

I don't think that it can be increased. It has been a great effort to engage all stakeholders, and successful.

Just continue to do what they are doing-there is so much activity going on right now, so just continue doing what they are doing now.

WHAT WOULD YOU RECOMMEND CHANGING ABOUT THE CENTRAL CORRIDOR EQUITABLE DEVELOPMENT WORK TO IMPROVE ITS FUNCTIONING AND/OR EFFECTIVENESS?

Continue as is: Respondents expressed that much has been done to inform all stakeholders. Examples of their comments follow:

If someone doesn't know now, they are not listening. We have ambassadors, advocates, data, newsletters, meetings.

They are doing an awful lot, that is my perception. We could probably do more to make sure that information is available in multiple languages and utilizing cultural groups as a means of communication.

They do a good job of keeping the word out, at least with the partners of what they are doing.

Interestingly, I don't know that anything more needs to be done. In some ways, there are so many sources, email lists that we receive, but it's hard to keep track of them...If anything a simplification of sources.

Use existing groups to get the word out:

We need to get more communication channels through neighborhood-based organizations, churches and neighborhood groups. We have focused on the inner-ring, we need to move out more to people that may not have a high level of interest but that can make a contribution.

There is a model that we have been using quite a bit...There needs to be concerted effort to work with low-income and communities of color to gain input as to what sort of future they want for their part of the Corridor. It means that if people in the Somali communities are accustomed to discussing in things in a coffee shop with elders in the community, that is where you go, rather than holding a standard public meeting where they might not come.

I think there is something to be said for government, both elected and staff, to be present at meetings and events and just listening to the community talk, rather than being the ones giving the presentations.

Engage a larger audience through media outlets:

The larger public media has a lot to do with it and maybe this is an area where the Funders Collaborative could be preparing some media stories to get into the Pioneer Press, in particular, which covers more of the Corridor. I do think the media in general on subjects like this is quite receptive and should be courted more accessible to get the message out to the broader audience.

Getting out there with more news stories, more of the positive.

A couple of respondents mentioned the potential for a publication/quarterly piece, or meeting to focus solely on the equitable development aspect of the Funders Collaborative work.

Additional results related to the Key Question: Are stakeholders working together effectively to achieve positive outcomes?

PLEASE BRIEFLY DESCRIBE AN EXAMPLE OF HOW ORGANIZATIONS ARE WORKING TOGETHER EFFECTIVELY TO ACHIEVE THE EQUITABLE DEVELOPMENT GOALS OF THE CENTRAL CORRIDOR

Mentioned by 7-10 respondents

Small businesses/Business resources/Business mitigation

Big Picture Project/Affordable housing

Mentioned by 1-3 respondents

Corridors of Opportunity (3)

Outreach (3)

DBE (3)

Old Home Development (2)

Little Mekong (1)

Additional stops (1)

FHEA (1)

TO DATE, HOW SUCCESSFUL DO YOU THINK CENTRAL CORRIDOR COLLABORATIONS AND PARTNERSHIPS HAVE BEEN AT MAKING PROGRESS IN EACH OF THESE GOAL AREAS? WHAT ABOUT...

	Not at all successful	Somewhat successful	Very successful	I am unaware of the goals and/or progress in this area/Don't know
a. Affordable housing	1	26	12	5
b. Business mitigation	4	29	9	1
c. Business development	4	27	4	9
d. Workforce and job development	6	26	3	7
e. Land use	4	28	6	5
f. Bike/pedestrian/transit connections	2	30	4	7
g. Developing cultural or historic destinations	6	25	6	6

ARE THERE OTHER GOAL AREAS IN WHICH YOU FEEL THE CENTRAL CORRIDOR COLLABORATIONS AND PARTNERSHIPS HAVE MADE PROGRESS?

	Number
Yes	18
No	25
Total	43

OTHER GOAL AREAS IN WHICH YOU FEEL COLLABORATIONS AND PARTNERSHIPS HAVE MADE PROGRESS (N=27)

	Number
Engagement	9
Collaboration	6
Open space/green space/environment	7
Additional stops	3

Note. Other goal areas mentioned by respondents were: funding (2), jobs (1), balanced community development approach (1), bus connections (1), providing support for construction (1), and arts (1).

One of the most valuable things to me is bringing all the groups together and working together, knowing what each other is doing and helping each other with each other's particular goals.

It has been erasing the city line and looking at the corridor itself as community, with common interests, concerns and similar challenges and they have been successful in sharing methods, contacts, and tools with one another so all participating are better equipped than they would be on their own.

The Central Corridor project and the Funders Collaborative have opened themselves up to serve as a learning laboratory for all of us.

The most important thing is that there is participation period, in the past that is the biggest complaint both on agency side and community side. That people that weren't talking to each other, in this project and this new experiment about partnership and working together that is the biggest stride that we have made in a long time. We are working together to achieve these goals as opposed to, "I am going to tell you how this is going to be done," and I love that part.

Bringing in populations of color in a more significant way in planning and development.

WHAT GROUPS WOULD YOU INCLUDE THAT ARE NOT CURRENTLY REPRESENTED [IN EQUITABLE DEVELOPMENT WORK IN THE CENTRAL CORRIDOR]? (N=10)

	Number
Renters/families/residents	4
Racial/ethnic minorities and immigrants	3
Churches	1
Developers	1
Arts community	1

As good as it is, there is still more room to bring more people to the table. You hear 'You ring the bell and the same people keep coming.'

We need to figure out how to more directly involve the initiatives that are already taking place.

The conversation does not include those who are ultimately those that will be the implementers, those who are likely to develop and buy property.

OVERALL, HAS YOUR INVOLVEMENT IN CENTRAL CORRIDOR EQUITABLE DEVELOPMENT WORK MET YOUR EXPECTATIONS? WHY OR WHY NOT? (N=43)

	Number
Yes	29
No	10
Don't know/not sure	4

Why respondents said it met their expectations

- We have had a lot of engagement with groups that we might not normally have as part of the conversation.
- I think virtually every community issue has a group of people working on it and without exception people are bringing creativity and commitment to the work. People are working well together and I think I have already seen positive outcomes.
- The Central Corridor experience has been very informative for me in understanding the definition and approach to equitable development.
- I believe we are at the point where we can show results, [we have] gained trust with community and they come to the table and are ready to solve problems and work on the issues.
- The work has been slower than I would have hoped, but overall it has [met expectations].
- We have had a positive impact on small businesses...
- ...People have had an opportunity to influence policy and make a difference.
- It has been a very sophisticated partnership.
- I love working with people that don't agree with what I say—it gets us all thinking and I like that part.
- If anything it has exceeded my expectations. You don't find the government working with nonprofits and community groups, but they have pulled together, set goals, and accomplished the goals. This is not common practice; we get calls from other regions that want to learn from us.

Why respondents said it did not meet their expectations

- ...It is taking much longer than I expected [development activities].
- My organization has access to the private-sector knowledge and was not asked to participate in any way. I think we could have added value and valuable resources.
- ...Because of the variety and dispersion of efforts and because it's difficult to be in all places where the work is happening.
- I think there is a comprehensive set of goals, but it has been difficult to keep...our arms around everything that is in play and tracking how we're doing.
- ...Met Council must accept the fact that the construction of LRT has caused substantial losses to businesses and they haven't.

Demographic context

A25. Median Household Income

Central Corridor, Minneapolis-St. Paul, and Corridor segments 2007-11

	Dwntn MPLS	UMN/ Environs	Midway West	Midway Central	Midway East	Downtown St. Paul	Central Corridor	Minneapolis- St. Paul
2007-11	\$ 51,117	\$ 23,638	\$ 42,892	\$ 40,226	\$ 32,681	\$ 36,018	\$ 38,462	\$ 46,863

Source: U.S. Census Bureau, American Community Survey, 2007-11

A26. Residents by race/ethnicity and nativity, by segment

Central Corridor, Minneapolis-St. Paul, and Corridor segments 2007-11

	Dwntn MPLS	UMN/ Environs	Midway West	Midway Central	Midway East	Downtown St. Paul	Central Corridor	Minneapolis- St. Paul
American Indian	1%	0%	1%	1%	1%	1%	1%	2%
Asian	7%	14%	4%	4%	23%	13%	13%	9%
Black	22%	21%	9%	16%	41%	20%	24%	17%
White	66%	61%	82%	72%	31%	61%	58%	66%
Other race	1%	1%	2%	2%	1%	1%	1%	3%
Two or more races	3%	2%	3%	4%	3%	3%	3%	4%
Hispanic (of any race)	4%	4%	3%	7%	7%	5%	5%	10%
Foreign-born	16%	30%	7%	11%	26%	19%	21%	16%
Total	17,277	21,034	9,858	12,144	23,394	8,521	92,228	665,824

Source: U.S. Census Bureau, American Community Survey, 2007-11