

CENTRAL CORRIDOR TRACKER

2015 Report

Progress Beyond the Rail



CENTRAL CORRIDOR
FUNDERS COLLABORATIVE

INVESTING BEYOND THE RAIL

YEAR 5:

Remarkable LRT ridership, new housing for more transit-oriented communities

The Central Corridor Funders Collaborative commissioned the Tracker to follow a set of indicators suggested by our vision of Central Corridor neighborhoods becoming places of opportunity for all:

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



Where possible, this report includes data reflecting half a year of LRT service that began in June 2014. Most notably, we see progress on affordable housing and increased ridership using all transit modes in the Corridor. While housing-related costs appear to be rising, so far new market rate units are driving the change. The Corridor remains more affordable than Minneapolis-St. Paul as a whole, but this trend will bear watching.

We have added new measures this year. Weekday rail ridership will be tracked in No. 10. Now that construction of the line is complete, attention is turning to adding green space and appealing public spaces. Indicator No. 11 now includes three parkland-related measures to supplement the WalkScore.[®]

Much more detail and analysis from Wilder Research, including breakdowns by segments of the Green Line, can be found in the Key Outcomes for the Corridor 2015 Indicators Report at funderscollaborative.org/tracker.



CENTRAL CORRIDOR KEY OUTCOMES: 2015 INDICATORS

Indicator	Baseline	Year 5	Mpls St. Paul Benchmark	Comments	
Access to Affordable Housing					
1	People of all incomes live here			Share of low-income households 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.
	Household income \$10,000-\$29,999	27%	26%	22%	
2	Housing with enduring affordability is available			Good progress toward 10-year affordable housing goal	
	New or preserved long-term affordable housing units	n/a	2,375	n/a	Baseline goal of 2,540 new or preserved units and a stretch goal of 4,500 units by 2020. Total reflects 27% new and 73% preserved units.
3	Residents are able to stay in their homes			Single family home values rising; rents driven by new construction and high-end conversions	
	Households served by activities that help people stay in their homes	-	747		Goal by 2020: 1,573 households served by foreclosure prevention, mortgage & rehab loans.
	Median estimated home market value (single family)	\$154,923	\$138,000	\$130,700*	Estimated market values lower than Baseline but showed a 6% one-year gain in 2014.
	Percent change since 2011 BPP Baseline	-	-11%	-15%*	Share of high-rent listings (units over \$1,995) is increasing. 73% of above-median rents are located in Downtown Minneapolis and UMN. Lowest listed rents are in Midway segments.
	Change in median rental rate of advertised 2BR units	\$1,184	\$1,640	\$1,125	2BR median rents from available listings in Q3 2014 were 39% higher than 2011 listings. Reflects increase in new luxury and high-end housing in the downtowns and near UMN.
	Percent change since 2011 BPP Baseline	-	39%	13%	* City of St. Paul Benchmark
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%	Rising costs put Corridor households above desired 45% of income but still lower than Minneapolis-St. Paul as a whole.
Strong Local Economy					
5	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%	12%	
	Hotel restaurant & food services	9%	9%	9%	
	Other services (auto, beauty salons, etc)	9%	9%	13%	
	Retail trade	7%	7%	10%	
6	Businesses of all sizes thrive here			Smallest businesses decline, mid-sized make gains	
	Percentage change in number of establishments since Baseline (by workforce size)				Businesses with fewer than 5 employees have seen consistent net losses along the Corridor, most notably in Downtowns (-11% Minneapolis, -14% St. Paul), while mid-size businesses have seen net gains. Year 5 overall change of -4% (from 6,765 total businesses in Baseline). Overall change in Minneapolis-St. Paul -2%.
	< 5 employees	3271	-9%	-6%	
	5-19 employees	1944	0%	0%	
	20-99 employees	1133	5%	8%	
	100 - 250 employees	247	-4%	7%	
	250 + employees	170	-6%	0%	

Indicator	Baseline	Year 5	Mpls St.Paul Benchmark	Comments
Strong Local Economy				
7 Construction creates opportunities				Construction job goals were met
Share of total work hours				The share of women hours, minority hours and contracts paid to disadvantaged businesses exceeded overall goals.
Women hours	Goal: 6%	7%	-	
Minority hours	Goal: 18%	19%	-	
Share of contracts paid to disadvantaged businesses	Goal: 16%	17%	-	
8 Construction creates minimal disruption				Despite moves and closures, change on the Green Line has stabilized
Change at street-level, directly on line				Totals are cumulative street-level business changes (measured Feb. 2011-June 2014.) See Key Outcomes Report for year-by-year data.
Openings	n/a	134	-	
Closings	n/a	-90	-	
Relocations off Corridor	n/a	-31	-	
Net change	n/a	13	-	
9 Residents can access workplaces via transit				Access to workplace varies by segment
Share of low- to moderate-income residents employed within a 45-minute transit commute	n/a	65%	-	Nearly 2 in 3 Corridor workers are able to reach their current job within 45 minutes by train/bus routes. Job accessibility by transit ranges from 56% in Midway East to 76% in the UMN area. See Key Outcomes Report for Baseline data.
Vibrant, Transit-Oriented Places				
10 Neighborhoods are becoming more transit-oriented				Residential density, transit ridership growing
Housing density (units/acre)	8.9	9.6	6.2	Increases in residential density are centered in the Downtowns and UMN area. Opening year ridership levels are strong relative to Metro Transit's 2030 ridership goal (41,000/weekday). Combined ridership on Green Line, 16 & 94 bus routes serving the Corridor has nearly doubled.
Housing units added since Baseline	n/a	3,526	10,563	
Business density (establishments/acre)	0.9	0.8	0.3	
Average weekday rail ridership	n/a	34,500	n/a	
11 Neighborhood residents have nearby access to services, parks and commons				Walkable but lacking green space
Parkland density (percent of parkland acres)	Goal: 5.4%	4.7%	15%	The Corridor is relatively walkable. See Key Outcomes report for WalkScore® summaries by segment. 10-year goals have been set for parkland density, parkland acres per 1,000 households (assuming no population growth) and to add 2 parks/POPS annually.
Parkland acres per 1,000 households	Goal: 11.5	10.0	-	
Number of new parks and privately owned public spaces (POPS)	-	57 parks/ 12 POPS	-	
Effective Coordination & Collaboration				
12 Collaboration efforts enable advances toward the vision				Common goals and collaboration prepared stakeholders for rail opening
Effective collaboration (agree/strongly agree)	65%	78%	-	Most stakeholders agree collaboration prepared partners for June 2014 rail opening and helped put needed policies and programs in place. Affordable housing, business mitigation and developing destinations most cited as successful; workforce development least cited.
Equitable development policies and programs are in place (agree/strongly agree)	46%	51%	-	
Prepared for Green Line's opening (yes/no)	n/a	94%	-	

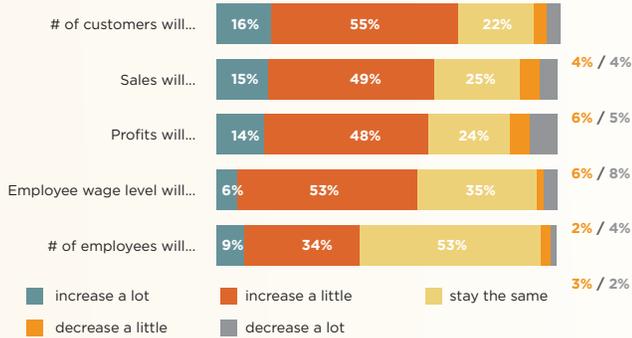
Spotlighting Change along the Corridor

Notable Findings from selected fifth-year Indicators

For more information on Corridor-wide Indicators, see tables in the Key Outcomes Report

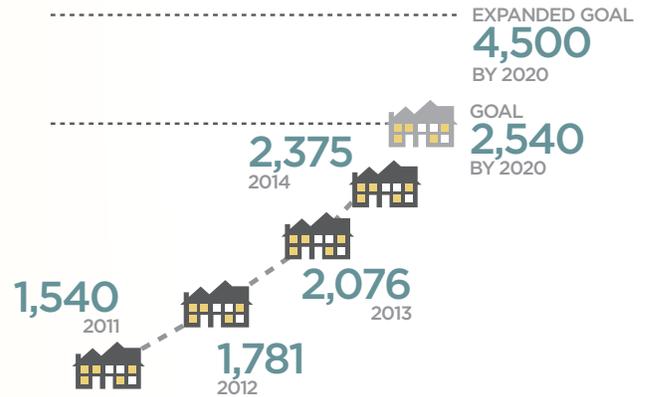
BUSINESSES HAVE POSITIVE VIEW OF FUTURE PROSPECTS

Source: 2014 Businesses Resources Collaborative survey, 204 representatives from businesses along the Green Line

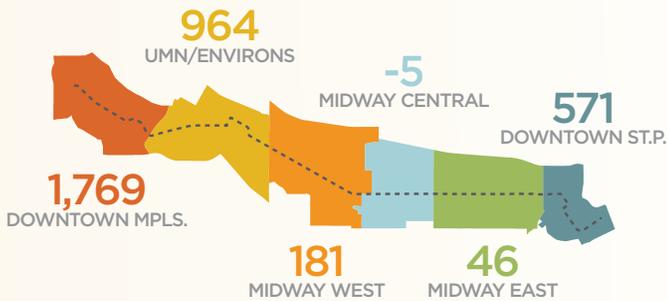


ON TRACK TO MEET AFFORDABLE HOUSING GOAL

New or preserved affordable units since 2011



NEW RESIDENTIAL UNITS ADDED SINCE BASELINE



INCOME

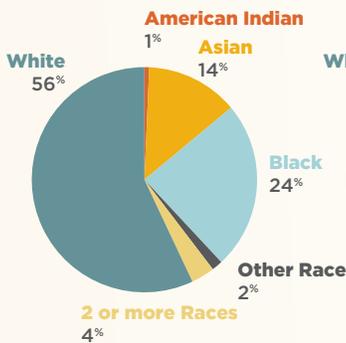


Corridor vs. Minneapolis/St. Paul

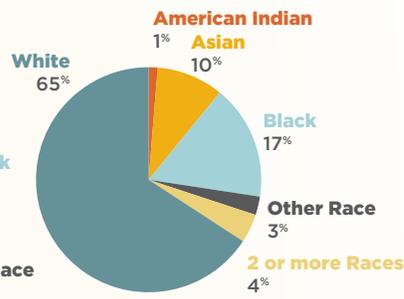
A median household income gap persists between the Corridor and Minneapolis-St. Paul (about \$9,000 in 2014).

POPULATION

Central Corridor



Minneapolis/St. Paul

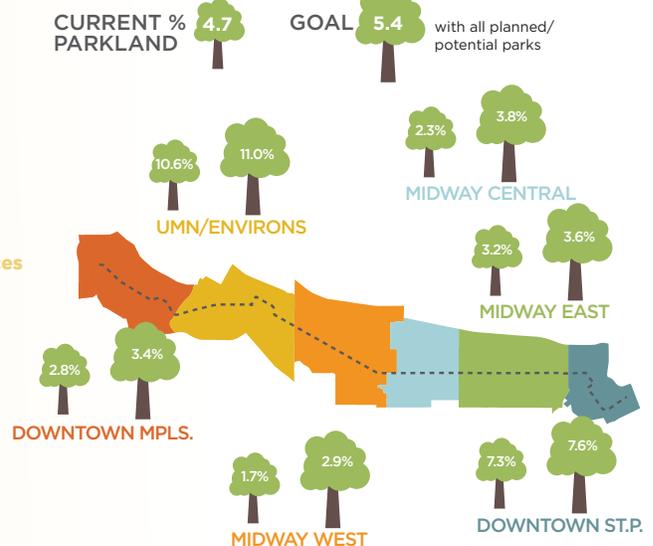


Corridor population has grown since Baseline with statistically significant increases in Black and Asian populations.

Hispanic of any race: 5% Corridor vs. 10% MPLS/ST.P.
Foreign born: 21% Corridor vs. 16% MPLS/ST.P.

GREENING THE CORRIDOR WITH PARKS AND COMMONS

Current percentages of parkland by segment, with 10-year goals





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

For more information, visit: funderscollaborative.org

Central Corridor Funders Collaborative members

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