

CENTRAL CORRIDOR TRACKER

Progress Beyond the Rail

Final Report

Published by the Central Corridor Funders Collaborative

June 2016



YEAR 6:

Short-term goals met, progress on long-term goals still worth watching.

The Central Corridor Funders Collaborative commissioned the Tracker to help answer the question are neighborhoods bordering the Green Line places of opportunity for all?

In this sixth and final year of the Tracker, the mix of answers ranges from “Mission Accomplished” to “Looking Good” to “Ask Again Later.”

Measurement proved useful to show that feared changes did not occur during construction and to mark progress made toward the long-term goals:

- Ensuring access to affordable housing
- Building a strong local economy
- Creating vibrant, transit-oriented places
- Promoting effective coordination and collaboration

Now that the line has been operating for two years, some of the original indicators, such as stakeholder collaboration and construction-related concerns, were fulfilled and are no longer included in this summary. Other areas, such as housing, green space and employment, have not seen negative impacts, but the long-term effects of the Green Line are still in the making.

For this reason, the Tracker suggests additional measures worth following. We encourage groups working in the Corridor to continue monitoring progress using available measurement tools, including: the Minneapolis and Saint Paul Neighborhood Profiles at Minnesota Compass and a forthcoming Metropolitan Council resource that will provide demographic, socio-economic and development data at the station area level.

Historic detail, sources and analysis by Wilder Research can be found in the Key Outcomes for the Corridor Indicators Reports archived at funderscollaborative.org/tracker.



CENTRAL CORRIDOR KEY OUTCOMES: 2016 MEASURES AND INDICATORS TO WATCH*

Indicator	Baseline	Year 6	Mpls/St.P. Benchmark	Comments	
Access to Affordable Housing					
1	People of all incomes live here			Low-income mix in Corridor remains stable	
	Household income less than \$10,000	18%	18%	11%	Corridor continues to have higher share of low- and very low-income households than Minneapolis-St. Paul, but share is unchanged.
	Household income \$10,000-\$29,999	27%	26%	22%	
2	Housing with enduring affordability is available			Strong progress toward 10-year goal of creating or preserving 4,500 affordable units	
	New or preserved long-term affordable housing units	n/a	3,573	n/a	1,198 units added in 2015, surpassing original 10-year goal (2,540). Total units includes 1,269 new and 2,304 preserved since 2011.
3	Residents are able to stay in their homes			Single family home values recovering; advertised rents driven up by higher-end construction	
	Households served by activities that help people stay in their homes	-	968		30% increase over Year 5 in households served by foreclosure prevention, mortgage & rehab loans.
	Median estimated home market value (single family)	\$154,858	\$138,300	\$145,500	Estimated market values flat in Corridor for 2015 vs. 11% one-year gain for St. Paul benchmark for this measure.
	Percent change since 2011 Baseline	-	-11%	-3%	
	Change in median rental rate of advertised 2-bedroom units	\$1,184	\$1,700	\$1,240	2-bedroom median rents are pulled from 237 advertised units in Q3 2015. 75% of above-median rents located in the downtowns/UMN. The area with the lowest median listed rents, the Midway, saw largest one-year increase (5%) to \$1,099 but these rents are comparable to average rents in both cities.
	Percent change since 2011 Baseline	-	44%	24%	
4	Transit helps families afford living here			Housing + transportation costs less affordable	
	Share of income spent on housing and transportation for low-income households	44%	53%	63%	Combined costs of housing and transportation now estimated to exceed half of income for low-income households in Corridor; but remain more affordable than cities of Minneapolis and St. Paul as a whole (2014 data).
5*	A mix of owners and renters lives here			Corridor has a higher proportion of renters	
	Owner-occupied	37%	31%	49%	Following trends in M/SP markets, Corridor home-ownership rates have declined; fewer than 1/3 of Corridor households now own their homes.
	Renter-Occupied	63%	69%	51%	
6*	Resident stability is monitored			Neighborhood stability bears watching	
	Moved in before 2010	-	58%	65%	Perhaps mirroring high Corridor rental levels, a higher proportion of residents moved into their current units more recently. Greater changes bear investigation.
	Moved in after 2010	-	42%	35%	
7*	Housing cost-burdened residents reflect M/SP			Housing costs burden low-income residents	
	% cost burdened renter-occupied households	55%	54%	50%	Renter households across Minneapolis and Saint Paul remain burdened by housing costs. Corridor mirrors this condition.
	% cost burdened low-income renter-occupied households	70%	74%	73%	
	% cost burdened owner-occupied households	30%	27%	27%	
Strong Local Economy					
8	Residents have access to shopping & services			Business mix shows little change	
	Share of all establishments				Little change in the mix of businesses; most shifts follow larger economic trends
	Health care & social assistance	10%	11%	11%	
	Hotel restaurant & food services	9%	9%	9%	
	Other services (auto, beauty salons, etc)	9%	9%	13%	
	Retail trade	7%	7%	10%	

Indicator	Baseline	Year 6	Mpls/St.P. Benchmark	Comments	
Strong Local Economy					
9	Businesses of all sizes thrive here			Overall employment up but fewer establishments	
	Percentage change in number of establishments since Baseline (by workforce size)			The Corridor lost 4% (or 252) of business establishments since the Baseline, down to 6,654. However, overall employment has increased (see 10). Overall change in Minneapolis/Saint Paul since Baseline was -1%.	
	< 5 employees	3,394	-9%	-4%	Corridor tends to mimic Benchmark trends but with less percentage gain and greater percentage loss. Businesses with fewer than 5 employees remain below baseline levels, most notably in Downtowns (-11% Minneapolis, -19% St. Paul). Mid-size businesses have seen net gains.
	5-19 employees	1,948	-1%	0%	
	20-99 employees	1,146	5%	7%	
	100 - 250 employees	248	10%	16%	
	250 + employees	170	-4%	1%	
	Total all establishments	6,906	-4%	-1%	
10*	Number of jobs on the Corridor is growing			Job picture shows mixed gains along the Corridor	
	Downtown Minneapolis	127,815	134,337	Overall job growth is up 3% for the Corridor since Baseline. M/SP has experienced 7% job growth since Baseline.	
	UMN	29,714	30,971	Since 2009 job growth has been uneven along the Corridor, with strong growth in Downtown Minneapolis and Midway East; Midway Central and Downtown St. Paul have seen losses.	
	Midway West	22,096	22,804		
	Midway Central	9,473	8,333		
	Midway East	7,744	8,915		
	Downtown St. Paul	51,648	50,887		
	Corridor Total	247,861	256,246		
	Minneapolis/Saint Paul Total	447,877	478,804		
11	Residents can access workplaces via transit			Modestly improved access to workplaces	
	% of low- to moderate-income workers employed within a 45-minute transit commute	59%	64%	-	Green Line startup has coincided with modest increase in the share of workers in the Corridor able to reach their current job within 45 minutes by train/bus routes (from 59% of workers "pre-train" to 64% of workers "post-train"). On average Corridor residents can reach far more jobs via walking or transit than is the case for M/SP residents overall.
	*Average number of jobs reachable within 30 min by transit or walking	n/a	125,220	73,950	
Vibrant, Transit-Oriented Places					
12	Neighborhoods are becoming more transit-oriented			Residential density, transit ridership growing	
	Housing density (units/acre)	8.9	9.7	6.3	Residential density has increased in the Corridor more rapidly than in M/SP overall. Both Downtowns and the UMN area are particularly dense and have also seen the greatest residential density increases. Ridership has grown by 2,900 riders/day in the Green Line's second year, exceeding Metro Transit's earlier estimate and moving closer to the 2030 ridership goal (41,000 riders/weekday).
	Housing units added since Baseline	n/a	4,757	12,775	
	Business density (establishments/acre)	0.9	0.8	0.3	
	Average weekday rail ridership	n/a	37,400	n/a	
13	Neighborhood residents have nearby access to services, parks and commons			Green space slowly emerging along Corridor	
	Parkland density (percent of parkland acres)	-	4.9%	Mpls: 14.9% St. P.: 15.2%	10-year goals have been set to reach 5.4% parkland density, 11.5 acres of parkland per 1,000 households and adding 2 parks/POPS annually. In 2016 the Corridor added 1 park and 1 POPS while 4 parks and POPS totaling 5+ acres are currently in the works for completion by year-end 2017.
	Parkland acres per 1,000 households	-	10.0	-	
	Number of new parks and privately owned public spaces (POPS)	-	58 parks/ 13 POPS	-	

* New "indicators to watch," not included in earlier Tracker reports. Advisors helped to identify these measures as important in providing on-going insights into whether we are achieving goals related to affordability, economic diversity, and transit-orientation along the Corridor.

WHO IS LIVING NEAR THE GREEN LINE?

Insights into the characteristics of people living along the corridor then and now.

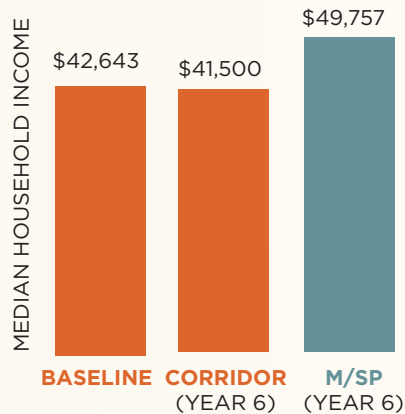
POPULATION COMPARISON

Corridor population has grown 14% since Baseline, faster than in Minneapolis and St. Paul combined. The percentage of Black or African-American populations in the Corridor is 7 percentage points higher than in the two cities as a whole. Proportions of Hispanic and foreign-born populations have remained constant.

	BASELINE	CORRIDOR (YEAR 6)	M/SP (YEAR 6)
Population	94,611	107,628	710,914
% Change	-	+14%	+6%
RACE, ETHNICITY, NATIVITY			
American Indian	1%	1%	1%
Asian	11%	13%	10%
Black	23%	24%	17%
Some other race	2%	2%	3%
Two or more races	3%	4%	5%
White	57%	56%	64%
Hispanic (of any race)	5%	5%	10%
Foreign-born	20%	20%	16%

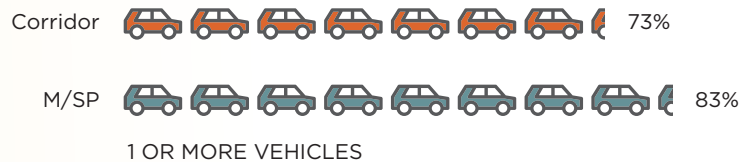
INCOME

Median household income in the Corridor has not yet recovered to baseline level.



VEHICLE OWNERSHIP

The Corridor has proportionately fewer households that own vehicles compared to Minneapolis/St. Paul as a whole. Vehicle ownership has remained statistically unchanged since Baseline.

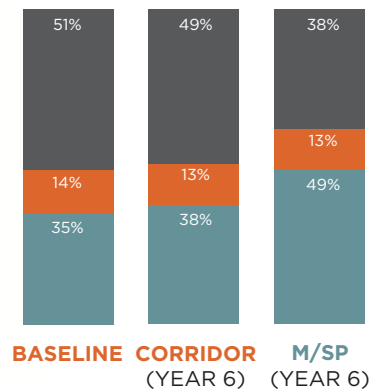
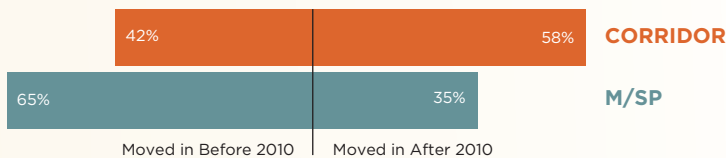


HOUSEHOLD TYPE

Household types have remained essentially unchanged since Baseline, although Minneapolis/Saint Paul has substantially more family households.

RESIDENT STABILITY

Proportionately more Corridor households have moved into their current unit in this decade than households in Minneapolis/Saint Paul as a whole.



SINGLE-PERSON HOUSEHOLDS
NON-RELATED HOUSEHOLDS
FAMILY HOUSEHOLDS



The Central Corridor Funders Collaborative worked with local resident organizations, community groups, nonprofit and business coalitions, and public leaders and agencies who shared our vision to make the Corridor a place of opportunity for all.

For more information, visit: funderscollaborative.org

**The Central Corridor Funders Collaborative was a funder
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