APPENDIX E:
Central Corridor Key Outcomes:
2012 Indicators

Central Corridor Key Outcomes

2012 INDICATORS

Prepared by Jane E. Tigan
Wilder Research
451 Lexington Parkway North
Saint Paul, Minnesota 55104
651-280-2700
www.wilderresearch.org

CENTRAL CORRIDOR
FUNDERS COLLABORATIVE
INVESTING BEYOND THE RAIL

CENTRAL CORRIDOR FUNDERS COLLABORATIVE

Central Corridor Key Outcomes 2012 Indicators

April 2012

Prepared by Jane E. Tigan

Wilder Research
451 Lexington Parkway North
Saint Paul, Minnesota 55104
651-280-2700
www.wilderresearch.org

Table of Contents

Introduction

The Central Corridor Funders Collaborative is a group of 13 grant-making organizations that are investing in the Central Corridor of Minneapolis-Saint 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 two years to develop, report on, and update measures for the desired outcomes. This report is the second report in what is now envisioned as a multi-year series tracking change along the corridor, following up on the Baseline report one year ago. As was the case last year, this 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 on 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; this has already occurred in this second version of the report.

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 three major “segments” of the Corridor: the West, including downtown Minneapolis and the University of Minnesota Campus; the Middle, which runs on University Avenue from the Midway area to Dale Street; and East, which includes the state capitol area as well as downtown Saint 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 2010 document as “Baseline” and the data reported in this document as “Year 2.” However, 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

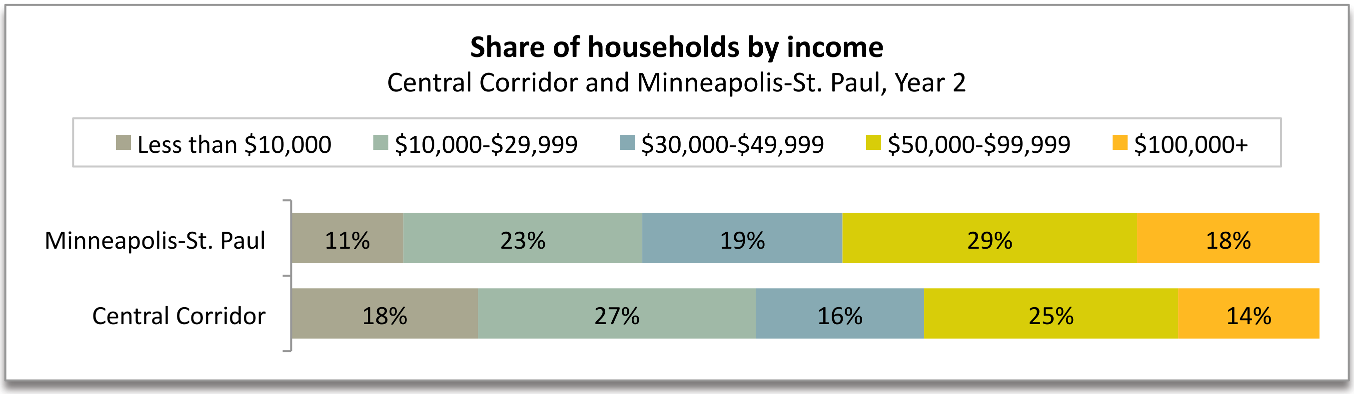
Annie E. Casey Foundation, Ford Foundation, F.R. Bigelow Foundation, John S. and James L. Knight Foundation, Living Cities, Inc., McKnight Foundation, The Minneapolis Foundation, Northwest Area Foundation, Otto Bremer Foundation, Jay and Rose Phillips Family Foundation of Minnesota, The Saint Paul Foundation,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

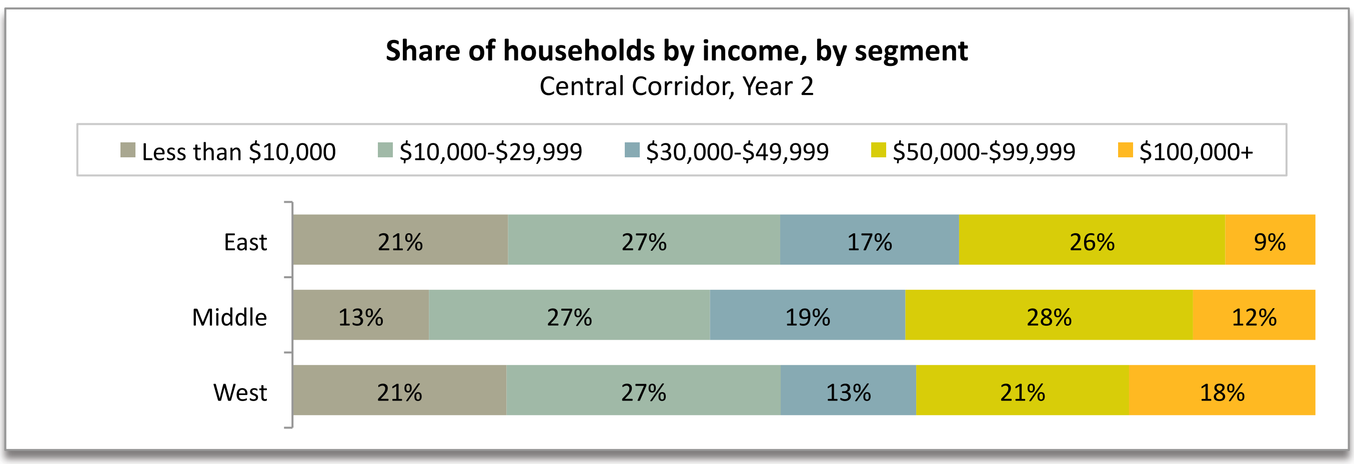
Access to affordable housing

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: US Census Bureau, American Community Survey 2006-10 5-year estimates.
Note: Income adjusted to 2010 dollars. See appendix for comparisons with Baseline and data source explanations.

Overall Corridor:

- From Baseline to Year 2 there was no discernible change in the income distribution along the Corridor.[1]
- Nearly half of all households in the Corridor earn less than $30,000 per year. Nearly 1 in 5 households are extremely poor, with an income of less than $10,000 per year.
- At the same time, 14 percent of Corridor households make over $100,000 and 1 in 4 Corridor households earn between $50,000 and $99,999 per year.

[1] *For methodological reasons it is highly unlikely that indicators relying on 5-year American Community Survey data will show change at this early stage in the project. See the appendix for further explanation.*

- As compared to Minneapolis-St. Paul, the Corridor has a higher share of low- to moderate-income households (households earning under $30,000 per year).

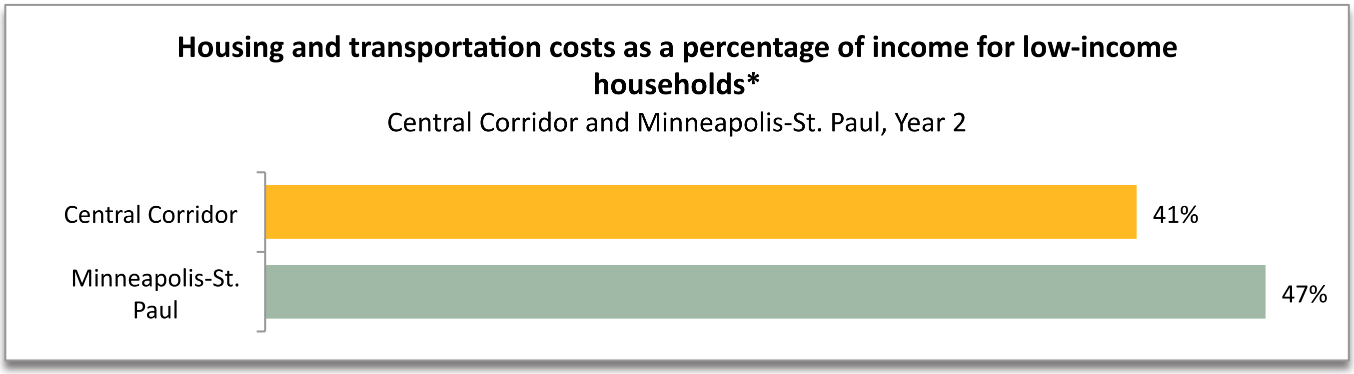
By Segment:

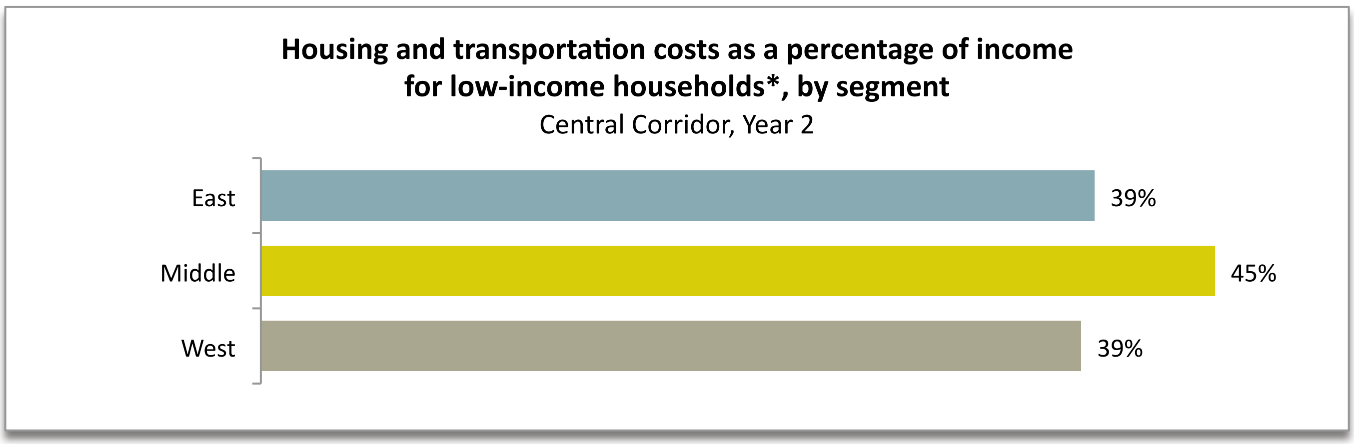
- From Baseline to Year 2 there was no discernible change in the income distribution among the three segments of the corridor.
- In both the West and East segments of the Corridor, nearly half of households earn less than $30,000 per year.
- At the same time, the West segment has the largest share of high income households; nearly 1 in 5 (over 2,500 households) earns over $100,000 per year. This is contrasted with the East segment where fewer than 1 in 10 (less than 1,000 households) earn at that level.
- The Middle segment has the smallest share of households earning less than $10,000 per year (13 percent).
- Each of the three segments has 27 percent of the households (1 in 4) who make between $10,000 and $29,999 per year (The poverty level for a family of four in 2010 was $22,314).
- The West segment is host to a relatively high percentage of very low income households as well as high income households. (See appendix map for more detail.)

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?**





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.)
** Low-income households are those making 60 percent of area median income. Income is in 2009 dollars. Area median income relates to the median for the nation as per CNT. Results reported in the figure assume an average household size of 2.59 people and 1.14 commuters. Median income in 2000 was $41,994 ($53,187 in 2010 dollars) and was $51,425 in 2009 ($52,288 in 2010 dollars).*

Overall Corridor:

- An H+T burden in excess of 45% is considered unaffordable. The cost of housing and transportation of 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.

- According to the H+T index, the Corridor can be considered an affordable place to live. However, it is less affordable than it was at the Baseline measure. 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.

By Segment:

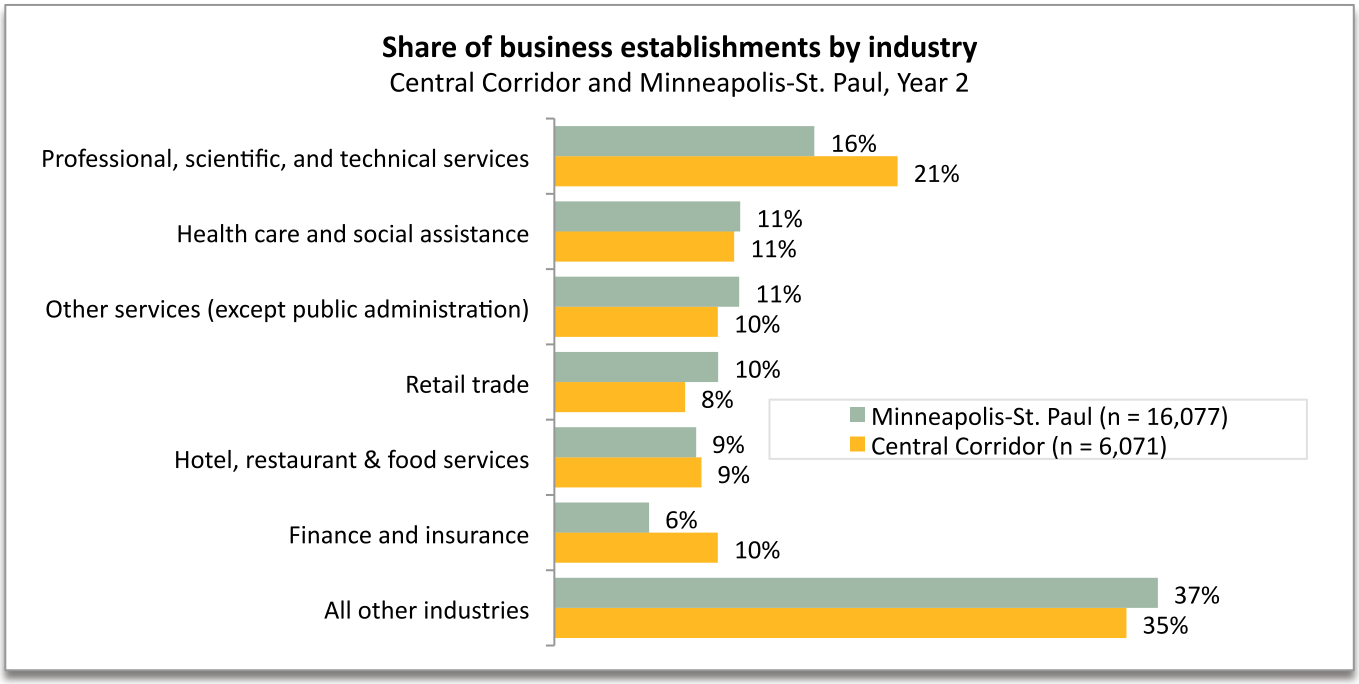
- Though the Corridor is considered affordable even for low-income households, increasing costs for housing and transportation are a reality throughout the Corridor; the West and Middle segments experienced an increase of about 7 percentage points, while the East segment saw an increase of 13 percentage points.
- The Middle segment has the highest H+T cost of the three segments; it also has the highest share of its income devoted to transportation (22 percent).

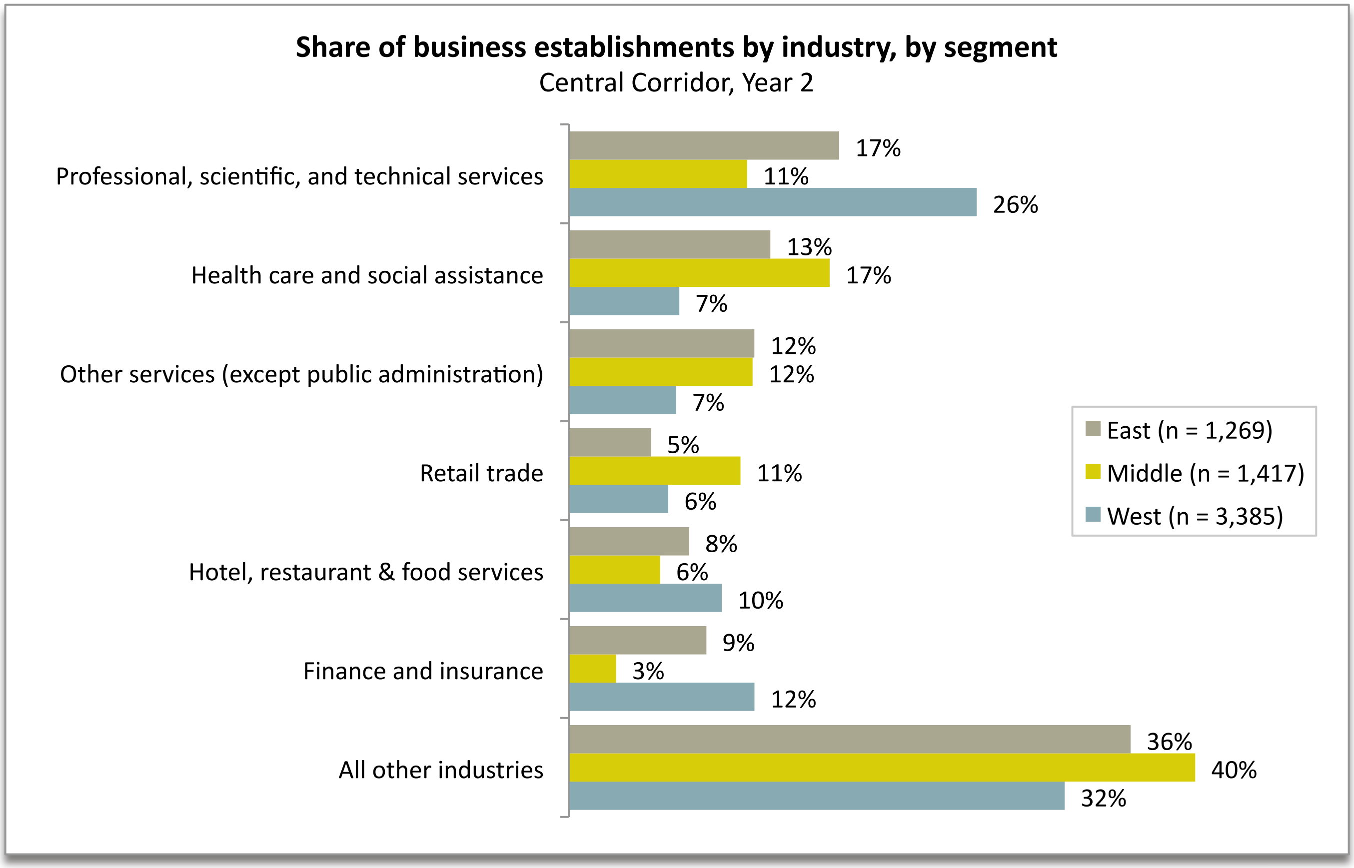
Strong local economy

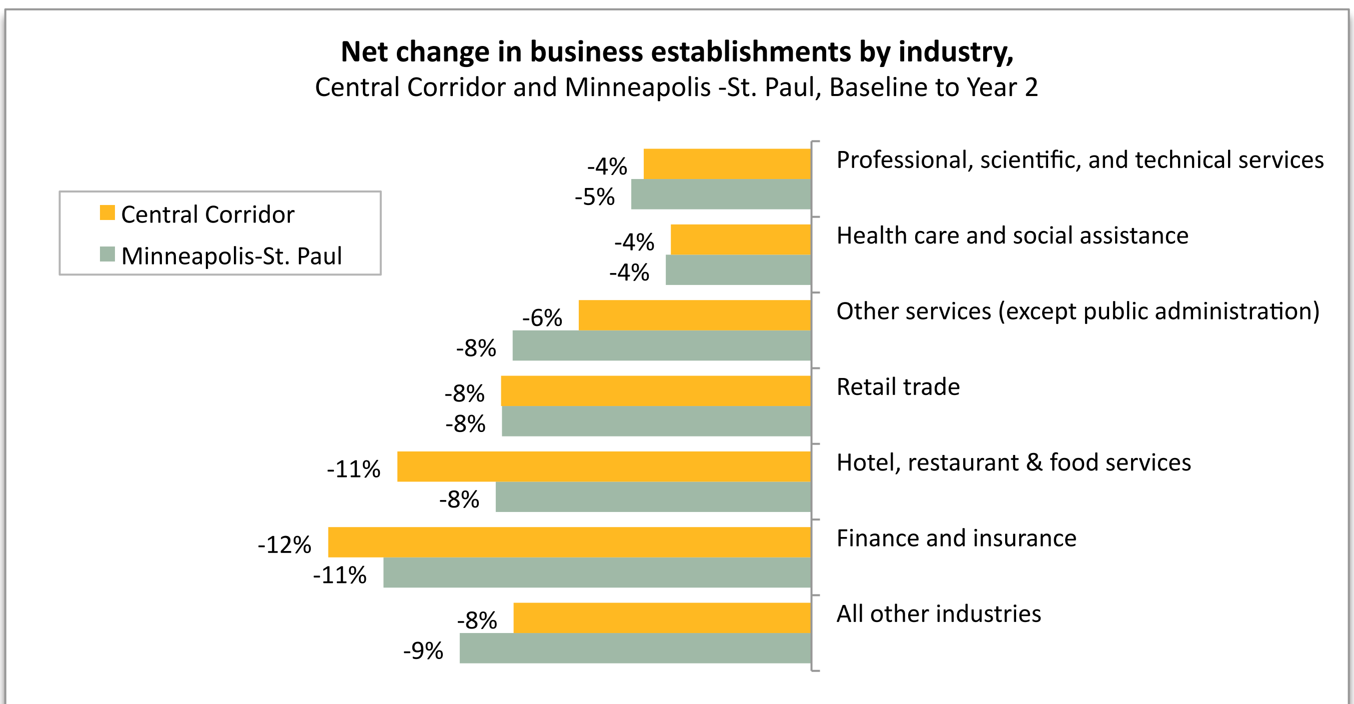
Outcome: **Mix of businesses***

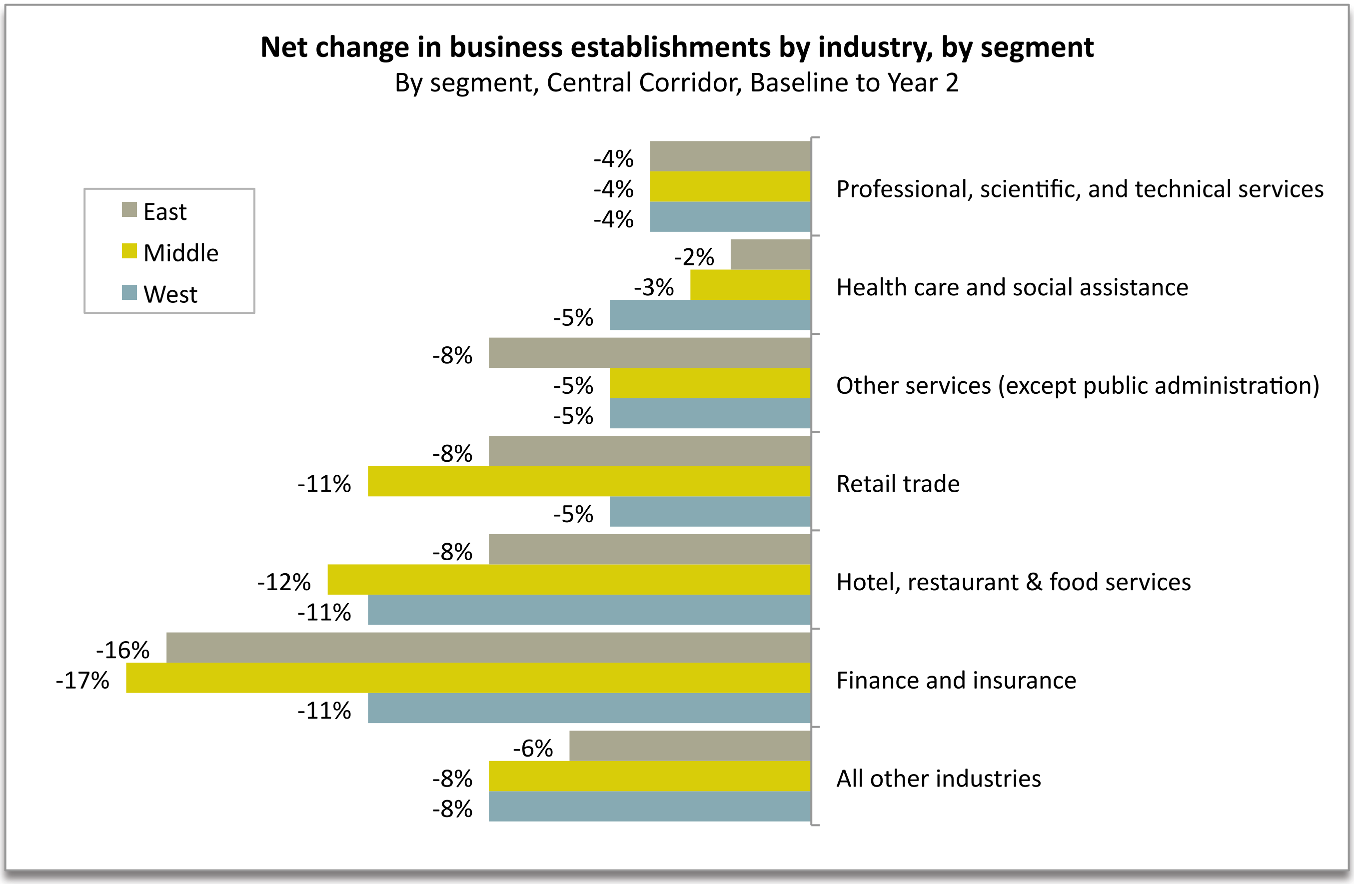
Indicator: **Percentage of businesses by industry type**

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




Share of business establishments by industry, by segment
Central Corridor, Year 2
Professional, scientific, and technical services
17%
11%
26%
Health care and social assistance
13%
17%
7%
Other services (except public administration)
12%
12%
7%
Retail trade
5%
11%
6%
Hotel, restaurant & food services
8%
6%
10%
Finance and insurance
9%
3%
12%
All other industries
36%
40%
32%
East (n = 1,269)
Middle (n = 1,417)
West (n = 3,385)


Net change in business establishments by industry,
Central Corridor and Minneapolis -St. Paul, Baseline to Year 2
Central Corridor
Minneapolis-St. Paul
Professional, scientific, and technical services
-4%
-5%
Health care and social assistance
-4%
-4%
Other services (except public administration)
-6%
-8%
Retail trade
-8%
-8%
Hotel, restaurant & food services
-11%
-8%
Finance and insurance
-12%
-11%
All other industries
-8%
-9%



Source: Metropolitan Council summary of Minnesota Depaartment of Employment and Economic Development, Quarterly Census of Employment and Wages, 2009-2010.

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

Overall Corridor:

- From Baseline to Year 2 the Central Corridor has had a net loss of businesses. However, these losses appear to have less to do with the development of the light rail line than with the continued sluggish economy, since the Corridor's business losses largely mirror those of Twin Cities as a whole and that given the timing (the data are pre-construction), very little of this could be due to construction.
- Overall, as compared to Minneapolis-St. Paul, the Corridor has a larger share of its establishments in the professional, scientific and technical industry. Many of those establishments are located in the two downtowns.
- The Central Corridor's establishment gains and losses for top industries follow closely the industry trends of Minneapolis-St. Paul with losses ranging from 4 to 12 percent in the top six corridor industries. As a share of total jobs in an industry, the Central Corridor took the largest hit in finance and insurance (12 percent net loss; 79 establishments).
- Health care and social assistance had the smallest net loss in both Minneapolis-St. Paul and the Central Corridor (net losses of 71 and 24 business establishments, respectively).
- Of all Minneapolis-St. Paul establishments in the top six industries, more than 1 in 3 is located in the Central Corridor, reflecting how much of an economic hub the Central Corridor is for the two cities.

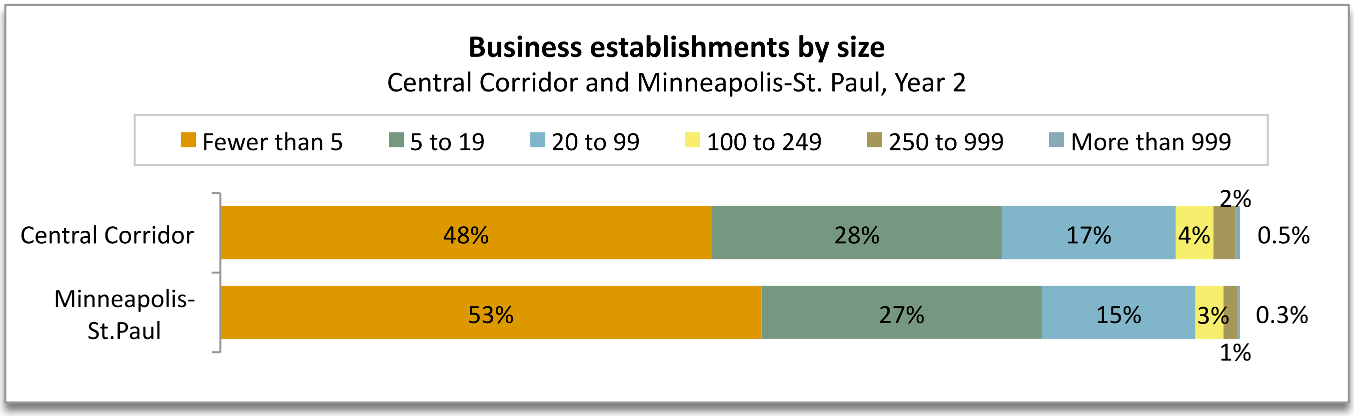
By Segment:

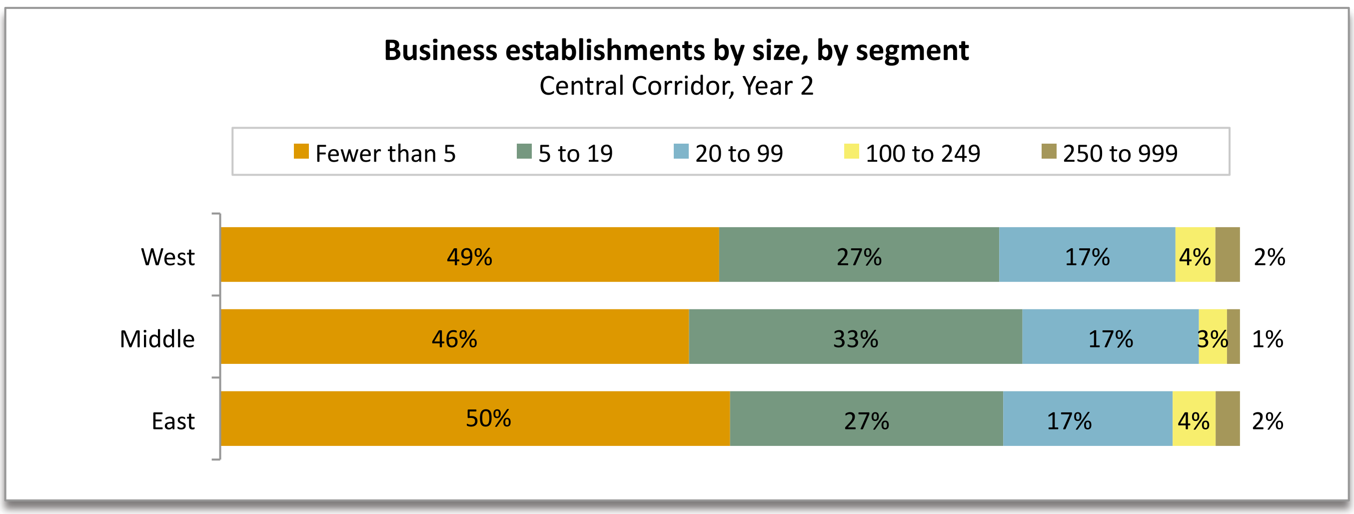
- From Baseline to Year 2 all three segments of the Central Corridor suffered a similar net loss (7 percent) of all establishments. However, in numeric terms, the West segment had the highest net loss with more than 250 business establishments during the year.
- More than 1 in 4 business establishments in the West segment is in the professional and technical services industry (926 establishments—the highest number and share of any segment or single industry).
- At 17 percent of the total number of establishments in the Central Corridor, the Middle segment has the highest share of jobs in the health care and social assistance industry (245 establishments). It also has the smallest number and share of finance and insurance jobs as compared to the other segments.
- Of all segments and industries, finance and insurance business establishments in the West segment lost the greatest number of establishments (48 establishments, 11 percent of all its Finance and insurance establishments).

Outcome: **Mix of businesses***

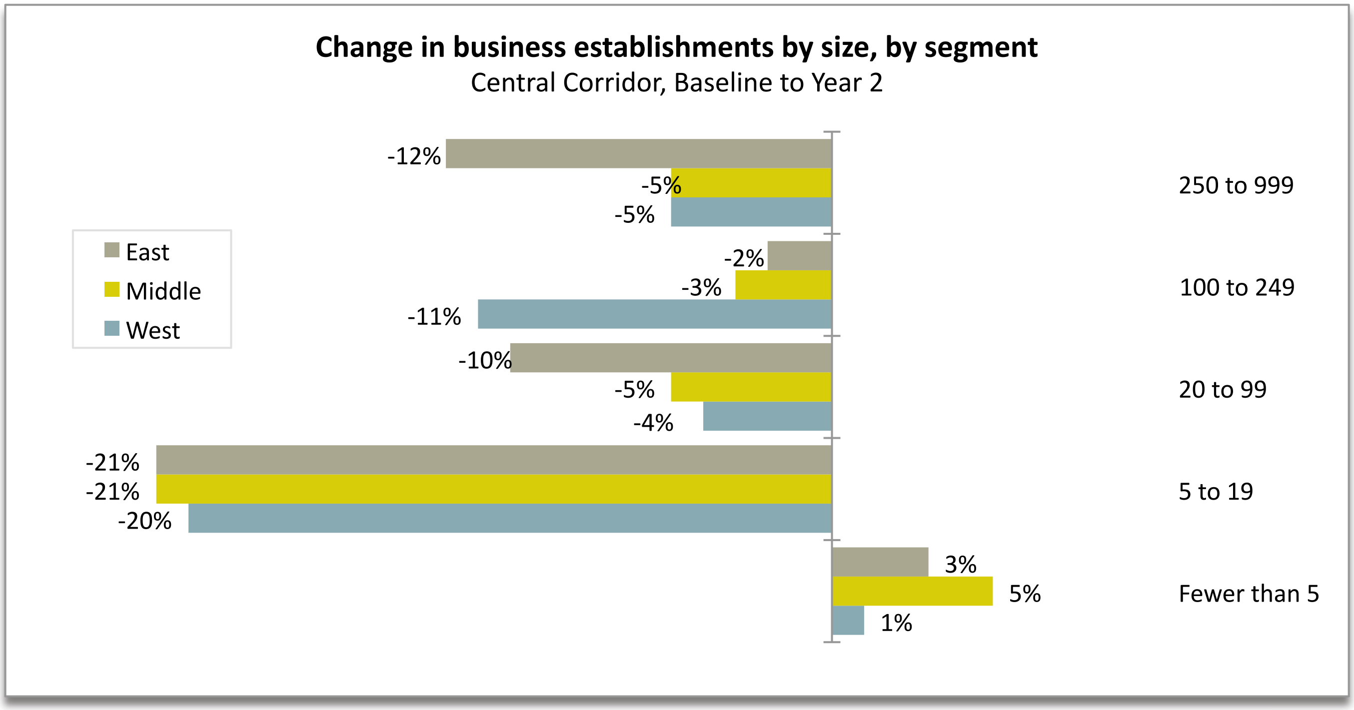
Indicator: **Percentage of businesses by size (number of employees)**

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





Continued on next page



Source: Metropolitan Council summary of Minnesota Department of Employment and Economic Development, Quarterly Census of Employment and Wages, 2009 and 2010.
**Data by industry 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 2, the Central Corridor saw losses of establishments of all sizes, with the exception of a small gain in those with fewer than 5 employees.
- While the Central Corridor largely followed Minneapolis-St. Paul's characteristics of industry changes from the Baseline to Year 2, the Corridor losses do not follow in the same pattern for establishment size. Minneapolis-St. Paul had a net loss in very small establishments (fewer than 5 employees), but the Corridor saw a net gain of 61 very small establishments. Among other possibilities, this change could be a result of business establishments that were in the '5 to 19' category for Baseline measure reducing employee numbers, so that in Year 2 they are accounted for in the 'Fewer than 5' category by Year 2.
- Establishments that employ between 5 and 19 employees took the largest share of the total losses in the Corridor with a net loss of 438 establishments (20 percent of all businesses that size; Minneapolis-St. Paul lost 13 percent of similarly sized establishments).
- Small- to mid-size establishments have the strongest presence in the Corridor with 97 percent of all establishments employing fewer than 100 people, including nearly half which employ fewer than 5 people.

By Segment:

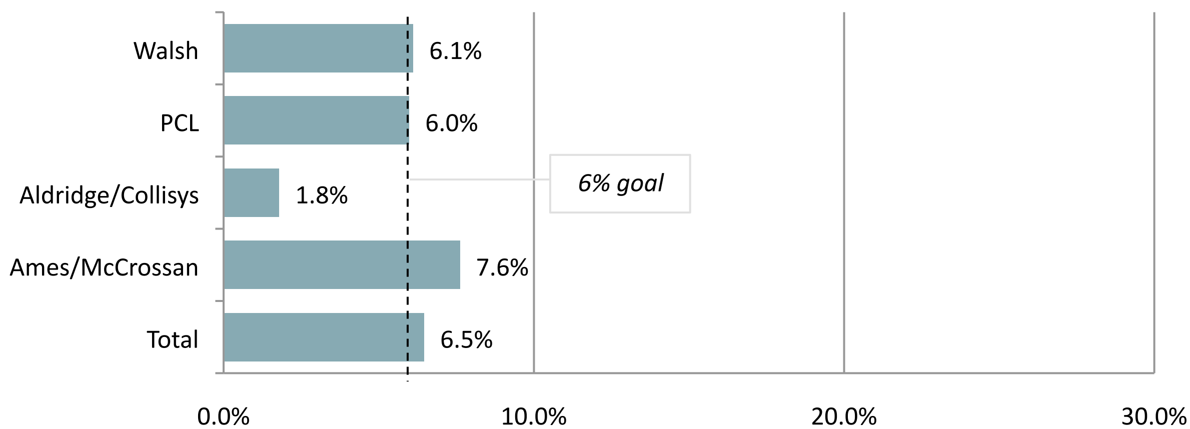
- In total, more than half of all establishments in the Central Corridor are in the West segment, which includes much of downtown Minneapolis.
- With a net gain of 29 establishments from the Baseline to Year 2, very small businesses (fewer than 5 employees) in the Middle segment fared best as compared to any other segment or business size. Half of that loss of businesses with 5-19 employees came from the West segment (net loss of 227 establishments).
- Each of the three segments has a similar breakdown of establishments by size, though the number of large establishments is concentrated in the West Segment where 85 establishments have between 250 and 999 employees.

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

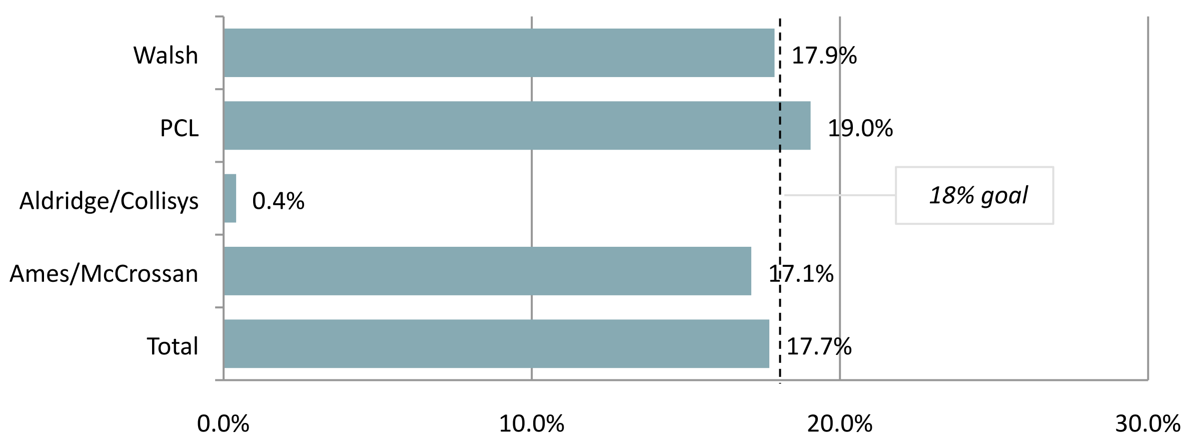
Indicator: Percentage of Central Corridor LRT construction work hours performed by women or minorities

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 2011



Share of CCLRT construction contracts' work hours performed by minorities to-date,
By contractor, All contracts through December 2011



Source: Metropolitan Council

Overall Corridor:

- 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, female work participation (6.5 percent) has exceeded the goal and minority workforce participation (17.7 percent) is nearly at the goal.

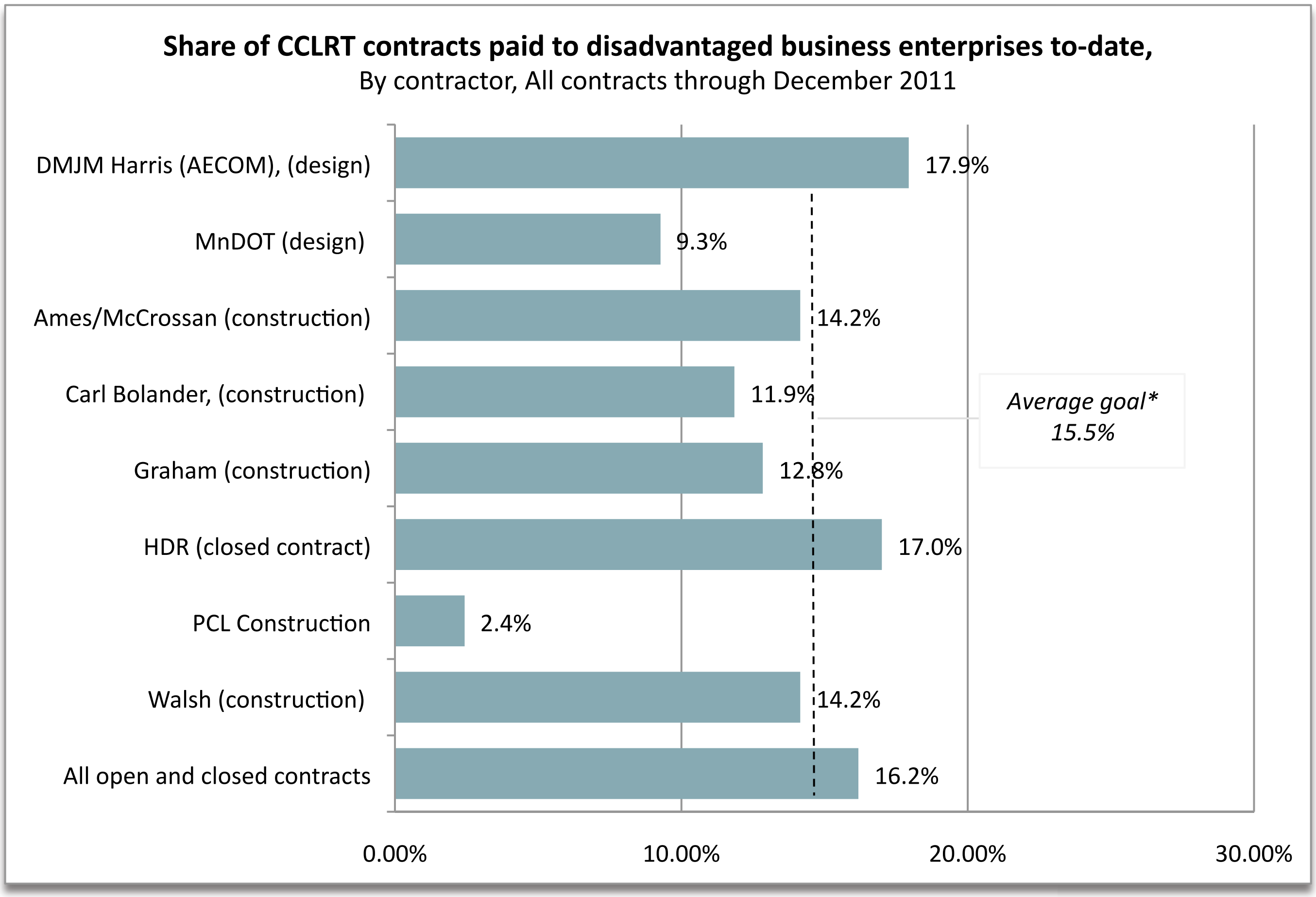
By Contractor:

- All contractors except for Aldridge/Collisys are at or near their stated goal for work participation by females and minorities. It should be noted that the Aldridge/Collisys contract is only 15 percent completed (in terms of dollars paid to contract).
- Thus far, Ames/McCrossan is the only to have exceeded the 6 percent requirement for female hours worked and is currently at 7.6 percent; PCL and Walsh came in at exactly 6 percent.
- Regarding minority participation, all contractors except Aldridge/Collisys have met or are nearly meeting the requirement for minority work hours.

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. Therefore, these percentages represent incomplete information about the percentage of DBE dollars paid by each contractor, and should not be considered final performance. Individual contractors have different goals for DBE payments. Carl Bolander, Walsh, Ames/McCrossan and MnDOT have 15 percent goals while HDR and AECOM have 17 percent goals.

** All Central Corridor LRT contractors have a state goal for contract dollars paid to Disadvantaged Business Enterprises (DBEs), although goals differ slightly across contractors.*

Overall Corridor:

- Among all the contractors, Graham, HDR, and AECOM have met their goals for contracting with Disadvantaged Business Enterprises (DBEs), while to date the Minnesota Department of Transportation, Ames/McCrossan, Walsh, and Carl Bolander have not.
- On the whole, with over 50 percent of all the project's amended-contracts having been paid, 16.2 percent of those payments have been to DBEs. This is above the average contract goal of 15.5 percent (contract goals are 15 or 17 percent, depending on the contract).

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 – Dec 2011)

	Feb-May-11	Jun-11	Jul-11	Aug-11	Sept-11	Oct-11	Nov-11	Dec-11	Cumulative
Openings	22	5	4	7	3	4	7	1	53
Closings	-14	-4	-4	-2	-1	-8	-9	-6	-48
Relocations Off Corridor	-3	0	-2	0	-1	-1	-1	0	-8
	Net Gain/Loss of businesses along the Corridor: Feb 2011-Dec 2011								**-3**
Relocations within Corridor	6	2	1	1	0	3	0	2	15

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

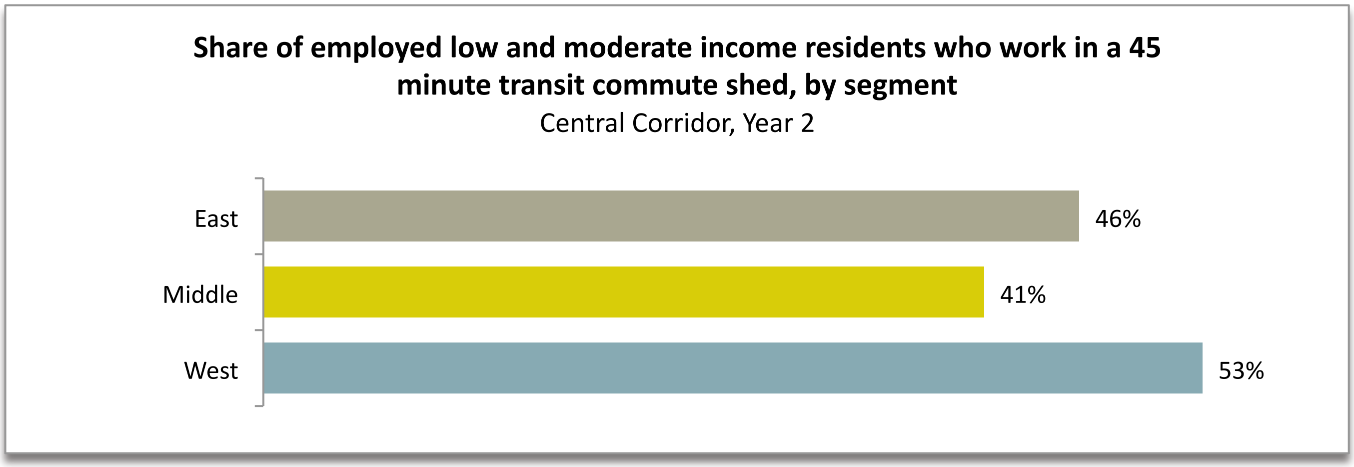
Overall Corridor:

- Overall, the Central Corridor's street-level business saw the largest month-over month business loss in November 2011 when 9 businesses closed. That same month, 7 new businesses opened in the Corridor, which along with August 2011 is the largest month over month increase.
- Business openings and closings/relocations along the Corridor nearly cancel each other out (53 new businesses opened, while 56 businesses closed or relocated 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, 2009. Commute-sheds prepared by Chen-Fu Liao, University of Minnesota's Center for Transportation Studies.
** "Low- and moderate-income" is defined as workers earning less than $3,333 per month in 2009 $ (gross income of approximately $40,000 annually).*

Overall Corridor:

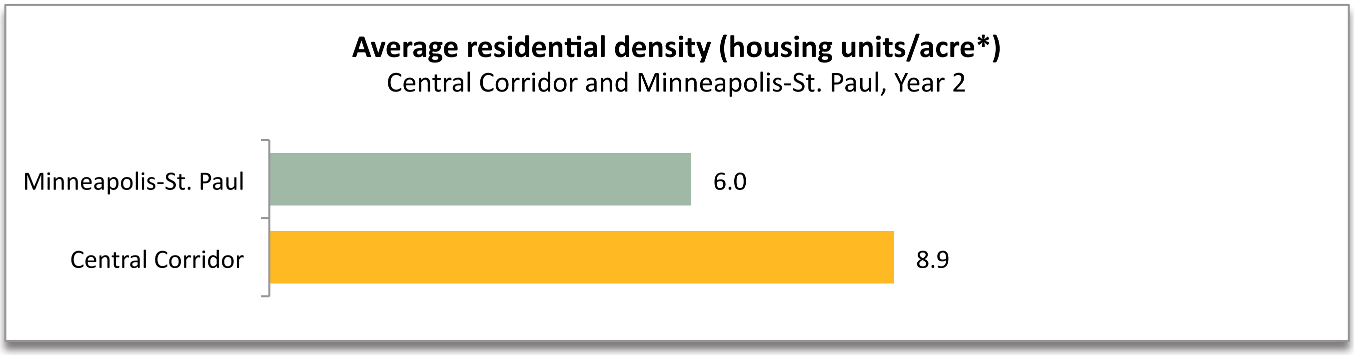
- About 21,000 low- and moderate-income employed residents lived in the Central Corridor. Of these, 62 percent worked in a transit commute-shed reachable within 60 minutes by transit (bus and/or Central Corridor light rail once operating). These figures are virtually unchanged since the Baseline measure, indicating that patterns of work and home changed very little over the year (2008-2009).
- There was also very little change in any segment in the share of employed residents who have access to their jobs within a smaller, 45 minute commute shed. It is notable that high-income employed residents are more likely to work within a 45 minute commute shed (53 percent) than their very low-income counterparts (45 percent).
- Both the West and Middle segments saw net increases in high-income employed residents, while all segments had a net loss in low- to moderate-income employed residents from the Baseline to Year 2. The East segment lost employed residents in every income level.
- Residents of the Middle segment who are in low- to moderate- income jobs are the least likely of any segment to work within their 45-minute commute-shed (41 percent). The East segment is close behind with less than half (46 percent) of low- and moderate- income residents able to reach their place of employment within 45 minutes.

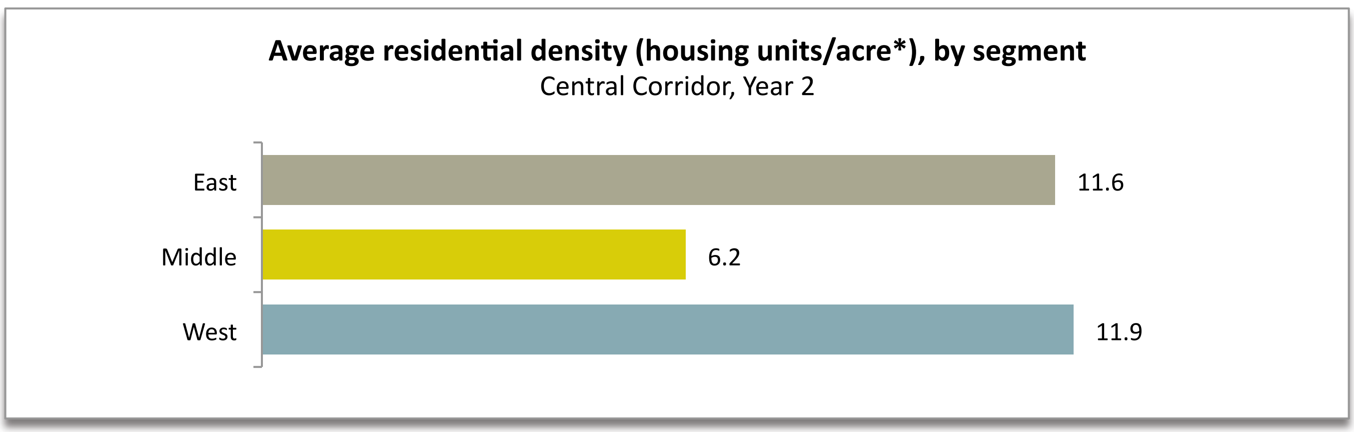
Vibrant, transit-oriented places

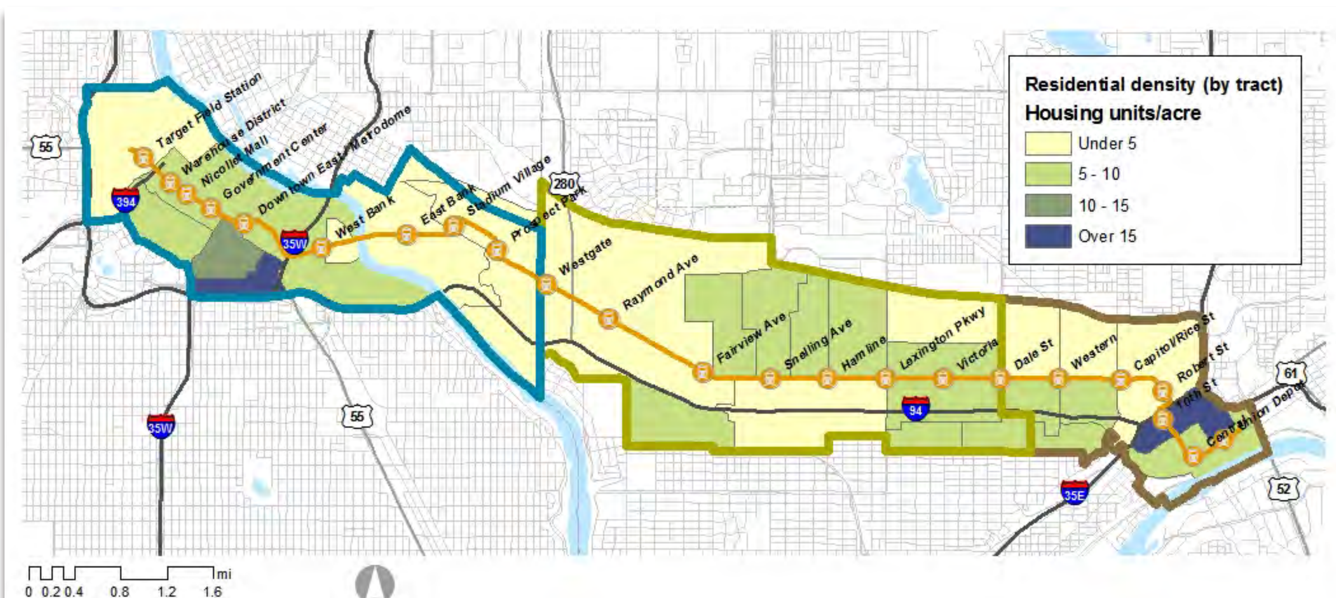
Outcome: Increase in housing units and business addresses (density)

Indicator: Total number of occupied residential and commercial addresses*

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







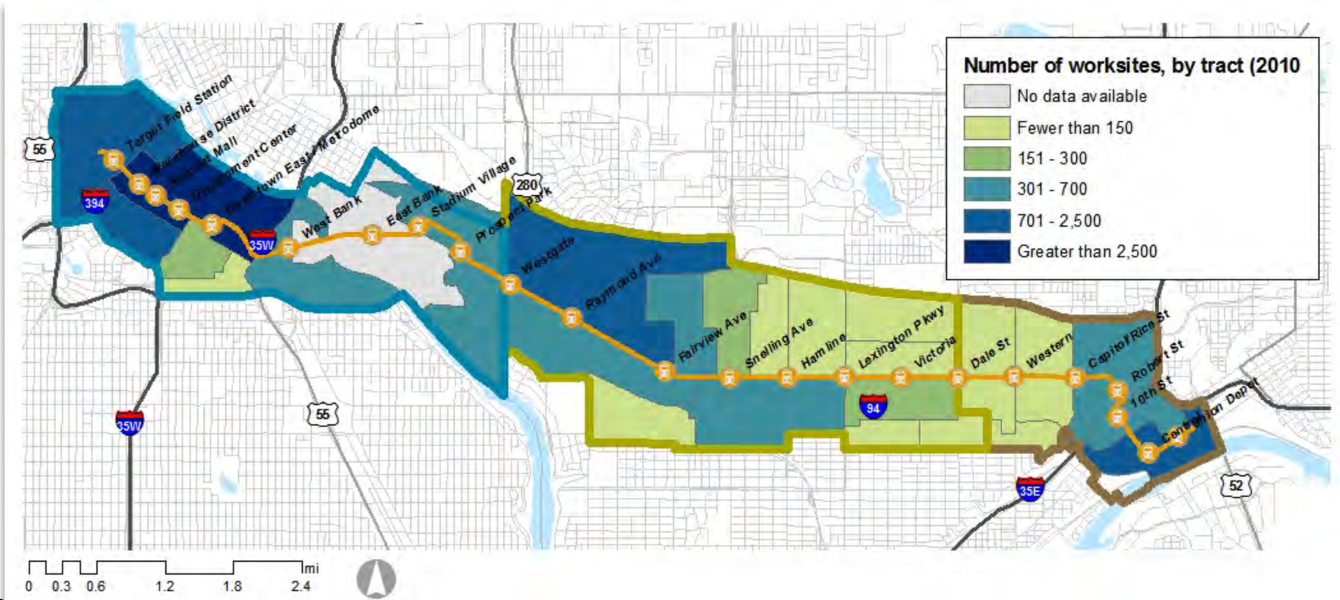
Housing density

	West	Middle	East	Central Corridor	Minneapolis-St. Paul
Baseline (2010)					
Total housing units	17,195	15,478	10,208	42,881	299,082
Housing units/acre	11.8	6.2	11.5	8.9	6.0
Year 2 (2011)					
Residential units added in 2010	89	-	108	197	1,130
Total housing units	17,284	15,478	10,316	43,078	300,212
Housing units/acre	11.9	6.2	11.6	8.9	6.0

Source: US Census Bureau, 2010 Housing Unit counts provides the baseline figure for housing units. Additional housing units for Year 2 figures are based on Metropolitan Council's Residential Permit Survey, 2010. Demolitions and residential conversions are not reflected in these numbers. Please see appendix for more information.
**Density refers to housing units per land acre as calculated using tract-level geography, aggregated to the segment.*

Business density

	West	Middle	East	Central Corridor	Minneapolis-St. Paul
Baseline (2010)					
Total business establishments	3,508	1,526	1,365	6,300	16,794
Business establishments/acre	1.5	0.6	0.9	1.0	0.2
Year 2 (2010)					
Business establishment change	-255	-109	-96	-460	-1,297
Total business establishments	3,253	1,417	1,269	5,840	15,497
Business establishments/acre	1.4	0.5	0.8	0.9	0.2



Source: Metropolitan Council, Minnesota Department of Employment and Economic Development (DEED). See Appendix for additional information

Overall Corridor:

- The Corridor added nearly 200 residential units from the Baseline to Year 2. In addition, there were an additional 300 residential units near the U of M campus and extremely close (within one block) of the Central Corridor boundaries, which are not reflected in the Corridor totals.
- From Baseline to Year 2 the Corridor lost some business density, due to the closure of several establishments. A similar pattern metro-wide suggests that these losses were not related to the light rail line.
- Overall, residential density in the Central Corridor is much higher than that of Minneapolis-St. Paul (8 units versus 6 units per acre). Likewise, the density of businesses is higher along the Corridor.
- The Corridor added nearly 200 residential units from the Baseline to Year 2. In addition, there were an additional 300 residential units near the U of M campus and extremely close (within one block) of the Central Corridor boundaries.

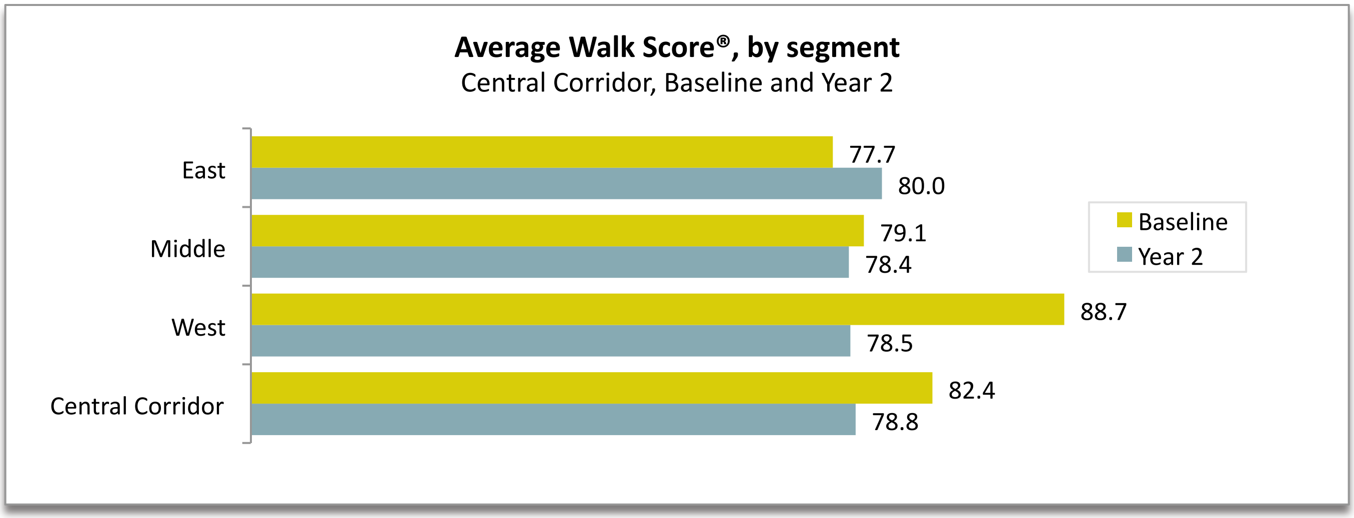
By Segment:

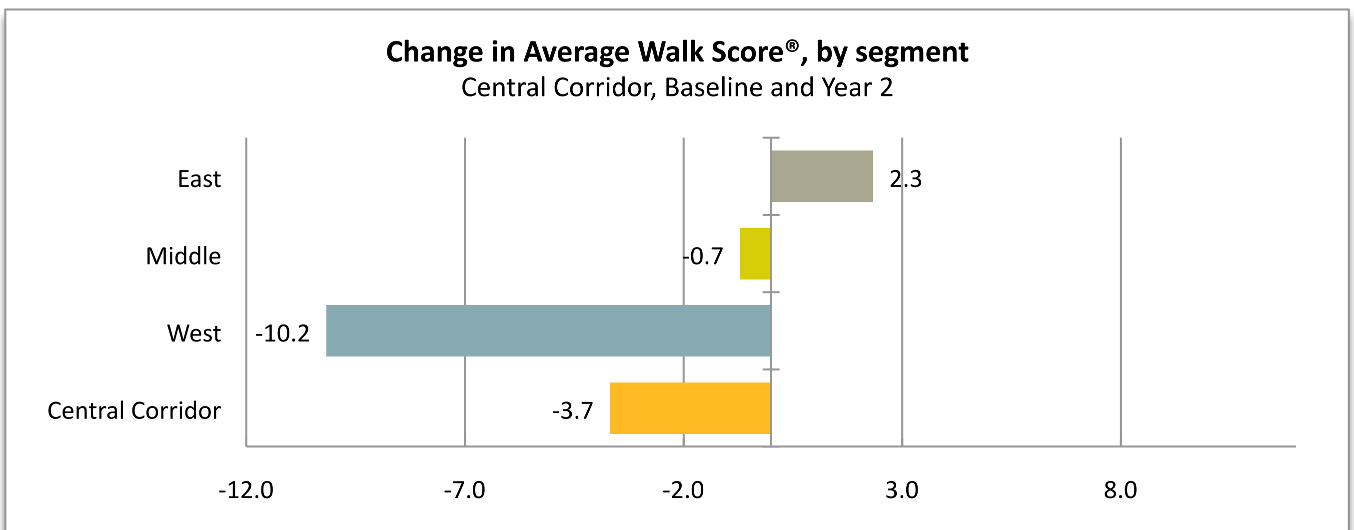
- The West segment of the Corridor has the highest residential density with 11.9 units per acre; much of this density is concentrated in the downtown area (see map). This is also true of the density in the East segment.
- The Middle segment, the least dense of the Corridor segments, is still denser than Minneapolis-St. Paul.
- These patterns follow for business density, with the Middle segment with the fewest business establishments per acre.

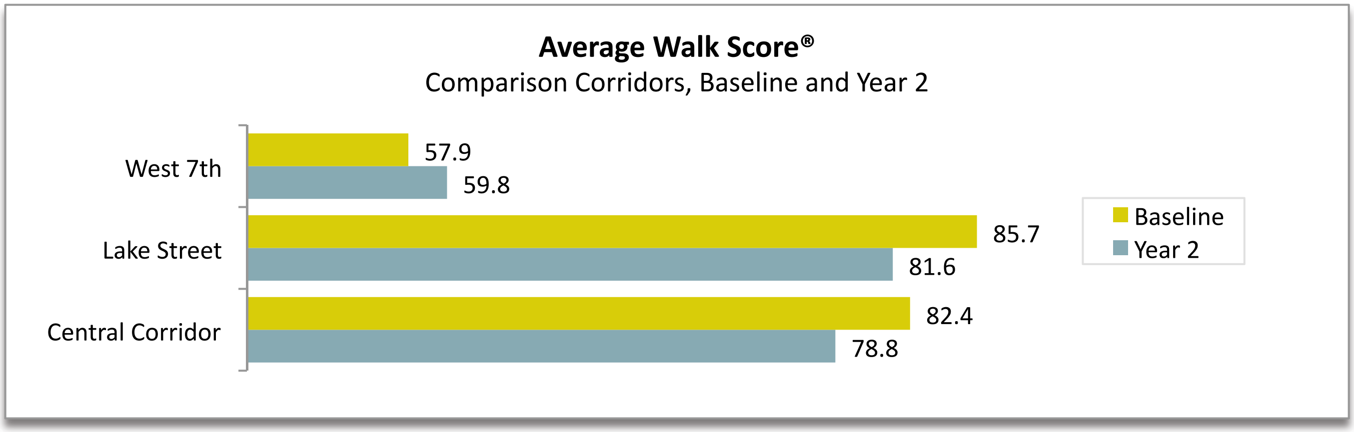
Outcome: Walk friendly

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 and October 2011

Overall Corridor:

- The Central Corridor's average Walk Score® is 78.8 out of a possible 100, about 4 points lower than the year prior. While 78.8 points is considered "very walkable," the decrease in the points awarded indicates a decrease in accessibility. (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.)
- On average, all three segments are "very walkable" with the East segment the most walkable on average. Within the West Segment, the highest ranking stations are Target Field and West Bank, which receive a Walk Score® of 91, while the Prospect Park station has the lowest Walk Score® with 60 points. Prospect Park and the Westgate stations had the largest point change from the Baseline to Year 2 with 20- and 14-point declines, respectively.
- In the Middle segment, the Snelling Avenue station lost the most points (11) and in the East segment, the Capitol East station also lost 11 points, topping out Walk Score® changes for the segment.

Comparison to Central Corridor:

- The Lake Street corridor between Hennepin Avenue and West River Parkway as an average Walk Score® of 81.6; while the Walk Score® has gone down since the Baseline, it is still higher than the Central Corridor's 2011 Walk Score®.
- The West 7th Corridor between Davern Street and Smith Ave S. has an average Walk Score® of just 59.8 points, indicating that despite a two point increase from the year before, the Central Corridor continues to enjoy a higher presence of amenities than its St. Paul comparison corridor.

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: non-profit/human services; city, county, regional, and state government; neighborhood groups; advocacy groups; businesses; transit; and housing/real estate development.

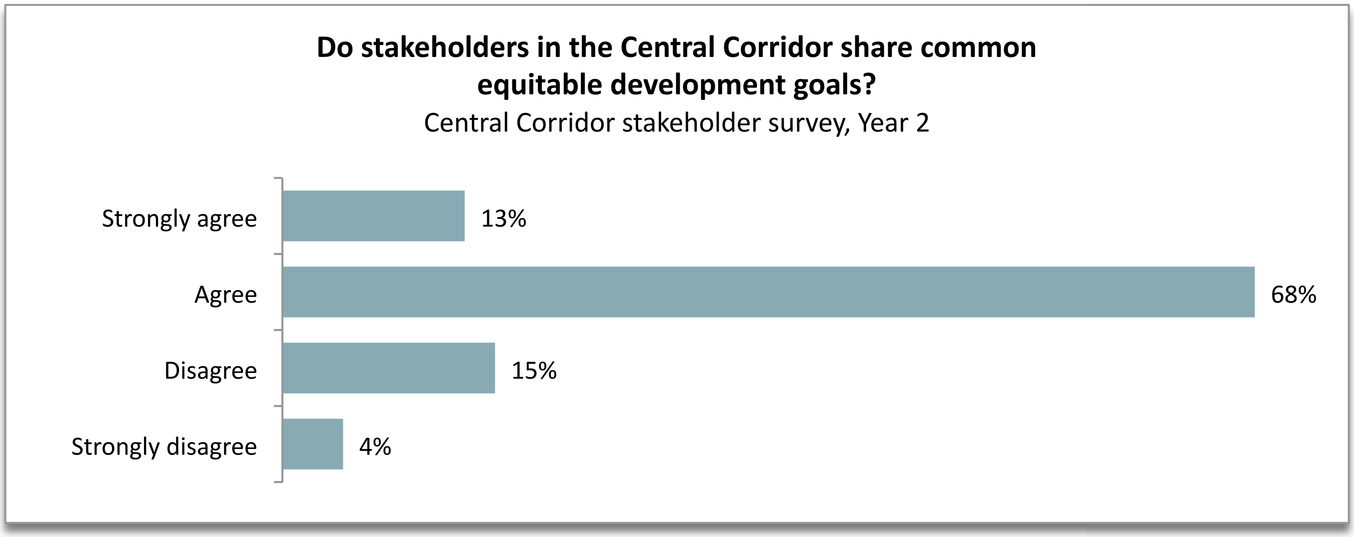
While the key informant survey done in winter 2011-2012 largely replicated the one done at baseline, year to year changes in the survey responses should not be given too much weight. This is for two reasons: first, the survey is not scientifically representative of all opinions along the Corridor. Second, a somewhat different group of stakeholders was interviewed this year as opposed to last, which means that 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. Still, the survey does provide some 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. 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 2

Top five goals cited	Number of responses
Benefit/support for existing businesses	18
Benefit/support for current residents	15
Neighborhood preservation, vitalization	13
Affordable housing	11
Employment opportunities (local residents, minorities)	11
Transportation	11

Source: Stakeholder interviews conducted by Wilder Research, 2011
Note: Responses to this open-ended question were grouped into categories; responses sometime included more than one category and are reported in each. Based on responses from 50 stakeholders.

Findings:

- Thirty-nine out of 47 survey respondents either agreed or strongly agreed that Corridor stakeholders share common equitable development goals, up from just 32 out of 50 last year.
- More survey respondents this year mention benefit for existing businesses and residents as goals for equitable development. Additional goals frequently mentioned were neighborhood preservation, affordable housing, employment opportunities, and transportation.
- When respondents were asked what they thought could be done to increase Corridor stakeholder recognition of- and work toward- shared equitable development goals, similar themes to last year emerged. These included a desire for increased coordination and communication of the many

efforts; a greater inclusion of Corridor residents and grassroots groups in the planning process; and making tangible progress and establishing specific accountability for goal accomplishment.

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 2

	Strongly disagree	Disagree	Agree	Strongly agree
Central Corridor stakeholders collaborate effectively	4%	23%	64%	9%
Central Corridor collaborations and partnerships integrate efforts from multiple sectors (i.e., government, transit, business, environmental groups, etc.)	2%	4%	71%	23%
Central Corridor collaborations and partnerships integrate efforts from all geographies and jurisdictions	4%	22%	65%	9%
Central Corridor collaborations and partnerships integrate efforts across multiple issue areas	2%	13%	70%	15%

Source: Stakeholder interviews conducted by Wilder Research, 2011
Note: Based on responses of 47 to 49 stakeholders, depending on the statement.

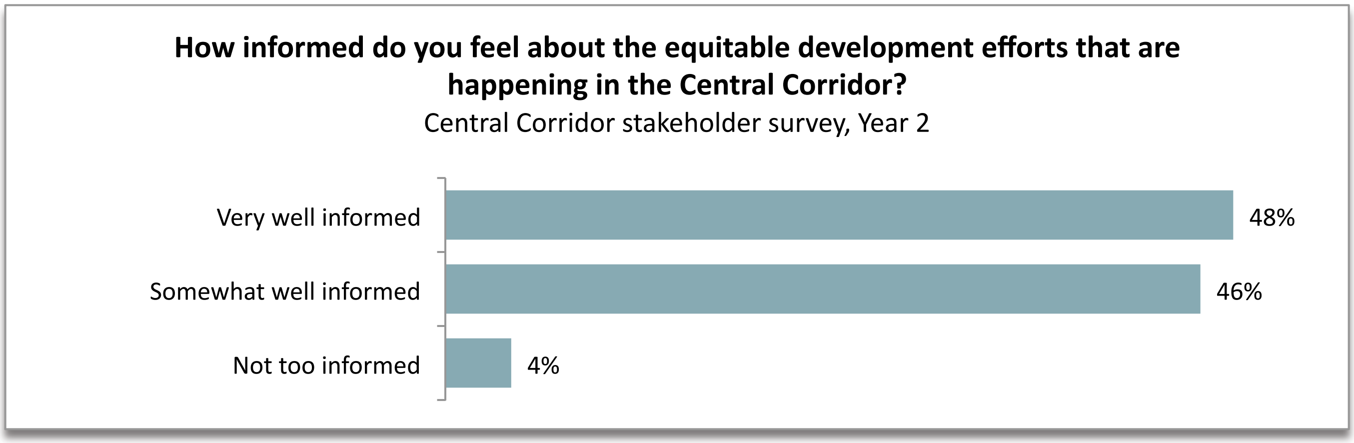
Findings:

- Nearly three-quarters (34 of 47 respondents) of this year's respondents "agreed" or "strongly agreed" that Corridor stakeholders collaborate effectively on equitable development.
- As compared to last year's survey respondents, this year's respondents "disagree" or "strongly disagree" less often when asked if stakeholders collaborate effectively (13 of 47 respondents in 2011, 18 of 49 in the 2010). Additionally, a greater number of this year's respondents "strongly agree" that stakeholders collaborate effectively (1 of 49 respondents the Baseline, 4 of 47 in Year 2).
- Among the series of questions on assessing collaboration along the Corridor, the biggest change in results from Baseline to Year 2 was an increase in the number of respondents who agreed or strongly agreed that "Central Corridor collaborations and partnerships integrate efforts from multiple sectors" (45 out of 48 respondents this year, compared with 34 out of 47 respondents last year).
- Respondents were asked to provide examples of how organizations were working together effectively to achieve equitable development goals in the Corridor. Several examples cited were: the Big Picture project and affordable housing; District Council Collaborative; the effort to add three stations to the route; and business-impact mitigation 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, 2011
Note: Based on responses of 49 stakeholders.

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

Central Corridor stakeholder survey, Year 2

Meetings	39
Newspapers	28
Central Corridor Funders Collaborative website	22
Newsletters	16
Twin Cities Daily Planet	9
Other websites	14
The Line (online magazine)	13
CityScape blog on MinnPost	9

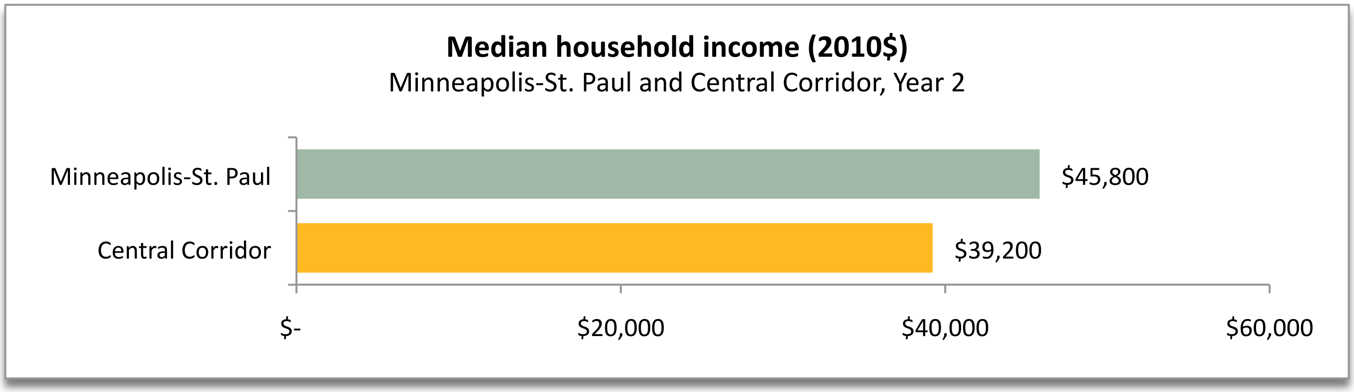
Note: Based on responses of 50 stakeholders.
Source: Stakeholder interviews conducted by Wilder Research

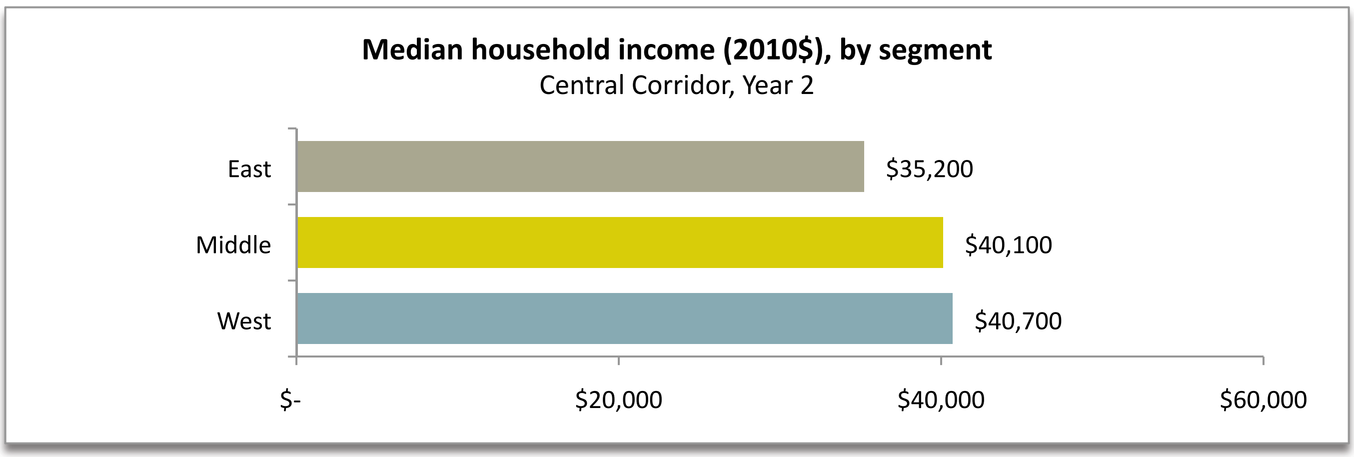
Findings:

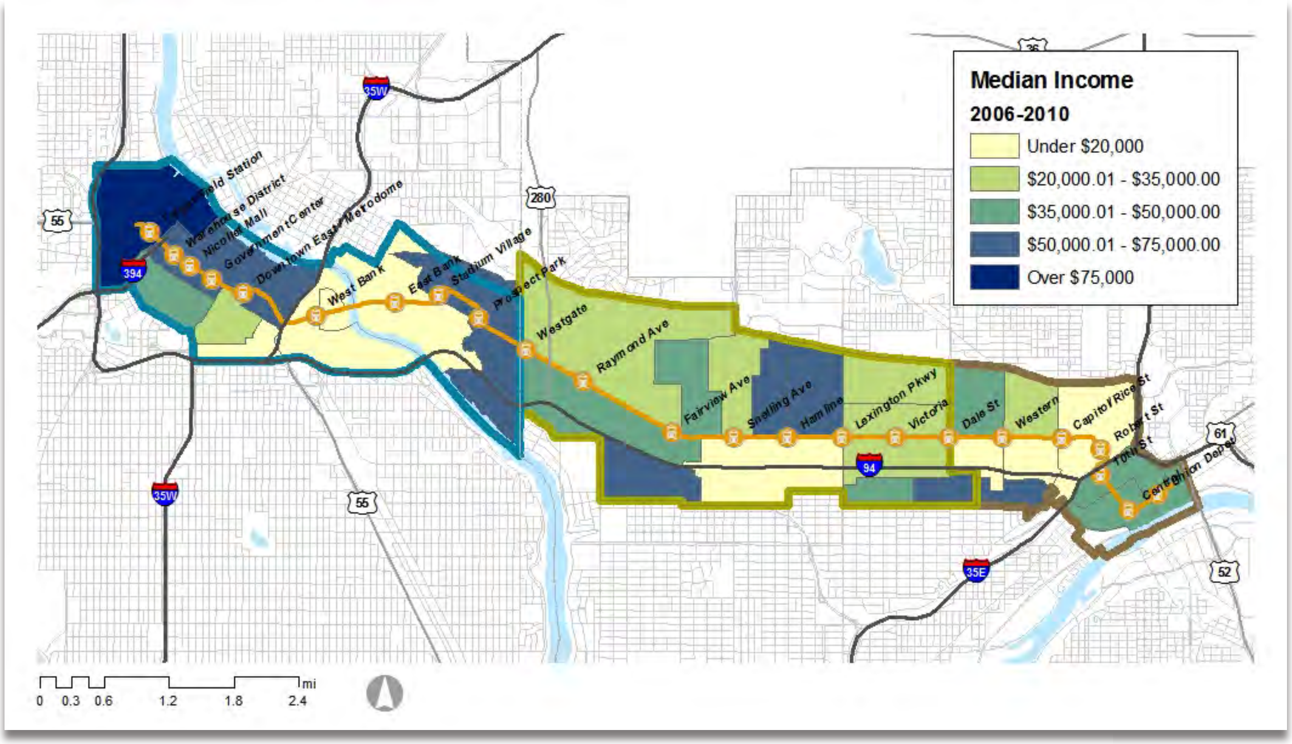
- Overall, stakeholders are using fewer media sources than they were last year. That said, more respondents feel very well informed about what is happening in the Central Corridor, potentially indicating an improvement in information sharing or communication patterns.
- The same share of survey respondents are not well informed about what is happening in the Central Corridor (2 respondents each year).

Demographic context

Context Measure: **Median Household Income**





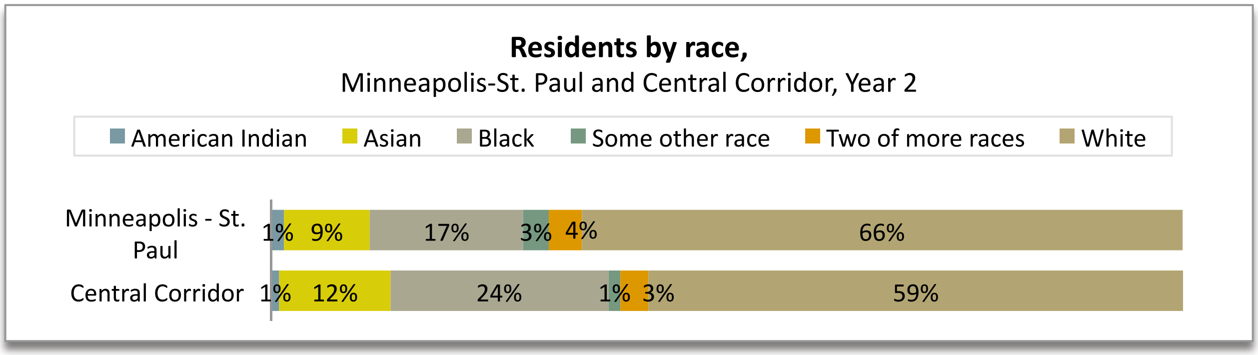


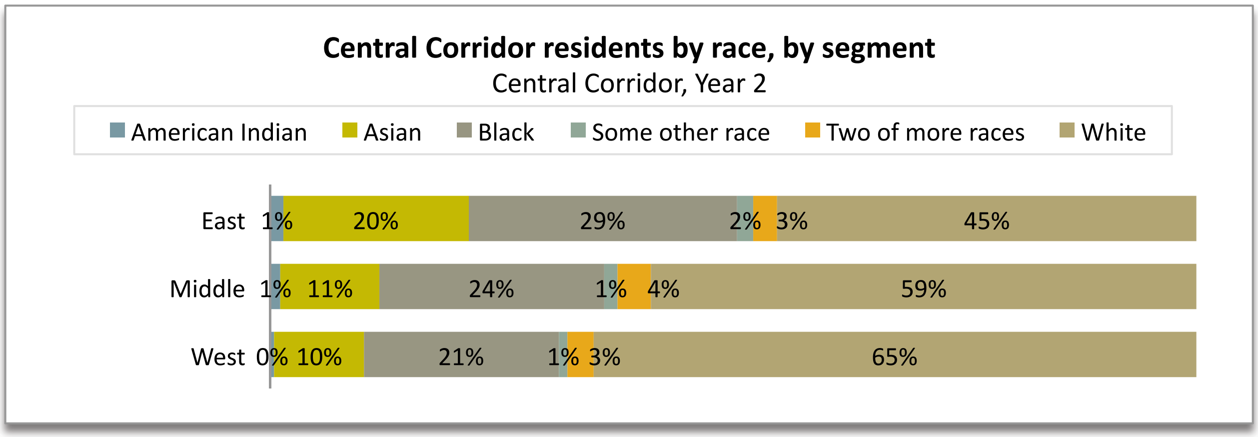
Source: US Census Bureau, American Community Survey, 2006-10

Findings:

- Median income in the Central Corridor is more than $5,000 lower than that of Minneapolis-St. Paul.
- The West segment has the highest median income, while the middle segment is fully $10,000 less than the Minneapolis-St. Paul overall median.
- Looking closer at median income in the Central Corridor, tracts with the highest median income are located in the West segment, with the highest in downtown Minneapolis.
- Of note in the Middle segment is the mix of median income near the Snelling, Lexington, and Dale stops.

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





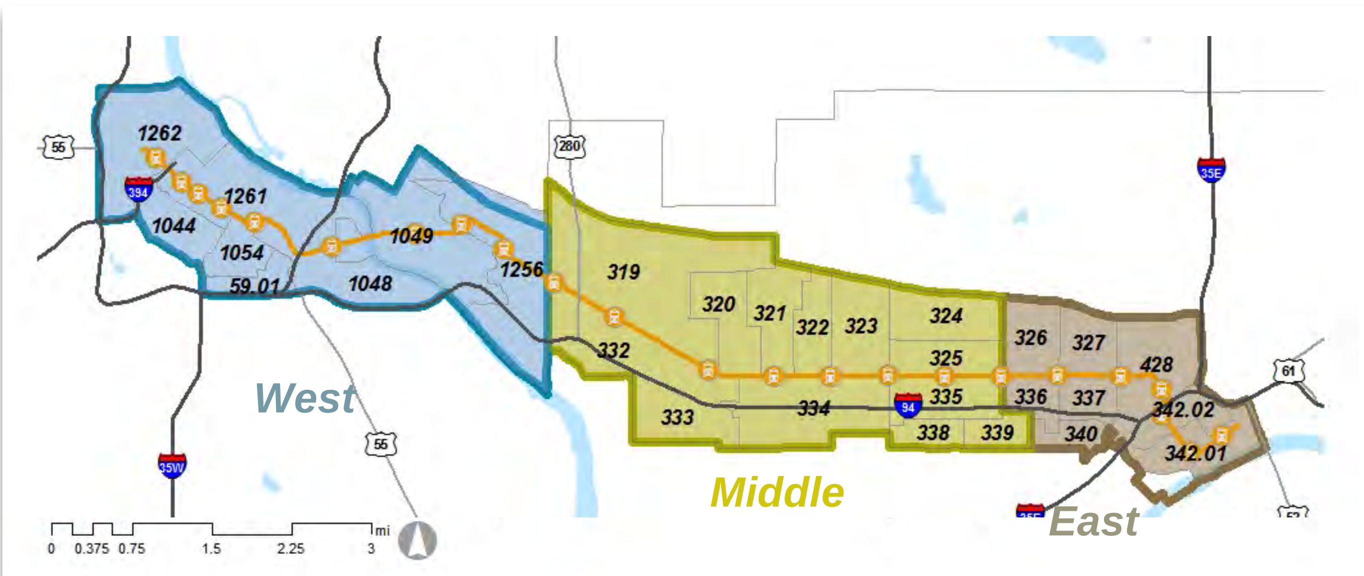
Source: US Census Bureau, American Community Survey, 2006-10
Note: Racial categories shown include residents of Hispanic ethnicity. See Findings for the share of population that is Hispanic.

Findings:

- The Central Corridor's racial and ethnic composition continues in its historical diversity. The shares of Asian and Black residents are higher than Minneapolis-St. Paul, which contribute to that diversity. Distinct from the pattern with other racial groups, the Corridor share of Hispanic residents (of any race) is smaller than that of Minneapolis-St. Paul (5% and 9%, respectively).
- The Central Corridor's population from the Baseline to Year 2 indicates stability but a possible growth trend emerging.
- Looking specifically at the racial makeup of the corridor, there are some signs of shifting composition throughout, but especially in the Middle and East segments. These segments show a slight decline in the numbers and percent of white residents and increase in residents of color (predominantly Asian and Black residents).
- The Central Corridor is uniquely diverse as compared to Minneapolis-St. Paul in that 1 of every 5 residents throughout the Corridor is foreign born. In the East segment, that increases to 1 in 4.
- The East segment has the highest share of population that is Hispanic (any race), with 6%. Five percent of the Middle segment is Hispanic (any race) and just 3 percent of the West segment is Hispanic (any race).

Appendix

CENTRAL CORRIDOR CENSUS TRACTS (2010)



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 the 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 available two sets of 5-year estimates, 2005-09 and 2006-10. Note that there are four years in common between the two 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 will 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 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 overlapping sample of the 2 sets of 5-year ACS estimates released to date, along with the margin of error associated with each reported point estimate make it extremely unlikely that any changes will be detected among the indicators that rely on the ACS in this second year of the report. However, while it may not yet be possible to draw year-to-year changes from these numbers, the ACS will 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 the 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 in this, 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 summarized of second-quarter, 2010 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 Industrial Classifications (NAICS), by 'ownership' (total government, federal government, state government, local government, private). The original raw data is restricted. Summary data is only available for those geographies where at least three employers exist and no one employer represents 80% 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).

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 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 alignment 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: This second-year report presents updated data for the four outcomes defined by the Collaborative, using the most recently available data. In order to increase accuracy, sensitivity, and replace datasets which are no longer available, several sources have been changed from the Baseline report. In these instances, tables with the Baseline figure are made available in this document. Changes in data sources are as follows:

> **Household income:** Previously, household income was sourced using IRS tax-return filing data and had household breakdowns by the adjusted gross IRS. This year, in order to standardize our data sources and geographies, we have used the American Community Survey data. The Baseline data is from ACS 2005-09 and Year 2 is from ACS 2006-10.
>
> **Businesses by industry type and establishment size:** Previously, we sourced business data using the U.S. Census Bureau's ZIP Code Business Pattern data. This year, in an effort to move away from ZIP-code level data toward data that more precisely matches the geographic boundaries of the Central Corridor, we use the Minnesota Department of Employment and Development (MN DEED) summarized file of the Quarterly Census of Employment and Wages (QCEW) data. These data are made available via the Metropolitan Council. This same data source is used for the business density data (see below). In order to achieve maximum coverage of establishments, the data are summarized by the six largest industries for Minneapolis-St. Paul (grouped according to NAICS code).
>
> **Residential density:** Previously, we sourced residential density using the U.S. Department of Housing and Urban Development's (HUD) Aggregated United States Postal Service (USPS) Administrative Data on Address Vacancies dataset. Since that dataset is no longer available we now use Census 2010 housing units for Baseline data. Year 2 data is additive to the Baseline and depends on the Metropolitan Council's Residential Permit survey for new housing units. Additionally, we have added a density measure using land acres of occupied blocks to calculate

housing units per acre for the Central Corridor, its three segments, and Minneapolis-St. Paul. Conversions and demolitions are not currently reflected in the residential permit survey.

Business density: Previously, we sourced residential density using the U.S. Department of Housing and Urban Development's (HUD) Aggregated United States Postal Service (USPS) Administrative Data on Address Vacancies dataset. Since that dataset is no longer available we now use business data from the Minnesota Department of Employment and Economic Development's summarized file of the Quarterly Census of Employment and Wages (QCEW). These data are made available via the Metropolitan Council. This same data source is used for the businesses by industry type and establishment size (see above).

New indicator – Street level business change: One concern of many Central Corridor stakeholders is the impact of construction on businesses in the Corridor. To that end, and as a part of implementing mitigation measures, the Metropolitan Council began tracking street-level business change in the forms of business openings, closings, and relocations (on/off corridor) in the Central Corridor. Data collection began in February of 2011 and is available from February-May 2011 as one number and then monthly, thereafter. Collection is done in the Central Corridor alignment from the West Bank area of Minneapolis to downtown St. Paul and available only for street-level businesses.

Data timeline:

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

15	Race and ethnicity	2005-09	2006-10	American Community Survey
16	Population	2005-09	2006-10	American Community Survey

Access to affordable housing

A1. Share of household by income in the past 12 months (in 2010 dollars)
Central Corridor and Minneapolis-St. Paul, 2005-09, 2006-10

	Central Corridor	Minneapolis-St Paul
2005-09		
Less than $10,000	18%	11%
$10,000-$29,999	26%	23%
$30,000-$49,999	18%	21%
$50,000-$99,999	24%	29%
$100,000+	13%	17%
Total	100%	100%
2006-10		
Less than $10,000	18%	11%
$10,000-$29,999	27%	23%
$30,000-$49,999	16%	19%
$50,000-$99,999	25%	29%
$100,000+	14%	18%
Total	100%	100%

Source: US Census Bureau American Community Survey 2005-09, 2006-10

A2. Household income (in 2010 dollars), by segment
Central Corridor, 2005-09, 2006-10

	West	Middle	East
2005-09			
Less than $10,000	21%	14%	21%
$10,000-$29,999	27%	25%	26%
$30,000-$49,999	15%	19%	19%
$50,000-$99,999	20%	29%	25%
$100,000+	17%	13%	9%
Total	100%	100%	100%
2006-10			
Less than $10,000	21%	13%	21%
$10,000-$29,999	27%	27%	27%
$30,000-$49,999	13%	19%	17%
$50,000-$99,999	21%	28%	26%

$100,000+	18%	12%	9%
Total	100%	100%	100%

Source: US Census Bureau American Community Survey 2005-09, 2006-10

A3. Median household income, by segment

Central Corridor and Minneapolis-St. Paul, 2006-10

	Corridor	West	Middle	East	Minneapolis-St. Paul
In 2010 dollars	$39,201	$40,703	$40,104	$35,166	$45,820

Source: U.S. Census Bureau, American Community Survey

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

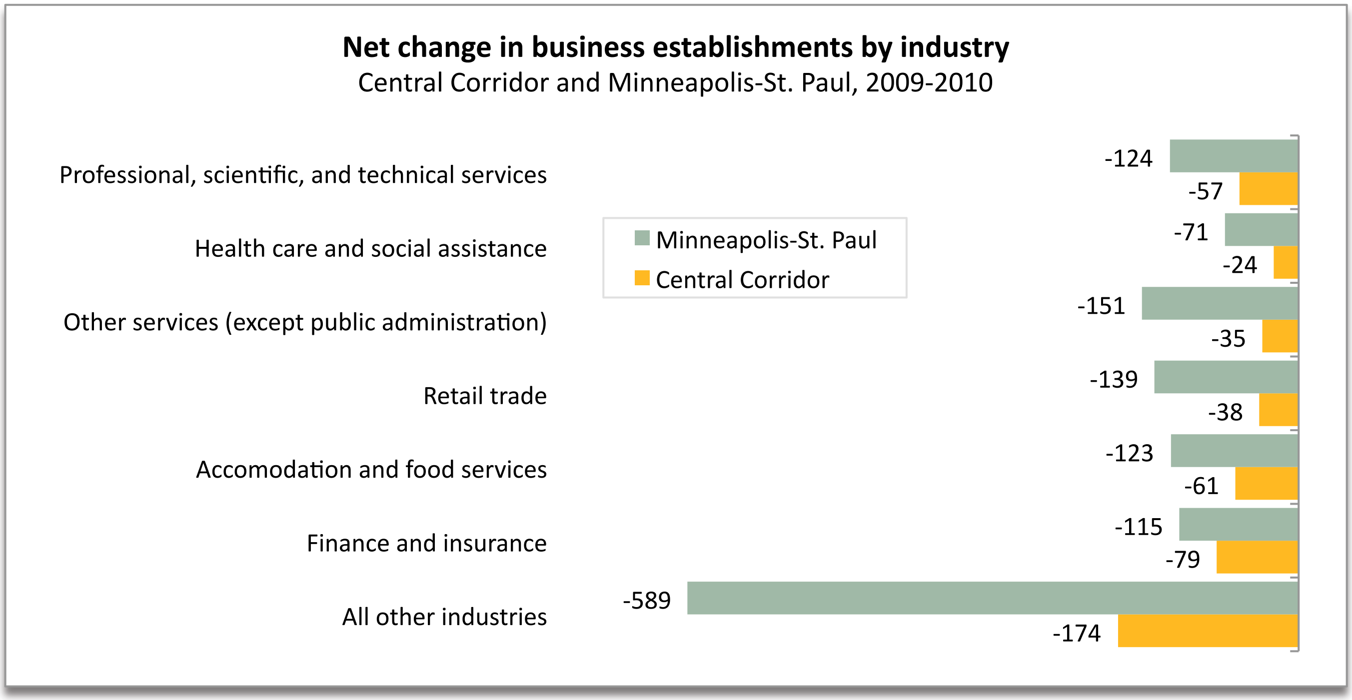
Central Corridor and Minneapolis-St. Paul, 2000, 2005-09

	60% of Area Median Income	
	2000	2005-09
West	33%	39%
Middle	38%	45%
East	25%	39%
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: Income is in 2009 dollars. Area Median Income relates to the median for the nation. 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 $31,912 (2010 dollars) and was $31,372 in 2009 (2010 dollars). Please see 'Changes in data sources' for more information.

Strong local economy

A5. Share of businesses by industry
Central Corridor, 2009-2010



Continued on next page

A5. Share of businesses by industry (continued)

Central Corridor, 2009-2010

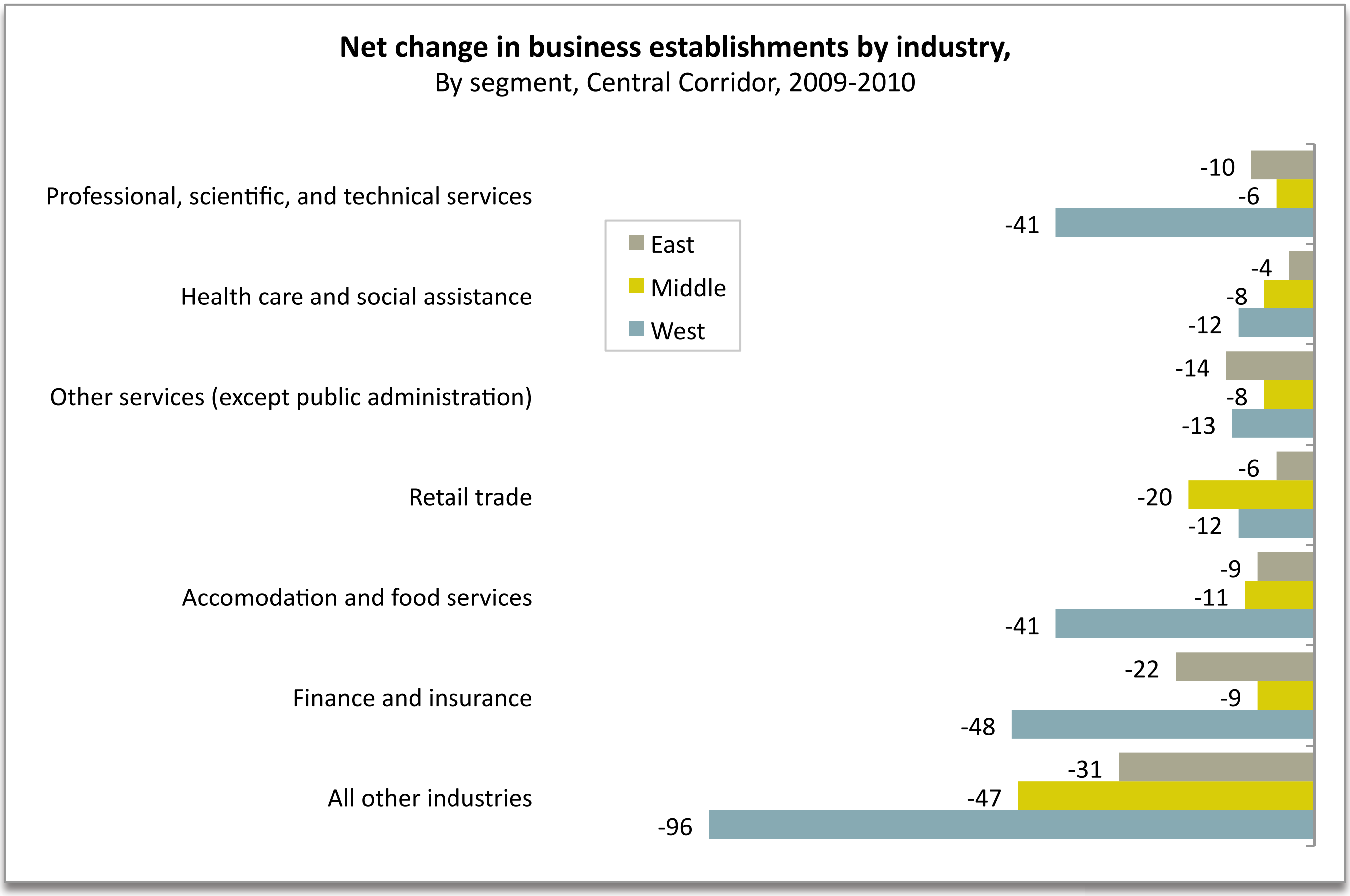
	NAICS code*	Central Corridor	Minneapolis-St. Paul
2009			
Professional and technical services	54	20%	15%
Other services**	81	9%	11%
Health care and social assistance	62	10%	11%
Accommodation and food services	72	9%	9%
Finance and insurance	52	10%	6%
Retail trade	44-45	7%	10%
All other industries***	11, 21, 22, 23, 31-32, 42, 48-49, 51, 53, 55, 56, 61, 71	35%	38%
2010			
Professional and technical services	54	21%	16%
Other services**	81	9%	11%
Health care and social assistance	62	11%	11%
Accommodation and food services	72	8%	9%
Finance and insurance	52	9%	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%

Source: Metropolitan Council summary of MN DEED/QCEW Data

**Data for six largest industries of Minneapolis-St.Paul shown in order to decrease suppression.*

*** This dataset is a summarized of second-quarter, 2010 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 Industrial Classifications (NAICS), by 'ownership' (total government, federal government, state government, local government, private). The original raw data is restricted. Summary data is only available for those geographies where at least three employers exist and no one employer represents 80% or more of the total employment.*

A6. Share of businesses by industry, by segment (in order of rank, Corridor-wide)
Central Corridor, 2009-2010



Continued on next page

A6. Share of businesses by industry, by segment (continued)

Central Corridor, 2009-2010

	West	Middle	East
2009			
Professional and technical services	25%	11%	17%
Other services**	7%	11%	12%
Health care and social assistance	7%	16%	12%
Accommodation and food services	10%	6%	8%
Finance and insurance	12%	3%	10%
Retail trade	6%	12%	5%
All other industries***	32%	40%	36%
2010			
Professional and technical services	26%	11%	17%
Other services**	7%	12%	12%
Health care and social assistance	7%	17%	13%
Accommodation and food services	10%	6%	8%
Finance and insurance	12%	3%	9%
Retail trade	6%	11%	5%
All other industries***	32%	40%	36%

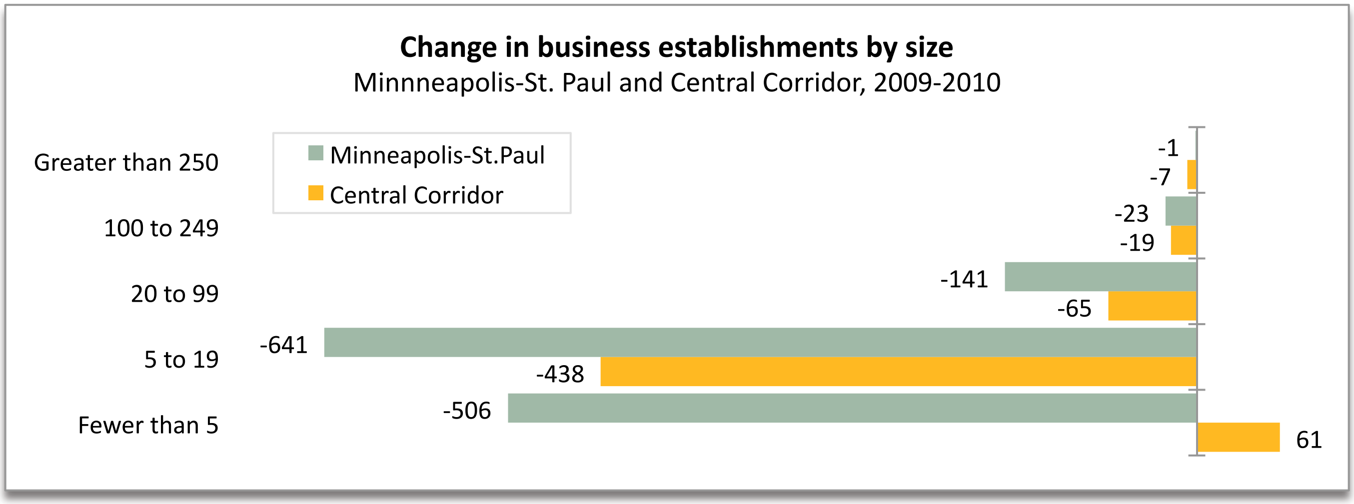
Source: Metropolitan Council summary of MN DEED/QCEW Data

**Data for six largest industries of Minneapolis-St.Paul shown in order to decrease suppression.*

*** This dataset is a summarized of second-quarter, 2010 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 Industrial Classifications (NAICS), by 'ownership' (total government, federal government, state government, local government, private). The original raw data is restricted. Summary data is only available for those geographies where at least three employers exist and no one employer represents 80% or more of the total employment.*

A7. Share of businesses by size

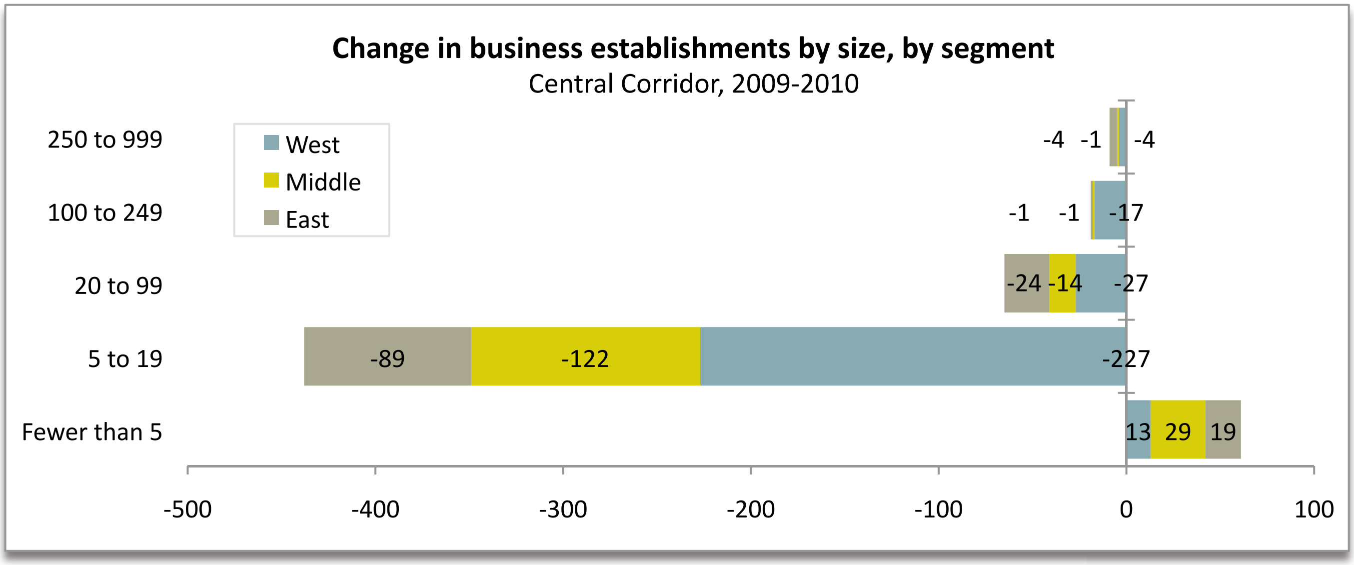
Central Corridor and Minneapolis-St. Paul, 2009-2010



	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%

Source: Metropolitan Council summary of MN DEED data.

A8. Share of businesses by size, by segment
Central Corridor, 2009-2010



	West Segment	Middle Segment	East Segment
2009			
Fewer than 5 employees	45%	41%	45%
5 to 19 employees	32%	38%	31%
20 to 99 employees	17%	17%	17%
100 to 249 employees	4%	3%	4%
250 to 999 employees	2%	1%	3%
2010			
Fewer than 5 employees	49%	46%	50%
5 to 19 employees	27%	33%	27%
20 to 99 employees	17%	17%	17%
100 to 249 employees	4%	3%	4%
250 to 999 employees	2%	1%	2%

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	447,828.5	80,061.3	27,348.3	17.9%	6.1%	Aug 10-Dec 11
PCL	37,364.3	7,117.1	2,233.7	19.0%	6.0%	Mar 11-Dec 11
Aldridge/Collisys	1,843.5	7.5	33.0	0.4%	1.8%	Jan 11-Dec 11
Ames/McCrossan	160,067.5	27,407.8	12,186.8	17.1%	7.6%	Nov 10-Dec 11
Total	**647,103.8**	**114,593.7**	**41,801.7**	**17.7%**	**6.5%**	
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)	$98,175,175	$16,689,780	$88,047,678	$15,797,939	17.94%	17%	9/30/2011
MnDOT (design)	$1,214,592	$182,189	$634,748	$58,828	9.27%	15%	6/30/2011
Ames/McCrossan (construction)	$114,740,382	$17,211,057	$42,274,071	$7,536,852	14.15%	15%	11/15/2011
Carl Bolander, (construction)	$13,768,232	$2,065,235	$13,768,202	$1,631,238	11.85%	15%	11/31/2011
Graham (construction)	$4,246,305	$636,946	$4,246,305	$545,284	12.84%	15%	11/3/2011
HDR (closed)	$3,718,345		$3,718,345	$632,119	17.00%	17%	closed
PCL (construction)	$45,786,656	$6,867,998	$11,202,199	$271,952	2.43%	15%	11/25/2011
Walsh (construction)	$216,333,334	$32,450,000	$98,813,690	$16,034,826	14.15%	15%	1/15/21012
All open and closed contracts	$497,983,021	$76,103,205	$262,705,238	$42,509,038	16.2%	15.5% (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.

*** Closed contract regarding environmental impact*

A11. Street-level business change
Central Corridor, February 2011-December 2011

	Feb-May-11	Jun-11	Jul-11	Aug-11	Sept-11	Oct-11	Nov-11	Dec-11	Cumulative
Openings	22	5	4	7	3	4	7	1	53
Closings	-14	-4	-4	-2	-1	-8	-9	-6	-48
Relocations Off Corridor	-3	0	-2	0	-1	-1	-1	0	-8
Net Gain/Loss of businesses along the Corridor: Feb 2011-Dec 2011									**-3**
Relocations within Corridor	6	2	1	1	0	3	0	2	15

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, 2009

	Entire Corridor	West segment	Middle segment	East segment
Low-income workers who live in this area (less than $1,250 monthly)	7,570	2,585	3,373	1,612
Moderate-income workers who live in this area ($1,250-$3,333 monthly)	12,598	3,672	6,060	2,866
High-income workers who live in this area ($3,333 monthly or more)	13,219	5,684	5,333	2,202

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, 2009

	Entire Corridor	West segment	Middle segment	East segment
Low- and moderate-income workers who live in this area	20,168	6,257	9,433	4,478
Low- and moderate-income workers who live in this area and work in a 45-minute public transit commute-shed.	9,296	3,345	3,871	2,080
Share of low-and moderate-income workers who live in this area who work in a 45-minute public transit commute-shed.	46%	53%	41%	46%

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

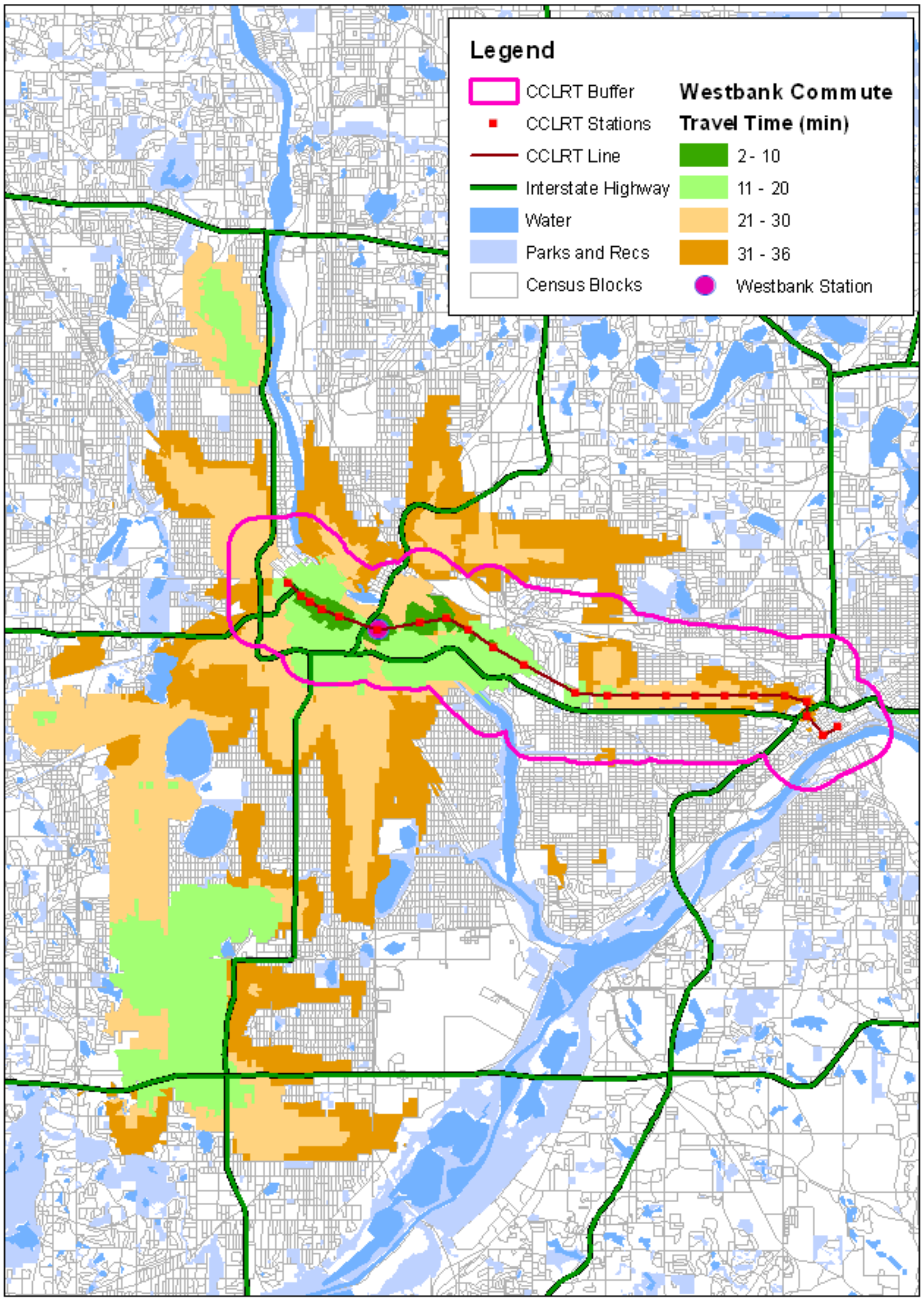
Central Corridor, 2009

	Entire Corridor
Low- and moderate-income workers who live in the Central Corridor	20,168
Low- and moderate-income workers who live in the Central Corridor and work in a 60-minute transit commute-shed	12,463
Share of low- and moderate-income workers who live in the Central Corridor who work in a 60-minute transit commute-shed	61.8%

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 West segment of the Corridor

Projected public transit system in 2014

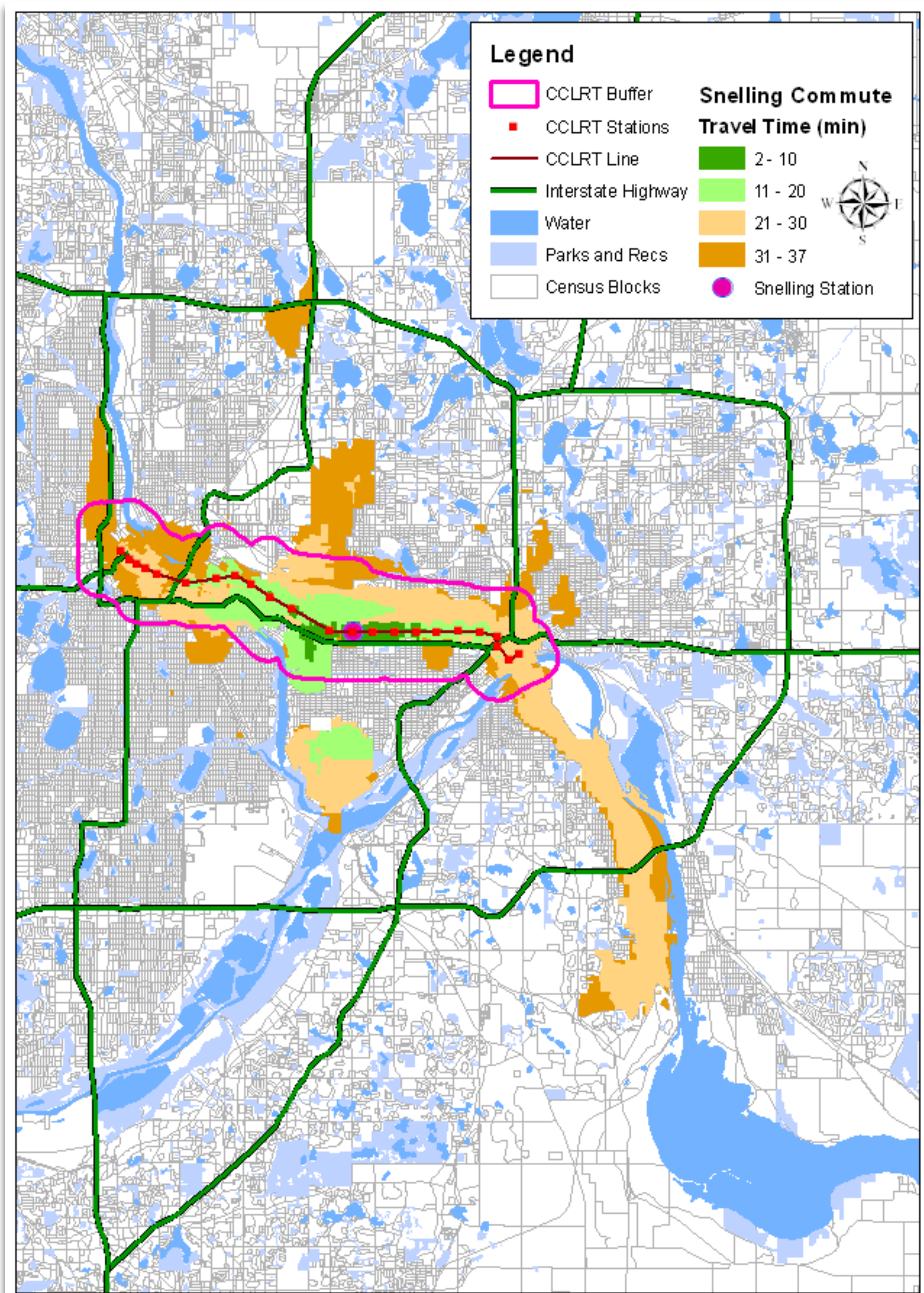


Sources: Local Employment Dynamics obtained through Minnesota Department of Employment and Economic Development. Commute-sheds prepared by Chen-Fu Liao, University of Minnesota's Center for Transportation Studies.

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

A16. Commute-shed reachable within 45 minutes by transit for residents of the Middle segment of the Corridor

Projected public transit system in 2014

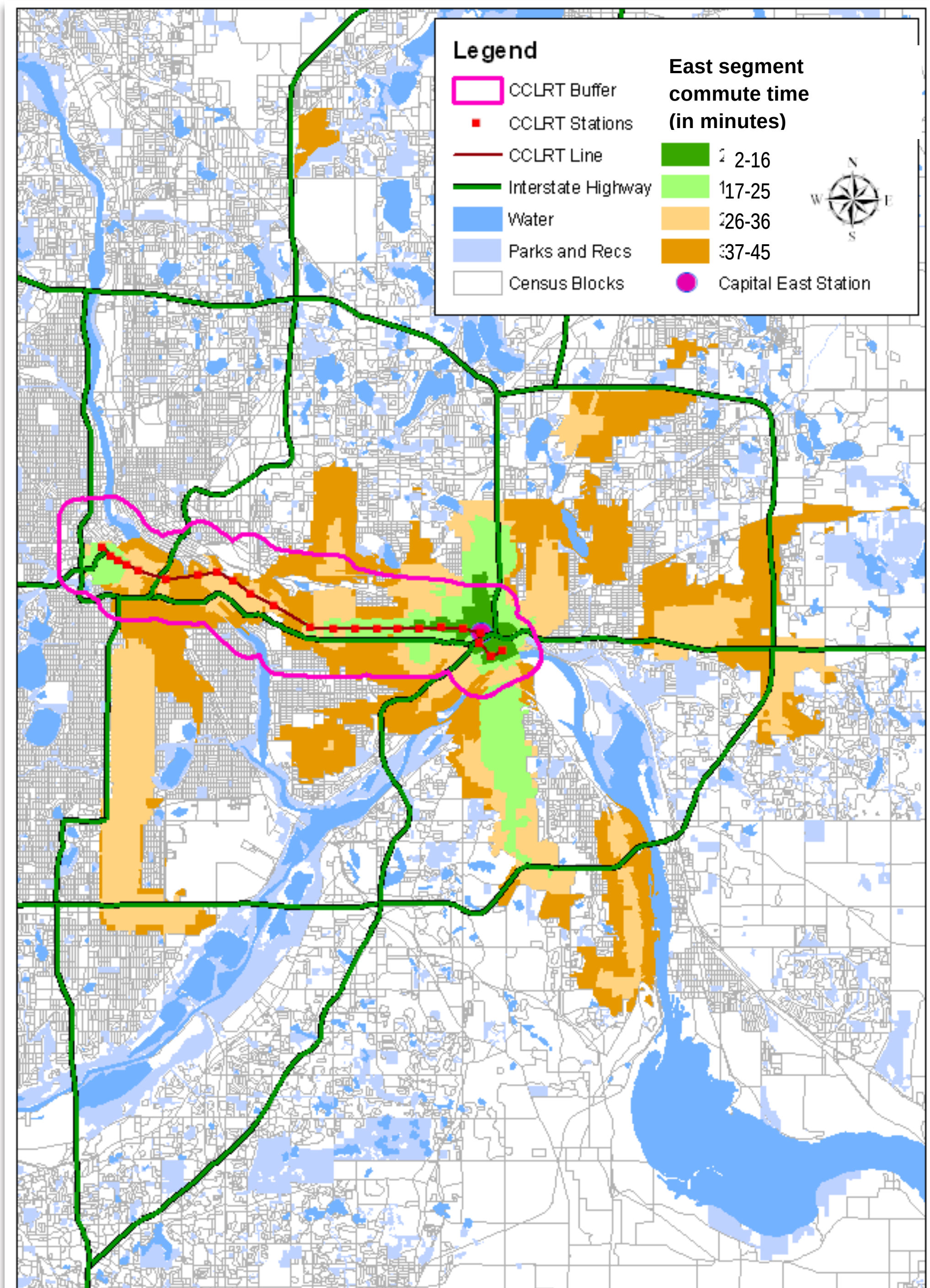


Sources: Local Employment Dynamics obtained through Minnesota Department of Employment and Economic Development. Commute-sheds prepared by Chen-Fu Liao, University of Minnesota's Center for Transportation Studies.

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 East segment of the Corridor

Projected public transit system in 2014

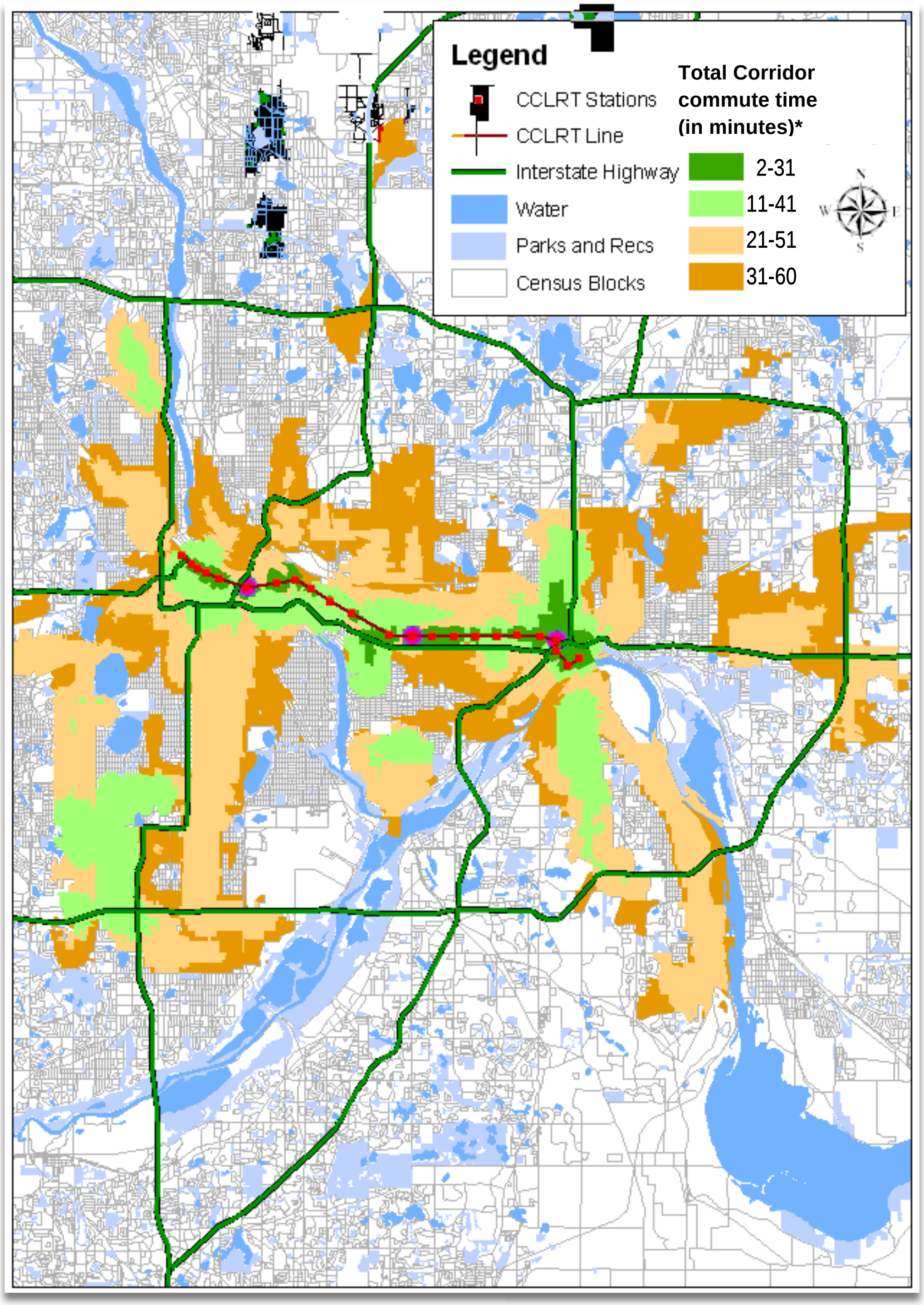


Sources: Local Employment Dynamics obtained through Minnesota Department of Employment and Economic Development. Commute-sheds prepared by Chen-Fu Liao, University of Minnesota's Center for Transportation Studies.

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

A18. Commute-shed reachable within 60 minutes by transit for residents of the entire Central 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.

*Notes: *Commuting times (in minutes) overlap in the legend because this map merges three potential starting points—from the West, Middle or East segment. Therefore, the same destination requires three different commuting times. "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

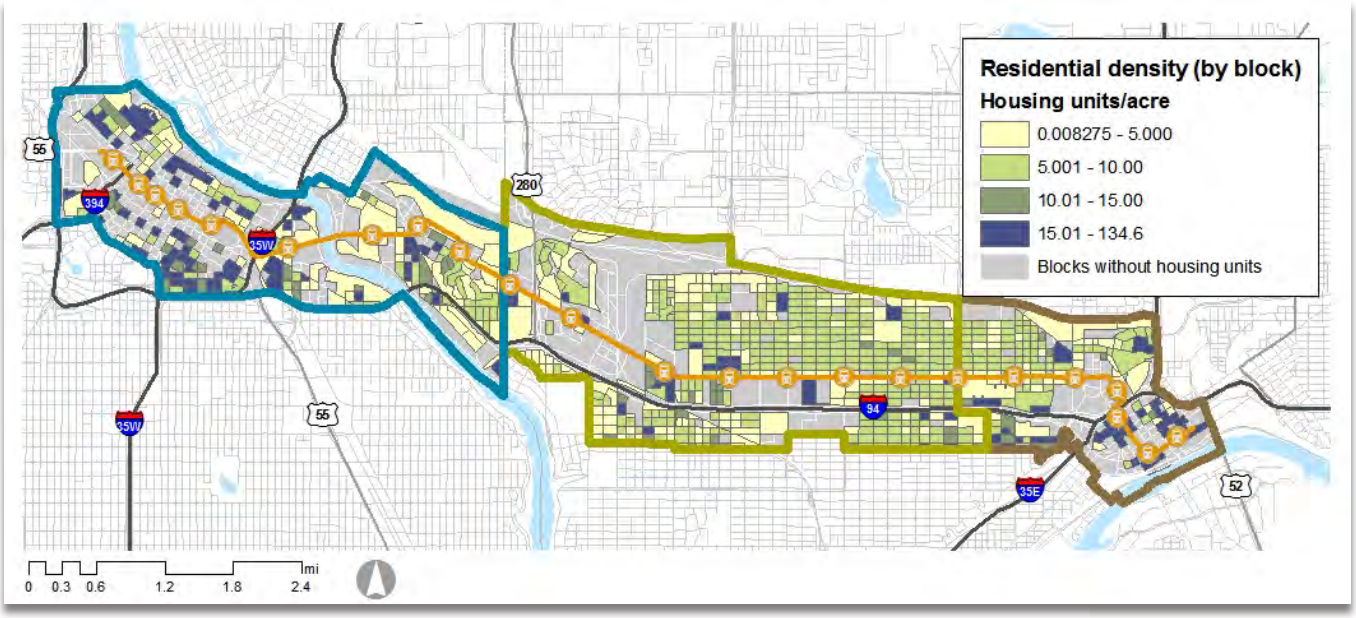
A19. Housing density
Central Corridor and Minneapolis-St. Paul, 2010-2011

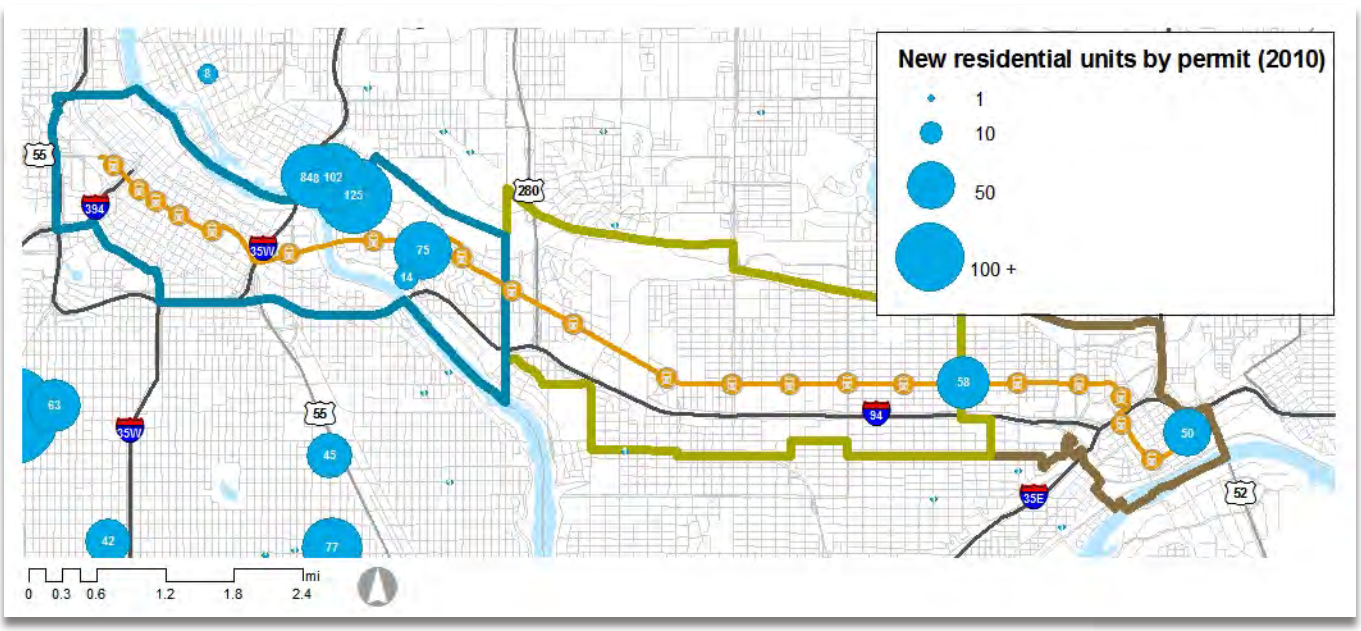
	Central Corridor	Minneapolis-St. Paul
2010		
Total housing units	42,881	299,082
Land acres of occupied blocks	4,829	49,844
Housing units/acre	8.9	6.0
2011		
Residential units added in 2010	197	1,130
Total housing units	43,078	300,212
Land acres of occupied blocks	4,829	49,844
Housing units/acre	8.9	6.0

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

A20. Housing Density, by segment
Central Corridor, 2010-2011

	West	Middle	East
2010			
Total housing units	17,195	15,478	10,208
Land Acres of occupied blocks	1,452	2,490	887
Housing Units/Acre	11.8	6.2	11.5
2011			
Residential units added in 2010	89	-	108
Total housing units	17,284	15,478	10,316
Land Acres of occupied blocks	1,452	2,490	887
Housing Units/Acre	11.9	6.2	11.6





Source: US Census Bureau, Housing Unit counts provides the baseline figure for housing units. Additional housing units for year 2 figures are based on Metropolitan Council's Residential Permit Survey, 2010. Please see appendix for more information.

**Density refers to housing units per land acre. To calculate density, only blocks with at least one housing unit were used.*
Source: US 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 residential permits were issued before the April 2010 Census.

A21. Business density
Central Corridor and Minneapolis-St. Paul, 2009-2010

	Central Corridor	Minneapolis-St. Paul
2009		
Business establishments	6,300	16,791
Establishments/acre	1.0	0.2
2010		
Business establishments	5,840	15,497
Establishments/acre	0.9	0.2

Source: Metropolitan Council, Minnesota Department of Employment and Economic Development (DEED).
Note: This dataset is a summarized 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% or more of the total employment. 'Density' refers to employment site by acre as calculated using land acres of census tracts.

A22. Business Density, by segment
Central Corridor, 2009-2010

	West	Middle	East
2009			
Business establishments	3,508	1,526	1,365
Establishments/acre	1.5	0.6	0.9
2010	**West**	**Middle**	**East**
Business establishments	3,253	1,417	1,269
Establishments/acre	1.4	0.5	0.8

Source: Metropolitan Council, Minnesota Department of Employment and Economic Development (DEED).
Note: This dataset is a summarized 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% or more of the total employment. 'Density' refers to employment site by acre as calculated using land acres of census tracts.

A23. Average Walk Score®, by segment
Central Corridor, October 2011

	Score
West	78.5
Middle	78.4
East	80
Central Corridor	78.8

Source: www.walkscore.com

A24. Average Walk Score®, by corridor
Central Corridor, October 2011

	Score
Lake Street Corridor	81.6
West 7th Corridor	59.8
Central Corridor	78.8

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	4%	15%	68%	13%

Source: Stakeholder survey conducted by Wilder Research, Winter 2012.
Note: Based on responses of 50 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?

Respondents used different words to describe a desire for increased coordination and communication of the many efforts undertaken in the Central Corridor. One suggested a coordinating body; another noted that there are many opportunities to participate but there is a challenge of "plugging people in" or organizing the work so "people can see where they fit in and the progress that's being made." Still others felt that the establishment and statement of clear goals was absent from the process. Illustrations of these themes based on respondents' comments are provided below.

Making tangible progress and specific accountability for goal accomplishment. *A number of respondents wanted to see implementation move forward with accountability for results and ways to assess accomplishment of goals.*

> A goals document, or some type of mission statement for a collaborative group would be helpful- something that lays out all those goals.
>
> It would help having; if there existed; which it doesn't, a reliable go -to source for comprehensive information. It would be helpful to have a credible clearing house of what was happening along the central corridor.
>
> We need a better understanding of what equity means.
>
> Put the community agreements in writing.

Greater inclusion of community residents and community-based organizations in the process.

Some respondents saw a need for more participation of residents and grassroots groups in the planning process. This included efforts to better communicate with these groups. Comments by respondents illustrating this theme follow:

> Invest more resources in community organizing. Find strong community-based organizations along the corridor, and engage them in conversation about how to reach out. Have a clear strategy about how to surface community concerns and hopes along the corridor. It needs to be continuous-it's happened before, it's happening today, and it needs to keep happening into the future. Just because it's been done well, and is being done well now doesn't mean it should not continue into the future. The reason this is important is because the main community groups along our transit way corridors in the region are poised and ready to embrace the social and economic opportunities in these corridors, and our challenge is to figure out how to tap into that enthusiasm.
>
> More effective communication engagement, especially residents that live in Central Corridor. Voices of diverse community along Central Corridor could be better represented. Low income and immigrant tend to not be represented to the level that they should be.
>
> There could be involvement and has been from grassroots and communities partners. What we need is more involvement and integrating those groups into the formal structures. In my experience, these grassroots groups are invited to give input but tend not to be included at the decision making level... There can sometimes be a gap between well-intentioned political representatives and people on the ground. Especially for equity goals to be achieved there needs to be more of a connection.
>
> We have to find a way that politicians, technicians, professionals and other participants, including consultants can spend more time up-front in the communities involved to develop awareness of the social issues involved with equity—bring the people with the pencils and layer that with the issues—we are working on how we can do that.

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

Some of the themes emerging in response to this question were very similar to those just described above and are similar to those from 2010.

Responses to this question included the following themes:

- Having more engagement of community residents (or those most affected by the LRT project) in the process, including participation in decision-making.
- Moving forward now with implementation, clarifying responsibility for various areas of implementation, and measuring results.
- Clarifying what is meant by equitable development and holding the relevant organizations accountable for it.
- Bringing people together and better coordinating efforts across sectors and issues.

Comments illustrating some of these themes:

> I think we had a great Central Corridor Agreements group, which is gone now, due to lack of funding. [There needs to be] more of a conversation, table-talk type of thing would be very productive, where no one is up on a stage-a round table approach, where people, all people are welcome to be in on the discussions.
>
> One of the obstacles is what are the policy tools and efforts to make sure we are tapping the national resources and being willing to try new things.
>
> You have to divide it into equitable process and equitable outcomes. Equitable process is community inclusion, public outreach at the decision-making table. Equitable outcomes are projects or outcomes that are tangible; bricks and mortar, like workforce development, affordable housing, and transit—things you can see or touch. Process questions: Are we reaching enough of the people and the right ones? Outcomes questions: How are our communities benefitting? There are implications in implementation and evaluation—we could be doing better on both of those.
>
> It goes back to same things, clearer shared understanding of vocabulary.
>
> Admit that there are gentrification issues that are a real threat to current residents, homeowners and existing businesses. Admit that small businesses are being and will continue to be severely impacted and threatened during the construction season
>
> There is a need for one-on-one conversations and really listening to the people who really live and work in the Central Corridor. Paying attention to and experiencing first-hand what the Central Corridor is like during construction and how that is impacting business, residents, visitors, patrons, etc.
>
> There are many voices, residents, renters, and small businesses that are not in the process. The process is flawed and it is extremely difficult to reach those people through conventional means.
>
> Bringing alternative voices into the process that haven't been that involved, which would include funding going to these alternative types of organizations rather than what appears to be a relatively small group of organizations that seem to lock up most of the funding that is available.
>
> Because a lot of the issues I speak of are in the spaces between major policy spots, it would be nice to have a place to talk about it specifically-having a discussion straight up on a topic, in meaningful, non-self-editing way
>
> I think we need a broader public service campaign to sell the ideas to the community residents. The meetings should include staff members from organizations. Even though the values are good, we need to alleviate the disconnect between the organizations and the community residents.
>
> Earlier and more robust recognition of the negative impact that both construction and the long term reality of LRT is likely to have on the small businesses.

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 more than 15 respondents
Collaboration, dialogue, relationship building across sectors
Affordable housing
Mentioned by 4-7 respondents
Shared goals on equity
Business mitigation
Corridors of Opportunity
Big Picture Project (also included in affordable housing counts)
Mentioned by 2-3 respondents.
Frogtown Square
MetCouncil TOD Fund
Public/Private investment strategy
District Council Collaborative
Addition of three stops

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…(N=50)

	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	8%	76%	6%	10%
b. Business mitigation	8%	72%	16%	4%
c. Business development	20%	50%	0%	30%
d. Workforce and job development	24%	38%	6%	32%
e. Land use	10%	62%	12%	16%
f. Bike/pedestrian/transit connections	12%	56%	10%	22%
g. Developing cultural or historic destinations	30%	48%	2%	20%

> Respondents who believed that Central Corridor collaborations and partnerships have been somewhat/very successful in affordable housing increased by 16 percent from the last year.

> More respondents report they are unaware of the goals in business development and workforce development but the percent of respondents who feel collaborations and partnerships have been somewhat/very successful in business mitigation increased by ten percent.
>
> Respondents were most likely to say that collaborations and partnerships have not been successful at all in 'developing cultural or historic destinations.'

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

	Number	Percentage
Yes	26	56%
No	22	44%
Total	49	100%

OTHER GOAL AREAS IN WHICH YOU FEEL COLLABORATIONS AND PARTNERSHIPS HAVE MADE PROGRESS (N=28)

	Number
Business engagement/issues	6
Community/citizen engagement	4
Regionalism	3
Environment	2
Bringing in education sector	2

> Community cohesion between folks with different interests, like businesses and residential. We have come a long way but still have a ways to go to get there.
>
> I think they've made progress connecting the corridor concerns from just what impact the small community into a regional vision.
>
> They've done a good job on the planning but so far the implementation is still to come. If we develop as planned, we'd be in great shape.
>
> Alignment between two cities has been a success. Before the two cities didn't talk, particularly on affordable housing, business and land use, not just transit piece. In early planning, it was around transit issue that they came together and it expanded to include affordable housing, business and land use. Before they didn't share as broadly.
>
> They've helped neighborhoods and stakeholders come together about what kind of development should happen along the line and worked with community to create dialogue. It is too early to measure the other goals. It is not surprising that we have no affordable housing yet, it is too early in seeing housing. I think there has been a good job by Living Cities and Corridor of Opportunities as far as good resources to leverage our local money.
>
> Integration of medical and educational facilities into the dialogue has been important.

Note: Other respondents mentioned: Minneapolis and St. Paul working together, development along the Corridor, political advocacy to the State government, and storm water management.

WHAT GROUPS WOULD YOU INCLUDE THAT ARE NOT CURRENTLY REPRESENTED [IN EQUITABLE DEVELOPMENT WORK IN THE CENTRAL CORRIDOR]?[a] (N=17)

	Number
Renters/families/residents	5
Racial/ethnic minorities and immigrants	4
Community based groups	2
Real estate developers and general development investors	1
Developers	1
Legislature	1

a Respondents could list more than one group.
Note. Includes only respondents who felt there were people or organizations that should be working on equitable development in the Central Corridor who were not. Other groups mentioned were: Housing Preservation Project, District Councils collaborative, developers, and businesses.

I AM GOING TO READ TO YOU THE LIST OF SOME EQUITABLE DEVELOPMENT GOAL AREAS FOR THE CENTRAL CORRIDOR AND I'D LIKE YOU TO TELL ME THE EXTENT TO WHICH YOU HAVE BEEN INVOLVED IN WORKGROUPS THAT ARE SPECIFICALLY FOCUSED IN THESE AREAS. WHAT ABOUT… (N=50)

	No involvement	Minor involvement	Significant involvement
a. Affordable housing?	12%	44%	44%
b. Business mitigation?	22%	38%	40%
c. Business development?	32%	36%	32%
d. Workforce and job development?	34%	48%	18%
e. Land use?	16%	42%	42%
f. Bike/pedestrian/transit connections?	26%	50%	24%
g. Developing cultural or historic destinations?	34%	42%	24%

OVERALL, HAS YOUR INVOLVEMENT IN CENTRAL CORRIDOR EQUITABLE DEVELOPMENT WORK MET YOUR EXPECTATIONS? WHY OR WHY NOT? (N=50)

Yes	56%
No	34%
Don't know/not sure	<1%

Why respondents said it <u>met</u> their expectations

- We have a regional agenda instead of a city agenda.
- I started in it about 6 years ago. We had a vision of engagement and involvement. The CCFC have bought into the idea of a cross-sector network, so I think the work is getting done and getting done well.
- There is a gap in definition and a way to go on that but we have come a long way. Talking to groups on Central Corridor everyone has a different definition for equitable development and we have made great strides but still have a ways to go. I feel positive in involvement and establishing trust with all the stakeholders.
- I believe we've been able to work toward the business mitigation goals we have laid out (more specific). Before the mitigation group, there was no marketing campaign in place.
- I am impressed with the breath of the issues that the partners have tackled and the complexity of them as well. Implementing what are showcase examples across the country, it is unique and innovative implementation areas.
- The political realist says yes and the policy idealist says no…The MET Council has directed funds toward TOD projects, but for political reasons, they had to send money out to the suburbs for park & rides and high-frequency bus lines. In doing so, they weakened the plan itself. They ended up setting ranking criteria, so not a single transit stop qualifies for that TOD money. So, a program that was designed for development in the corridor can't be used in the corridor. A lot of the marks I gave it are benefit of doubt because we are in the process but we have a lot of work to do.
- The Central Corridor can be a model for how to do things right on future corridors in the areas of community engagement, affordable housing policy, workforce opportunities and transit oriented development. So while it got off to a shaky start, it is now meeting my expectations. Part of the reason is there is strong leadership by corridor management and particularly by staff at the City of Saint Paul.
- For all my crankiness about some of these issues, it is the best effort I have ever seen, bringing people to the table, listening, and responding. It has a long way to go to be ideal. I tip my hat to all parties, being engaged, responding, trying to respond in new ways and our community will be better because of it.

Why respondents said it <u>did not meet</u> their expectations

- I had unrealistically high expectations for how much coordination there could actually be. And there hasn't been much more unity. People and organizations have always broken off from the common good and moved more to individual concerns.
- Part of why it hasn't; is that funding decisions for different types of initiatives seems based more on political considerations than the merits a of particular proposal, politics is driving funding decisions rather than merit.

- We have been a little surprised at some of the obstacles … the willingness of policy makers to make equity a priority and even if it is a priority, there is hesitancy or a caution about trying new policy measures.
- I feel it is too much talking.
- The stakeholders who have the power haven't really responded to the needs of the businesses.
- The political realist says yes and the policy idealist says no…The MET Council has directed funds toward TOD projects, but for political reasons, they had to send money out to the suburbs for park & rides and high-frequency bus lines. In doing so, they weakened the plan itself. They ended up setting ranking criteria, so not a single transit stop qualifies for that TOD money. So, a program that was designed for development in the corridor can't be used in the corridor. A lot of the marks I gave it are benefit of doubt because we are in the process but we have a lot of work to do.

Demographic context

A25. Median Household Income
Central Corridor and Minneapolis-St. Paul, 2005-09, 2006-10

	West	Middle	East	Central Corridor	Minneapolis-St. Paul
2005-09	$39,239	$40,505	$34,426	$38,580	$44,300
2006-10	$40,702	$40,104	$35,116	$39,201	$45,820

Source: U.S. Census Bureau, American Community Survey, 2005-09, 2006-10.

A26. Residents by race/ethnicity and nativity, by segment
Central Corridor and Minneapolis-St. Paul, 2006-10

	West	Middle	East	Central Corridor	Minneapolis-St. Paul
American Indian	<1%	1%	1%	1%	1%
Asian	10%	11%	20%	12%	9%
Black	21%	24%	29%	24%	17%
White	65%	59%	45%	59%	66%
Some other race	1%	1%	2%	1%	1%
Two or more races	3%	4%	3%	3%	4%
Hispanic/Latino (of any race)	3%	5%	6%	5%	9%
Foreign-born (outside of U.S.)	22%	13%	26%	20%	16%
Total	**37,211**	**34,548**	**18,663**	**90,422**	**661,710**

Source: U.S. Census Bureau, American Community Survey, 2006-10.