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CENTRAL CORRIDOR FUNDERS COLLABORATIVE

# Key outcomes for the Corridor: 2014 indicators report

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April 2014

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## Introduction

The Central Corridor Funders Collaborative is a group of 12 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 worked with Wilder Research over the past four years to develop, report, and update measures for the desired outcomes. This report is the fourth 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 annual updates to 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,” “Year 3,” and “Year 4” (this year’s report). 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 track and report on these measures as the construction is completed and light rail begins operating.

### **Central Corridor Funders Collaborative members**

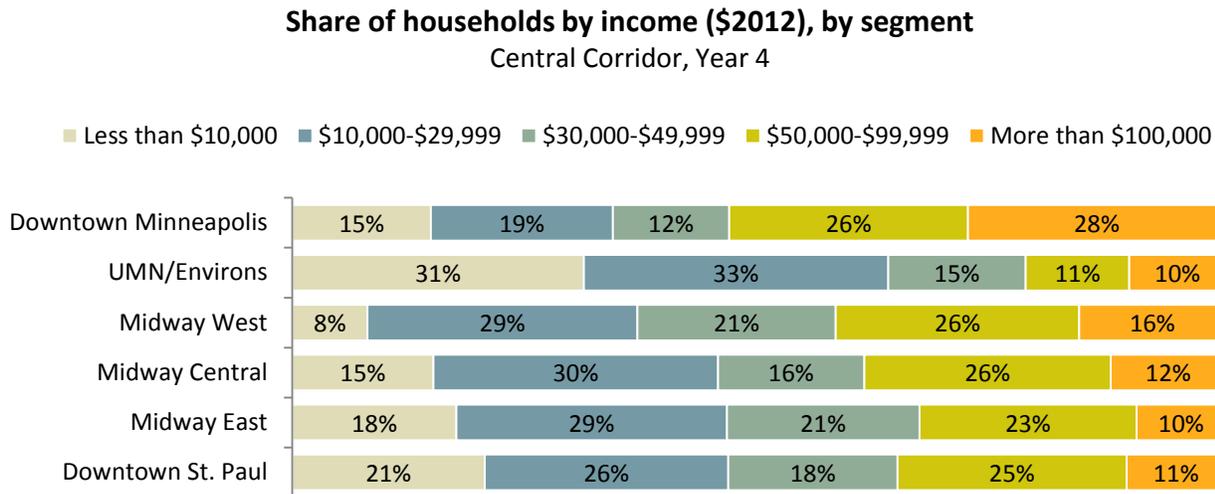
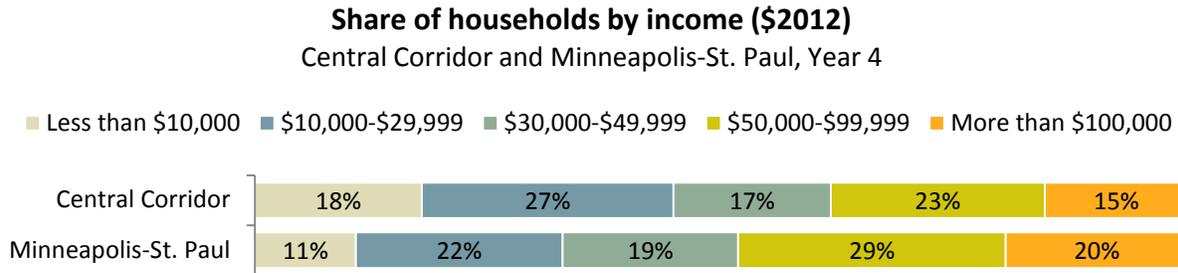
Bush Foundation - F.R. Bigelow Foundation - Ford Foundation - John S. and James L. Knight Foundation - Living Cities, Inc. - The Minneapolis Foundation - McKnight Foundation - Northwest Area Foundation - Otto Bremer Foundation - Jay and Rose Phillips Family Foundation of Minnesota - The Saint Paul Foundation - Surdna 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 2008-12 5-year estimates.

Note: Income adjusted to 2012 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 at both the high and low end of the income spectrum.
- Although the best available data for tracking income along the Corridor generally is not sensitive to annual changes among these relatively small populations, the mix of incomes has not shown signs of dramatic change over the course of the Tracker reports.
- In general, households in the Corridor are much more likely to be in the lower two income categories (<\$30,000 per year) than Minneapolis-St. Paul on the whole. Forty-five percent of Corridor households earn less than \$30,000 per year, compared to 33 percent in Minneapolis-St. Paul.

- About 1 in 5 Corridor households have extremely low incomes (<\$10,000 per year). Only a quarter of these households is in the UMN/Environs area and likely reflects a large number of student-households. Downtown Minneapolis and Midway East each have another 20 percent of these lowest-income households with the remainder spread through Midway West, Central, and Downtown St. Paul.
- In contrast, Minneapolis-St. Paul has a larger share at the very top of the income spectrum, those households earning more than \$100,000; 20 percent of Minneapolis households earn at that level while just 15 percent of Corridor households do.
- Nearly half of households earning more than \$100,000 per year are in Downtown Minneapolis.

***By Segment:***

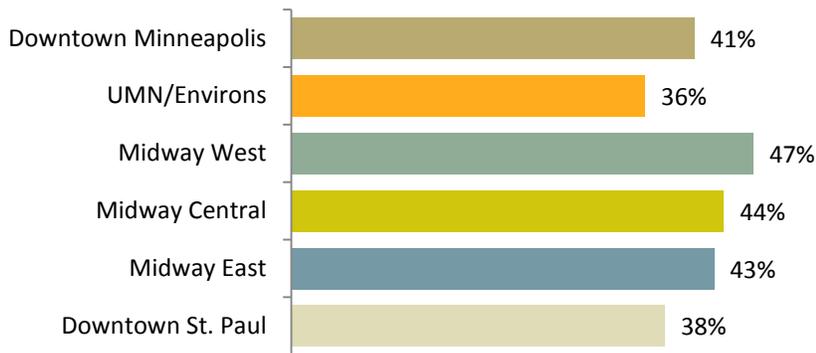
- Although for this level of geographic detail with relatively small populations, the best available data for tracking income along the Corridor generally is not sensitive to annual changes, the mix of incomes within the six segments has not shown signs of shifting dramatically since the Baseline report.
- Downtown Minneapolis continues to have the largest share of higher income households. Of all the households, 28 percent earn more than \$100,000 per year and 45 percent of all high-income households in the Corridor are in this segment.
- While closest in physical proximity, the UMN/Environs and Downtown Minneapolis segments are far apart concerning income distribution. In UMN/Environs, nearly two-thirds of all households earn less than \$30,000 per year and just 1 in 10 earn more than \$100,000 per year. This is likely a reflection of the student community as well as areas with lower-income, non-student households.
- 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. As the segments move east-ward distribution of income shifts and households are more likely to be in the two lowest income categories.
- The “middle class” (those households that earn between \$30,000 and \$99,999) is largest in the Midway segments and Downtown St. Paul where between 42 and 47 percent of households fall. In contrast, less than 40 percent of households in UMN/Environs are middle class.

**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 and 3, as the Center for Neighborhood Technology has not updated the H+T index since.*

#### *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 percent 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 percent 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

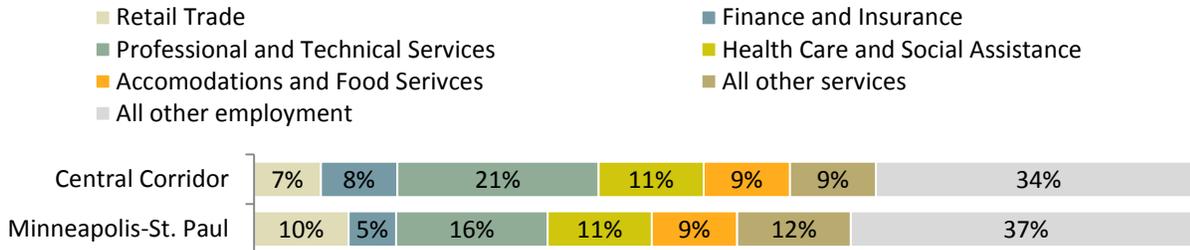
**Outcome:** Mix of businesses\*

**Indicator:** Percentage of businesses by industry type

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

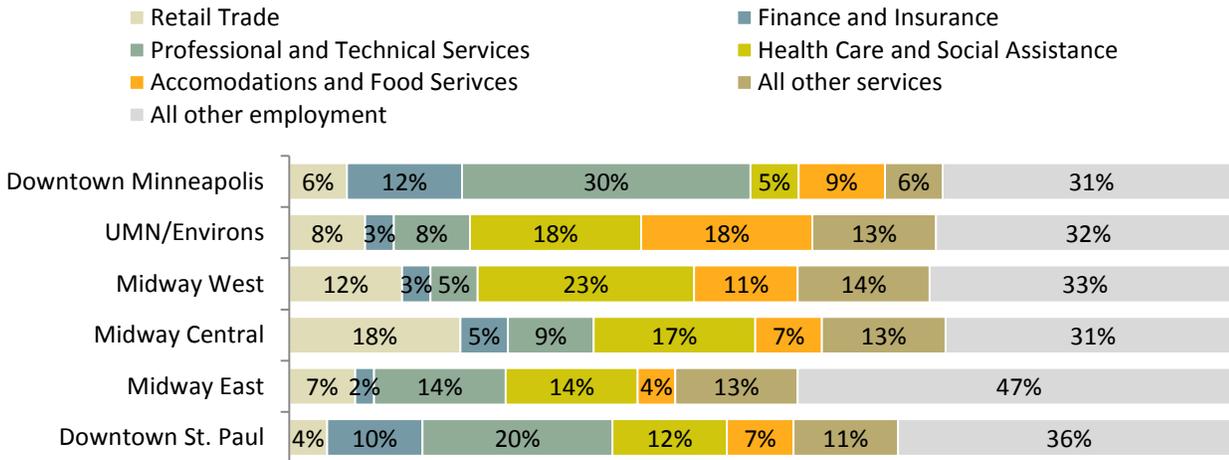
## Business establishments by type

Central Corridor and Minneapolis-St. Paul, Year 4



## Business establishments by type, by segment

Central Corridor, Year 4



Source: Metropolitan Council summary of Minnesota Department of Employment and Economic Development, Quarterly Census of Employment and Wages, 2009-2012.

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

### **Overall Corridor:**

- From Baseline to Year 4, the Corridor has seen a 2 percent net loss of establishments.
- In the fourth year of this report, the mix of business types along the Corridor has changed very little, despite a net loss of about 2 percent in establishments during that time.
- 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 14.
- Still 1 in 5 establishments in the Corridor are in professional and technical services (industries that dominate the two Downtowns).
- Corridor establishments in finance and insurance continue to see a yearly net loss, while professional and trade services and health care and social assistance establishments have seen increases since the baseline. Retail trade and accommodations and food have seen small net declines.
- The losses in finance and insurance are similar for Minneapolis-St. Paul on the whole; these losses are not specific to the Corridor. There have been yearly net losses in this establishment type both on the Corridor and across the two cities.
- More than any other type of establishment, the Corridor continues to see net gains in health care and social assistance establishments; the increases are on-par with the rate of increases in Minneapolis-St. Paul and nearly 1 in 3 of the cities’ health care and social assistance establishments are in the Corridor.

### **By Segment:**

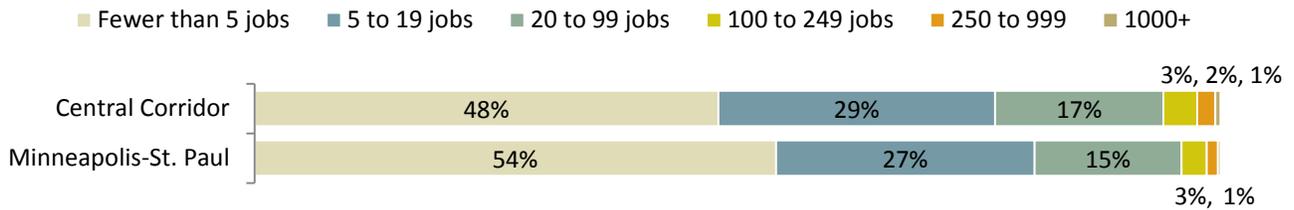
- Among the six segments, the two downtowns continue to have had the largest net losses of establishments from Baseline to Year 4; both have about 4 percent fewer establishments than they did four years earlier with the majority of those losses stemming from the finance and insurance establishments.
- UMN/Environs, Midway Central, and Midway East all saw net gains in establishments since the Baseline; all three were bolstered by increases in health care and social assistance establishments. UMN/Environs and Midway East also saw increases in accommodations and food services establishments.
- Midway West, on the other hand, has seen a net loss in establishments (about 2%) since Baseline; the majority of the losses were also in finance and insurance from Baseline to Year 2.

**Outcome:** Mix of businesses\*

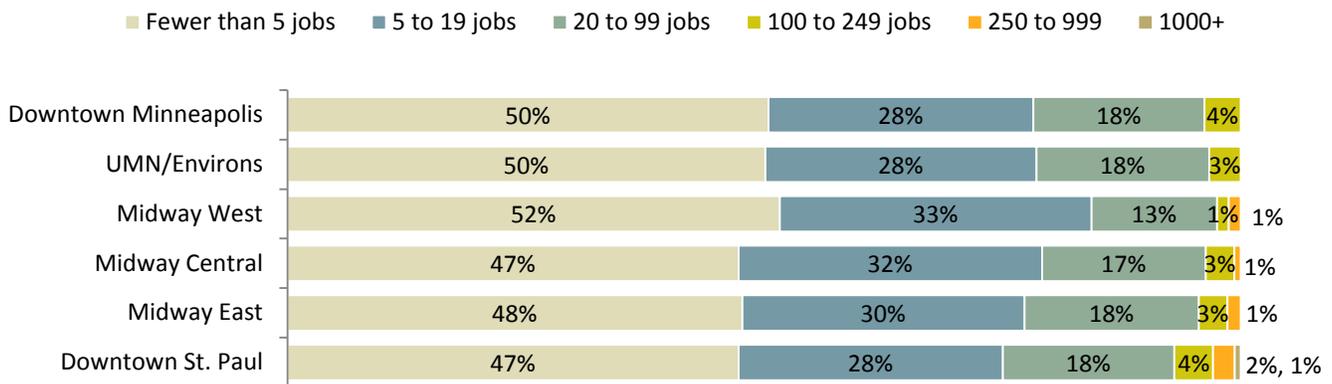
**Indicator:** Percentage of businesses by size (number of employees)

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

**Business establishments by size, by size**  
Central Corridor and Minneapolis-St. Paul, Year 4



**Business establishments by size, by segment**  
Central Corridor, Year 4



Source: Metropolitan Council summary of Minnesota Department of Employment and Economic Development, Quarterly Census of Employment and Wages, 2009-2012. Previous years of data are back-revised to account for improved locating of establishments.

\*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:***

- From Baseline to Year 4, the Corridor has seen a 2 percent net loss of establishments.
- In the fourth year of this report, the smallest establishments on the Corridor (those with fewer than 20 employees) continue to see net declines. However, that smaller establishments in Minneapolis-St. Paul overall have also seen a net decline does suggest that the challenge is not one specific to the Corridor.
- It is possible that establishments added employees, shifting them from one size category to another. The Corridor has seen a net increase in the number of establishments between 20-99 employees, with many of these gains in Downtown Minneapolis. These mid-size businesses make up 17.4 percent of establishments on the Corridor, a share that has increased since Baseline.
- 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 14.

### ***By Segment:***

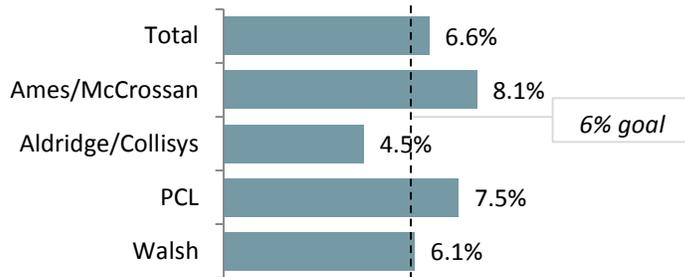
- Since Baseline, year over year change in number of establishments has been consistently positive or stable in UMN/Environs, Midway Central, and Midway East. All other segments have seen net loss.
- Looking specifically at smaller businesses: all net losses of businesses with fewer than 20 employees have been in the two Downtown areas. The other four segments have all seen net gains in businesses that size.
- With a net gain of 35 smaller businesses, Midway Central has seen the largest net gain among Corridor segments. This segment runs from Snelling to Lexington, Pierce Butler to Selby and includes commercial areas like Midway Center.

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

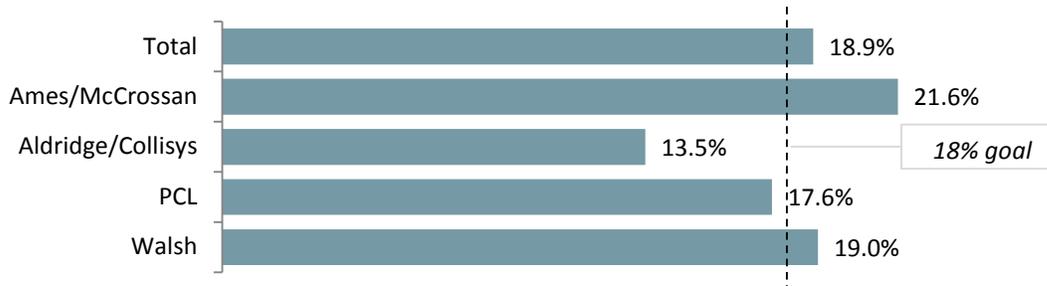
**Indicator:** Percentage of Central Corridor LRT construction work hours performed by women or minorities

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

**Share of CCLRT construction contracts' work hours performed by women to-date,**  
By contractor, All contracts through December 2013



**Share of CCLRT construction contracts' work hours performed by minorities to-date,**  
By contractor, All contracts through December 2013



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.

**By Contractor:**

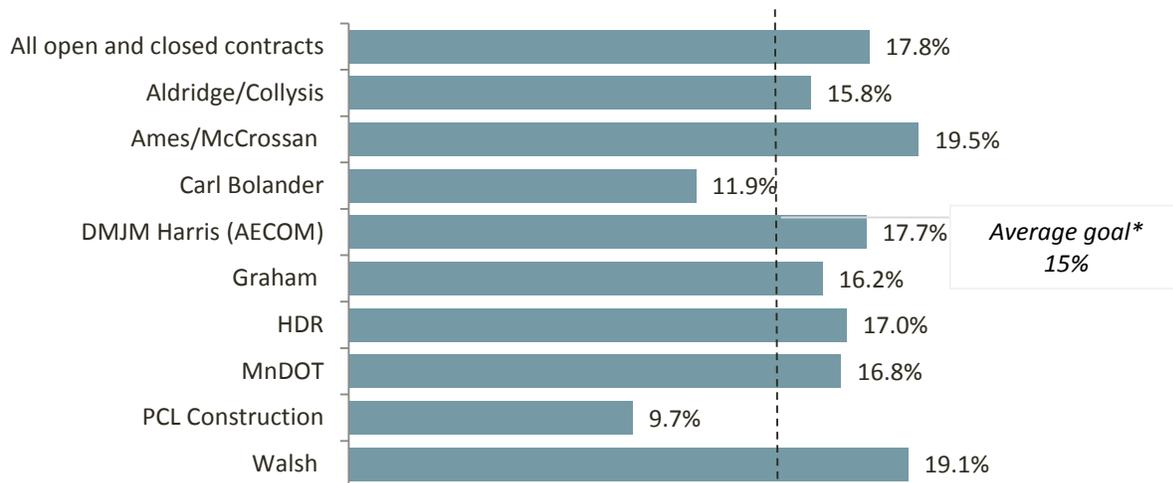
- All contractors except for Aldridge/Collisys and PCL have exceeded their stated goal for work participation by minorities.
- Ames/McCrossan has the highest participation rates for both women (8%) and minorities (22%).
- PCL has also gone beyond their goal for hours performed by women, with 7.5 percent 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?

**Share of CCLRT contracts paid to disadvantaged business enterprises to-date,**  
By contractor, All contracts through December 2013



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, 17.8 percent of those payments have been to DBEs, with over 99 percent of all the project’s amended contracts having been paid to date. This is above the average contract goal (contract goals are 15 or 17 percent, depending on the contract).
- Of the eight contracts, 6 have met their goals for contracting with Disadvantaged Business Enterprises (DBEs)
- Among all the contractors, AECOM, MNDOT, Ames/McCrossan, Graham, HDR, and Walsh all met their goals; only PCL and Carl Bolander have not.

**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 2013)

	<b>Cumulative</b> Feb 11-Dec 13
Openings	128
Closings	-90
Relocations Off Corridor	-29
<b>Net Gain/Loss</b>	11
<i>Relocations along the Corridor</i>	26

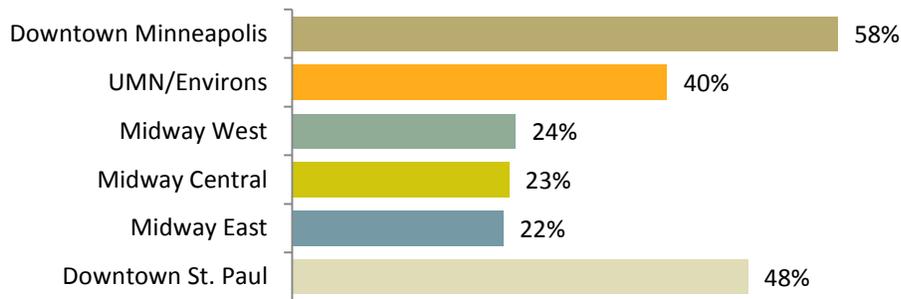
Source: Metropolitan Council “Status Report on the Implementation of Mitigation Measures – CCLRT Construction –Related Business Impacts,” May 2011 – December 2013 reports.

**Overall Corridor:**

- In total, the Central Corridor has seen a net gain of 9 businesses fronting the line.
- There have been 128 new businesses since the start of construction, but the number of businesses opening and relocating on the Corridor has gone down since Year 2. One reason may be businesses choosing to wait for the opening of the line before making the decision to locate on the Corridor.
- While many new businesses opened, others faltered. Overall, 90 businesses fronting the line closed. However, since the beginning of tracking these data, each year fewer businesses have closed or relocated off the Corridor. This could be due to fewer challenges with construction and/or mitigation efforts.
- Because we don’t have “life-cycle” data for these businesses, we can’t say how long the businesses that closed had been in operation or if fewer businesses opening on the Corridor also resulted in fewer closures.
- Since the tracking of the data began in February 2011, 26 businesses that were already on the Corridor decided to relocate and stay on 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?

**Share of employed low- and moderate-income residents who work in a 45 minute transit commute-shed, by segment**  
Central Corridor, Year 4



Source: Local Employment Dynamics, 2011. Commute-sheds prepared by Chen-Fu Liao, University of Minnesota’s Center for Transportation Studies. Commute-sheds reflect train and bus schedules and were revised in 2013 to reflect changes to planned bus schedule approved in 2012. Baseline and Year 2 measures were recalculated using the revised commute-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:**

- In the Corridor, just one out of three low- to moderate-income employed residents work within the transit commute-shed. That means that of the 19,000 residents who are employed and earn less than \$3,333/month, about 6,500 could arrive at their current job using transit within 45 minutes. This share has not increased since the Baseline, which means that the Corridor is not seeing a significant shift in locating behavior for either residents or employment.
- Regardless of income, Corridor residents are less likely to be employed within the 45 minute transit commute-shed today than they were at the Baseline. But the decrease in the share of residents who work within the commute-shed is larger for those low- to moderate-income employed residents.
- This decline in the share employed in the commute-shed may mean that Corridor residents are finding employment in areas not served by transit, which may or may not continue as the train begins to run.

### ***By Segment***

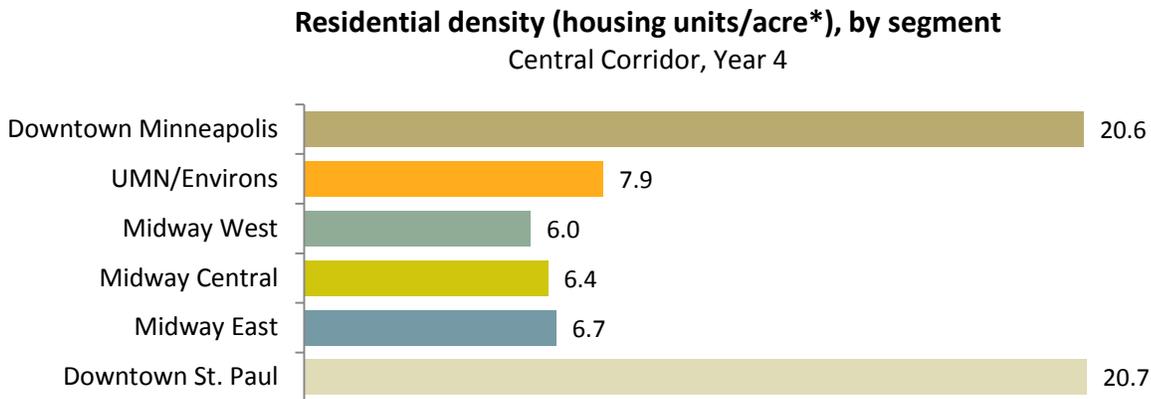
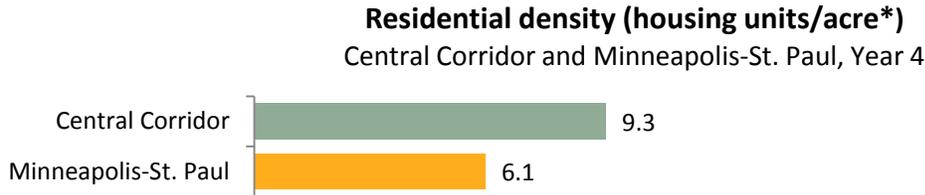
- Residents in the Midway neighborhood, regardless of income, are the least likely to have access to their job within the 45 minute transit commute-shed. Fewer than one in four employed low- to moderate-income residents would be able to reach their current place of work within 45 minutes if the train and new bus schedule were running today.
- Residents in both Downtown Minneapolis and Downtown St. Paul are the most likely to have access to their job within a 45 minute commute-shed.
- Unfortunately, since the Baseline, no segments have seen an increase in the share of low- to moderate-income residents who work within the commute-shed. In fact, Downtown St. Paul is the only segment that has not seen a decline in the share of low- to moderate-income employed residents who can access their current job within the 45-minute transit commute-shed.

## 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 Years 2-4 figures are based on Metropolitan Council's Residential Permit Survey, 2010-2013. Please see Appendix for more information.

Housing density, Year 4	Net residential units added since Baseline	Total housing units	Land Acres	Housing Units/Acre
Downtown Minneapolis	921	11,851	575	20.6
UMN/ Environs	672	6,937	877	7.9
Midway West	7	5,250	877	6.0
Midway Central	-5	5,066	786	6.4
Midway East	42	9,260	1,390	6.7
Downtown St. Paul	544	6,698	324	20.7
Central Corridor	2,181	45,062	4,829	9.3
Minneapolis-St. Paul	6,604	305,686	49,844	6.1

### ***Overall Corridor:***

- The Corridor has added 2,181 residential units since the Baseline and has increased density overall from 9 units/acre at the Baseline to 9.3 units/acre in Year 4. While this may seem small numerically, it represents a measurable increase in density within a large geographic area.
- Minneapolis-St. Paul have added more than 6,600 units since the Baseline measurement; many of these were added in Year 4. This net gain in residential units has meant measurable increases in density for Minneapolis-St. Paul as well.
- Residential density in the Central Corridor continues to be higher than that of Minneapolis-St. Paul. Likewise, the density of businesses is higher along the Corridor.

### ***By Segment:***

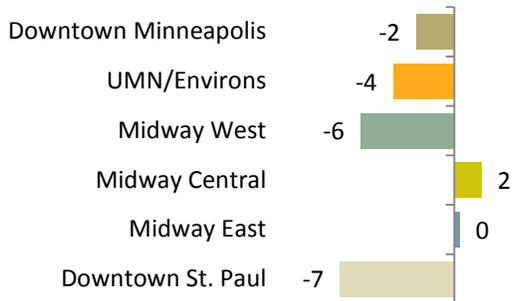
- Gains in residential density are especially concentrated in the two Downtown segments. Increases in residential units in the segments account for 67 percent of all Corridor increases (42% from Downtown Minneapolis, 25% from Downtown St. Paul).
- The University area is seeing the fastest increase in residential units with nearly 11 percent increase since Baseline.
- The Midway segments have seen the least development; in fact, due to residential demolitions, Midway Central has seen a small net loss of units. Midway East, on the other hand, has seen an increase in units (48) with the addition of Frogtown Square. This has not, however, meant a measurable increase in density.
- The two Downtowns have added about 2 units per acre to their density measure. 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.
- 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 Minnesota Department of Employment and Economic Development.

**Outcome:** Walk friendly

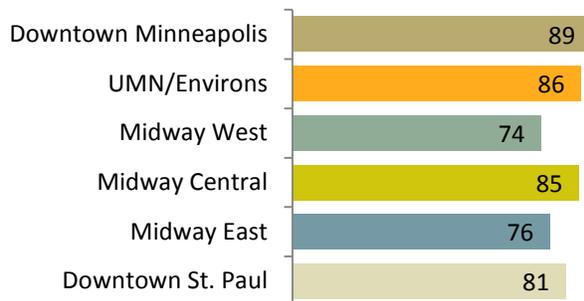
**Indicator:** Average Walk Score® in the Central Corridor compared to Lake Street in Minneapolis and West 7th Street in Saint Paul\*

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

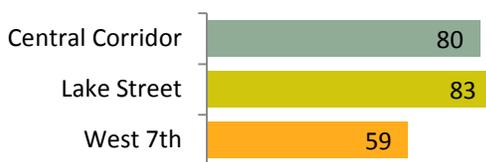
**Change in average Walk Score,®  
by segment**  
Central Corridor, Baseline to Year 4



**Average Walk Score,®  
by segment**  
Central Corridor, Year 4



**Average Walk Score®  
Comparison Corridors, Year 4**



Source: [www.WalkScore.com](http://www.WalkScore.com), October 2010-2013

\*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 79.5, a slight decline since the Baseline report, but still considered “very walkable.”
- The decline between the Baseline to Year 4 Walk Score® indicates that accessibility has at the very least not increased on the whole. 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.
- While all of the segments score as “very walkable” (70-80 pts), none are considered a “Walker’s Paradise” which is Walk Score’s® highest rank. Areas that are ranked as “very walkable” are where, “most errands can be accomplished on foot.”
- Four of the six segments have seen declines in walkability as measured by the Walk Score®, the largest of which was in Downtown St. Paul, where the Walk Score has fluctuated between 89 and 81 points, but ultimately lost 7 points from Baseline to Year 4. Downtown Minneapolis, UMN/ Environs, and Midway Central are the most walkable segments, all scoring at or above 85 points.

***Comparison to Central Corridor:***

- The Central Corridor is slightly less walkable than the Lake Street corridor, but continues to be far more walkable than the West 7<sup>th</sup> Corridor.
- Neither of the comparison Corridors has seen very significant changes since Baseline. With a couple of exceptions, the Central Corridor (and its component intersections) are more likely to have seen change in their Walk Score<sup>®</sup> than the intersections for Lake Street and West 7<sup>th</sup>.
- It is important to note that Walk Score<sup>®</sup> measures the proximity to amenities around a given point, but does not measure things like construction impacts or closed sidewalks.

## Effective coordination and collaboration

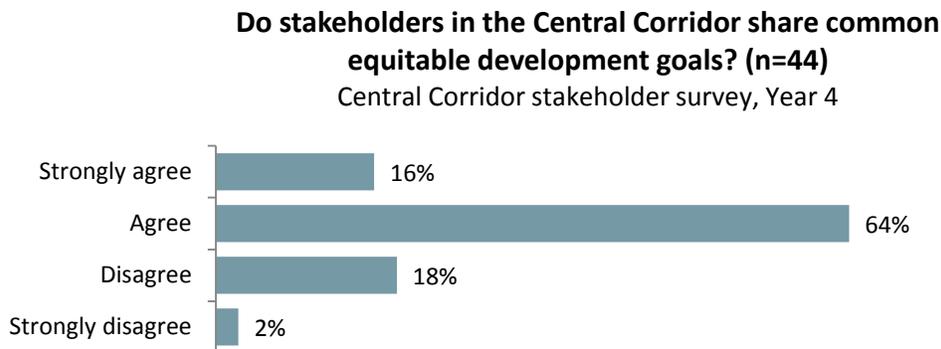
To gauge the effectiveness of coordination and collaboration among groups working on the Central Corridor initiative, Wilder Research once again conducted telephone interviews with 46 Central Corridor stakeholders representing the following sectors: nonprofit/human services; city, county, regional, and state government; neighborhood groups; advocacy groups; businesses; transit; and housing/real estate development.

While the key informant survey done in winter 2013-2014 replicated the key survey questions conducted for the Baseline, Year 2, and Year 3 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.

This year, questions were added to the survey that addressed if the coordination and collaboration work along the Corridor has resulted in programs or policies that will aid in equitable development of the Corridor in the future. The survey does provide insight into the current perceptions of key participants in the Corridor's development.

For the fourth year in a row, key informant interviews suggest that the various stakeholders, and the sectors they represent, have coordinated and collaborated effectively. Respondents have less agreement of whether or not the coordination and collaboration has resulted in programs and policies that will aid equitable development as the line begins to run. The areas where respondents have expressed the most success in these efforts are affordable housing and business mitigation. 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?



**WHAT WOULD YOU RECOMMEND CHANGING ABOUT EQUITABLE DEVELOPMENT WORK TO IMPROVE ITS FUNCTIONING OR EFFECTIVENESS?**

**Central Corridor stakeholder survey, Year 4**

Broader community engagement	10
Continue the effort after the train starts	4
Create creative resourcing for important projects	5
Focus efforts	4
Coordinate business and employment efforts	3

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 46 stakeholders.

**Findings:**

- Since the Baseline survey, the vast majority of stakeholders surveyed respond that common equitable development goals are shared. This year, 35 out of 44 survey respondents either agreed or strongly agreed that Corridor stakeholders share common equitable development goals. Nine respondents disagreed or strongly disagreed that Corridor stakeholders share common equitable development goals.
- Several respondents noted that despite the efforts made to communicate, the complexity of the project (including initiatives, programs, and opportunities as well as the physical development) can be “overwhelming.”
- Respondents focused on the need to integrate efforts in order to have greater community representation in the process and in the outcomes 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**

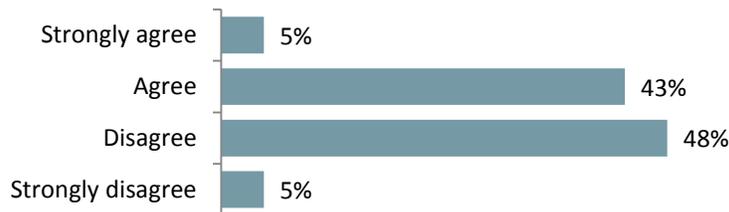
**Central Corridor stakeholders collaborate effectively (n=46)**

Central Corridor stakeholder survey, Year 4



**Policies and programs necessary to achieve common equitable development goals are in place (n=46)**

Central Corridor stakeholder survey, Year 4



**Central Corridor stakeholder survey, Year 4**

	Strongly disagree	Disagree	Agree	Strongly agree
Central Corridor stakeholders share common equitable development goals	1	8	28	7
Central Corridor stakeholders collaborate effectively	0	6	36	3
Central Corridor collaborations and partnerships integrate efforts from multiple sectors (e.g., government, transit, business, environmental groups)	0	3	33	9
Central Corridor collaborations and partnerships integrate efforts from all geographies and jurisdictions	0	13	24	6
Central Corridor collaborations and partnerships integrate efforts across multiple issue areas	0	5	32	7
Policies and programs necessary to achieve common equitable development goals are in place	2	21	19	2

Source: Stakeholder interviews conducted by Wilder Research, Winter 2013

Note: Based on responses of 43 to 45 stakeholders, depending on the statement.

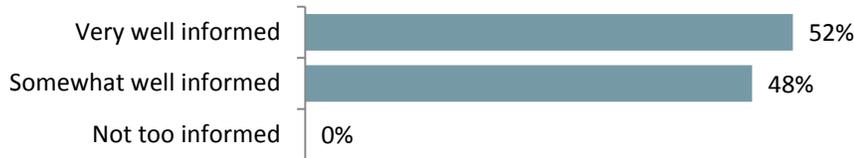
**Findings:**

- Thirty-nine of 44 respondents “agreed” or “strongly agreed” that Corridor stakeholders collaborate effectively on equitable development.
- Compared to the first two years of the survey, Year 3 and Year 4 respondents “disagree” or “strongly disagree” less often when asked if stakeholders collaborate effectively. This year, 6 respondents did not feel that stakeholders collaborated effectively.
- This year, given the stage of the Central Corridor project and Funders Collaborative, a new question was added that asked stakeholders if the policies and programs necessary to achieve common equitable development goals are in place. While the vast majority of respondents responded that stakeholders share goals, collaborate effectively, and are informed, there is not consensus from respondents that policies and programs are in place to actually achieve these goals. In fact, a greater number of stakeholders disagreed or strongly disagreed (23) than agreed or strongly agreed (21). Two respondents weren’t sure.
- When asked for an example of a policy or program that assisted equitable development along the Central Corridor, the most frequent responses addressed the suite of programs related to small businesses on the Corridor as well as the affordable housing efforts of the Big Picture Project and the Accelerator. See appendix for more responses.

**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?

**How informed do you feel about the equitable development efforts that are happening in the Central Corridor? (n=46)**

Central Corridor stakeholder survey, Year 4



Source: Stakeholder interviews conducted by Wilder Research, Winter 2013

Note: Based on responses of 46 stakeholders.

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

**Central Corridor stakeholder survey, Year 4**

Meetings	36
Newspapers	31
Central Corridor Funders Collaborative website	25
Newsletters	29
Twin Cities Daily Planet	21
Other websites	19
The Line (online magazine)	18
CityScape blog on MinnPost	18

Note: Based on responses of 46 stakeholders. Respondents could list more than one source of information.

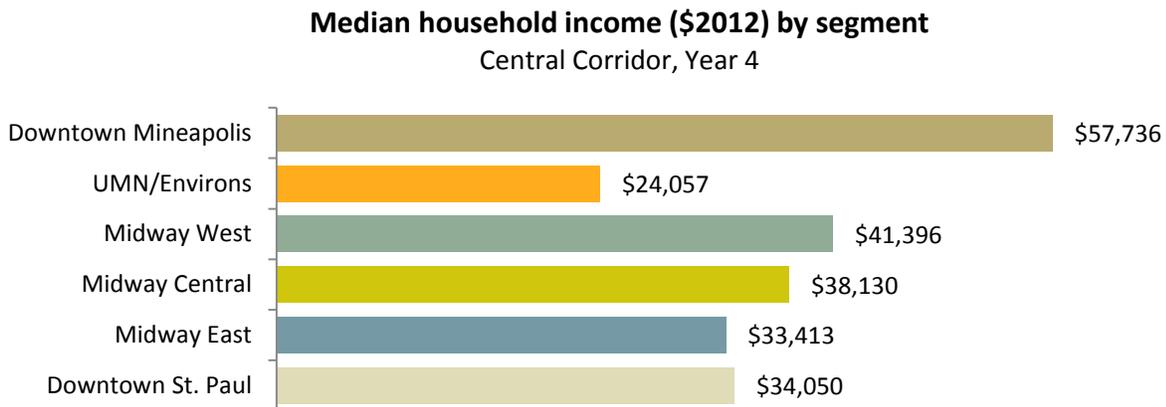
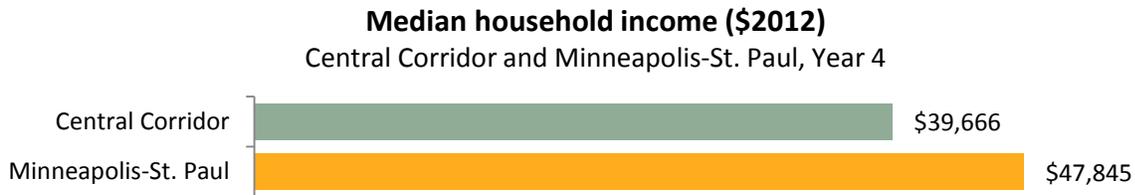
Source: Stakeholder interviews conducted by Wilder Research, Winter 2013

**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, but so are outside media. Many people also list Corridors of Opportunity meetings as a main source of information.

# Demographic context

Context Measure: **Median household income**



Source: U.S. Census Bureau, American Community Survey 2008-12 5-year estimates.

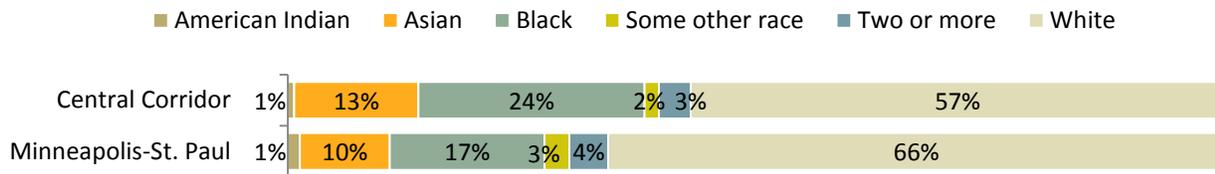
### Findings:

- 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 (\$57,736). Downtown St. Paul’s median income is significantly less (\$34,050).
- UMN/Environ, which has a high concentration of students, has the lowest median household income (\$24,057). The next lowest is Midway East, with a median household income of \$33,413.
- Looking at several of the available data points, we can see relationships with income characteristics in other indicators. For example, while the UMN/Environ segment has the lowest income, they spend the smallest share of their income on both housing and transportation (36%). They are also more likely than most of the Corridor to be connected to their jobs via transit. Despite lower incomes, their connectedness means they spend less money on transportation and can get to their jobs with relative ease using transit.

**Context Measure: Population by race and ethnicity**

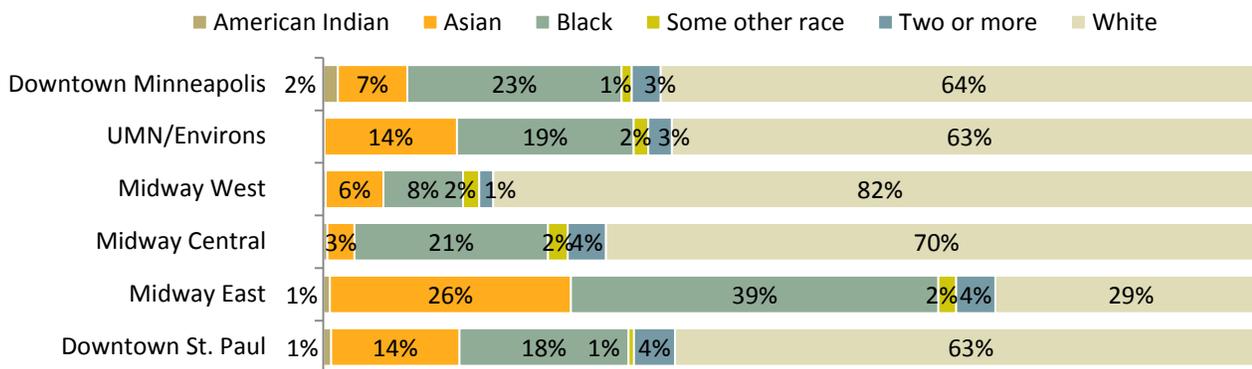
**Central Corridor residents by race**

Minneapolis-St. Paul and Central Corridor, Year 4



**Central Corridor residents by race, by segment**

Central Corridor, Year 4



Source: U.S. Census Bureau, American Community Survey, 2008-12

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

**Findings:**

- Since the Baseline report, the Corridor has seen a statistically significant increase in population overall. There have been statistically significant increases in the numbers of Asian and black residents.
- Overall, 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.
- While the majority of the Central Corridor is white non-Hispanic (57%), it is more diverse than Minneapolis-St. Paul on the whole (66% white non-Hispanic).
- In every segment, except Midway East, more than two-thirds of residents are white non-Hispanic. In Midway East, black and Asian residents make up the vast majority of the populations of color.
- The Midway West segment has the lowest share of residents of color; fewer than one in five 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 four sets of 5-year estimates available: 2005-09, 2006-2010, 2007-11, and 2008-12.

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 four sets of 5-year ACS estimates used for the purposes of this report have overlapping sample years and as such are not likely to show statistically significant differences between the estimates. However, while it may not yet be possible to draw year-to-year changes from these numbers, the ACS can be 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 2012 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, 2010, and 2011 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 2012 (Year 4).

**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 mile). For more information, go to [www.walkscore.com/methodology.shtml](http://www.walkscore.com/methodology.shtml).

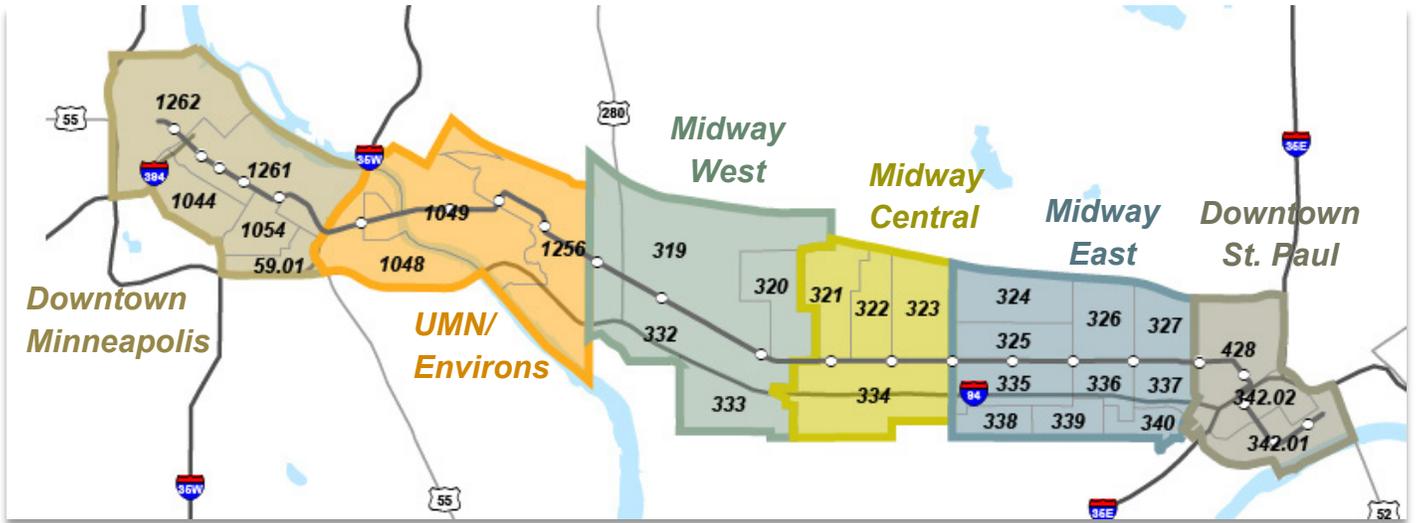
**Commute-shed:** Commute-sheds have been updated to reflect bus route changes approved by the Metropolitan Council in 2012. The back-data have been recalculated using these new commute-sheds.

**Data timeline:**

<b>Indicator number</b>	<b>Measure</b>	<b>Baseline</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Source</b>
1	Household Income	2005-09	2006-10	2007-11	2008-12	American Community Survey
2	H+T index	2000	2005-09	2005-09	2005-09	Center for Neighborhood Technologies
3	Business establishments (size/type/density)	2009	2010	2011	2012	MN DEED Via Metropolitan Council
4	Business establishments (size/type/density)	2009	2010	2011	2012	MN DEED, Via Metropolitan Council
5	Women/minority/DBE	2010	2011	2012	2013	Metropolitan Council
6	Women/minority/DBE	2010	2011	2012	2013	Metropolitan Council
7	Street-level business change	N/A	Feb-Dec 2011	Feb 2011-Dec 2012	Feb 2011-Dec 2013	Metropolitan Council
8a.	Commute-shed for employed residents in commute-shed	Projected 2014	same	same	same	University of Minnesota
8b.	Residents for employed residents in commute-shed	2008	2009	2010	2011	Local Employment Dynamics
9	Walk Score ®	October 2010	October 2011	October 2012	October 2013	<a href="http://www.walkscore.com">www.walkscore.com</a>
10	Residential units	2010	2011	2012	2013	Metropolitan Council, Residential Permit Survey
10	Business establishments	2009	2010	2011	2012	MN DEED, Via Metropolitan Council
11-13	Stakeholder questions (11-13)	Winter 2010	Winter 2011-12	Winter 2012-13	Winter 2013-14	Wilder Research
14	Median income	2005-09	2006-10	2007-11	2008-12	American Community Survey
15 -16	Race, ethnicity, population	2005-09	2006-10	2007-11	2008-12	American Community Survey

# Appendix

## 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, 2008-12

	Central Corridor	Minneapolis-St. Paul
<b>2008-12</b>		
Less than \$10,000	18%	11%
\$10,000-\$29,999	27%	22%
\$30,000-\$49,999	17%	19%
\$50,000-\$99,999	23%	29%
\$100,000+	15%	20%
Total number of households	39,035	278,082

Source: U.S. Census Bureau American Community Survey, 2008-12

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

Central Corridor, 2008-12

	Downtown Minneapolis	UMN/ Environs	Midway West	Midway Central	Midway East	Downtown St. Paul
<b>2008-12</b>						
Less than \$10,000	15%	31%	8%	15%	18%	21%
\$10,000-\$29,999	19%	33%	29%	30%	29%	26%
\$30,000-\$49,999	12%	15%	21%	16%	21%	18%
\$50,000-\$99,999	26%	11%	26%	26%	23%	25%
\$100,000+	28%	10%	16%	12%	10%	11%
Total number of households	9,599	5,807	4,789	4,938	8,531	5,371

Source: U.S. Census Bureau American Community Survey, 2008-12

### A3. Median household income, by segment

Central Corridor and Minneapolis-St. Paul, 2008-12

	Downtown Minneapolis	UMN/ Environs	Midway West	Midway Central	Midway East	Downtown St. Paul	Central Corridor	Minneapolis-St. Paul
In 2012 dollars	\$34,050	\$33,413	\$38,130	\$41,396	\$24,057	\$57,736	\$39,666	\$47,845

Source: U.S. Census Bureau, American Community Survey, 2008-12

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**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

	<b>60% of Area Median Income</b>	
	<b>2000</b>	<b>2005-09</b>
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%
Central Corridor	34%	41%
Minneapolis-St. Paul	41%	47%

Source: *Housing + Transportation Affordability Index*, online at [htaindex.cnt.org](http://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. Number of businesses, by segment

Central Corridor, 2009-2012

	Businesses			
	2009	2010	2011	2012
Downtown Minneapolis	3,338	3,313	3,303	3,190
UMN/ Environs	482	484	501	503
Midway West	917	910	919	898
Midway Central	457	456	473	486
Midway East	417	427	428	425
Downtown St. Paul	1,167	1,134	1,137	1,086
Central Corridor	6,787	6,736	6,772	6,637
Minneapolis-St. Paul	17,813	17,911	18,157	17,874

### A6. Share of businesses by industry

Central Corridor, 2009-2012

	NAICS code*	Central Corridor	Minneapolis-St. Paul
<b>2009</b>			
Professional and technical services	54	6%	12%
Other services**	81	10%	4%
Health care and social assistance	62	21%	13%
Accommodation and food services	72	10%	12%
Finance and insurance	52	9%	9%
Retail trade	44-45	9%	13%
All other industries***	11, 21, 22, 23, 31-32, 42, 48-49, 51, 53, 55, 56, 61, 71	35%	38%
<b>2010</b>			
Professional and technical services		7%	12%
Other services**		9%	4%
Health care and social assistance		21%	13%
Accommodation and food services		10%	12%
Finance and insurance		9%	9%
Retail trade		9%	13%
All other industries		34%	38%

**A6. Share of businesses by industry (continued)**

Central Corridor, 2009-2012

	NAICS code*	Central Corridor	Minneapolis- St. Paul
<b>2011</b>			
Professional and technical services		6%	12%
Other services**		9%	3%
Health care and social assistance		21%	13%
Accommodation and food services		10%	12%
Finance and insurance		8%	9%
Retail trade		9%	13%
All other industries		35%	39%
<b>2012</b>			
Professional and technical services		7%	12%
Other services**		8%	3%
Health care and social assistance		21%	12%
Accommodation and food services		11%	12%
Finance and insurance		9%	9%
Retail trade		9%	14%
All other industries		34%	38%

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 industry, by segment**  
Central Corridor, 2009-2012

	Dwntwn Mpls	UMN/ Environs	Midway West	Midway Central	Midway East	Dwntwn St. Paul
<b>2009</b>						
Retail trade	6%	9%	8%	18%	13%	0%
Finance and insurance	13%	4%	3%	5%	3%	12%
Professional and technical services	28%	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%
<b>2010</b>						
Retail trade	6%	8%	7%	18%	12%	4%
Finance and insurance	13%	4%	2%	5%	3%	11%
Professional and technical services	29%	9%	14%	10%	6%	19%
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%
<b>2011</b>						
Retail trade	6%	8%	8%	18%	12%	0%
Finance and insurance	13%	3%	2%	5%	3%	11%
Professional and technical services	30%	9%	14%	9%	5%	19%
Health care and social assistance	5%	17%	14%	17%	23%	11%
Accommodations and food services	9%	17%	4%	8%	10%	8%
Other services**	6%	12%	12%	12%	15%	11%
All other	32%	33%	47%	31%	32%	36%

## A7. Share of businesses by industry, by segment (continued)

Central Corridor, 2009-2012

	Dwntwn Mpls	UMN/ Environs	Midway West	Midway Central	Midway East	Dwntwn St. Paul
<b>2012</b>						
Retail trade	6%	8%	7%	18%	12%	4%
Finance and insurance	12%	3%	2%	5%	3%	10%
Professional and technical services	30%	8%	14%	9%	5%	20%
Health care and social assistance	5%	18%	14%	17%	23%	12%
Accommodations and food services	9%	18%	4%	7%	11%	7%
Other services**	6%	13%	13%	13%	14%	11%
All other	31%	32%	47%	31%	33%	36%

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.

## A8. Share of businesses by size

Central Corridor and Minneapolis-St. Paul, 2009-2012

	Central Corridor	Minneapolis-St. Paul
<b>2009</b>	<b>6,787</b>	<b>17,813</b>
Fewer than 5 employees	48%	54%
5 to 19 employees	29%	28%
20 to 99 employees	17%	15%
100 to 249 employees	4%	3%
250+ employees	2%	1%
<b>2010</b>	<b>6,736</b>	<b>17,911</b>
Fewer than 5 employees	48%	54%
5 to 19 employees	29%	27%
20 to 99 employees	17%	15%
100 to 249 employees	4%	3%
250+ employees	2%	1%
<b>2011</b>	<b>6,772</b>	<b>18,157</b>
Fewer than 5 employees	48%	54%
5 to 19 employees	29%	27%
20 to 99 employees	17%	15%
100 to 249 employees	4%	3%
250+ employees	2%	1%
<b>2012</b>	<b>6,637</b>	<b>17,874</b>
Fewer than 5 employees	48%	54%
5 to 19 employees	29%	27%
20 to 99 employees	17%	15%
100 to 249 employees	3%	3%
250+ employees	2%	1%

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 businesses by size, by segment**  
Central Corridor, 2009-2012

	Dwntwn Mpls	UMN/ Environs	Midway West	Midway Central	Midway East	Dwntwn St. Paul
<b>2009</b>						
Fewer than 5 employees	49%	47%	46%	47%	50%	48%
5 to 19 employees	27%	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	2%	2%	1%	2%	1%	3%
<b>2010</b>						
Fewer than 5 employees	49%	49%	46%	50%	47%	49%
5 to 19 employees	27%	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	2%	2%	1%	2%	1%	2%
<b>2011</b>						
Fewer than 5 employees	48%	46%	47%	51%	50%	50%
5 to 19 employees	28%	32%	30%	34%	29%	27%
20 to 99 employees	17%	17%	18%	12%	17%	17%
100 to 249 employees	4%	3%	3%	2%	4%	4%
More than 250	2%	2%	1%	1%	1%	3%
<b>2012</b>						
Fewer than 5 employees	47%	48%	47%	52%	50%	50%
5 to 19 employees	28%	30%	32%	33%	28%	28%
20 to 99 employees	18%	18%	17%	13%	18%	18%
100 to 249 employees	4%	3%	3%	1%	3%	4%
More than 250	2%	1%	1%	1%	0%	0%

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).

**A10. Share of CCLRT construction contracts' work hours performed by women and minorities to-date, by major contractor**

	Total hours	Minority hours	Female hours	Share minority	Share female	
Aldridge/Collisys	219,439	266,661	9,842	13.5%	4.46%	Jan 11- Dec 13
Ames/McCrossan	492,272	106,240	39,843	21.6%	8.1%	Nov 10- Sep 13
PCL	252,543	44,356	18,973	17.6%	7.5%	Mar 11- Dec 13
Walsh	1,130,590	215,166	69,079	19%	6.1%	Aug 10- Dec 13
<b>Total</b>	<b>2,094,844</b>	<b>395,423</b>	<b>137,737</b>	<b>18.9%</b>	<b>6.6%</b>	
<b>Goal</b>				<b>18.0%</b>	<b>6.0%</b>	

**A11. Share of CCLRT contracts paid to disadvantaged business enterprises to-date, by contractor**

Contractor	Amended Contract \$	DBE Goal \$	Total payments to-date	DBE payments to-date	% paid to-date to DBEs	Cumulative work done through:	DBE goal
Aldridge/Collisys	\$93,269,055	\$13,990,358	\$82,642,515	\$13,029,517	15.8%	12/18/2013	15%
Ames/McCrossan	\$122,645,096	\$18,396,764	\$122,607,167	\$23,841,885	19.5%	12/30/2013	15%
Carl Bolander	\$13,768,232	\$2,065,235	\$13,768,202	\$1,631,238	11.9%	10/21/2011	15%
DMJM Harris (AECOM)	\$112,175,175	\$19,069,780	\$111,811,742	\$19,742,157	17.7%	1/22/14	17%
Graham	\$4,246,305	\$636,946	\$4,246,312	\$686,532	16.2%	11/3/2011	15%
HDR	\$3,718,345		\$3,718,345	\$632,119	17.0%	closed	17%
MnDOT	\$1,614,529	\$242,179	\$927,034	\$155,767	16.8%	10/25/13	15%
PCL Construction	\$49,508,547	\$7,426,282	\$49,231,149	\$4,773,406	9.7%	1/8/2014	15%
Walsh	\$223,837,255	\$33,575,588	\$221,700,111	\$42,312,804	19.1%	10/31/2013	15%
All open and closed contracts	\$531,513,484	\$81,412,774	\$528,010,062	\$93,775,908	17.8%		

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.

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**A12. Street-level business change\***

Central Corridor, February 2011-December 2013

	<b>Cumulative Feb 11-Dec 13</b>
Openings	128
Closings	-90
Relocations Off Corridor	-29
<b>Net Gain/Loss</b>	<b>11</b>
<hr/>	
<i>Relocations on Corridor</i>	<i>26</i>

Source: Metropolitan Council "Status Report on the Implementation of Mitigation Measures – CCLRT Construction –Related Business Impacts," May 2011 – June 2013 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.

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**A13. Employed residents by income group, by segment**

Central Corridor, 2011

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)	57%	36%	25%	22%	25%	46%	34%
Moderate-income workers (\$1,250-\$3,333 monthly)	58%	42%	23%	23%	20%	50%	33%
High-income workers (More than \$3,333 monthly)	63%	41%	30%	28%	23%	49%	44%
Total employed residents	7,681	3,411	4,502	5,235	8,673	3,402	33,254

Source: Local Employment Dynamics.

**A14. Share of employed low- and moderate-income residents who work in a 45-minute transit commute-shed, by segment**  
Central Corridor, 2011

	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	1,856	1,020	596	721	1,393	883	6,469
Low- and moderate-income workers who live in this area and work in a 45-minute public transit commute-shed	3,219	2,575	2,527	3,147	6,245	1,834	19,547
Share of low- and moderate-income workers who live in this area who work in a 45-minute public transit commute-shed	58%	40%	24%	23%	22%	48%	33%

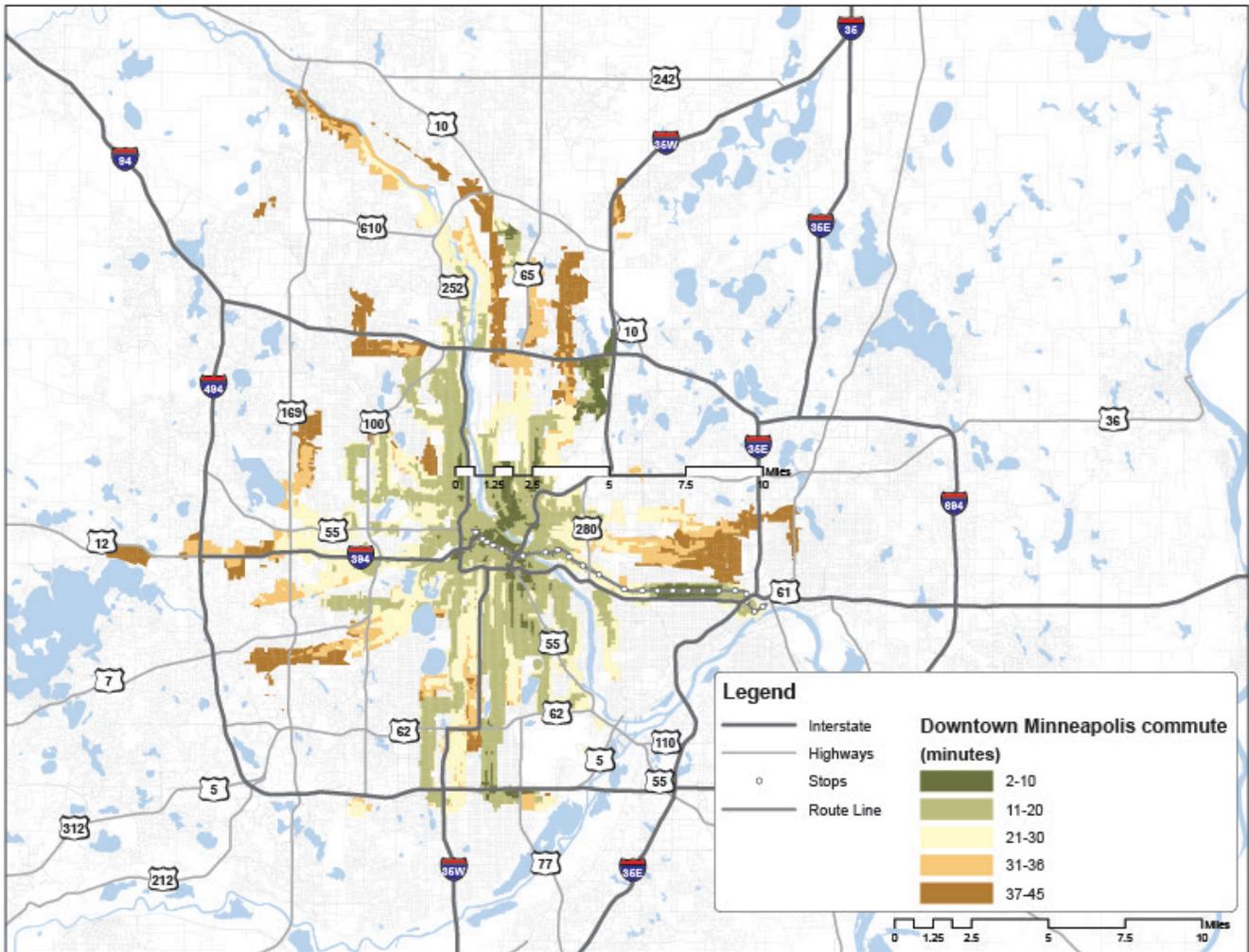
Sources: Local Employment Dynamics; commute-sheds prepared by Chen-Fu Liao, University of Minnesota's Center for Transportation Studies.

**A15. Share of employed low- and moderate-income residents who work in a 60-minute transit commute-shed**  
Central Corridor, 2011

	2008	2009	2010	2011
Low- and moderate-income workers who live in the Central Corridor	21,144	20,112	18,829	19,225
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	11,776
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%	61%

Sources: Local Employment Dynamics; commute-sheds prepared by Chen-Fu Liao, University of Minnesota's Center for Transportation Studies.

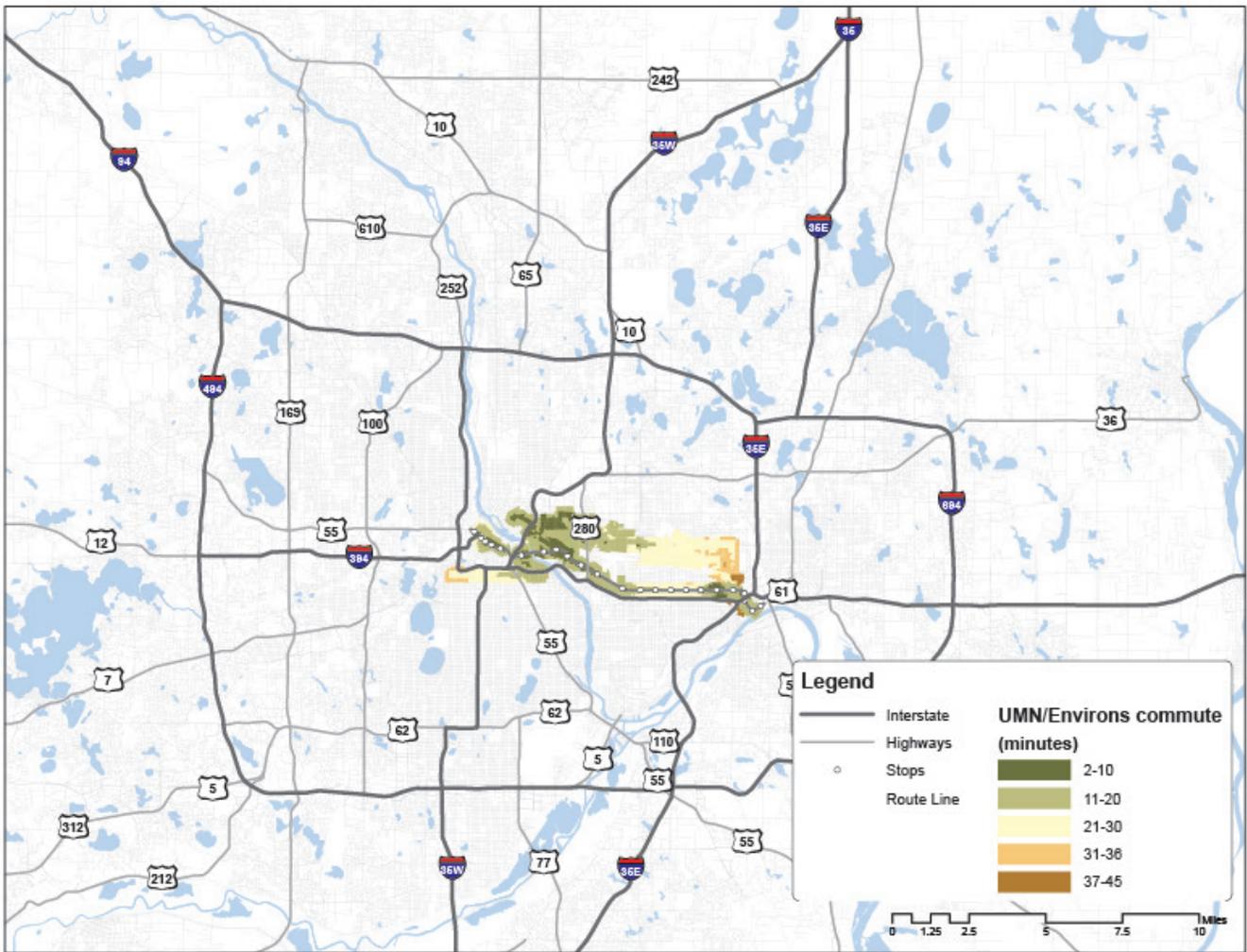
**A16. Commute-shed reachable within 45 minutes by transit for residents of the Downtown Minneapolis segment of the Corridor**  
 Projected public transit system in 2014



Sources: 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.

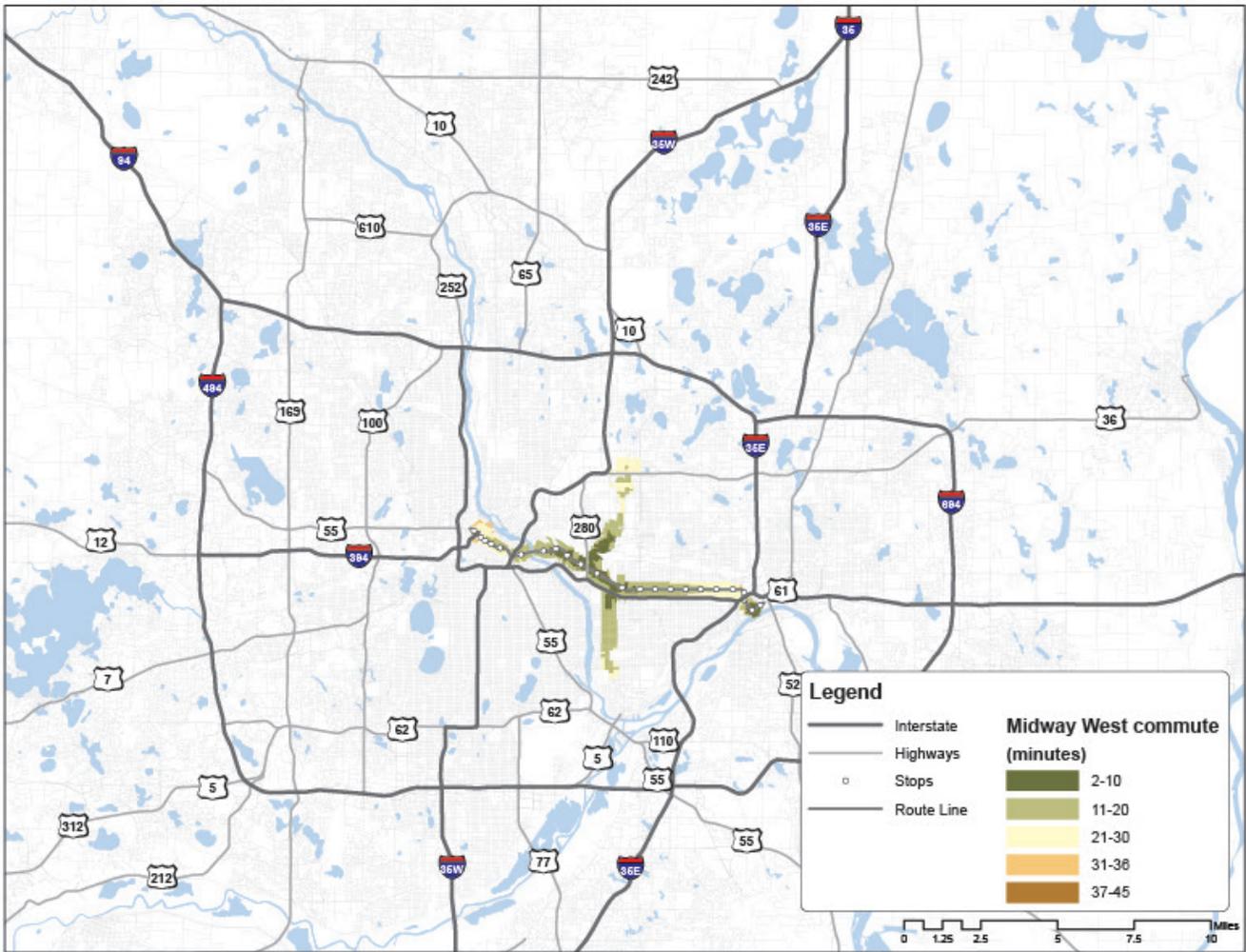
**A17. Commute-shed reachable within 45 minutes by transit for residents of the UMN/Environs segment of the Corridor**  
 Projected public transit system in 2014



Sources: Chen-Fu Liao, University of Minnesota's Center for Transportation Studies.

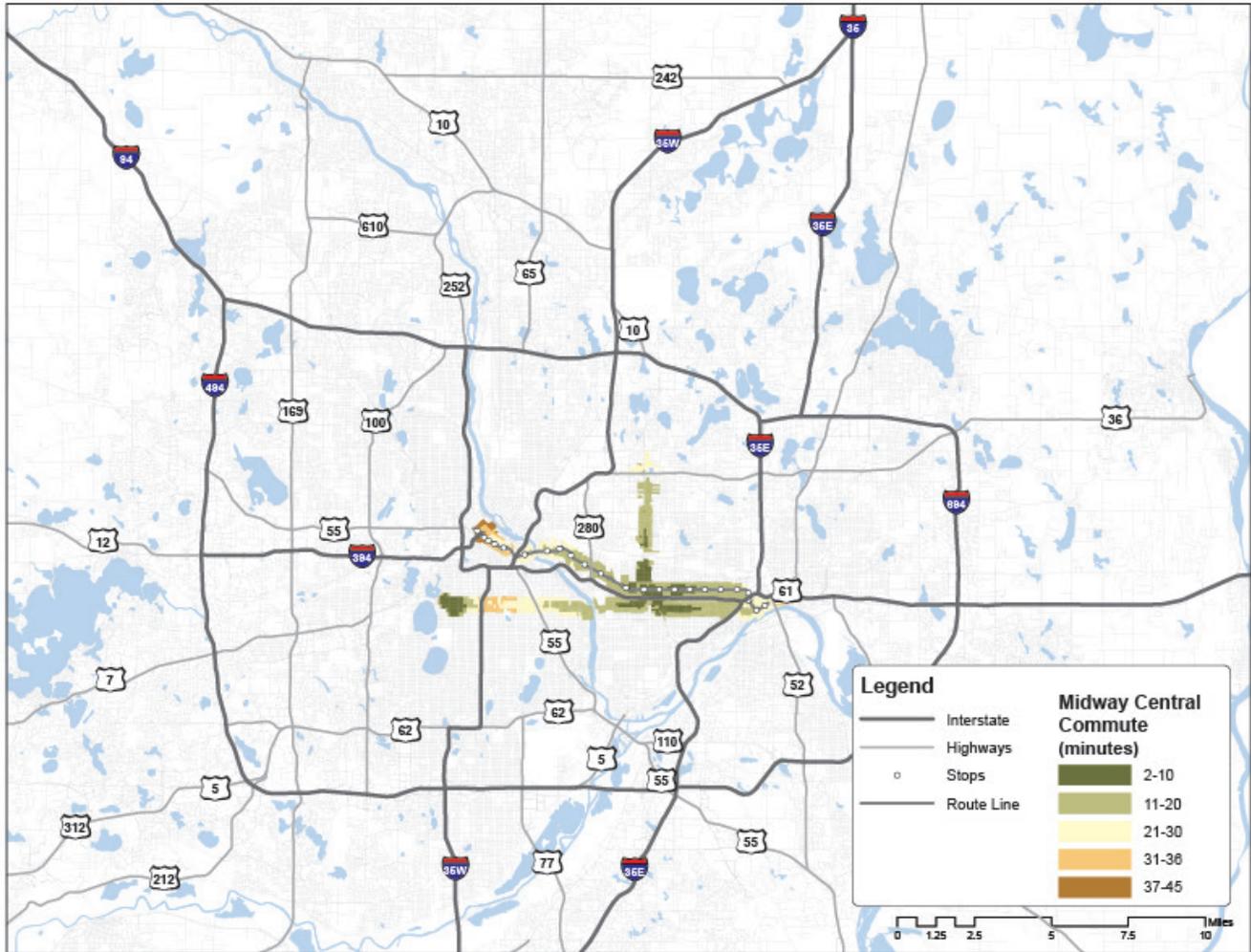
Note: "Reachable by transit" refers to travel permitted by Central Corridor light rail (once operating) and/or up to two transfers by bus.

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



Sources: 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.

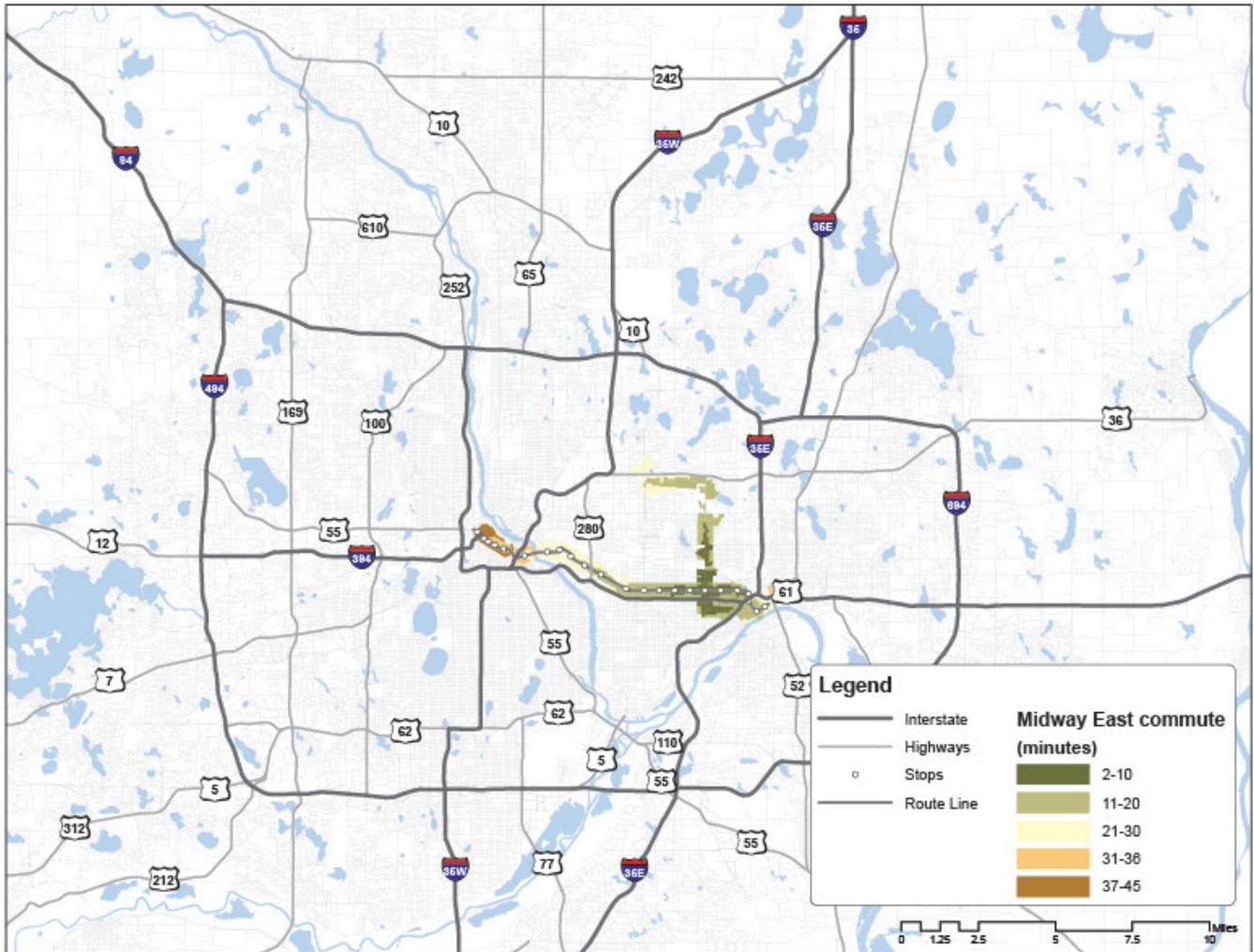
**A19. Commute-shed reachable within 45 minutes by transit for residents of the Midway Central segment of the Corridor**  
 Projected public transit system in 2014



Sources: 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.

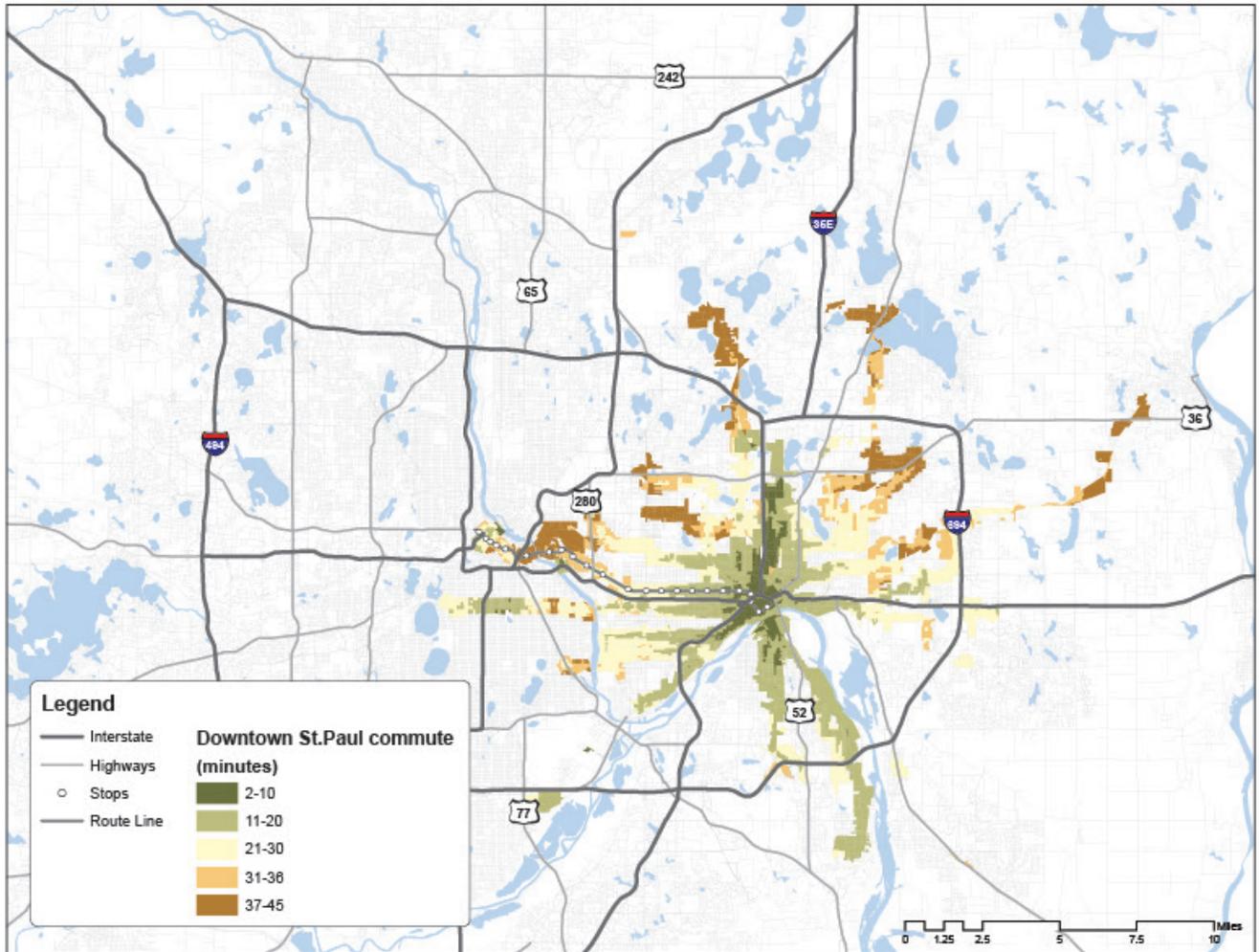
**A20. Commute-shed reachable within 45 minutes by transit for residents of the Midway East segment of the Corridor**  
 Projected public transit system in 2014



Sources: 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.

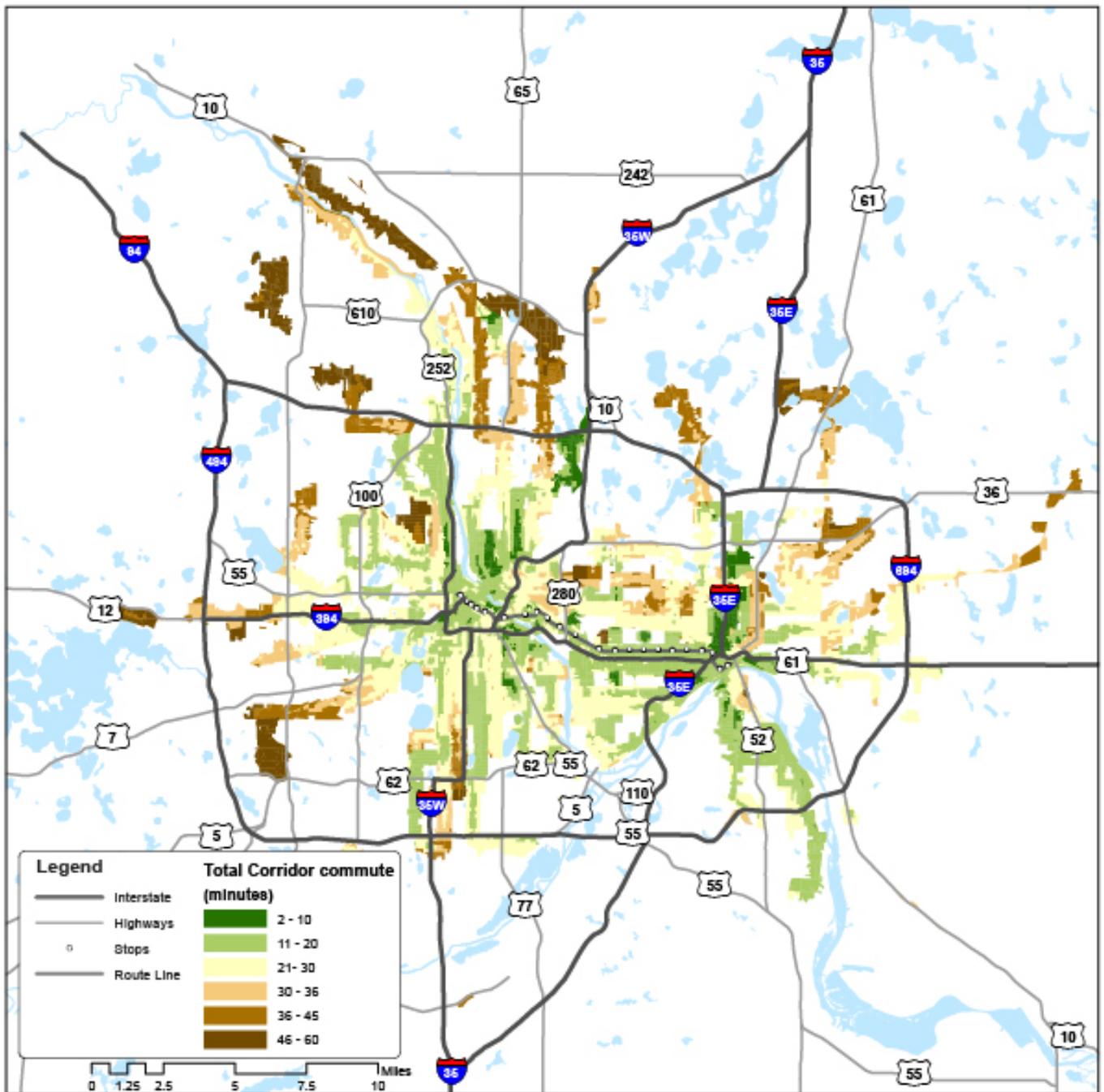
**A21. Commute-shed reachable within 45 minutes by transit for residents of the Downtown St. Paul segment of the Corridor**  
Projected public transit system in 2014



Sources: 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.

**A22. Commute-shed reachable within 60 minutes by transit for residents of the entire Central Corridor**  
 Projected public transit system in 2014



Sources: 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.

## Vibrant, transit-oriented places

### A23. Housing density

Central Corridor, 2010-2012

	Residential units added since 2010	Total housing units	Land Acres	Housing Units/Acre
Downtown Minneapolis	921	11,851	575	20.6
UMN/Environs	672	6,937	877	7.9
Midway West	7	5,250	877	6.0
Midway Central	-5	5,066	786	6.4
Midway East	42	9,260	1,390	6.7
Downtown St. Paul	544	6,698	324	20.7

\*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. It is possible that some of the residential permits were issued before the April 2010 Census.

### A24. Housing density, by segment

Central Corridor and Minneapolis-St. Paul, 2010-2012

	Residential units added since 2010	Total housing units	Land Acres	Housing Units/Acre
Central Corridor	2,181	45,062	4,829	9.3
Minneapolis-St. Paul	6,604	305,686	49,844	6.1

\*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. It is possible that some of the residential permits were issued before the April 2010 Census.

### A25. Business density

Central Corridor, 2009-2012

	Total acres	Businesses				Density			
		2009	2010	2011	2012	2009	2010	2011	2012
Central Corridor	7,894	6,787	6,736	6,772	6,637	0.86	0.85	0.86	0.84
Minneapolis-St. Paul	68,333	17,843	17,911	18,157	17,874	0.26	0.26	0.27	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.

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**A26. Business density, by segment**

Central Corridor and Minneapolis-St. Paul, 2009-2012

	Total acres	Businesses				Density			
		2009	2010	2011	2012	2009	2010	2011	2012
Downtown Minneapolis	1,452	3,338	3,313	3,303	3,190	2.30	2.28	2.28	2.20
UMN/ Environs	1,478	482	484	501	503	0.33	0.33	0.34	0.34
Midway West	1,877	917	910	919	898	0.49	0.48	0.49	0.48
Midway Central	1,189	457	456	473	486	0.38	0.38	0.40	0.41
Midway East	1,668	417	427	428	425	0.25	0.26	0.26	0.25
Downtown St. Paul	792	1,167	1,134	1,137	1,086	1.47	1.43	1.44	1.37

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.

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**A27. Average Walk Score®, by segment\***

Central Corridor, October 2010-2013

	2010	2011	2012	2013
Downtown Minneapolis	91.0	86.7	86.0	88.7
UMN/Environs	89.3	79.8	85.5	85.5
Midway West	79.5	77.3	80.8	73.8
Midway Central	83.3	79.3	83.7	85.0
Midway East	76.0	79.7	79.3	76.3
Downtown St. Paul	88.0	83.3	89.3	81.0

Source: [www.walkscore.com](http://www.walkscore.com)

\*100 = highest score

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**A28. Average Walk Score®, by corridor**

October 2010-2013

	2010	2011	2012	2013
Lake Street Corridor	85.7	81.6	82.9	83.3
West 7th Corridor	57.9	59.8	61.8	58.7
Central Corridor	82.4	78.8	82.2	79.5

Source: [www.walkscore.com](http://www.walkscore.com)

\*100 = highest score

# 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	8	28	7

Source: Stakeholder survey conducted by Wilder Research, Winter 2013

Note: Based on responses of 44 stakeholders.

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

Last year, overarching recommendations about changing the equitable development work on the Corridor included “continue as is,” “use existing groups to get the word out,” and “engage larger media outlets.” This year, different themes have emerged.

**Keep it going:** Respondents expressed that the efforts for equitable development need to continue.

There needs to be a plan for continuation...There needs to be something in place where we can get that same expertise further down the line.

Not have it [Funders Collaborative] sunset. Having it shut down in a year or two will stunt the growth and development of these things. It will be difficult to keep them going.

Assuring that this effort is continuing even though the Green Line is opening. The job isn't done when the line opens, it has only just begun.

Trying to not have the opening of the line be the end point. Trying to continue the activity and energy after the line opens will be important

## **Develop creative and innovative funding tools to continue the work:**

We need to get a funding stream that can support the ideas that have been highlighted through the work that the collaborative has done.

We need to continue to pay attention to how development is happening and make sure that our equitable outcomes still remain important goals.

I think there should be a unique pool of resources for this area of University Avenue, around the Cultural and Business districts, and it should not have to compete with, say, the Arts District and Prosperity Heights and those things because then it's smaller pool of resources.

We don't have all the tools we have to do the things we say we want to do. Mixed-use development requires new funding tools that address the increased infrastructure, utility, and parking costs. The financing mechanisms we have, tend to be siloed and directed at single-use developments instead of mixed-use developments. We need dedicated funding, infrastructure fund, to build out transit and operate it.

### **Collaborate and engage early:**

Collaborate more directly with organizations, both on the ground and intermediary organizations, who have a commitment to working with a racial equity lens.

[Communities of color] have been a part of the conversation, but not enough a part. I think they need to be more integrated into the process.

The work needs to have a deeper buy-in in the community than it does. It's just the same group of people having the same conversation and doing the work together over and over again, and it's not clear that, even though there's a great deal of agreement among the partners at the table, the broader community is not very plugged in to those goals or work.

We've learned you don't wait on difficult issues. You air them early, and benefit along the way. The model that we're establishing at this point in time has helped us bring early issues to the table. You still find some snags, but it helps in building confidence and community support.

It still has somewhat of a top-down feel, that's being orchestrated; the convening is happening for these communities, that someone else is orchestrating the deal.

### **Coordinate the business and employment work:**

Closer integration of workforce and job development with business development, which also folds into land use.

We need to continue to pay attention to how development is happening and make sure that our equitable outcomes still remain important goals.

It's important to have employers locate more businesses and more places of employment for better jobs along the Corridor.

Probably having somewhat of connecting more directly and in an ongoing way with the communities themselves. There is a lot on conversation going on about generating wealth in these communities. The Funders Collaborative has an excellent opportunity to facilitate some of that.

### **Focus:**

Sometimes I feel like our conversations get too broad and they're trying to do too much and if they could really focus, sometimes I call them like the acupuncture of community development. If you can pick those right spots and really invest the right time energy and effort into that, then other things will have that domino effect and that will come.

We all could improve the way we prioritize our work.

Getting clearer about priorities so that you focus on some top-tier priorities and line everybody up to work on it. It would be great if we could choose three and circle the wagons to achieve them.

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

PLEASE BRIEFLY DESCRIBE AN EXAMPLE OF A POLICY OR PROGRAM THAT HAS ASSISTED EQUITABLE DEVELOPMENT ALONG THE CORRIDOR

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### Mentioned by 10-15 respondents

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Small businesses/Business resources/Business mitigation

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Big Picture Project/Accelerator

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### Mentioned by 2-4 respondents

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Three stops/federal rule change (4)

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Twin Cities Land Bank efforts (3)

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TOD grant program (3)

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Specific affordable housing development – Old Home, Bus Barn, Frogtown Commons (3)

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Cultural heritage/arts (2)

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### Mentioned by 1 respondent

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“Economic gardening”

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MHFA awarding extra points to Corridor developments

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Anchor institution work

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Competitive grant for local planning

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Corridors to careers

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Changing stop from University to Cedar

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Exploration of a community ownership model (Western U Plaza)

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Super RFP process

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Investment Framework analysis

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### Two respondents felt there were no examples of policies or programs that have assisted equitable development:

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“There haven’t been any; the focus is on big TOD projects. No help is being given to help people improve their homes.”

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“Equitable development is about wealth generation in communities and I haven’t seen any policies in place that support that. I don’t see any policies that would increase capacity in communities of color to generate their own wealth.”

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**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...**

	<b>Not at all successful</b>	<b>Somewhat successful</b>	<b>Very successful</b>	<b>I am unaware of the goals and/or progress in this area/Don't know</b>
a. Affordable housing	0	30	12	4
b. Business mitigation	3	30	13	0
c. Business development	3	29	2	11
d. Workforce and job development	7	22	2	15
e. Land use	4	27	8	7
f. Bike/pedestrian/transit connections	3	29	8	6
g. Developing cultural or historic destinations	6	26	7	7

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

	<b>Number</b>
Yes	17
No	29
Total	46

**OTHER GOAL AREAS IN WHICH YOU FEEL COLLABORATIONS AND PARTNERSHIPS HAVE MADE PROGRESS?**

	<b>Number</b>
Environment/conservation/green space/sustainability	5
Expanded vision/sense of community	3
Economic development	3
Philanthropic/Funding	2
Community/stakeholder engagement	2
Arts and culture	2
Racial/ethnic disparities	2

*Note. Other goal areas mentioned by respondents were: educational opportunity (1), biking connections (1), pedestrian connections (1), mixed use development (1), public safety (1), and health (1)*

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

	<b>Number</b>
Yes	37
No	10
Don't know/not sure	2

***Why respondents said it met their expectations***

- It's tough to say it's met my expectations. I think there's been good progress in equitable hiring, improving community engagement, bridging relationships between groups and public agencies and other decision makers, in fashioning a shared vision that goes beyond the central corridor and green line and builds a vision for a rapidly expanding system. I think there have been good relationships built between nonprofit, government, and philanthropic partners. Generally it's been good, but still room for improvement.
- I think we've had a good positive impact on business and a lot of opportunities have been generated. The challenge is we'd like to see things move faster.
- Increased engagement by nontraditional partners. Increased engagement from groups that typically haven't been at the table.
- I've noted very creative solutions, collaborative solutions. People are very assertive at addressing the issues. Where there was tension before, new working relationships have been established which have created new synergy.
- I think it's been a dramatic improvement over Hiawatha, and hopefully it can help inform the next leg of the green line. So, I think it's completely changed the discussion around equitable development in our area.
- I think the CCFC has done a really great job of creating and maintaining and opening the table. I think it could have easily gone another way and been much more top-down, driven by electeds or driven by philanthropic institutions, which might not have as much strong or lasting effect.

***Why respondents said it did not meet their expectations***

- The way I'd characterize it is that we're disappointed that the City of Saint Paul and the broader region didn't go further in leveraging the opportunity of the Central Corridor for equitable development. And, so I don't blame that on the Funders' Collaborative, or the efforts of the advocates, or kind of any of these processes, but I think there was kind of a lack of political courage and leadership and vision at the city level. I think there's a lot the city could have done that it didn't do, and there's a lot that regional government and other partners could have done, as well.
- I became involved in the Central Corridor with the idea that there would be specific financial assistance for the businesses during construction, there was some funding available early on, but the train is not running yet and there is nothing to help the businesses in the interim period. I thought there would be something more.
- It is really short-sighted to only pay attention to big TOD projects along University Avenue and not pay attention to the neighborhood.
- I have too many questions about whether or not, when the system is up and running, whether or not it's going to truly meet the needs of all the communities, or most of the communities, so I worry about that.

## Demographic context

### A29. Median Household Income

Central Corridor, Minneapolis-St. Paul, and Corridor segments 2008-12

	Dwntn MPLS	UMN/ Environs	Midway West	Midway Central	Midway East	Downtown St. Paul	Central Corridor	Minneapolis- St. Paul
2008-12	\$57,736	\$24,057	\$41,396	\$38,130	\$33,413	\$34,050	\$ 39,666	\$ 46,863

Source: U.S. Census Bureau, American Community Survey, 2008-12

### A30. Residents by race/ethnicity and nativity, by segment

Central Corridor, Minneapolis-St. Paul, and Corridor segments 2008-12

	Dwntn MPLS	UMN/ Environs	Midway West	Midway Central	Midway East	Downtown St. Paul	Central Corridor	Minneapolis- St. Paul
American Indian	2%	<1%	<1%	<1%	1%	1%	1%	1%
Asian	7%	14%	6%	3%	26%	14%	13%	10%
Black	23%	19%	8%	21%	39%	18%	24%	17%
White	64%	63%	82%	70%	29%	63%	64%	3%
Other race	1%	2%	2%	2%	2%	1%	1%	4%
Two or more races	3%	3%	1%	4%	4%	4%	3%	66%
Hispanic (of any race)	4%	4%	2%	7%	7%	4%	5%	10%
Foreign-born	17%	27%	8%	12%	27%	17%	20%	16%
Total	17,996	19,994	7,782	15,158	24,561	8,760	94,251	665,824

Source: U.S. Census Bureau, American Community Survey, 2008-12