

# Saint Paul Climate Action and Resilience Plan (CARP)



ADOPTED MAY 27, 2026



*A framework for our community to address the impact of climate change.*

**STPAUL.GOV/CLIMATEPLAN**

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## Letter from Mayor Her



The City of Saint Paul has grown tremendously since the adoption of the original Climate Action Resilience Plan (CARP) in 2019. This 2026 CARP Update builds upon ongoing successes and allows us to accelerate our actions to keep pace with the impacts of our climate emergency. The 2026 CARP update focuses on where the City can direct its efforts to have the greatest impact over the next five years. It is increasingly important to address greenhouse gas emissions and prepare for continued climate-influenced weather events. Global emissions and temperatures continue to rise, and geopolitical instability underscore the urgent need for robust climate action.

Fortunately, the City has made great progress in working toward our climate goals. Since the CARP's adoption, we have seen achievements across building energy use, sustainable transportation, improved waste management, and community resilience. There is so much to look forward to as we implement this 2026 CARP Update. New and exciting technologies are emerging that will transform the way we heat our buildings, including heat pumps, waste heat capture, and networked geothermal systems. The combination of improved bike and pedestrian infrastructure with enhanced transit services will enable reduced dependency on cars, lowering transportation costs, and improving community health. Nature-based resilience solutions not only reduce urban heat and pollution but also contribute to improved mental health and reconnection with nature. The next five years are critical for advancing our climate priorities and making real, measurable progress toward emissions reductions and community resilience. I am confident that Saint Paul is up to the challenge. Our residents, businesses, and community organizations continue to demonstrate that we are stronger together. Our commitment to the implementation of the 2026 CARP Update will help us work toward a City that is clean, healthy, affordable, and more equitable. I look forward to continuing this journey together.

## Acknowledgments

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Kaohly Her  
Melvin Carter (2019-2025)

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**CARP Update Advisory Committee**

This Plan could not have been completed without the input of community members, the dedication of committee volunteers, and the commitment of City Staff.

Finally, we would like to offer special recognition to former Chief Resilience Officer, Russ Stark. Since 2019, Russ has played a pivotal role in expanding the City's climate initiatives and leading the update of the CARP.



We extend our sincere gratitude for his dedication to climate action in Saint Paul and for his leadership in advancing this work.



SECTION 1

# Introduction

# Introduction

The City of Saint Paul completed its first Climate Action and Resilience Plan (CARP) in 2019. Since adopting the CARP, the City has made significant progress toward its goals to reduce emissions and strengthen resilience. At the same time, global emissions have continued to rise along with surface and sea temperatures, underscoring the urgency of responding to climate change. The original CARP called on the City to update its plan every five years to ensure the City 1) stays on track with its goals, 2) makes any necessary adjustments to advances in science, and 3) takes advantage of new innovations and incentives. This Plan Update addresses each of these items and includes a detailed Five-Year Priority Action Plan to support and accelerate the City's progress.

The original CARP includes a goal to reduce emissions 50% by 2030 from business-as-usual (BAU) projections. Since the CARP's adoption, emissions in Saint Paul have declined 26% (35% from 2030 BAU projections). Reductions can be attributed to a cleaner electric grid, improved efficiency, and a reduction in travel since the 2020 pandemic. The City has implemented numerous initiatives aimed at reducing emissions, adapting to climate change, improving the lives of Saint Paul residents, and creating better economic conditions for businesses. Nevertheless, there is much work to be done to stay on track, and the science of climate change necessitates that we do more to reduce emissions faster.

Climate data is analyzed by scientists worldwide. The findings are shared in reports that are issued by the Intergovernmental Panel on Climate Change (IPCC). In the most recent report, scientists made it clear that the world needs to cut its emissions in half by about 2030 and achieve zero emissions by 2050. Additionally, we will need to remove carbon from the atmosphere, which can be done through natural methods such as planting more trees and restoring peatlands and prairies, or through mechanical equipment like direct air capture. Finally, the report underscored the fact that the climate is already changing due to global warming and that we need to adapt to these new conditions.

While emissions reduction targets need to be met globally, scientists acknowledge that some countries have historically contributed a much larger share of emissions and should set reduction targets proportionate to what they have emitted. These targets are called "fair share" targets. The City of Saint Paul recognizes that, as an American city, it has contributed a larger share of emissions relative to other parts of the world. For that reason, Saint Paul has updated its emissions reductions target to reflect its fair share with a goal of reducing emissions 63% by 2030 (from a 2018 baseline) and achieve carbon neutrality by 2050. While the pace of reduction is accelerated from the previous CARP, it remains achievable. The new goal is illustrated in Figure 1 below.

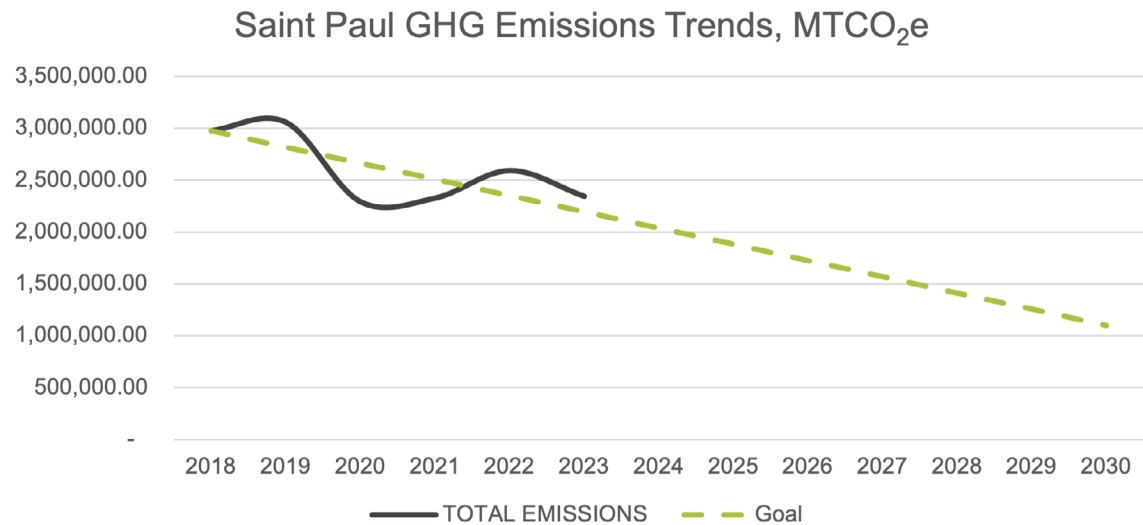


Figure 1 Annual GHG emissions and 2030 Goal (63% reduction from 2018 by 2030).



*Public mural in North End Community Center*

Much of the emissions reductions in recent years are due to cleaner electricity generation and improved efficiency. The City is still behind on its goals to reduce emissions from natural gas used in buildings and mobile fuel sources from cars and trucks. Fortunately, there have been recent advances in technologies and available resources to assist the City in its efforts to reduce emissions. For example, building energy technologies like thermal energy networks and cold climate heat pumps can substantially decrease emissions from gas used to heat buildings and water. Transportation electrification, coupled with land-use changes, improved transit operations, and the addition of active transportation infrastructure, will help reduce emissions from driving.

Since the start of the COVID-19 pandemic, the City and region have seen a decrease in transit ridership. Many factors contribute to this decline, including more people working from home, reduced routes and services, and concerns about safety. Fortunately, many improvements will be made soon to enhance transit and address these issues. New funding from the state sales tax will support increased frequency and expanded transit options that will make riding the bus or train more convenient. Metro Transit is planning to increase transit service in Saint Paul by more than 70% between 2024 and 2027, including the new Gold and B Lines and the future G, H, J, and Bronze Line Arterial Bus Rapid Transit projects. The City is also working with Metro Transit to support last mile services like carshare, bikeshare, and other modes to help people get to their desired destinations without owning a car.

Adoption rates of these technologies will be boosted with assistance from state and federal resources. In 2022, Congress passed the Inflation Reduction Act (IRA), which marked the largest investment in clean energy and climate action in the country to date. More than \$369 billion was made available in the form of tax incentives, rebates, loans, and grants. This investment has made it possible for governments, businesses, and residents to substantially reduce greenhouse gas emissions in the coming years. Subsequently, the State of Minnesota also passed legislation to provide additional incentives to help accelerate the transition to clean energy. Unfortunately, many of the federal grants and tax incentives have since been canceled and will no longer be available beginning in 2026. It is anticipated, however, that the State will issue rebates for a wide range of efficiency and electrification technologies.

There are many reasons to be hopeful about local climate action. The City is building on years of investment and momentum that will continue to demonstrate growing benefits. Reduced energy and transportation costs can help stabilize energy bills as costs continue to increase. Cleaner indoor and outdoor air will support healthier communities and decrease vulnerabilities. This Plan Update builds on and expands the City's efforts to lead on climate action, working toward the 2050 Vision of a resilient Saint Paul and the goal to achieve carbon neutrality.

## Saint Paul as a Leader and Model

While Saint Paul's government buildings and operations account for a small percentage of the City's total greenhouse gas emissions (about two percent), the City has taken significant action to reduce emissions from its operations. In this way, Saint Paul leads by example, encouraging business, industrial, institutional, educational, and residential communities to implement aggressive strategies of their own. Highlights of City accomplishments are included below. More information can be found on the City's [Climate Dashboard](#).

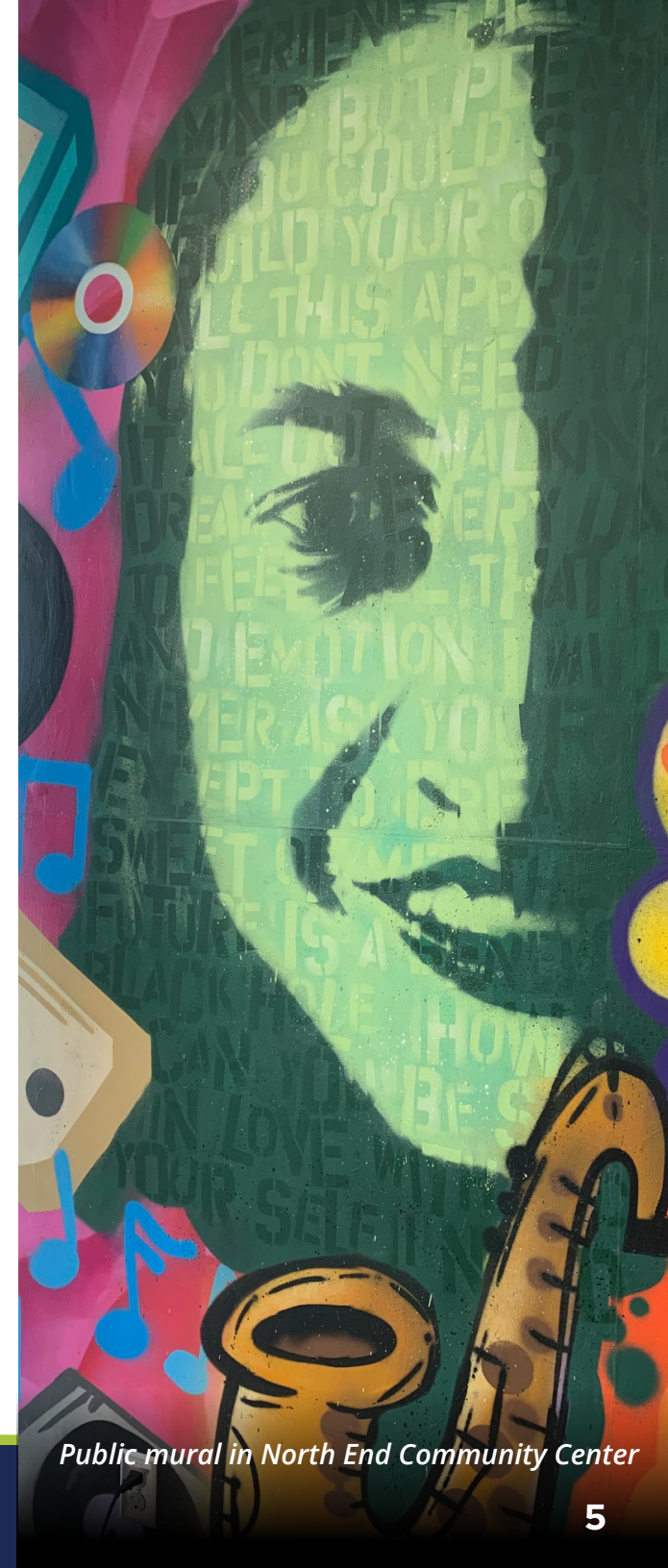
**Municipal Buildings:** Between 2015 and 2024, the City reduced emissions from its building portfolio by 46% through efficiency and the purchase of clean electricity. The City recently completed a plan to decarbonize City-owned and operated buildings, focused on electrifying priority buildings over the next five years. The City is in the process of decarbonizing the Como Park Zoo and Conservatory using geothermal technology, and the new Hamline-Midway Library will be heated and cooled with geothermal energy and include rooftop solar. The new North End Community Center, opened in 2025, also uses geothermal energy and rooftop solar.

**Clean Electricity:** In 2024 the City purchased more than 6,300 Megawatt-hours (MWh) of clean electricity from community solar gardens. The City has installed multiple rooftop solar arrays on its buildings, which produced nearly 85 MWh of clean electricity during 2024.

**Clean Fleet:** The City is installing Level 2 electric charging infrastructure at several City facility locations and working to develop an electrification plan for its fleet. In 2023, the City announced the purchase of the first all-electric fire truck in Minnesota, which was put into service in 2025.

**Resilience:** Saint Paul staff have been working to increase green infrastructure projects throughout the community. Notable accomplishments include adding infiltration trenches and tree plantings along the Green Line corridor; installing shared, stacked green infrastructure at the Highland Bridge and Allianz Field developments; and installing rainwater capture at Allianz Field and CHS Field.

**City Commitments and Rankings:** The City continues to reinforce its commitment to climate action through Mayoral initiatives and Council resolutions. Under the Mayor's direction, the City continues to report emissions and action through CDP (a climate registry) and the American Council for an Energy-Efficient Economy (ACEEE) [City Scorecard](#), where the City consistently ranks among the top twenty in the country. In 2022, the City Council passed a [resolution](#) declaring a climate emergency that calls for state and federal support for local climate action.



Public mural in North End Community Center

# Vision 2050

As a capital city with a thriving economy, Saint Paul is a leader in cross-sector approaches to emissions reductions, adaptation, and resilience and a model for both urban and rural communities in Minnesota. Our air, water, and urban landscape are clean and safe. Uncertainty is viewed as an opportunity, challenging us to innovate with changing technology and embrace continued advances in sustainable transportation, energy efficiency, and renewable energy. All residents have a manageable energy cost burden.

As a carbon-neutral and zero-waste city, transit-oriented, walkable, bike-friendly neighborhoods with easy access to high-frequency transit that accommodates all work schedules mean fewer trips by car. Electric vehicles are the norm now that infrastructure to support them is standard. Carbon-free movement of goods by truck, train, barge, and people by plane help reduce overall emissions. Homes and businesses are powered and cooled by clean electricity and heated by carbon-free thermal energy sources such as geothermal, waste heat, and electric heat pumps. These choices and our robust social connections make all of Saint Paul's neighborhoods strong and resilient.

By preserving, growing, and diversifying our urban canopy and land cover on both public and private spaces and cultivating urban agriculture, we continue to prepare for, and adapt to, the effects of climate change. Native plantings are as commonplace as turf lawns. Neighborhood parks and trails help make Saint Paul a healthy and safe place for all.

Politically engaged residents empowered to make decisions help sustain long-term involvement. Our youth benefit from a strong network of educational resources and are engaged in every aspect of decision-making. A clear focus on innovation, workforce participation, and opportunities for all students in green jobs of the present and future ensure access to green workforce training at the secondary and post-secondary levels. Environmental stewardship and human health are the hallmarks of Saint Paul's climate action and adaptation efforts.





SECTION 2

# Plan Update and Five-Year Priority Action Plan

## Goals

Under the original CARP, the City established goals to reduce emissions 50% from a business-as-usual scenario by 2030 and to achieve carbon neutrality by 2050. Since the adoption of that Plan, the science and current state of global emissions require that the City reset its goal to be more aggressive and ambitious, recognizing a shared responsibility to minimize contributions to climate change.

This Plan Update re-establishes the City's commitment to reduce carbon emissions and improve the quality of life for all residents. We aim to reduce emissions 63% by 2030 (from 2018), and to achieve net zero emissions by 2050. This will require steeper reductions over the next 5 years, challenging the City and its businesses and residents to accelerate efforts to achieve this ambitious feat. Progress toward these goals will be tracked using interim targets that guide the action in the Five-Year Priority Action Plan. To stay on track, the City will prioritize implementation of actions where it has the greatest control and influence over outcomes.

## Plan Update and Five-Year Priority Action Plan

The following Plan Update was developed over the past year, with regular staff input and deep community engagement. The process involved reviewing progress made to date, evaluating new technologies, adjusting goals, and engaging community members to build support and incorporate their priorities into the updated list of actions, as well as the Five-Year Priority Action Plan.

This section highlights progress and key projects implemented as part of the original CARP. These accomplishments serve as the foundation for actions going forward and help inform where the City should focus its efforts to sustain the momentum toward achieving its goals. Many of the actions are beginning to realize benefits, which will only grow as programs become more established and transformative initiatives take root throughout the community.

In addition to documenting progress, the Plan Update involved deep engagement with community members and staff, and that input is reflected in the refined actions as well as the Five-Year Priority Action Plan. The community involvement process is described in this section, including engagement opportunities and summaries of input collected throughout the process. The City intends to keep community members informed and involved in the implementation of the Plan Update.

The Plan Update includes context-setting information about the state of climate change and its projected impacts on the City, as well as climate vulnerabilities, including population, natural systems, and built infrastructure. The subsequent sections of this Plan Update include actions that will help the City equitably reduce emissions and strengthen resilience. The long-range Plan includes objectives, targets, and specific actions that will be implemented as the City works toward its 2050 goals. The City will continue to review and refine this list of actions as it revisits the Plan after five years. The final section includes the Five-Year Priority Action Plan that consists of twenty-five high-priority initiatives the City will implement in the near term. These priority actions include initiatives where the City has the greatest authority, those that will be most impactful, and those that are the highest priority among residents.



# Progress

Since the adoption of the original Climate Action and Resilience Plan, the City has started to implement 94% of the actions included in the Plan. Of those, nearly one-third of the actions have been completed. The City tracks actions on [Saint Paul Climate Dashboard](#). Users can use the dashboard to see where the City is making progress across each sector. Below is a summary of the City's progress toward its climate goals.



## Sustainable Transportation

The City has implemented [several actions](#) that enable residents and visitors to make more climate-friendly travel choices.

- ✓ **Better Transit:** The City partners with Metro Transit, Ramsey County, and other partners to improve transit service, frequency, reliability, and access, including projects like the Gold Line Bus Rapid Transit, B Line, and G Line.
- ✓ **Evie Carshare:** Along with Minneapolis, Saint Paul offers the country's largest City-owned EV carshare program, powered by 100% renewable energy.
- ✓ **Bike Lanes:** Saint Paul has added more than 54 miles of new bike lanes, working toward its target of 85 miles by 2030.
- ✓ **Zoning:** The City uses zoning to guide growth toward high-capacity transit lines, increase development density, and increase the mix of land uses to reduce car dependence. The City has eliminated minimum parking requirements and single-family zoning. These changes will reduce overbuilding of parking spaces and increase density, enabling better use of more efficient transportation options.
- ✓ **Speed Limits:** Speed limits have been reduced across the city, helping to make the roads safer for all users.
- ✓ **City Fleet Electrification:** The City has begun to transition its passenger vehicle fleet to EVs and hybrids and purchased the State's first all-electric fire engine in 2024, and a second electric fire engine was ordered in 2025.



## Energy Use in Buildings

[Key initiatives](#) aimed at reducing emissions in the building energy sector are highlighted below.

- ✓ **Energy Benchmarking Ordinance:** Since 2019, Saint Paul has required owners of large commercial and multifamily buildings to benchmark their energy and water use. In 2024, the program achieved a record 93% compliance rate, where 656 buildings reported energy use, representing 61% of citywide building energy consumption and 27% of citywide greenhouse gas (GHG) emissions. The program demonstrated an 11% decrease in energy use intensity in those buildings from 2019 to 2023. This program was moved into the State's benchmarking program beginning in 2025.

- ✓ **Sustainable Building Ordinance:** The Sustainable Building Ordinance applies to newly constructed City buildings and new and renovated private buildings that receive more than \$200,000 in financial support from public funding sources. The ordinance requires buildings to obtain certification under one of several eligible green building standards (e.g., LEED, GreenStar, MN B3). The ordinance was adopted in 2009 and updated in 2018 and has been applied to over 100 projects throughout the community. Another update to the ordinance is planned in 2026.
- ✓ **Highland Bridge Sustainability:** Highland Bridge is a 135-acre mixed-use development located on the site of the former Ford Motor Company assembly plant in the Highland Park neighborhood, near the Mississippi River. The development is designed with sustainability at the forefront, including affordable housing, walkability, park access, and quality transportation services. The site is subject to the Sustainable Building Ordinance.
- ✓ **The Heights:** The Heights is a 112-acre redevelopment site located on the former Hillcrest Golf Course. The Saint Paul Port Authority, the lead developer of the site, aims to make the Heights one of the first net zero communities in the country, and the development has already received Platinum LEED Communities certification. The Heights Community Energy, a new nonprofit utility, in partnership with the City and the Saint Paul Port Authority, was awarded the first-ever loan from MnCIFA, the State's new green bank, in 2024. The loan will help finance the state's largest networked geothermal heating and cooling district system that will serve future multifamily and light industrial development on the site. Habitat for Humanity is building 140 all-electric, ultra-energy-efficient homes on site, and Xcel Energy is relocating its natural gas headquarters to a building on the site that will use geothermal heating and cooling.



## Solid Waste

[Some of the actions](#) the City has implemented to reduce emissions include:

- ✓ **Food Scraps:** Ramsey County operates seven 24/7 food scraps (organics) collection sites in Saint Paul. These sites enable residents to bring food scraps from home and reduce the amount of organic material that would otherwise go to landfills.
- ✓ **Recycling & Energy Center:** Education and sophisticated sorting at the Ramsey/Washington Recycling & Energy Center help the City meet its waste diversion targets by removing recyclable materials from the waste stream.
- ✓ **Education:** In 2022, the Garbage Program received a grant to promote backyard and drop-off composting through educational events and distribution of compost bins.
- ✓ **Mattress Recycling:** Beginning in 2024, the City began partnering with a local business that recycles mattresses, and to date, more than 9,000 mattresses have been diverted from incineration.
- ✓ **To Go Packaging Ordinance:** The City passed a To Go Packaging ordinance that requires to-go food and beverages to be packaged in environmentally friendly containers that can be composted, recycled, or returned/reused.



## Community Resilience

The City has initiated several programs to adapt to climate change and strengthen community resilience, including the following efforts:

- ✓ **Climate Forums:** Each year, the City hosts a Climate Forum to bring community members together to discuss progress, solicit feedback, and gather support for climate initiatives.
- ✓ **Climate Dashboard:** The City uses the [Climate Dashboard](#) to provide updates to the community regarding actions the City is taking to advance its climate goals.
- ✓ **Ash Removal and Replanting:** The City has completed its efforts to remove all Ash trees from the public rights-of-way and is now replanting to recover the tree canopy.
- ✓ **Crosby Farm Regional Park Silvicultural Study:** Silviculture is the process of planting and maintaining trees to establish a healthy forest. In 2020, the Parks Department partnered with multiple state, federal, and academic entities to begin a twenty-year-long study at Crosby Farm Regional Park, researching how a floodplain forest in an urban setting is responding to climate change.
- ✓ **Green Infrastructure:** The City has used a technique called shared, stacked green infrastructure along the Green Line corridor, Highland Bridge, and Allianz Field to control flooding, manage runoff, and improve water quality. This technique is a design approach that integrates multiple green infrastructure practices that benefit multiple users and reduce future flood risk.
- ✓ **Ramsey County Green/Construction Careers Committee:** This committee aims to tackle systemic barriers and implement apprenticeship-readiness programs by leveraging the skills, networks, and resources of partners. The City played a key role in the formation of this Committee, which grew out of an ad hoc City-organized initiative.

*Photo Credit: RoehrSchmitt Architecture*



## Community Involvement

During the development of the original CARP, the City created multiple opportunities for community members to share their perspectives and offer their insights on the Plan. Five in-person public forums were held across Saint Paul during the Spring of 2019. The meetings were convened largely in coordination with regularly scheduled events, and emphasis was placed on pursuing meeting spaces where diverse resident voices would be heard and engaged. The meetings were held in Frogtown, West Side, Payne-Phalen, Dayton's Bluff, and Mac-Groveland neighborhoods. Across all five meetings, City staff were able to interact with, and gather input from, a total of 175 community members.

An outcome of the original CARP was [the Climate Justice Advisory Board](#) (CJAB). This group was established to help ensure that implementation of the CARP results in equitable and just outcomes that center equality and inclusion in decision-making. CJAB played a significant role in the City's climate emergency declaration and assisted the City in identifying priorities for implementation. [Recommended priorities](#) include sustainable transportation, addressing energy burden, growing a green workforce, emergency preparedness, and community education.

CJAB was also instrumental in the development of the Plan Update and the Priority Action Plan. In addition to discussing plan updates at regular committee meetings, the CARP Update Advisory Committee (the Committee) was created as a working group under CJAB that included board representatives and a broader group of community members. The purpose of the Committee was to provide guidance and feedback on the community engagement and technical aspects of the update. The Committee was formed in the fall of 2024 and met ten times over the course of the planning process. The Committee was made up of 26 members who brought a diversity of backgrounds and experiences to inform the Plan. Committee members provided valuable feedback on the actions included in the Plan Update and priorities to include in the Five-Year Priority Action Plan.



The City contracted with the Wilder Foundation to conduct a concurrent engagement process that expanded outreach efforts to hear from more community voices. The engagement process was designed around six learning questions that were used to gauge community support and concerns across key climate-related topics. These learning questions were embedded into several engagement methods to hear from people in different formats and settings. The process included multiple opportunities to hear from community members about their thoughts on City climate action. Methods included:

**Community Conversation Kit:** A toolkit that residents were able to utilize to host their own climate conversations. The toolkit, available online, provided a set of suggested discussion questions, tips for facilitation, and instructions for sharing notes and comments with the City. The City received eleven responses from this method.

**Online Survey:** The City hosted an online survey on its website to solicit top concerns related to climate change, as well as priorities for the Plan Update and Priority Action Plan. Nearly 400 people submitted responses through the survey.

**Climate Forum:** The City hosted its second Climate Forum in March 2025. Attendees participated in small group discussions to provide input on climate initiatives and priorities. More than 120 people attended this event.

**Event-based Activities:** Wilder staff attended and tabled various community events to collect responses regarding climate action and increase awareness around the Plan Update and climate impacts in Saint Paul. More than two hundred people were engaged at these events.

**Listening sessions:** Wilder hosted listening sessions in areas of the City that are more vulnerable to climate hazards due to increased risk and higher percentages of vulnerable populations. These sessions enabled deeper conversations where residents could share how they are personally affected by climate change and what they would like to see from the City to support localized efforts. Wilder engaged 39 residents in 3 neighborhoods.

Responses from each engagement method were synthesized into a single report, which can be found in the appendix. The following summarizes themes and findings that emerged from the engagement process.



## A. Prioritize Healthy Communities

Many residents are concerned about how the impacts of climate change affect health, identifying poor air quality as a top concern. To combat the effects of hazardous air pollution and extreme heat, residents would like to see increased investment in safe options for active transportation (e.g., biking and walking), more compact neighborhoods, expanded access to green spaces, and the planting of more trees and native vegetation in hotter areas of the city, prioritizing vulnerable neighborhoods.



## B. Expand Resilience Efforts

Financial loss and the ability to recover from extreme weather events are primary concerns for residents. Many residents question their own capacity as well as the City's to be prepared for unexpected costs on top of existing financial stressors, like high grocery costs and utility bills. To improve resilience, residents would like the City to provide financial and material support for localized efforts. This could include investment in resilience hubs, supporting community-led initiatives, and facilitating deeper community connections.



## C. Increase Clean and Efficient Energy

Many residents would like to see greater investments in clean energy and efficiency, especially for households with modest incomes. Clean energy— like rooftop solar— offers many benefits such as reduced electricity bills and backup power when paired with batteries. Improved insulation and air sealing can also help reduce costs, and clean heating and cooking appliances can improve indoor air quality. These home energy improvements come with high upfront costs, and residents would like to see the City alleviate some of the financial burden.



## D. Low-Impact Transportation

Low-emission modes of transportation are important to many residents. Improving public transportation services and safety is a top priority for many. Residents would also like to see an expansion of the Evie carshare programs and support for vehicle electrification, like increased access to public charging stations.



## E. Improve Waste Management

A key area of concern that emerged during the engagement process is waste management and an increase in composting options. Many residents would like to see expanded curbside pickup and/or additional locations with more convenient operating hours to drop off food and yard waste. There is also support for reducing the amount of waste generated and limiting single-use plastic materials. Residents would like the City to support small businesses by reducing or removing barriers to implementing sustainable practices.

Residents are ready for the City to take bigger actions to address climate change and realize local benefits, like improved health, job creation, lower utility bills, more access to green spaces, and expanded transportation options. They would like to see a strong push from the City on sustainable practices and greater opportunities for community members to engage in implementation.

The community engagement conversations demonstrate that Saint Paul residents are eager to support local climate initiatives and would like to see the City continue to take bold action. Insight from community members serves to both inform the Plan Update and build support for implementation. As we continue to face challenges posed by a changing climate, it will be increasingly important for more people to be involved in the solutions.

The background is a dark green color with a pattern of small, lighter green dots. Overlaid on this are several large, semi-transparent green shapes, including circles, squares, and curved lines, creating a layered, abstract effect. In the bottom right corner, there are two small, light green plus signs (+) stacked vertically.

SECTION 3

# What Causes Climate Change?

# What Causes Climate Change?

Since the Industrial Revolution, humans have used fossil fuels (coal, oil, and natural gas) as the primary energy inputs for travel, space heating, electricity, and industrial processes. The acts of extracting, processing, and burning these fuels result in the release of greenhouse gases (GHGs), predominantly carbon dioxide (CO<sub>2</sub>). These gases rise into the atmosphere, where they can stay for thousands of years, trapping heat as it bounces off Earth's surface — agricultural practices and deforestation are also major contributors to increased atmospheric CO<sub>2</sub>.

As more GHGs accumulate in the atmosphere, more heat is trapped. Over the past 150 years, enough GHGs have been released into the atmosphere to increase the global average temperature by nearly 1.5 degrees Celsius (2.7 degrees Fahrenheit). Increasing temperatures have been changing the climate worldwide and, if left unchecked, threaten to dramatically disrupt the current way of life, locally and globally.

The following details the most common sources of emissions that are generated within or due to activity in cities:

**Electricity:** Generation of electricity from fossil fuels (e.g., coal or gas-fired power plants) that is used in homes, businesses, industry, outdoor lighting, and increasingly transportation produces greenhouse gas emissions.

**Space and Water Heating:** Appliances like water heaters, boilers, and furnaces that use gas, propane, or heating oil produce emissions from the combustion of those fuels. Indoor combustion of these fuels also contributes to poor indoor air quality that can have adverse effects on health.

**Industrial and manufacturing processes:** Intensive manufacturing or other industrial processes generate emissions by combusting fossil fuels or the chemical reactions that occur during production of goods and materials.

**Transportation:** Vehicles that combust fuel (e.g., gasoline or diesel) produce greenhouse gas emissions and other pollutants. This includes most cars, trucks, freight, planes, boats, off-road vehicles, and more. Combustion from vehicles contributes to poor air quality, especially in high-traffic areas like interstates, and disproportionately affects the health of lower-income households that are more likely to be located near arterial roads. Mobile equipment like lawn mowers and leaf blowers also contributes to emissions.

**Generation and disposal of waste:** Emissions are generated in the production and transportation of purchased goods. Additional emissions are released after the disposal of goods, either from methane as organic material breaks down in a landfill or from the combustion of waste at incinerators.

In Saint Paul, most emissions come from energy used in buildings (67%). Of those emissions, roughly 40% come from electricity and 60% come from natural gas. Transportation makes up the next-largest share of emissions at 32% (Figure 2). Finally, while waste only makes up approximately 1% of total emissions, this only includes emissions from landfills and incineration, (i.e., post-consumer waste). It is important to consider the emissions that go into producing and transporting the goods that are purchased in Saint Paul, as those emissions are much greater.

2023 GHG Emissions by Sector

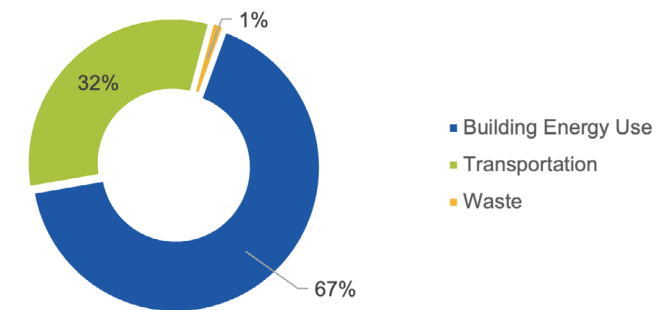


Figure 2 Breakdown of citywide emissions by sector, 2023. Data Source: Xcel Energy 2023 Community Energy Report.

# Local Climate Impacts and Projections

Since the adoption of the original CARP in 2019, global sea and air temperatures have achieved record highs and climate disasters continue to increase in frequency and intensity around the world, sometimes having local impacts. Globally, 2024 was the warmest year on record with an average global temperature of 15.1°C (59.2°F), and was 1.6°C (2.9°F) warmer than the pre-industrial level, making it the first individual year to exceed the 1.5°C target set through the Paris Climate Accord (Copernicus, [Global Climate Highlights 2024](#)).

Saint Paul is also feeling the effects of climate change and has experienced notable climate-related weather events in the past two years. The summer of 2023 saw a record number of days over 90°F (33 days, compared to an average of 13), and the latest date where the temperature exceeded 90°F in October, leading to the cancellation of the Twin Cities Marathon. That summer, Saint Paul was also impacted by a [record-setting number of days](#) (52) with poor air quality, largely due to smoke from Canadian wildfires. In August of 2023, the summer's drought was alleviated with late-season storms, one of which caused more than \$1 billion in hail damage across the Twin Cities.

Above-average temperatures continued into the 2023-2024 winter, which saw little precipitation and consistently warm temperatures, earning the title of the Lost Winter ([Minnesota DNR](#)). Heavy rain events in late spring and early summer of 2024 led to river flooding, affecting Lowertown and surrounding areas, where water covered roads and damaged buildings.

Looking ahead, Saint Paul can expect to see an acceleration of climate hazards, especially as warmer global temperatures affect precipitation patterns and heatwaves. The University of Minnesota created an interactive online tool, [ClimAT](#), that provides localized climate projections for communities in Minnesota. Using the tool, the Mid-century/High-emissions scenarios include the following projections:



**Warmer summers:** Average summer high temperatures are expected to increase 4.6°F to 86.2°F; and the annual number of days that exceed 90°F is projected to increase by 24.5 days above (from 13 to 37.5) the historical average (1995-2014).



**Warmer winters:** The daily average temperature is projected to be 24.2°F, 5.5°F above the historical average (1995-2014). The daily average low temperature is projected to be 17.5°F, 6.4°F above the historical average (1995-2014).



**Precipitation patterns:** Annual maximum precipitation for a single day in Ramsey County is projected to be 3.6 inches. Precipitation is not expected to change uniformly throughout the year, rather winter and spring precipitation are projected to increase, while summer precipitation is expected to decrease, leading to wider extremes of wet and dry periods.

While it is more challenging to project the frequency and intensity of extreme storms, the changing conditions (higher temperatures and increased water vapor) are favorable to thunderstorms, tornadoes, and high-wind events occurring more frequently ([Climate Central](#)). The changes in weather patterns and extreme events will have an impact on community members, property, natural systems, and infrastructure. The next section looks at how people, nature, and infrastructure may be vulnerable to various hazards to help understand how the City can better prepare for these changes.

# Climate Vulnerabilities

According to Ramsey County Public Health, vulnerability refers to the characteristics and circumstances of a person or group that reduces their ability to anticipate, endure, adapt to, and recover from the effects of a climate hazard. Natural systems, such as trees, wetlands, and surface waters can also be susceptible to climate hazards, potentially increasing risk to populations and property. Similarly, built infrastructure like roads, bridges, and sewers can be vulnerable too depending on their age, condition, and if they were designed and constructed to withstand projected climate hazards.

The climate hazards most likely to affect Saint Paul were discussed previously. This section examines vulnerabilities across populations, natural systems, and built infrastructure. To determine population vulnerabilities, data were sourced from Ramsey County Vulnerable Assessment maps that illustrate areas of Saint Paul where people are vulnerable to various hazards. Many of these communities overlap with environmental justice neighborhoods. The Minnesota statute defines environmental justice areas as census tracts where:

**40%**

of the population is people of color

**35%**

of households have income at or below 200% of the federal poverty level

**40%**

of the population has limited proficiency in English

**OR**

are located in federally recognized tribal reservations and other Indigenous lands

The MPCA [created a map](#) that shows Environmental Justice areas by census tract. According to this map, most of Saint Paul falls under these definitions. Different populations experience varying levels of risk depending on the type of hazard. Using Minnesota Compass data derived from the U.S. Census, this Plan identifies the percentage of residents who are considered vulnerable for each type of hazard.

Assessments have not been completed to determine which natural features or built infrastructure are most vulnerable to climate hazards. However, it is generally understood that diseased trees or impaired surface waters have reduced capacity to respond to shocks and stressors posed by different climate hazards. Similarly, aging infrastructure and infrastructure that was not designed for future climate conditions face greater risk for damage or failure. This section looks at the relationship between climate hazards and their impact on vulnerable populations, natural systems, and built infrastructure.

## 1. Extreme Heat and Urban Heat Island.

The urban heat island effect is caused by dark surfaces (e.g., rooftops and asphalt) absorbing the sun's heat and slowly releasing it, contributing to higher temperatures in urban areas with relatively low or no vegetation. An increase in the number of days above 90°F and greater frequency of prolonged heatwaves will have adverse effects on people's health, while stressing natural systems and infrastructure. The greatest risk of exposure to extreme heat is prevalent in areas across the city with less dense vegetation and tree canopy cover, these areas are illustrated in the Heat Vulnerability map in Figure 3.

### Vulnerable Neighborhoods:

Hamline-Midway, Frogtown, Summit-University, North End, Payne-Phalen, Dayton's Bluff, Greater East Side, Downtown, West Side.

### Vulnerable Populations:

- **Adults over 65 (12.2% of all residents)** are more likely to suffer from heat-related illnesses like heat stroke and dehydration. Isolated adults who lack air conditioning and have limited social support are most vulnerable to prolonged heat events.
- **Young children (6.3% of all residents)**, when playing outside, are unable to self-regulate or understand symptoms of heat exhaustion. In schools without air conditioning, high indoor air temperatures can be disruptive to children's ability to learn.
- **Low-income households (64% earn less than 80% of the median income for a family of four: 15.7% with income below poverty)** may have competing priorities for their income and may choose not to purchase or run expensive air conditioning units.
- **Renters (43.8% of all housing units are renter-occupied)** may lack access to adequate or efficient cooling appliances.
- **People with disabilities (12.5% of all residents)** may have limited mobility, making it difficult to get to cooling centers or other places to access air conditioning, when needed.
- **Outdoor workers (2.8% construction workers)** are exposed to heat throughout the workday and face dehydration or heat exhaustion without sufficient time for breaks and the ability to cool off.
- **Non-English speakers (13.1% speak English less than "very well")** may have language barriers that prevent them from accessing or understanding community resources or alerts.

**Natural Systems:** Just like people, trees and vegetation can be adversely affected by extreme and prolonged heat. When trees are stressed, they can lose water faster than they are able to store it, making them susceptible to disease or illness. Tree loss can impact the urban canopy, further amplifying the urban heat island effect.

**Infrastructure:** Extreme heat can stress infrastructure, degrading roads by causing cracks or buckling. Increased frequency in infrastructure damage will continue to grow and stress the City's capital budget, adding costs for taxpayers.



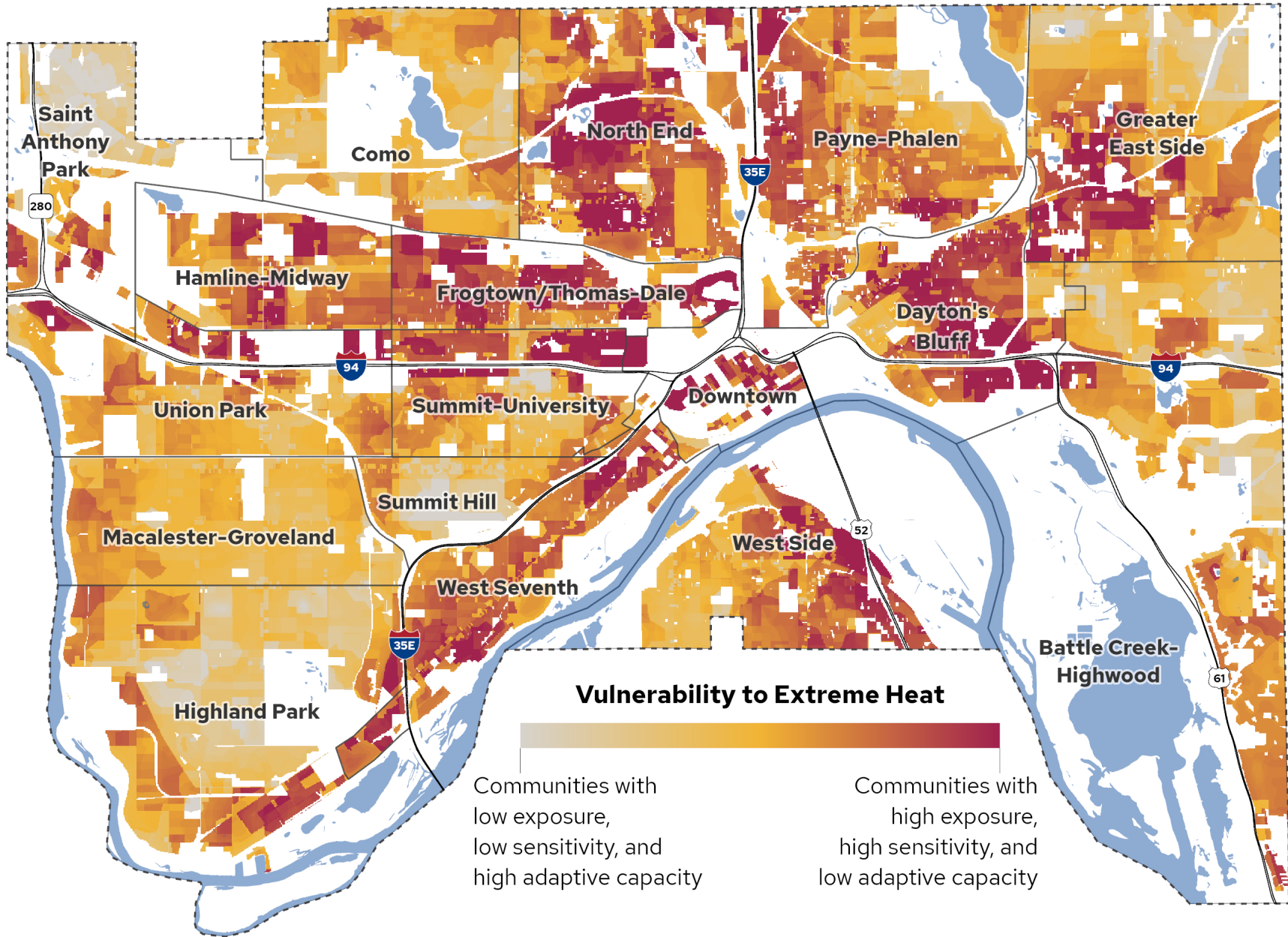


Figure 3 Vulnerability to Extreme Heat in Saint Paul, Ramsey County

## 2. Severe Storms & Power Outages.

Severe storms can cause significant damage to property, infrastructure, and natural systems through high winds, hail, and heavy precipitation. These events also pose risks to the health and safety of community members. Power outages resulting from severe weather can limit access to heating and cooling, compromise medical equipment, and disrupt communication systems. Neighborhoods with high tree canopy coverage, aging infrastructure, and high social vulnerability are most susceptible to the impacts of extreme weather events.

### Vulnerable Neighborhoods:

Hamline-Midway, Frogtown, Summit-University, North End, Payne-Phalen, Dayton's Bluff, West Side ([FEMA National Risk Index](#), Strong Wind).

### Vulnerable Residents:

- **Renters (43.8% of all housing units are renter-occupied)** may not have insurance to cover personal property damage and may face difficulties finding temporary or new housing if their building is damaged.
- **Adults over 65 (12.2% of all residents)** may rely on medical equipment that needs electricity. Mobility limitations, chronic health conditions, and social isolation can make it more difficult to evacuate if needed.
- **People with disabilities (12.5% of all residents)** may have limited mobility, making it difficult to evacuate or change location during an emergency. Power outages can disrupt the functioning of medical equipment that needs electricity.
- **Low-income households (64% earn less than 80% of the median income for a family of four; 15.7% with income below the poverty line)** may lack financial resources to recover from a storm, including repairing damage, replacing spoiled food, or securing temporary housing.
- **Non-English speakers (13.1% speak English less than "very well")** may face barriers accessing timely emergency warnings, evacuation instructions, and recovery resources. Miscommunication can delay action and increase exposure to hazards.
- **People without reliable transportation (12.6% of all households do not have a vehicle)** may be limited in their ability to evacuate, seek assistance, or get supplies in preparation for or after an extreme weather event.

**Natural Systems:** High winds and heavy precipitation can damage trees, shrubs, and other plants, reducing tree canopy cover and increasing soil erosion that can lead to landslides. Extensive damage to natural systems can reduce their capacity to protect communities from future hazards. In the winter, heavy precipitation can fall in the form of ice or snow. With warmer winters, the risk of ice accumulation can damage trees by causing branches to break or uprooting trees.

**Infrastructure:** Extreme weather events can damage roads, bridges, utilities, and buildings. Power outages can disrupt essential services, including water treatment, traffic signals, and communication networks. An increase in freeze/thaw cycles damages roads, degrading the structure and performance, leading to more potholes and associated maintenance costs.

### 3. Flooding & Water Damage.

The risk of river and flash flooding varies across Saint Paul and is influenced by topography, watersheds, and land use. Areas that are more susceptible to flash flooding tend to be low-lying with high levels of impervious surfaces, like roads and parking lots (Figure 4). Flooding can happen quickly or gradually, due to heavy precipitation in a short period of time, or frequent precipitation during a period of high soil saturation. River flooding can happen after snow melt or heavy, multi-day rain events that occur locally or upriver.

A map of a city

#### Vulnerable Neighborhoods:

**River flooding:** FEMA designated floodplain which includes Lowertown, Childs Road, Barge Channel Road and Harriet Island.

**Flash flooding:** Hamline-Midway, Frogtown, North End, Payne-Phalen, Dayton's Bluff, East Side, West Side.

#### Vulnerable Residents:

- **Low-income households (64% earn less than 80% of the median income for a family of four; 15.7% with income below poverty)** may not have insurance and/or the ability to afford damages, or easily relocate.
- **Renters (43.8% of all housing units are renter-occupied)** may not have renters' insurance and may have difficulty relocating.
- **Non-English speakers (13.1% speak English less than "very well")** may face barriers accessing timely emergency warnings, evacuation instructions, and recovery resources. Miscommunication can delay action and increase exposure to hazards.
- **People with disabilities (12.5% of all residents)** may have limited mobility, making it difficult to evacuate or change location during an emergency.

**Natural Systems:** River and flash flooding can saturate and erode soils, damage vegetation, and uproot trees. Floodwaters can carry sediments, pollutants, and other debris into rivers and lakes, harming water quality and ecosystems.

**Infrastructure:** Roads, bridges, and stormwater infrastructure can be damaged, disrupting travel and increasing maintenance and repair costs.



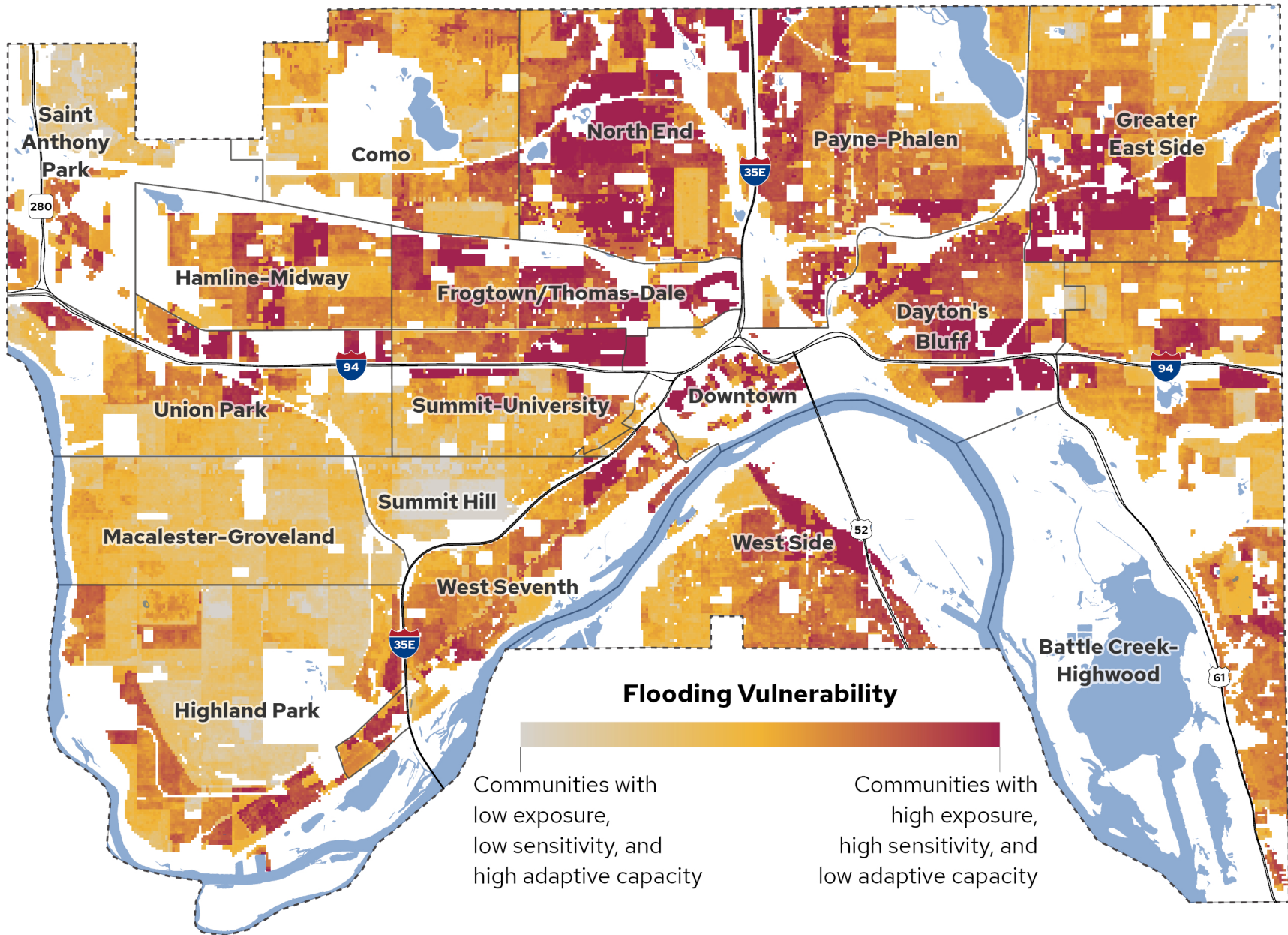


Figure 4 Vulnerability to Flooding in Saint Paul, Ramsey County

## 4. Air Quality & Wildfire Smoke.

Air quality in cities can be affected by the concentration of activities such as industrial processing and vehicle travel, which release particulates and other pollutants into the atmosphere. These pollutants can have serious effects on respiratory and cardiovascular health. Increasingly, wildfires in Minnesota, other parts of the United States and Canada are also degrading local air quality. Communities that are located near major roads, highways, and industrial areas face greater exposure to air pollution (Figure 5). Communities, like the Southport area of the West Side neighborhood, face prolonged, daily air pollution from nearby industrial operations that contribute to cumulative health impacts, making residents more vulnerable to additional poor air quality events. While wildfire smoke affects the entire city, areas that are already exposed to poor air quality face greater vulnerabilities as compared to neighborhoods with lower daily pollution and higher tree canopy coverage.

A map of a city

### Vulnerable Neighborhoods:

Hamline-Midway, Frogtown, North End, Payne-Phalen, Dayton's Bluff, Downtown, and West Side.

### Vulnerable Residents:

- **Children under 15 (19.7% of all residents)** are still developing their lungs, making them more sensitive to air pollution. Prolonged exposure to air pollution can increase the risk of asthma and other respiratory illnesses.
- **Adults over 65 (12.2% of all residents)** are more likely to have underlying health conditions, such as heart or lung disease, which makes them more susceptible to poor air quality.
- **People with preexisting health conditions (12.5% of all residents)**, especially asthma, COPD, cardiovascular disease, or other respiratory conditions are at higher risk of severe health impacts due to poor air quality.
- **Outdoor workers: (2.8% of construction workers)** can spend extended periods of the day outside, exposed to poor air quality, increasing the risk of respiratory irritation or more serious illness.

**Natural Systems:** Air pollution can negatively impact forests, lakes, and other ecosystems. For example, Sulfur dioxide (a common pollutant from combustion of fossil fuels) can acidify lakes and streams, and damage trees and forest soils.

**Infrastructure:** Air pollution can gradually degrade infrastructure and increase maintenance needs and costs. Pollutants such as sulfur dioxide can dissolve and corrode building materials like metal, concrete, stone, and paint. Fine particulate matter can accumulate on buildings, increasing cleaning and maintenance costs.

The overall pattern of climate vulnerabilities demonstrates that several neighborhoods—Hamline-Midway, Frogtown, Summit-University, North End, Payne-Phalen, Dayton's Bluff, and the West Side—repeatedly face a greater risk of harm from climate-related events (Figure 6). These communities correspond to environmental justice areas where longstanding inequities have contributed to higher sensitivities to climate hazards. Addressing these disparities will require targeted investments in the communities that faces the greatest exposure and have the least capacity to adapt.

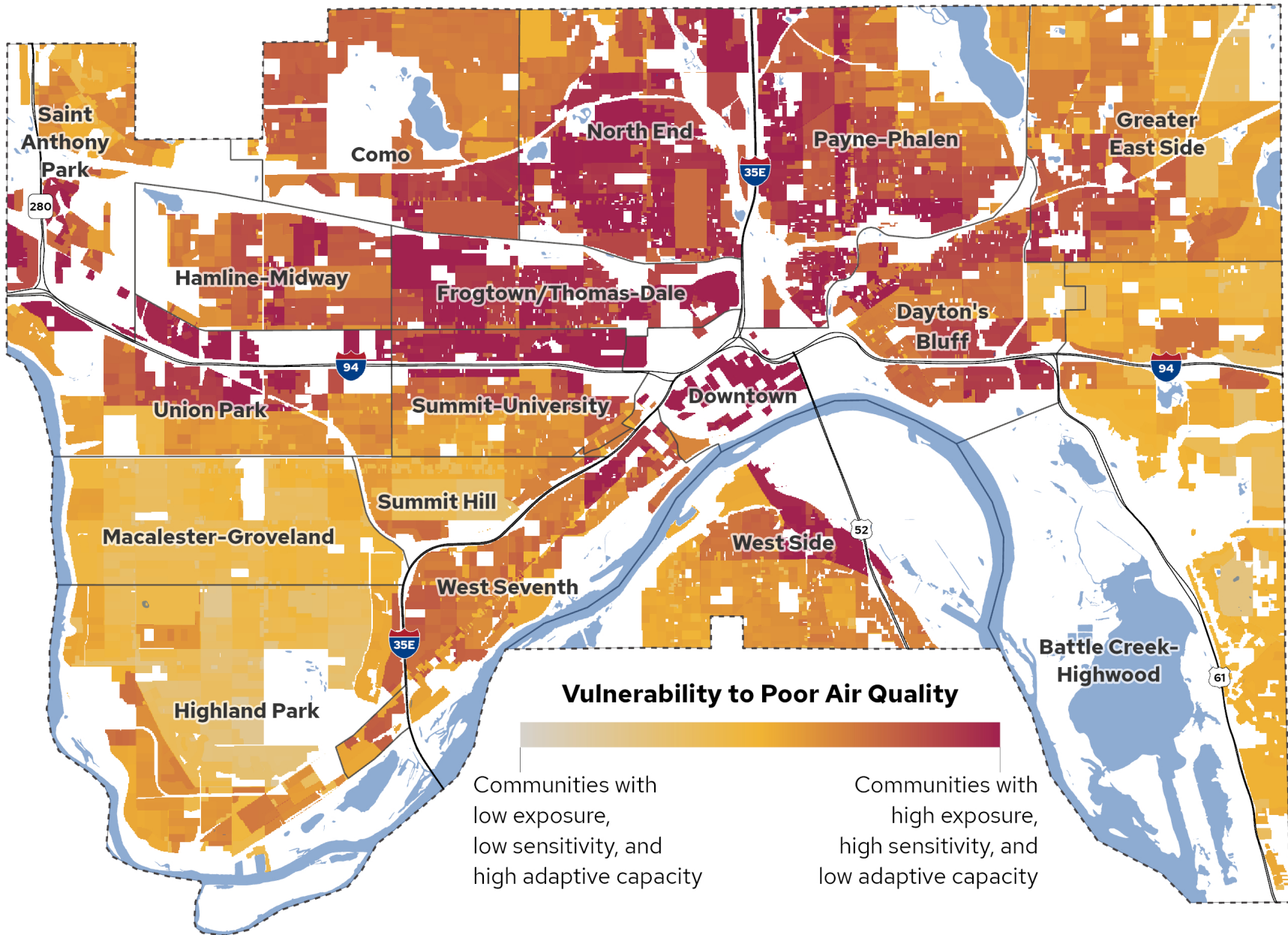


Figure 5 Vulnerability to Poor Air Quality in Saint Paul, Ramsey County

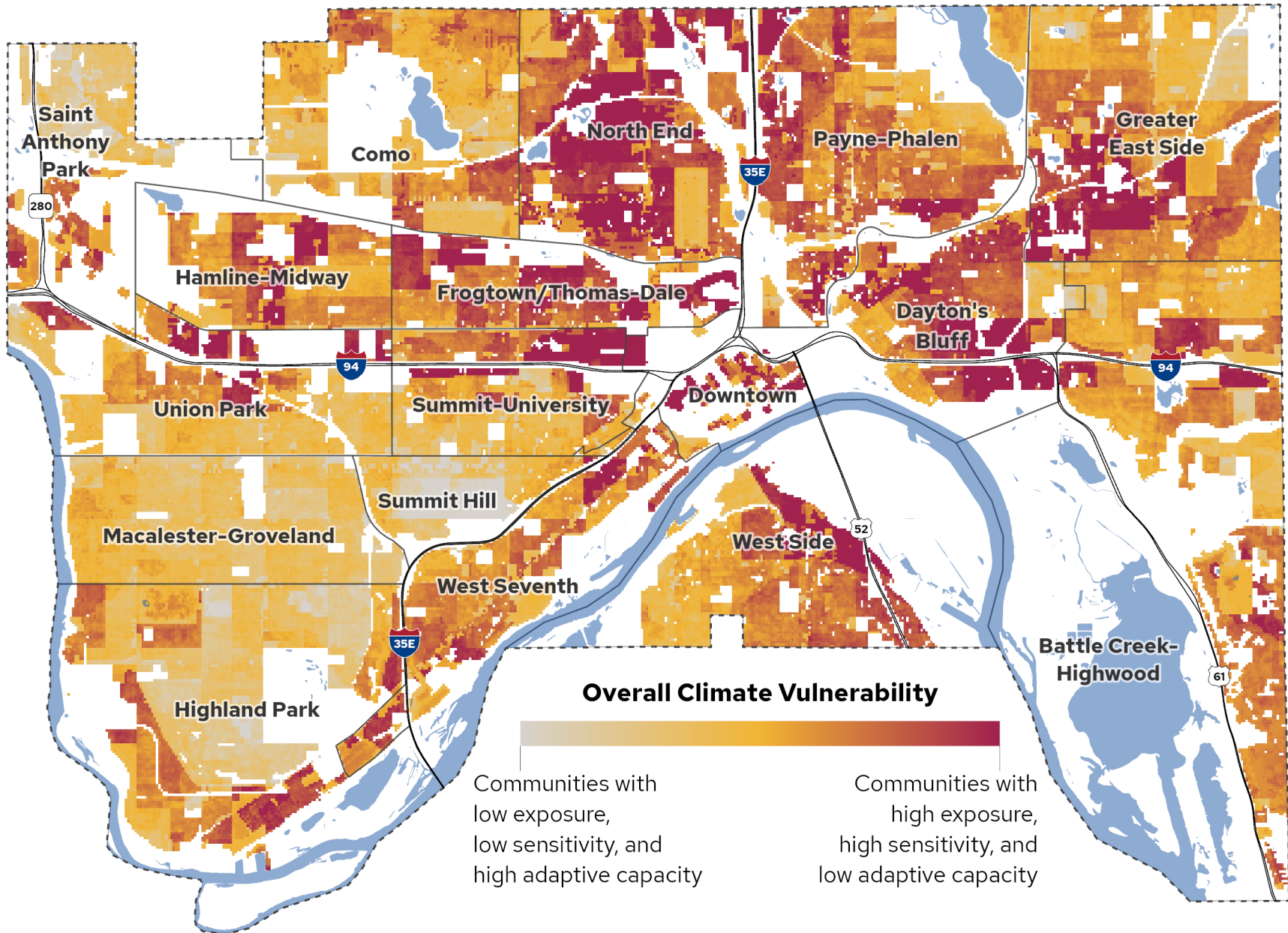


Figure 6 Overall Climate Vulnerability in Saint Paul, Ramsey County



SECTION 4

# Objectives, Targets, and Actions

# Objectives, Targets, and Actions

This section includes the complete list of Objectives, Targets, and Actions that Saint Paul will be implementing to work toward its climate goal of carbon neutrality by 2050 and to strengthen the resilience of community members, natural spaces, and built infrastructure. This section is organized by the following categories:

- **Implementation, Funding, and Partnerships**
- **Energy Use in Buildings**
- **Transportation and Mobility**
- **Waste Management**
- **Water Services and Wastewater**
- **City Buildings and Operations**
- **Community Resilience and Emergency Preparedness**
- **Nature-based Solutions**

Each category includes summary background information, objectives that guide the desired outcomes, targets that are measurable and help track progress, and specific actions to work toward the targets and achieve the objectives. Targets were selected based on their potential impact and the availability of reliable data. By monitoring these targets, we can assess progress toward longer-term goals and understand the broader community-wide impacts of the Plan's implementation.

While these actions are comprehensive and are intended to support long-term goals, they are not exhaustive. Future technology or policy changes may necessitate updates to the action list. The City will continue to refine and improve upon these actions as we work toward long-term goals. Progress and updates will be shared on the City's Climate Dashboard and through other communications channels.

The Plan Update concludes with the Priority Action Plan, a five-year plan focused on what the City aims to accomplish in the near term. The initiatives included in this section were selected based on feedback from community members, the Advisory Committee, and staff. Additionally, many of the actions included in the Five-Year Priority Action Plan are initiatives that the City is already pursuing as well as those where the City has the greatest control and influence. The Priority Action Plan follows this suite of actions.



# Implementation, Funding, and Partnerships

To be successful, the City needs to strengthen its internal capacity, foster partnerships, and empower the community to take action. Enhancing internal capacity will require increased awareness and collaboration across City departments and allocating adequate resources toward Plan implementation. Many institutions, organizations, and businesses are also seeking to reduce emissions and implement sustainable practices. Through expanded partnerships, the City can maximize the impact of shared resources across the community and accelerate climate action. Finally, continued engagement of community members will help to ensure that residents are aware of opportunities to realize the benefits of climate action.

The implementation of the Plan Update and Priority Action Plan will also require additional funding from the City that leverages other sources. The Plan Update calls for climate-specific spending to be equal to or greater than 1% of the City's general budget (based on the 2026 projected budget). Much of the City's existing climate budget comes from utility franchise fees. Reinvesting these dollars into climate activities will result in financial and health benefits for Saint Paul community members, with an emphasis on assisting those who are most affected by cost increases.

Implementing climate action now, across public and private sectors, is an investment in the future. The social cost of carbon is a metric used to capture the net harm to society from each ton of carbon emitted. Harms might include effects on human health, property damage, risk of conflict, agricultural productivity, environmental damage, and other factors. Over time, the cost of inaction rises. Investing in emissions-reduction strategies and preparing for climate change will lead to a safer, healthier, more resilient, and more affordable future for everyone in Saint Paul.

**Equitable Outcomes:** The Plan Update and Priority Action Plan will prioritize directing climate programs to those most affected by climate impacts and rising costs. Through inclusive engagement and equitable implementation, the City can work to reduce cost burdens, minimize vulnerabilities, and increase access to high-quality jobs, working toward a better future for everyone.

**Objective I:** Build internal capacity and funding to implement the CARP.

**Objective II:** Track, measure, and share progress via the Saint Paul Climate Action Dashboard.

**Objective III:** Strategically partner with other government entities, utilities, the private sector, clean tech accelerators, and community-based organizations to advance the City's climate action and resilience goals.

**Objective IV:** Help educate community members about the actions they can take to contribute to the City's climate goals.

**Objective V:** Within 3 years, win commitments of major institutions (e.g., higher education, hospitals) to achieve carbon neutrality by 2050.

## 2030 Implementation, Funding, and Partnership Targets

- Dedicate at least one percent of the City's annual funding (using 2026 general fund as the baseline) to support the City's climate action.
- Bring in external funding equivalent to at least one percent of the City's annual budget to support climate action.
- Successfully implement relevant CARP actions in every City Department.
- Partner to implement two new pilot projects involving clean-tech start-ups by 2030.

## Actions:

- 1. Staff Capacity:** Identify gaps in staffing resources and provide adequate funding and personnel to ensure successful Plan implementation.
- 2. Department Plan Integration:** Work with department heads to identify how each department can lead CARP implementation and data tracking in their respective areas.
- 3. Policy and Regulatory Barriers:** Review City policies and ordinances to remove barriers that may limit climate actions taken by residents and businesses.
- 4. Internal Funding:** Use the franchise fee or other mechanisms to expand funding for implementing CARP programs.
- 5. External Funding:** Seek outside funding and financing opportunities to support implementation. Options might include but are not limited to: Minnesota Climate Innovation Finance Authority (MNCIFA), bonding, philanthropy, federal tax incentives/direct pay, and state and federal grants.
- 6. CJAB:** Continue working with the Climate Justice Advisory Board (CJAB) to implement the CARP and expand community connections to increase engagement while prioritizing the needs of the most vulnerable residents and neighborhoods.
- 7. Education and Outreach:** Share materials and resources that equip and empower community members, businesses, and institutions to implement climate measures.
- 8. Communicate Progress:** Communicate progress toward City goals using tools such as the City's Climate Action Dashboard.
- 9. Convene Institutional Leaders:** Meet with institutional leaders annually to advance mutually beneficial climate initiatives.
- 10. Emerging Technology:** Partner with other government entities, utilities, the private sector, clean tech employers, and community-based organizations to pilot and advance new technologies that help reduce emissions or support climate resilience.
- 11. Workforce Development:** Partner with Ramsey County, community-based organizations and employers to implement workforce development programs that help Saint Paul residents benefit from the transition to clean energy.

## Energy Use in Buildings

Emissions from building energy use are the largest contributor to the City's total greenhouse gas (GHG) emissions, making up 67% of emissions or 1.6 million Metric Tons of Carbon Dioxide Equivalent (MTCO<sub>2</sub>e) in 2023. Emissions primarily come from the electricity and gas used in residential, commercial, and industrial buildings. In 2018, gas surpassed electricity as the greatest share of buildings' emissions (Figure 7). GHG emissions from electricity decreased 42% between 2018 and 2023. This is largely due to cleaner electricity generation as well as efficiency measures. Electricity emissions are projected to continue to decline as more clean energy is added to the grid, while gas emissions are expected to increase.

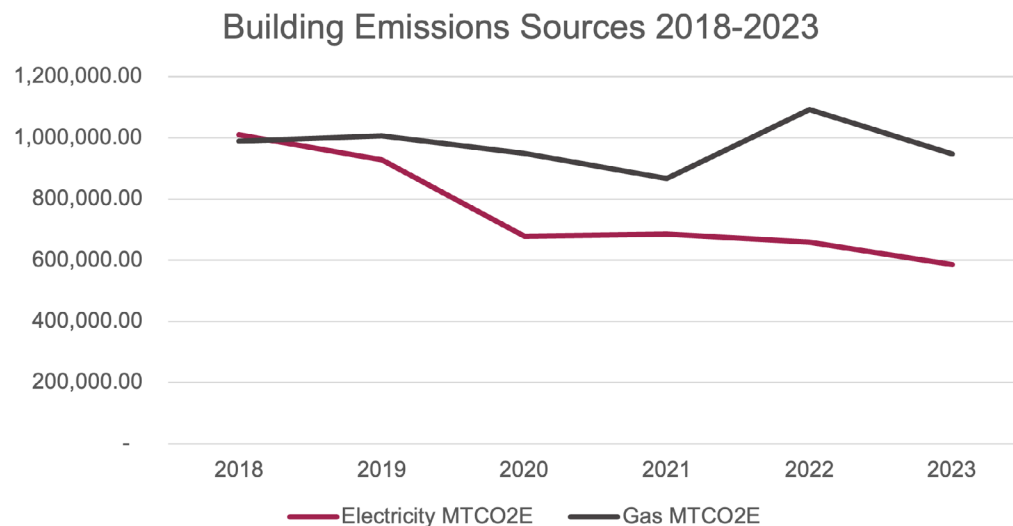


Figure 7 Gas and electricity emissions comparisons, 2018-2023.

Overall, building emissions decreased 22% between 2018 and 2023 (436,893 MTCO<sub>2</sub>e). To achieve the City's goal of a 63% reduction by 2030, an additional 824,292 MTCO<sub>2</sub>e will need to be reduced. This can be achieved through improved building efficiency, electrification of gas appliances, clean electricity generation, and expanding the district energy system and decarbonizing its energy inputs.

In addition to reducing emissions, the City is also interested in addressing residential energy consumption to improve affordability as well as home performance and health outcomes. In 2024, Saint Paul residents spent \$188 million and electricity and natural gas utility bills. Figure 8 illustrates residential energy use across the city for both electricity and natural gas. Many of the areas with moderately higher energy consumption also tend to have higher energy burden (Figure 9) and could be good candidates for home energy programs.

The Energy Use in Buildings section includes a focus on residential, multifamily, and commercial energy use. Each category has specific targets supported by implementable actions relevant to that sector.

**Equitable Outcomes:** Energy burden is defined as the percentage of household income spent annually on energy (i.e., gas and electricity bills). An energy burden of 6% is considered high, and 10% or greater is considered severe. The average energy burden in Minnesota is 2%. In Saint Paul, there are 20 census tracts where the average energy burden is greater than 6% for households with 80% or less of the area median income (Figure 9). Reduced energy use and increased access to cleaner energy technologies will help lower and stabilize utility bills, as well as improve indoor air quality. Ensuring that residents with lower incomes and renters are prioritized in program implementation will help alleviate energy burden and lead to better health outcomes.

**Objective I:** Inspire and equip the community to transition to clean and efficient energy use.

**Objective II:** Alleviate residential energy burden with a focus on the lowest-income households.

**Objective III:** Strive for new construction to be carbon neutral.

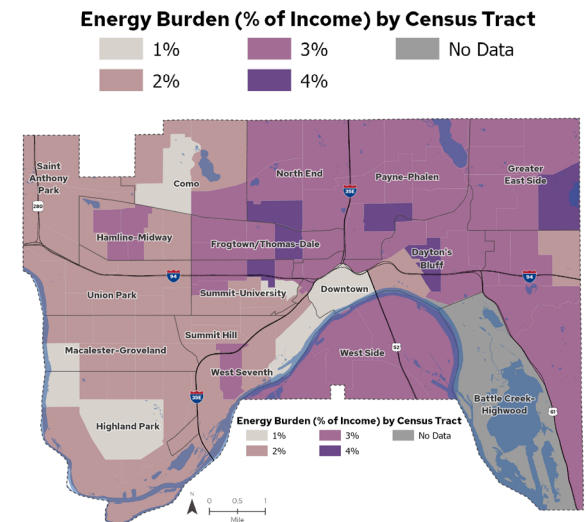
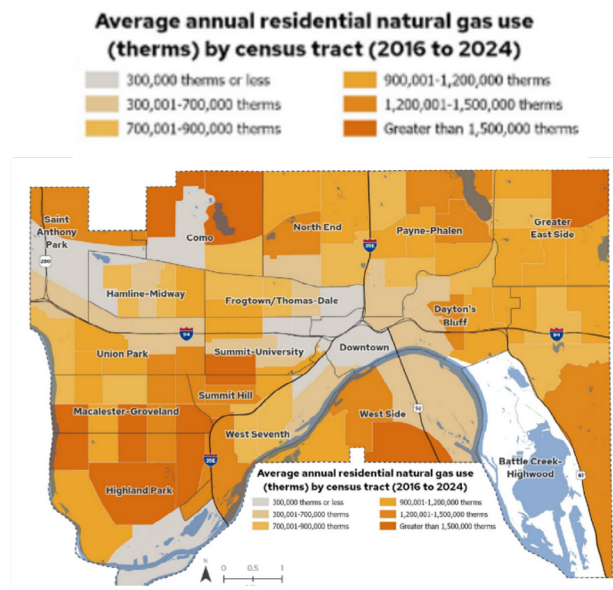
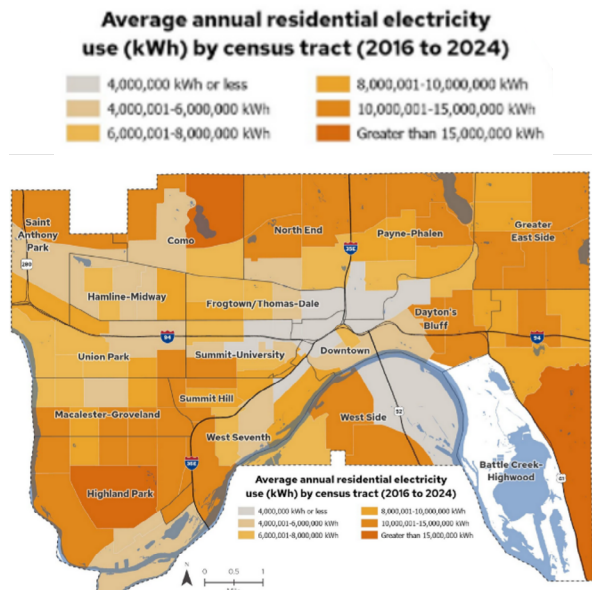


Figure 8 Average annual residential energy use for electricity (left), and natural gas (right).  
Data source: Xcel Energy

Figure 9 Energy burden map.  
Data sources: Xcel Energy and United States Census.

# Residential Building Energy Use

## Residential Targets

- 80% reduction in citywide residential gas consumption (from a 2018 baseline) by 2050 (2.5% average annual reduction from 2018).
- 10% of residential electricity used is met by on-site renewable energy sources by 2030.
- 40% annual increase (from 2018) of low and moderate income (LMI) households with access to rooftop solar or solar garden subscription.
- 3,500 additional households are served by a thermal energy network by 2030.

## Actions:

1. **Work Group:** Continue supporting the Energy Burden Working Group that coordinates outreach and resources among local community entities and trusted leaders.
2. **Home Energy Improvements:** Continue and expand the Healthy Homes program to address pre-weatherization and weatherization projects, and the Power of Home program to support residential electrification.
3. **Energy Retrofits:** Create a comprehensive deep energy efficiency retrofit program that systematically reaches every 1–4-unit building in the city, with a focus on rental properties, and energy-burdened neighborhoods and households.
4. **Utility Bill Credits:** Support permanent implementation of Xcel Energy's electricity Automatic Bill Credit pilot for income-qualified households and expansion of the program to gas customers.
5. **Energy Data:** Partner with Xcel Energy to improve data collection to better direct home energy programs and resources to energy-burdened households.
6. **Education:** Partner with community-based organizations to provide resources and coaching to residents about energy-efficient appliances, clean energy, and electrification opportunities, as well as available incentives.
7. **Thermal Energy Decarbonization:** Continue to pilot thermal energy network applications for new developments and build on existing networks, such as District Energy Saint Paul.
8. **Thermal Energy Plan:** Complete a citywide thermal energy plan that assesses current heating systems and identifies appropriate technology options to decarbonize fossil fuels used for building energy.



# Multifamily and Commercial Building Energy Use

## Multifamily & Commercial Targets

- 80% reduction in citywide commercial and multifamily gas consumption (from a 2018 baseline) by 2050 (2.5% average annual reduction from 2018).
- 10% annual increase (from 2018) in proportion of new development all-electric.
- 20% of commercial electricity used is met by on-site solar by 2030.

## Actions:

1. **Small business energy.** Partner with community-based organizations and others to provide multi-lingual technical assistance and resources to small businesses looking to improve efficiency, electrify appliances and equipment, reduce emissions from refrigeration, and install clean energy, prioritizing businesses in low-income communities.
2. **Financing:** Promote financing and rebate opportunities, such as commercial Property Assessed Clean Energy (PACE), utility rebate programs, and state and federal incentives.
3. **Incentives:** Create an incentive program for commercial and multifamily properties to implement energy efficiency and renewable energy projects.
4. **Sustainable Building Policy.** Update Saint Paul's Sustainable Building Policy to strengthen requirements with a focus on the biggest contributors to greenhouse gas emissions.
5. **Thermal Energy Networks.** Assess feasibility of expanding thermal energy networks in Saint Paul that could serve commercial and multifamily buildings.
6. **Refrigerants.** Provide educational resources to help businesses replace refrigerants in compressors, heat pumps, AC units, and commercial coolers and freezers with lower global warming potential (GWP) refrigerants.
7. **Data Centers.** Create and adopt an ordinance that guides future data center development to be located where waste heat can be recovered and utilized in neighboring buildings and/or added to district energy systems; and ensure safeguards to protect public health, water resources, utilize reclaimed water, and have adequate access to clean and sustainable electricity sources.
8. **Solar Thermal:** Identify opportunities for businesses with significant hot water loads (e.g., laundromats and hospitals) to install solar thermal technology.



# Transportation and Mobility

Transportation is responsible for 31% of the City's total greenhouse gas (GHG) emissions. In 2018, 964,433 of MTCO<sub>2</sub>e were emitted by vehicles within the boundaries of Saint Paul and 749,161 of MTCO<sub>2</sub>e were emitted in 2023, a 15% reduction (Figure 10). To achieve a 63% reduction by 2030, the City will need to reduce transportation emissions by an additional 392,538 MTCO<sub>2</sub>e. This can be achieved through less driving, more efficient vehicles, and electrifying cars, trucks, and buses.

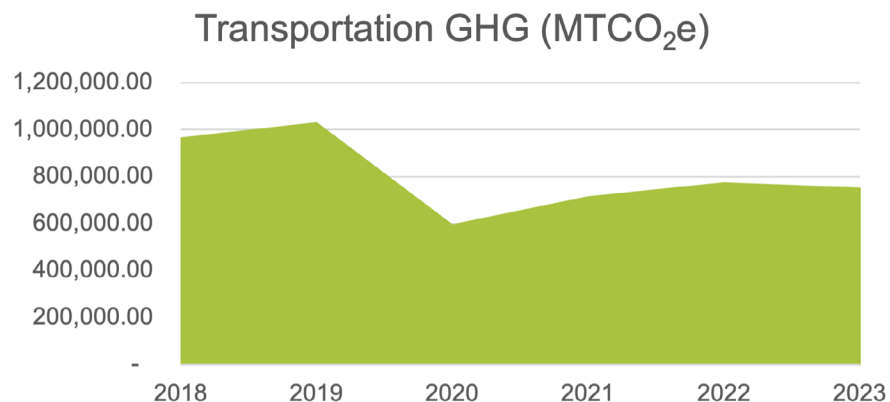


Figure 10 Transportation emissions, 2018-2023.

Actions in this section are organized into two categories: Transportation Options and Land-Use Changes, and Transportation Decarbonization. The first category focuses on how the City can accommodate multiple modes of transportation that would replace car trips. This involves making walking, biking, and transit more accessible through land-use changes, infrastructure improvements, and greater availability of multiple options. Transportation decarbonization includes targets and actions aimed at supporting electric vehicles, including personal cars, fleets, and buses.

**Equitable Outcomes:** After housing costs (rent, mortgage, utilities, etc.), transportation costs make up the next largest share of household expenses at 17% of average annual expenditures

([Consumer Expenditures, 2023, Bureau of Labor Statistics](#)). In recent years, the costs of car ownership have increased to the point where the average annual cost of owning a new vehicle is nearly \$11,600 ([AAA Your Driving Costs, 2025](#)), per vehicle. High transportation costs can be alleviated by providing reliable and affordable alternatives and reducing car dependency. Additional benefits realized from these actions include more active and healthier lifestyles and reduced air pollution.

**Objective I:** Prioritize world-class infrastructure to make walking, biking (including e-bikes), and rolling (e.g., e-scooters, wheelchairs, etc.) convenient and safe travel modes for everyone.

**Objective II:** Partner with Metro Transit and local organizations to increase public transit reliability, frequency, and availability to make transit an attractive, convenient, and safe option for everyone.

**Objective III:** Partner with local and regional jurisdictions to increase the availability of shared mobility options, including carshare, bikeshare, and e-scooters, to make car ownership and use less necessary.

**Objective IV:** Increase development density and the mix of land uses, consistent with the Comprehensive Plan, to enable more active and sustainable transportation that is less car-dependent and to leverage major investments in high-frequency transit.

**Objective V:** Make EV use and ownership more feasible by expanding access to public and home charging infrastructure and continuing to support [Evie](#) carshare.

**Objective VI:** Support commercial and fleet vehicle decarbonization, including heavy-duty vehicles, among other government agencies and the private sector.

# Transportation Options and Land Use Changes

## Transportation Options and Land Use Targets

- 65% of residents are within half a mile of high-frequency transit lines by 2030; 80% by 2035.
- 1.8% annual reduction in total VMT from a 2018 baseline
- 40% of all trips are taken by non-car options (e.g., bike, bus, walking, etc.) by 2030.
- All residents live within 1/4 mile of separated active transportation facilities (bike lanes) by 2035.
- 4,000 new residential units added within ½ mile of high-frequency transit lines by 2035.

## Actions:

1. **High-Frequency Transit:** Support new high-frequency rapid transit, particularly in underserved parts of the city.
2. **Last Mile:** Support transit with last-mile solutions, including electric car-share, bikes, e-scooters, and accessible sidewalks.
3. **Accessibility:** Improve accessibility at, as well as to and from, transit stops for those in wheelchairs or with limited mobility, prioritizing environmental justice neighborhoods.
4. **Transit Education:** Partner to promote the use of transit and direct passengers to resources that can enable them to easily use transit services.
5. **Transit Shelter Improvements:** Partner with Metro Transit to upgrade and refurbish highly used transit stops to include amenities such as benches, shelters, heaters, waste receptacles, shade, vegetation, way-finding signs, and lighting.
6. **Bike Plan Implementation:** Accelerate the implementation of the bicycle network in the Saint Paul Bicycle Plan, with a focus on separated bikeways and filling current bicycle network gaps.
7. **Regional e-Bike Share:** Partner to implement a robust regional e-bikeshare system designed to prioritize the transportation needs of Saint Paul residents.
8. **Secure Bike Storage:** Create a complete system of secure bicycle storage and e-bike charging, prioritizing mixed-use areas and the needs of renters.
9. **Employer Incentives:** Encourage employers to incentivize employees to reduce commuting by privately-owned cars through incentives and workplace amenities (e.g., secure bike racks, showers, transit passes, carpools, etc.).
10. **Street Design:** Redesign streets and intersections to be safer for people through treatments that prioritize walking, biking, and using transit. Update the Street Design Manual to reflect current best practices.
11. **Safe Routes to School:** Continue to support and fund strategies to ensure the safety of children walking, biking, and rolling to school.
12. **Sidewalk Connectivity:** Fill in sidewalk gaps, focusing on the high-priority areas identified in the City's Pedestrian Plan, including those in proximity to high-frequency transit stops.
13. **Sidewalk and Bikeway Maintenance:** Ensure sidewalk and bikeway accessibility, including year-round maintenance.
14. **Highway Conversion and Mitigation:** Work with community groups, Ramsey County, MNDOT, and the Metropolitan Council to minimize and mitigate the negative impacts of highways, and prioritize transit, walking, and biking, along and across highways, including Interstate 94.
15. **Land Use:** Remove regulatory barriers and direct resources toward compact land uses to promote walkability, especially in proximity to high-frequency transit routes.
16. **Housing Production:** Work with stakeholders to identify and remove barriers to accelerating energy-efficient housing production.
17. **Parking:** Structure the cost and availability of parking to incentivize the use of transportation alternatives.
18. **Traffic and Parking:** Enforce traffic and parking laws to ensure the safety of people walking, rolling, and biking.
19. **Slow Streets:** Pilot and then implement a Sunday street closure program to encourage more biking and walking to share in the enjoyment of public spaces.

# Transportation Decarbonization

## Transportation Decarbonization Targets

- 25% of on-road vehicles are electric or plug-in hybrid by 2030.
- 15% annual increase of Level 2 and DCFC chargers deployed (starting in 2025).
- 90% of residents are within a quarter mile of a publicly accessible Level 2 or higher EV charger, electric carshare services, or both by 2040.

### Actions:

1. **EV Access:** Continue to increase access to shared electric vehicles in partnership with car-sharing service providers, Xcel Energy, and other local and regional governments.
2. **Public Charging:** Develop a framework for the expansion of publicly accessible EV charging in City rights-of-way.
3. **EV-ready Parking:** Implement policies that encourage or require new developments to have wiring capacity to charge electric vehicles and reserve a percentage of new parking spots for EV use.
4. **Private Fleet Decarbonization:** Work with community partners to support businesses, institutions, and other non-City entities in decarbonizing fleets and providing EV charging equipment.
5. **Bus Decarbonization:** Support partners and other stakeholders to convert to electric school and Metro Transit buses.
6. **Sustainable Aviation:** Support local efforts to create opportunities for the use of sustainable aviation fuels, including at Holman Field.



*Saint Paul's first electric fire truck*



# Waste Management

Solid waste makes up a small percentage (approximately 1%) of the overall city greenhouse gas emissions. Emissions from waste come from methane produced at landfills and the combustion of waste at incinerators. In the most recent year for which data is available, 2023, approximately 29,000 MTCO<sub>2e</sub> were emitted from waste management.

Approximately 50% of Saint Paul's waste is recycled. Improving material and organics recycling can help reduce emissions from waste. While not included in Saint Paul's greenhouse gas inventory, it is nonetheless important to consider upstream emissions that result from the extraction of raw materials, and the energy inputs that go into the manufacturing and transporting of goods before they are purchased. These emissions are much greater than those from post-consumer waste and underscore the importance of reducing consumption.

Actions in this section focus on waste prevention and better diversion practices. This includes reducing consumption, maximizing reuse, and improving diversion rates through increased recycling and composting. Success will require behavioral changes as well as programmatic improvements to make sustainable choices the easy choice.

**Equitable Outcomes:** Renters, especially in apartment buildings, tend to have fewer options to recycle or compost their waste. Expanding education and outreach, along with expanding programs that meet the needs of renters, can help reduce the disparities in accessing sustainable waste management practices.

**Objective I:** Implement programs and services that align with Ramsey County waste goals established in the [Solid Waste Management Master Plan](#).

**Objective II:** Reduce waste sent to the waste energy facility through decreased consumption and increased diversion practices such as reuse, recycling, and composting.

## Waste Management Targets

- Increase annual diversion rate by 3% to achieve a 60% diversion rate by 2033.
- Reduce annual tons of solid waste collected from 1-4-unit properties by 2%.
- Achieve a 15% diversion rate of organic materials from residential 1-4-unit properties by 2032.
- Reuse 30% of bulky items and illegally dumped materials collected by 2035.



## Actions:

1. **Waste Study:** Complete a waste characterization study every three years (first was completed in 2025) and incorporate findings into the Citywide Waste Prevention Plan.
2. **Plastic Bags:** Explore the adoption of a new ordinance that places a fee on single-use plastic shopping bags.
3. **Drop-off Sites:** Promote Ramsey County compost and yard waste drop-off sites.
4. **Organics Collection:** Partner with Ramsey County on the promotion of a household organics collection program.
5. **City Facilities:** Implement recycling and organics collection in all city-owned public facilities by 2030.
6. **Recycling Collection:** Implement an ordinance requiring recycling haulers to bring collected materials to the City's contracted processing facility.
7. **Construction Materials:** Explore a deconstruction and diversion ordinance to require the reuse and/or recycling of construction materials; ensure safe handling of hazardous materials (e.g., asbestos, lead, etc.).
8. **Packaging Ordinance:** Enforce and promote the "to go" packaging ordinance requiring containers to be recyclable or compostable.
9. **Anaerobic Digestion:** Coordinate with Ramsey and Washington Counties to support anaerobic digestion of organic materials, or other GHG-reducing practices.
10. **Expand Recycling:** Promote a recycling drop-off for items not collected curbside and create an education center at the new Ramsey County [Environmental Center](#) by 2028.
11. **Dumped Items:** Establish furniture recycling and reuse for bulky and illegally dumped items collected under the coordinated collection program by 2028.
12. **Public Waste Receptacles:** Increase access to recycling and decrease litter by evaluating public space waste needs and purchasing new trash and recycling bins for optimal placement.
13. **Events:** Implement waste permitting process for events to require waste management in compliance with the City's waste ordinance by 2030.

## Water Services and Wastewater

Water holds historical and cultural significance, including the water that is within and around the homeland and sacred sites of the Dakota people. Saint Paul has more shoreline along the Mississippi River than any other city in the country. Its network of creeks, lakes, and wetlands supports biodiversity, offers recreation, and helps to manage flooding from excessive stormwater runoff. Through conservation efforts, improved stormwater practices, and street maintenance, the City can safeguard local water resources for future generations.

A reliable and affordable water supply is one of Saint Paul's most vital public resources. Maintaining and modernizing the water delivery system ensures residents and businesses will have access to clean, sustainable water for decades to come. While emissions from the distribution and treatment of water are relatively small and are included in City Operations, there are meaningful opportunities to reduce them and innovate around the role of water in the City's decarbonization efforts. Opportunities to reduce emissions from Water Services include increased clean electricity generation, efficiency measures, and building decarbonization. Finally, water and wastewater infrastructure can also play an important role in capturing and utilizing waste heat and enabling thermal storage, contributing to broader emissions reductions.

**Equitable Outcomes:** Keeping water prices stable and affordable is core to the City's Water Services. The City will continue to deliver high-quality water to homes and businesses, as well as parks and other community spaces. Building decarbonization that utilizes waste heat and/or thermal storage will be inclusive of income-qualified homes and multifamily buildings, helping to stabilize heating costs.

**Objective I:** Efficiently use water to reduce energy consumption and conserve resources.

**Objective II:** Maximize the potential of the wastewater system to serve energy goals.

## Water Services and Wastewater Targets

- 2% annual reduction of non-revenue water pumped (Non-revenue water is water that is pumped from Saint Paul Regional Water Services but does not reach customers primarily because of leaks).
- At least one thermal energy pilot project utilizes waste heat from the wastewater system by 2030.

## Actions:

- 1. Conservation Education and Resources:** Work with partners to provide resources and incentives to community members to reduce indoor water use through high-efficiency shower heads, aerators, and toilets, as well as leak detection and repair.
- 2. Water Usage Monitoring:** Continue to implement real-time water usage monitoring for all customers.
- 3. Irrigation:** Encourage efficient outdoor water usage at homes, businesses, and institutions through practices such as native plantings, smart water meters, and advanced irrigation systems.
- 4. Wastewater Heat Capture:** Partner with Met Council and District Energy to utilize thermal energy from waste heat generated at the wastewater treatment plant to supplant the use of fossil fuels.



## City Buildings and Operations

Saint Paul owns and operates more than 150 municipal buildings totaling over 2.4 million square feet. In 2024, natural gas accounted for 61% of total energy use, making it the largest source of building-related GHG emissions. Among the City departments, the Parks and Recreation building portfolio accounts for more than half of municipal building emissions. Since 2015, the City has reduced building-related emissions by 46%, driven by cleaner electricity, strategic facility closures, and improved energy efficiency.

In 2025, the City developed a Municipal Buildings Decarbonization Plan to chart a path toward carbon neutrality, prioritizing accelerated reductions in eleven municipal buildings. The Plan describes a balanced scenario as the proposed roadmap to reach carbon neutrality. Strategies are organized into each of the following categories: new construction, cleaner electricity grid, building efficiency and electrification, on-site solar, off-site renewable energy, and carbon offsets.

Similarly, the City is currently working to complete a fleet decarbonization study that will create an implementation schedule for replacing vehicles with low- or no-carbon vehicles and adding sufficient charging infrastructure. The City is leading by example in its efforts to rapidly reduce emissions from City Operations.

**Equitable Outcomes:** Reduced energy use, decreased reliance on volatile energy sources, and improved maintenance will help to stabilize capital costs for City operations, lessening the burden on taxpayers.

**Objective I:** Achieve carbon neutrality for City-owned and operated facilities.

**Objective II:** Achieve carbon neutrality for City fleet vehicles.

**Objective III:** Incorporate future climate impacts in the planning and design of infrastructure systems and all new City-owned buildings.

### City Buildings and Operations Targets

- 9% decrease annually in operational GHG emissions of city-owned and operated buildings during 2025-2030.
- 5% decrease annually of weather-normalized gas consumption for city-owned and operated buildings during 2025-2035.
- 100% LED Conversion for streetlights.
- Increase on-site solar capacity at city-owned buildings by 650 kW total by 2030 (average 130 kW annually during 2025-2030).
- 25% of City fleet vehicles are electric or plug-in hybrid vehicles by 2030.
- 100% of City capital projects consider climate impacts.

## Actions:

- 1. Building Energy Benchmarking:** Maintain annual energy benchmarking for City-owned and operated facilities. Analyze energy data to identify opportunities to improve building energy performance.
- 2. Decarbonization Fund:** Maintain a decarbonization fund ("green energy fund") to support projects that improve energy efficiency, expand the use of renewables, and invest in the electrification of City-owned and operated facilities.
- 3. Efficient, Smart Streetlights:** Convert municipal streetlights to LEDs. Explore other opportunities for smart lighting.
- 4. Leased City Properties.** Incorporate decarbonization and other sustainability requirements into lease and management agreements with third-party operators of City-owned facilities.
- 5. Green Purchasing:** Continue to improve upon the citywide green purchasing policy by 2028.
- 6. Carbon Sequestration:** Explore opportunities to utilize wood waste for anaerobic digestion, biochar, and other alternatives to combustion.
- 7. Clean Thermal Energy:** Continue to identify opportunities to deploy renewable thermal technologies (district heating, solar thermal, etc.).
- 8. Clean Electricity:** Increase on-site solar installations and purchases of off-site clean electricity for City-owned and operated buildings to support the Sustainable Building Ordinance requirements and decrease operational emissions for the municipal building portfolio.
- 9. Fleet Decarbonization Plan:** Develop a municipal Fleet Decarbonization Plan to reduce emissions through right-sized, electric, and more efficient vehicles and operational practices.
- 10. Employee Commute:** Encourage employees to reduce commuting by privately-owned cars through incentives and workplace amenities (e.g., secure bike racks, showers, transit passes, etc.).
- 11. Asset Management:** Include life-cycle costs and carbon emissions when preparing asset management plans to inform the selection and purchase of construction materials and equipment for City projects.
- 12. Capital Improvement Planning:** Explicitly incorporate climate goals and actions into the capital improvement planning process.
- 13. Critical Infrastructure:** Identify critical infrastructure facilities and ensure there is reliable, clean backup energy in case of a power outage.
- 14. Assess City Infrastructure:** Assess City-owned buildings and sites for vulnerabilities to extreme weather and prioritize needed improvements.
- 15. Invest in Resilient Infrastructure:** Invest in materials for city infrastructure that are robust enough to withstand extreme weather events.
- 16. Battery Storage Pilot:** Pilot opportunities to test, analyze, and demonstrate the potential for increased resilience and cost savings of battery storage technologies.
- 17. Low-carbon Paving Materials:** Pilot the use of innovative low-carbon materials in streets, sidewalks, and/or trails by 2030.
- 18. Impervious Surfaces:** Reduce impervious surfaces by using permeable materials and/or converting underutilized pavement to native plantings or other natural land covers.
- 19. Cool Pavement:** Use lighter colored and reflective materials for pavement to lessen the impact on the urban heat island effect.
- 20. Cool Roof:** Install cool roof materials on low slope municipal rooftops to reflect heat from the sun and reduce urban heat island effect.
- 21. Debris Management:** Coordinate with the County to plan for emergency debris management.
- 22. Water Supply:** Support regional efforts to address groundwater usage and recharge.

# Community Resilience and Emergency Preparedness

Building community resilience and strengthening emergency preparedness are essential to protecting residents and businesses from the increasing risks from climate hazards. Acute shocks include sudden, intense events like heatwaves, floods, and extreme storms that can cause property damage that requires expensive repairs and pose risks to health and safety. Chronic stressors are ongoing conditions that weaken the ability to withstand shocks. This can include prolonged events like freeze and thaw cycles and droughts. Stressors can strain the local economy, stress aging infrastructure, and impact the mental health and well-being of community members.

To build resilience, the City will work to lessen vulnerabilities by providing resources to meet the needs of residents before, during and after climate-related events. This includes supporting social connectedness through neighborhood-based preparedness efforts, expanding access to resilience hubs as well as cooling and heating centers, and improving communication and emergency alert systems. Equipping residents with tools, resources, and skills can help ensure more people are prepared to respond to disruptive events and withstand longer-term stressors.

**Equitable Outcomes:** Ramsey County completed a social vulnerability assessment that identifies neighborhoods that are most vulnerable to climate change. The assessment includes risk and exposure to climate hazards overlaid with social indicators of vulnerable populations (e.g., age, mobility, health, income). Efforts to strengthen resilience will be prioritized in communities with the greatest vulnerabilities.

**Objective I:** Support and enhance community resilience to prepare people in Saint Paul to withstand and adapt to climate-related impacts.

## Community Resilience Targets

- Two resilience hubs are planned.
- Improve Social Vulnerability Index score by 5 points.
- 75% of residents receive climate adaptation resources.
- 10 additional air quality monitors installed in environmental justice neighborhoods.



## Actions:

- 1. Education and Outreach:** Partner to share multi-lingual and culturally relevant resources on climate resilience and emergency preparedness.
- 2. Home Checklist:** Develop a checklist that can be used by homeowners and renters to improve resilience; include resources for battery backup power, metal roofing, resilient landscaping, appropriate insurance, and funding and technical assistance resources.
- 3. Food Security:** Encourage equitable distribution of community assets to improve food security, including urban farms and foraging, community gardens, food markets, and healthy food options and community-based initiatives that strengthen local food systems and community resilience.
- 4. Social Connections:** Collaborate with faith, civic, and other community groups to strengthen social connectedness through relationship-building among community members across age, ethnicity, income, and other demographic differences.
- 5. Nature Connections:** Continue programs that encourage people to connect with nature with a focus on communities that have historically had less access to ecological spaces.
- 6. Cultural Knowledge:** Facilitate and promote opportunities to gain knowledge and learn traditional ecological practices from local cultures and community members.
- 7. Existing Resilience Hubs:** Identify and designate existing community buildings that have or could incorporate resilience features (e.g., temporary shelter, cooling/warming services, food distribution, internet access, and backup power).
- 8. New Resilience Hubs:** Incorporate/Build in resilience hub features into future community buildings, prioritizing locations in environmental justice neighborhoods.
- 9. Cooling and Heating Centers:** Designate and map buildings that are accessible to the public during times of extreme heat or cold; ensure people with disabilities have transportation to and from cooling and heating centers.
- 10. Transportation Access:** Coordinate mobility services for vulnerable populations during times of emergency.
- 11. Disaster Recovery:** Partner with the State and other actors to identify strategies for addressing growing costs of insurance and disaster recovery.
- 12. Air Quality Monitors:** Partner with the Minnesota Pollution Control Agency and local groups to install air quality monitors to collect data on particulates and other pollutants, prioritizing environmental justice neighborhoods.

## Nature-Based Solutions

Natural systems offer many benefits to the community, including providing habitat, supporting recreation, and improving mental and physical health. Nature can also be useful in lessening the impacts of severe weather, like flooding and extreme heat. In urban areas, however, many natural systems have been replaced with asphalt, concrete, and buildings. These materials absorb, store, and slowly release heat, contributing to the urban heat island effect. They can also limit the water's ability to infiltrate the ground, increasing stormwater runoff and the risk of flash flooding, while sending unfiltered pollutants directly into rivers and lakes.

Sustainable management and restoration of ecosystems can enhance natural systems in a way that benefits people and nature while mitigating the effects of climate change. Nature-based solutions like expanding the tree canopy, integrating green infrastructure, and restoring native vegetation and wetlands can help to improve air and water quality, provide shade, and keep neighborhoods cooler. Actions in this section are centered around expanding nature-based solutions to mitigate the effects of climate change and improve the quality of life for everyone.

**Equitable Outcomes:** Underinvestment in environmental justice neighborhoods and neighborhoods disproportionately impacted by emerald ash borer are more exposed to extreme heat and flash flooding. They also tend to be located near arterial roads compounding the impacts of air pollution. These neighborhoods will be prioritized for engagement and investment in nature-based solutions that help residents to prepare for and adapt to climate change.

**Objective II:** Protect, enhance, and restore natural infrastructure to mitigate weather and climate impacts.

## Nature-Based Solutions Targets

- At least two green infrastructure projects are installed to mitigate stormwater
- 1-acre annual (4acres total) increase in new private and public land cover conversion to native plants and/or tree plantings.
- Improve tree equity score in at least the three lowest block groups.
- Plant 4,000 trees annually.

## Actions:

1. **Environmental Stewardship:** Foster environmental stewardship, community health, and cultural and ecological learning along the Mississippi River and throughout the city.
2. **Protect Natural Infrastructure:** In partnership with Watershed Districts and other entities, protect, enhance, and restore natural infrastructure to mitigate weather and climate impacts, such as extreme and heavy precipitation.
3. **Urban Tree Canopy:** Update the citywide urban tree canopy assessment every ten years and maintain a current street tree inventory.
4. **Tree Replacement:** Accelerate biodiversity and tree replacement programming in neighborhoods that are most impacted by the urban heat island effect and Emerald Ash Borer. Enforce the tree preservation ordinance.
5. **Tree Care:** Build relationships and trust with community members to provide resources and support for tree placement, care, and other maintenance needs.
6. **Soil Restoration:** Promote the use of high-quality soil amendments such as compost or biochar from organics collection to businesses and residents to help improve soil quality.
7. **Manage Heat:** Expand vegetative land cover, especially in communities that are susceptible to the urban heat island effect.
8. **Stormwater Management:** Working with partners to implement land cover best practices to minimize stormwater runoff, reduce flash flooding, maximize infiltration, and stabilize slopes.
9. **Climate Resilient Landscaping:** Encourage community members to convert turf and hardscapes to climate-friendly native plants that provide pollinator habitat, support food production, are drought resilient, and/or support stormwater management.
10. **Parks and Open Space:** Improve the ecological functionality and resiliency of parks and open space through green infrastructure, best practices for stormwater management, increased plant diversity, food production and/or pollinator-friendly corridors.

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SECTION 5

# Five-Year Priority Action Plan

# Five-Year Priority Action Plan

The City of Saint Paul has made significant progress toward completing the actions that are included in the original Climate Action and Resilience Plan. The City will continue to implement the updated actions to work toward the 2030 targets and the goal of being carbon neutral by 2050. To demonstrate progress, the City has identified 25 initiatives that it intends to prioritize over the next five years. These initiatives were selected based on community and staff input, initiatives that are already planned, and those where the City has the greatest authority to implement.

The initiatives are organized by the same categories found in the main body of the Plan Update, with initiatives that impact water quality incorporated into other categories. Details of the initiatives include:



**City's Authority to Implement:** This indicates the City's ability to implement the initiatives by noting the City's ability to "control" and/or "influence" the outcomes.



**Project Location:** Geographic location in the City, noting where some initiatives are citywide or will occur in specific areas of the City.



**Department Lead:** The City department that is dedicated to leading the initiative, although other departments and partners may support efforts.



**Type:** Initiatives vary in terms of duration (ongoing vs. one-time) and type (project, program, plan, or policy).



**Brief Summary:** Includes a high-level overview of each initiative.



**Anticipated Funding Need:** The funding needs are either derived from existing programs or the estimated funding needed for new initiatives. Funding can be expenditures (e.g., capital expenses, consulting fees) or staff time.



**Anticipated Funding Sources:** Describes internal and external funding sources that are available to support the various initiatives.



**Project Partners:** Initial list of potential partners who can help implement specific initiatives. These lists are not meant to be exhaustive.



**Timeframe:** The timeframe in which the initiative is anticipated to be implemented. Ongoing programs and policies will span the timeframe, while one-time projects will occur at a point within it.

Progress will be tracked internally and shared publicly through maintenance of the City's Climate Dashboard. Many initiatives involve residents, businesses, and institutions. Successful implementation of this Plan will require participation from as many community members as possible. Everyone in the City is encouraged to learn how they can support the Plan and take actions to reduce emissions and adapt to a changing climate.

# Implementation and Funding

## Initiative 1: Grow the City's Climate Fund

**City Authority:** Control

**Project Location:** Citywide

**Department Lead:** Office of Financial Services

**Type:** Ongoing program

**Brief Summary:** The City currently uses Franchise Fee dollars to fund part of its climate efforts. The City has a target to spend at least 1% of its budget directly on climate actions. While this funding will be supported by other capital expenditures, it is critical to grow this fund to adequately address climate change in the City. Staff will explore and pursue various funding sources to equitably grow the climate fund to sustain its climate work.

**Anticipated Funding Need:** \$8,800,000 (based on the projected 2026 budget)

**Anticipated Funding Source(s):** Franchise Fee, state and foundation grants, other sources

**Project Partners:** State of Minnesota, potential funders

**Timeframe:** 2026-2031

## Initiative 2: Climate Communications and Engagement Plan

**City Authority:** Control

**Project Location:** Citywide

**Department Lead:** Mayor's Office, Office of Technology & Communications

**Type:** Ongoing program

**Brief Summary:** Create an engagement plan that increases internal and external awareness about ongoing activities related to the Plan Update and Priority Action Plan. The Plan will outline strategies to communicate opportunities and progress, highlight successes, and build a shared understanding of the benefits of action. Internally, the engagement plan will promote collaboration across City departments to ensure staff are informed and equipped to integrate climate goals into their work, where appropriate. Externally, the plan will provide an opportunity for the City to engage residents, businesses, and other institutions and organizations through accessible materials and public events, helping to build shared ownership of achieving the City's climate goals.

**Anticipated Funding Need:** \$50,000-\$100,000

**Anticipated Funding Source(s):** State and foundation grants, city budget

**Project Partners:** City Departments, community-based organizations, institutions, businesses.

**Timeframe:** 2026-2031

# Building Energy Use

## Initiative 3: Decarbonize Downtown

**City Authority:** Influence

**Project Location:** Downtown and adjacent neighborhoods

**Department Lead:** Mayor's Office

**Type:** One-time Project

**Brief Summary:** Downtown Saint Paul buildings are served by a district heating system, operated by District Energy St. Paul. The system currently uses heat from the combustion of biomass and natural gas. There is an opportunity to capture waste heat from the nearby wastewater treatment facility operated by the Metropolitan Council and reduce emissions by approximately 85%. This initiative will pursue funding to launch and complete this project.

**Anticipated Funding Need:** \$250,000,000

**Anticipated Funding Source(s):** Green Bank (MNCIFA), bonding, State and federal grants and incentives

**Project Partners:** District Energy St. Paul, Xcel Energy, Met Council, Minnesota Department of Commerce

**Timeframe:** 2026-2031

## Initiative 4: Complete the Mt. Airy Geothermal Study

**City Authority:** Influence

**Project Location:** Downtown

**Department Lead:** Office of Financial Services

**Type:** One-time Study and Pilot Project

**Brief Summary:** Mt. Airy Homes is a family housing development located near downtown Saint Paul that is owned by the Saint Paul Public Housing Agency. The buildings rely on District Energy St. Paul for space and water heating services. The City of Saint Paul and District Energy St. Paul applied for and received a grant from the Minnesota Department of Commerce to study the possible deployment of a geothermal system that would supplement the existing district system. The geothermal system would help to stabilize energy bills and reduce greenhouse gas emissions.

**Anticipated Funding Need:** \$150,000 for the study

**Anticipated Funding Source(s):** Minnesota Geothermal Planning Grant

**Project Partners:** District Energy St. Paul, Saint Paul Public Housing Agency, Minnesota Department of Commerce

**Timeframe:** 2026-2028

## Initiative 5: Implement Residential Energy Programs

**City Authority:** Control

**Project Location:** Citywide, pre-approved income-qualified areas

**Department Lead:** Planning and Economic Development

**Type:** Ongoing Programs

**Brief Summary:** Saint Paul will continue and expand two programs aimed at residential energy use. Each of these programs is described here:

The Saint Paul [Power of Home](#) program will replace gas furnaces, water heaters, stovetops, and clothes dryers with new, efficient electric models in qualified single-family owner-occupied homes. Switching from fossil fuel (natural gas) appliances to electric counterparts can reduce dangerous indoor air pollution, improve comfort, reduce greenhouse gas emissions, and potentially reduce utility costs.

The [Healthy Homes](#) program of Saint Paul offers both pre-weatherization (health and safety) and weatherization (insulation and air-sealing) services. The program targets qualified households that need critical repairs before weatherization can take place. By making these repairs possible, the program helps homeowners enjoy improved comfort, safety, and cost savings.

**Anticipated Funding Need:** \$300,000 annually (Power of Home) and \$800,000 one-time funding (Healthy Homes)

**Anticipated Funding Source(s):** Franchise Fee, utility rebates, State and federal incentives

**Project Partners:** Community-based organizations, community foundations, Xcel Energy, Center for Energy and Environment

**Timeframe:** 2026–ongoing

## Initiative 6: Complete a Citywide Thermal Energy Plan

**City Authority:** Control

**Project Location:** Citywide

**Department Lead:** Mayor’s Office

**Type:** One-time Plan

**Brief Summary:** The City of Saint Paul is looking to complete a citywide Thermal Energy Plan to strategically deploy new technologies and equitably decarbonize buildings. Developing a Thermal Energy Plan will involve the engagement of key stakeholders, identifying the highest priority areas of the City, and the most cost-efficient opportunities to decarbonize buildings using thermal energy sources like waste heat, renewable energy, and ambient energy from the air, earth, and aquifers. The Plan will prioritize an approach that is equitable, improves community resilience, and increases access to clean energy for all Saint Paul residents and businesses.

**Anticipated Funding Need:** \$500,000

**Anticipated Funding Source(s):** Foundation and State grants

**Project Partners:** Xcel Energy, District Energy

**Timeframe:** 2026-2028

## Initiative 7: Update the Sustainable Building Ordinance

**City Authority:** Control

**Project Location:** Citywide, new development

**Department Lead:** Planning and Economic Development

**Type:** Policy

**Brief Summary:** The City adopted its Sustainable Building Ordinance in 2010. The ordinance requires that certain development projects be designed and constructed to meet the requirements of a green standard and comply with the Saint Paul Overlay. The ordinance applies to construction projects that either receive more than \$200,000 in City/HRA funding; or are owned by the City or HRA; or are built with the intent of the having the City or HRA become the sole tenant. Under this plan, the ordinance will be updated to strengthen requirements above current construction standards, with a focus on the biggest contributors to greenhouse gas emissions.

**Anticipated Funding Need:** Staff time

**Anticipated Funding Source(s):** City budget

**Project Partners:** Saint Paul Housing Redevelopment Authority (HRA), University of Minnesota

**Timeframe:** 2026-2031

## Initiative 8: Develop a Data Center Policy

**City Authority:** Control

**Project Location:** Citywide

**Department Lead:** Planning and Economic Development

**Type:** Policy

**Brief Summary:** Create and adopt an ordinance that guides future data center development to be located where waste heat can be recovered and utilized in neighboring buildings and/or added to district energy systems; and ensure safeguards to protect public health, water resources, utilize reclaimed water, and have adequate access to clean and sustainable electricity sources.

**Anticipated Funding Need:** Staff time

**Anticipated Funding Source(s):** City budget

**Project Partners:** Full Stack Saint Paul, Minnesota APA, League of Minnesota Cities, District Energy, energy nonprofits, labor unions

**Timeframe:** 2026-2031

# Transportation

## Initiative 9: Zoning for Transit Investment

**City Authority:** Control

**Project Location:** Citywide

**Department Lead:** Planning and Economic Development

**Type:** Multi-phase project

**Brief Summary:** City of Saint Paul Planning staff will conduct analysis and propose zoning amendments that provide comprehensive, consistent development flexibility on properties located along some of Saint Paul's primary commercial and mixed-use transit corridors. Easing and diversifying development along transit corridors will contribute to the City's goals for vibrant, walkable neighborhoods and increased access to rapid transit.

**Anticipated Funding Need:** Staff time

**Anticipated Funding Source(s):** City Budget

**Project Partners:** Metro Transit/Metropolitan Council

**Timeframe:** 2026-2031

## Initiative 10: Invest in Transit Improvements

**City Authority:** Support

**Project Location:** High-frequency transit routes

**Department Lead:** Public Works

**Type:** Ongoing projects

**Brief Summary:** The City will partner with the Met Council and others to support transit by improving areas surrounding bus and train shelters, adding more last-mile solutions, and enhancing accessibility at, as well as to and from, transit stops for individuals who use wheelchairs or who have limited mobility. Transit shelters along high-frequency routes in environmental justice communities will be prioritized.

**Anticipated Funding Need:** TBD

**Anticipated Funding Source(s):** TBD

**Project Partners:** Metro Transit, Ramsey County, local businesses, community-based organizations, and District Councils.

**Timeframe:** 2026-2031

## Initiative 11: Continue Bicycle Infrastructure Improvements

**City Authority:** Control

**Project Location:** Downtown, citywide

**Department Lead:** Public Works

**Type:** Ongoing project

**Brief Summary:** The City continues to build out its [Planned Bicycle Network](#) to improve user experience and safety. In the next five years, the City anticipates completing the Capital City Bikeway and adding at least 25 miles of separated bike lanes.

**Capital City Bikeway:** A network of bicycle facilities throughout downtown Saint Paul. This project connects major bikeways within downtown as well as connecting to other routes outside of the downtown core.

**Bicycle Plan:** There are currently more than 229 miles of bikeways in Saint Paul. The Bicycle Plan includes 337 new miles of bikeways in the City. At least twenty-five miles of new bikeways will be added in the next five years.

**Anticipated Funding Need:** \$400,000 annually

**Anticipated Funding Source(s):** Capital Improvement Budget, Parks and Recreation budget, federal grants

**Project Partners:** N/A

**Timeframe:** 2026-2031

## Initiative 12: Improve Regional Bikeshare System

**City Authority:** Influence/Control

**Project Location:** Saint Paul and neighboring cities

**Department Lead:** Public Works, Planning and Economic Development

**Type:** Program

**Brief Summary:** Saint Paul currently contracts with multiple bike-share companies to allow for scooters and e-bikes to be rented in the City. There are limitations to these services that can be improved upon with a regional bikeshare program. Like the [BIXI program in Montreal](#), a regional bike share program would improve availability and reliability of shared mobility, enable easier access to neighboring communities, and implement a sustainable funding model. This initiative involves partnering with other governmental entities to explore the creation of a regional bikeshare program and funding mechanisms to support it.

**Anticipated Funding Need:** TBD

**Anticipated Funding Source(s):** TBD

**Project Partners:** Minneapolis, Ramsey County, Falcon Heights, Roseville, St. Anthony Park, Maplewood, Schools, Higher Education

**Timeframe:** 2026-2031

## Initiative 13: Expand Transportation Safety Improvements

**City Authority:** Control

**Project Location:** Citywide

**Department Lead:** Public Works

**Type:** Multiple Ongoing Projects

**Brief Summary:** The City completed the [Transportation Safety Action Plan](#) in 2024 in response to the high number of crash-related fatalities and injuries in the City. The Plan includes policy recommendations for future street designs and a roadmap for implementing strategies on a timeline that corresponds to the Climate Action Plan. Designing the City's streets to be safer for all users—especially pedestrians and cyclists—will encourage more people to walk and bike, supporting transportation targets in the CARP.

**Anticipated Funding Need:** \$250,000 annually

**Anticipated Funding Source(s):** Capital Improvement Plan

**Project Partners:** Minnesota Department of Transportation, Ramsey County, Metro Transit, Metropolitan Council, District Councils, businesses, community organizations

**Timeframe:** 2026-2031

## Initiative 14: Provide Transportation Education

**City Authority:** Influence

**Project Location:** Citywide

**Department Lead:** Planning and Economic Development

**Type:** On-going program

**Brief Summary:** The City will partner with schools, local organizations, businesses, and District Councils to promote sustainable transportation options for residents and employers. This may include transit rider information to easily use transit services, rider education to share the current and future bicycle network, safe routes to schools, and traffic education to improve safety for all users.

**Anticipated Funding Need:** Staff time

**Anticipated Funding Source(s):** City Budget

**Project Partners:** Saint Paul Schools, local businesses and organizations, Move Minnesota, Metro Transit, and District Councils.

**Timeframe:** 2026-2031

## Initiative 15: Increase Publicly Accessible EVs and Charging

**City Authority:** Control/Influence

**Project Location:** Citywide

**Department Lead:** Public Works – Transportation and Public Safety

**Type:** Ongoing Program

**Brief Summary:** The EV Spot Network is the largest renewably-powered, municipally-owned electric vehicle network in the country. Evie Carshare includes a fleet of more than 170 vehicles that are available through various subscription plans. EV Spot Charging includes more than 280 on-street charging spaces across Saint Paul and Minneapolis, available to the Evie fleet and the public. The Network was awarded over \$3 million in funding from the US Department of Energy, Met Council, and others to support expansion east, focusing on electric vehicle access along Metro Transit's Gold Line.

**Anticipated Funding Need:** \$3,000,000

**Anticipated Funding Source(s):** Regional and federal grants, city budget

**Project Partners:** Minneapolis, Xcel Energy, HOURCAR, District Councils

**Timeframe:** 2026-2031

# City Buildings and Operations

## Initiative 16: Decarbonize City Buildings

**City Authority:** Control

**Project Location:** City Buildings

**Department Lead:** Office of Financial Services – Real Estate

**Type:** Multiple One-time Projects

**Brief Summary:** In 2025, the City completed a Municipal Buildings Decarbonization Plan that explored various scenarios to reduce building energy emissions. The City will work to implement the first phase of recommendations from the Plan to decarbonize City buildings. This will include increasing building energy efficiency, expanding electrification, and meeting electricity demand with on-site renewable energy generation at 11 priority buildings. The City will also improve internal policies and processes to require all-electric new construction of municipal facilities.

**Anticipated Funding Need:** TBD

**Anticipated Funding Source(s):** City funding, State bonding and grants, federal tax incentives, utility rebates

**Project Partners:** Xcel Energy

**Timeframe:** 2026-2035

## Initiative 17: Complete a Municipal Fleet Decarbonization Plan

**City Authority:** Control

**Project Location:** City operations

**Department Lead:** Office of Financial Services

**Type:** One-time plan

**Brief Summary:** The City will complete a Municipal Fleet Decarbonization Plan that will provide an actionable framework for decarbonization of the City's fleet. The Plan will focus on the passenger fleet, as well as some medium- and heavy-duty vehicles for which viable all-electric options are readily available. This Plan will help the City move toward a carbon neutral fleet operations by transitioning to electric and/or other non-fossil fuel vehicles and extensive expansion of clean fueling infrastructure.

**Anticipated Funding Need:** \$75,000

**Anticipated Funding Source(s):** State grant funding, City matching funds

**Project Partners:** Xcel Energy, Department of Administration

**Timeframe:** 2026-2031

# Community Resilience

## Initiative 18: Prepare Residents and Businesses for Climate Hazards

**City Authority:** Influence  
**Project Location:** Citywide  
**Department Lead:** Emergency Management  
**Type:** Ongoing program

**Brief Summary:** The Saint Paul Emergency Management Department works to prepare the community to respond to and recover from environmental and man-made disasters. Readiness planning focuses on all hazards, including weather-related disasters. Residents can access many resources from the City's website to prepare their homes and communities for potential disruptions. The City will also develop and implement an outreach campaign to ensure that community members are prepared for disruptions. Resources will include information on how to increase the resilience of homes and resources to help recover after an event.

The City will also investigate funding sources to assist in disaster recovery efforts that can complement state and federal emergency funds to help residents and businesses cover the costs of repairs and assist with waste and debris removal.

**Anticipated Funding Need:** Staff time, TBD  
**Anticipated Funding Source(s):** City budget, City Climate Fund, State of Minnesota  
**Project Partners:** District Councils, community-based organizations, and schools.  
**Timeframe:** 2027—ongoing

## Initiative 19: Heating/Cooling Centers and Resilience Hubs

**City Authority:** Control  
**Project Location:** Environmental Justice Neighborhoods, Citywide  
**Department Lead:** Planning and Economic Development, Saint Paul GIS staff  
**Type:** Ongoing program

**Brief Summary:** Resilience Hubs use existing or future community spaces that can be adapted to meet the needs of residents during a disaster or disruption. Often, they are spaces like community centers, libraries, or faith-based facilities that can operate in three different phases: normal, disruption, and recovery. Most of the time, these buildings will operate during their regular hours and provide typical services. In times of disruption from storms, power outages, or other events, these spaces can be adapted to accommodate people in need of shelter, power, food, and other supplies. The City will identify at least two facilities that can be modified to serve as resilience hubs, by adding clean back-up power, staffing, emergency protocols, basic shelter, resource distribution, among other Resilience Hubs attributes.

Extreme heat or cold can be dangerous for those who have limited access to air conditioning or adequate heat. The City will also explore creating and sharing maps to help residents easily find public and private locations that provide water and space to cool off or warm up. The map will include additional resources to assist residents with extreme temperatures as well as other climate hazards.

**Anticipated Funding Need:** TBD (resilience hub), staff time (mapping)

**Anticipated Funding Source(s):** TBD (resilience hub), City Budget (mapping)

**Project Partners:** Public libraries, Saint Paul Parks, schools, faith-based institutions, community organizations, higher education institutions, Ramsey County, and local businesses.

**Timeframe:** 2026-2031

## Initiative 20: Install Air Quality Sensors

**City Authority:** Control/Influence

**Project Location:** Communities vulnerable to poor air quality

**Department Lead:** Saint Paul–Ramsey County Public Health

**Type:** Ongoing project

**Brief Summary:** Air quality sensors measure pollutants from vehicles, industrial processes, combustion of natural gas or wood, and environmental causes like wildfires. The Minnesota Pollution Control Agency (MPCA) has installed six sensors in Saint Paul that are used to track pollution in the city to inform air quality standards and health benchmarks. The MPCA plans to install an additional sensor as part of its network plan. Saint Paul will identify gaps in communities that are vulnerable to poor air quality, per the Ramsey County vulnerability assessment, and seek funding to install additional sensors that can support the State’s monitoring efforts.

**Anticipated Funding Need:** \$25,000

**Anticipated Funding Source(s):** State grants, City funds.

**Project Partners:** Minnesota Pollution Control Agency, Ramsey County, local organizations and businesses, schools, District Councils

**Timeframe:** 2026-2031

# Nature-based Solutions

## Initiative 21: Increase Tree Canopy Coverage

**City Authority:** Control/Influence

**Project Location:** Citywide, urban heat island, Emerald Ash Borer impacted communities

**Department Lead:** Parks and Recreation – Forestry

**Type:** Ongoing program

**Brief Summary:** The City aims to plant 4,000 trees per year, prioritizing areas that have been affected by Emerald Ash Borer and residential areas with high urban heat island vulnerability. The City will manage plantings on public property and continue to partner with community organizations leading programs for private property tree planning efforts. The City will also provide educational resources for residents to care for trees on private properties.

**Anticipated Funding Need:** TBD

**Anticipated Funding Source(s):** City funds, grant funds

**Project Partners:** Tree Trust, District Councils, State of Minnesota

**Timeframe:** 2026-2031

## Initiative 22: Promote Climate Resilient Landscaping

**City Authority:** Influence

**Project Location:** Citywide

**Department Lead:** Parks and Recreation

**Type:** Ongoing program

**Brief Summary:** The City will partner with community-based organizations to provide resources to residents and businesses that want to convert turf grass and/or hardscapes to climate-friendly and drought-tolerant native plants. Resources will include educational materials, local experts, and potential funding. The City will also lead by example and convert turf or pavement on public land to native plants and/or trees.

**Anticipated Funding Need:** TBD

**Anticipated Funding Source(s):** TBD

**Project Partners:** Watershed Districts, Metro Bloom, Board of Water and Soil Resources (Lawns to Legumes program), and community-based organizations.

**Timeframe:** 2026-2031

## Initiative 23: Food Scraps Pickup Program

**City Authority:** Control

**Project Location:** Citywide

**Department Lead:** Public Works – Garbage and Recycling

**Type:** Ongoing program

**Brief Summary:** Currently, Saint Paul residents can bring their food scraps to several drop-off sites for organics recycling. The City is partnering with Ramsey County to provide food scraps collection with regular garbage service. The program will be free and available to all residents.

**Anticipated Funding Need:** TBD

**Anticipated Funding Source(s):** TBD

**Project Partners:** Ramsey County

**Timeframe:** 2026-2031

## Initiative 24: Provide Waste Education and Resources

**City Authority:** Influence

**Project Location:** Citywide

**Department Lead:** Public Works – Garbage and Recycling

**Type:** Ongoing programs

**Brief Summary:** The City will partner with County and State entities to provide educational opportunities to residents, students, and businesses to reduce consumption and increase diversion practices like reusing materials, recycling, composting, and disposing of hazardous materials. This may include online resources, mailers, in-person workshops, fix-it clinics, and facility tours.

**Anticipated Funding Need:** \$100,000

**Anticipated Funding Source(s):** State and County grants, City funding and staff time

**Project Partners:** Ramsey County, Minnesota Pollution Control Agency

**Timeframe:** 2026-2031

## Initiative 25: Create a Furniture Re-Use Center

**City Authority:** Control

**Project Location:** Citywide

**Department Lead:** Public Works – Garbage and Recycling

**Type:** Ongoing program

**Brief Summary:** Many items that are thrown away or dumped can be salvaged and reused, especially large furniture. Saint Paul is developing a program in which the City will make disposed furniture that is in usable condition available for reuse through a furniture re-use center.

**Anticipated Funding Need:** TBD

**Anticipated Funding Source(s):** TBD

**Project Partners:** Ramsey County

**Timeframe:** 2026-2031

The background is a dark green color with a pattern of small, lighter green circles. Overlaid on this are several large, semi-transparent green shapes, including circles, squares, and rectangles, some of which are partially cut off by the edges of the page. In the bottom right corner, there are two small, light green plus signs (+) stacked vertically.

SECTION 6

# Appendix

## Links and Additional Resources

Link Text	Full URL
AAA Your Driving Costs	<a href="https://newsroom.aaa.com/wp-content/uploads/2025/09/UPDATE-AAA-Fact-Sheet-Your-Driving-Cost-9.2025-1.pdf">https://newsroom.aaa.com/wp-content/uploads/2025/09/UPDATE-AAA-Fact-Sheet-Your-Driving-Cost-9.2025-1.pdf</a>
ACEEE City Energy Scorecard	<a href="https://www.aceee.org/research-report/2024/04/2024-city-scorecard">https://www.aceee.org/research-report/2024/04/2024-city-scorecard</a>
Air Quality Reports	<a href="https://www.pca.state.mn.us/news-and-stories/air-quality-alerts-record">https://www.pca.state.mn.us/news-and-stories/air-quality-alerts-record</a>
BIXI Program in Montreal	<a href="https://bixi.com/en/">https://bixi.com/en/</a>
Bureau of Labor Statistics, Consumer Expenditures, 2023	<a href="https://www.bls.gov/news.release/pdf/cesan.pdf">https://www.bls.gov/news.release/pdf/cesan.pdf</a>
CliMAT	<a href="https://app.climate.umn.edu/?output_type=numDif&amp;scenario=ssp370_2060-2079&amp;model=ensemble&amp;variable=tmax-degF&amp;time_frame=yearly&amp;aoi=p%7EMN_outline%7E0">https://app.climate.umn.edu/?output_type=numDif&amp;scenario=ssp370_2060-2079&amp;model=ensemble&amp;variable=tmax-degF&amp;time_frame=yearly&amp;aoi=p%7EMN_outline%7E0</a>
Climate Central	<a href="https://www.climatecentral.org/climate-matters/severe-storm-super-hazards">https://www.climatecentral.org/climate-matters/severe-storm-super-hazards</a>
Environmental Center	<a href="https://www.ramseycountymn.gov/residents/recycling-waste/environmental-center">https://www.ramseycountymn.gov/residents/recycling-waste/environmental-center</a>
Environmental Justice Areas Map	<a href="https://experience.arcgis.com/experience/bff19459422443d0816b632be0c25228/page/Page/?views=EJ-areas">https://experience.arcgis.com/experience/bff19459422443d0816b632be0c25228/page/Page/?views=EJ-areas</a>
Evie Carshare	<a href="https://hourcar.org/">https://hourcar.org/</a>
FEMA National Risk Index	<a href="https://hazards.fema.gov/nri/map">https://hazards.fema.gov/nri/map</a>
Global Climate Highlights 2024	<a href="https://climate.copernicus.eu/global-climate-highlights-2024">https://climate.copernicus.eu/global-climate-highlights-2024</a>
Healthy Homes Program	<a href="https://www.stpaul.gov/departments/planning-and-economic-development/housing/healthy-homes-power-home-saint-paul-programs">https://www.stpaul.gov/departments/planning-and-economic-development/housing/healthy-homes-power-home-saint-paul-programs</a>
Minnesota DNR	<a href="https://www.dnr.state.mn.us/climate/journal/lost-winter-2023-24.html">https://www.dnr.state.mn.us/climate/journal/lost-winter-2023-24.html</a>
Planned Bicycle Network	<a href="https://www.stpaul.gov/departments/public-works/transportation-and-transit/bike-saint-paul/saint-paul-bicycle-plan">https://www.stpaul.gov/departments/public-works/transportation-and-transit/bike-saint-paul/saint-paul-bicycle-plan</a>
Power of Home Program	<a href="https://www.stpaul.gov/departments/planning-and-economic-development/housing/healthy-homes-power-home-saint-paul-programs">https://www.stpaul.gov/departments/planning-and-economic-development/housing/healthy-homes-power-home-saint-paul-programs</a>
Recommended Priorities	<a href="https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.stpaul.gov%2Fsites%2Fdefault%2Ffiles%2F2022-05%2FCJAB%2520YEAR%2520IN%2520REVIEW%2520FINAL.pptx&amp;wdOrigin=BROWSELINK">https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.stpaul.gov%2Fsites%2Fdefault%2Ffiles%2F2022-05%2FCJAB%2520YEAR%2520IN%2520REVIEW%2520FINAL.pptx&amp;wdOrigin=BROWSELINK</a>
Saint Paul City Buildings and Operations	<a href="https://climateaction.stpaul.gov/category/city-buildings-and-operations">https://climateaction.stpaul.gov/category/city-buildings-and-operations</a>
Saint Paul Climate Justice Advisory Board	<a href="https://www.stpaul.gov/departments/mayors-office/committees-boards-and-commissions/climate-justice-advisory-board">https://www.stpaul.gov/departments/mayors-office/committees-boards-and-commissions/climate-justice-advisory-board</a>

# Links and Additional Resources

Link Text	Full URL
Saint Paul Climate Emergency Resolution (2022)	<a href="https://stpaul.legistar.com/LegislationDetail.aspx?ID=5378635&amp;GUID=7965176D-C87E-4432-BE78-7BF81EA2AC9D&amp;Full-Text=1">https://stpaul.legistar.com/LegislationDetail.aspx?ID=5378635&amp;GUID=7965176D-C87E-4432-BE78-7BF81EA2AC9D&amp;Full-Text=1</a>
Saint Paul City Climate Dashboard	<a href="https://climateaction.stpaul.gov">https://climateaction.stpaul.gov</a>
Saint Paul Energy Use in Buildings	<a href="https://climateaction.stpaul.gov/category/residential-energy">https://climateaction.stpaul.gov/category/residential-energy</a>
Saint Paul Solid Waste	<a href="https://climateaction.stpaul.gov/category/waste-and-water">https://climateaction.stpaul.gov/category/waste-and-water</a>
Solid Waste Management Master Plan	<a href="https://www.ramseycountymn.gov/residents/recycling-waste/waste-reduction-action">https://www.ramseycountymn.gov/residents/recycling-waste/waste-reduction-action</a>
Saint Paul Sustainable Building Ordinance	<a href="https://www.stpaul.gov/departments/mayors-office/climate-action/sustainable-building-ordinance">https://www.stpaul.gov/departments/mayors-office/climate-action/sustainable-building-ordinance</a>
Saint Paul Sustainable Transportation	<a href="https://climateaction.stpaul.gov/category/sustainable-transportation">https://climateaction.stpaul.gov/category/sustainable-transportation</a>
Transportation Safety Action Plan	<a href="https://www.stpaul.gov/sites/default/files/2024-04/FINAL_TSAP_04.30.24.pdf">https://www.stpaul.gov/sites/default/files/2024-04/FINAL_TSAP_04.30.24.pdf</a>



# SAINT PAUL CLIMATE

*A framework for our community to address the impact of climate change.*

**[STPAUL.GOV/CLIMATEPLAN](https://STPAUL.GOV/CLIMATEPLAN)**



# Community Perspectives on Climate Action in Saint Paul

## Feedback and Recommendations from Engagement Efforts

Author: Sera Kinoglu

June 2025

**Wilder  
Research**  
Information. Insight. Impact.

# Executive summary

## WHAT ARE COMMUNITY MEMBERS MOST CONCERNED ABOUT?

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### **Extreme weather**

From drought and floods to consistently warming weather, community members expressed deep concern about our changing climate. Many commented on issues related to preparedness, expressing doubts about the capacity of the City as well as their own household. Because of increasingly unpredictable weather patterns, difficulty securing insurance was noted, along with financial impacts across a number of spheres. Some of these impacts included higher costs for groceries, repairing damage related to extreme weather, and the cost of heating and cooling.



### **Poor air quality and related health impacts**

Community members raised concerns about air quality, particularly for individuals with heightened risk for health complications (e.g., people with asthma, older adults, and young children). Many mentioned the recent summer (2023) during which Minnesota had an unusually high number of air quality alert days. As temperatures warm and droughts persist, air quality is likely to become an increasingly persistent concern. Some comments also indicated traffic congestion and insufficient tree population as catalyzers for poor air quality.



### **Loss of green spaces, tree canopy, and biodiversity**

A noticeable loss of trees was frequently mentioned by community members, particularly trees removed due to emerald ash borer damage. Aside from a sense of sadness associated with tree loss, many commented on related impacts – less shade and higher cooling costs, decreased air quality, and cost of tree removal. Others expressed worries about fewer green spaces and natural areas, along with decreasing biodiversity resulting from a combination of development and climate change.

## WHAT DO COMMUNITY MEMBERS MOST WANT IN A SUSTAINABLE CITY?

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### **Better access to sustainable transportation and neighborhoods that feel walkable, bikeable**

A priority for Saint Paul residents is a city that feels community-centric and that values low-emission methods of transportation. This includes expansion of the current infrastructure that supports electric vehicles; for example, several community members suggested incentives for switching to an electric vehicle along with a wider network of charging stations.

Regarding improvements, residents regularly noted the need for enhanced safety, greater convenience, and continuing the process to electrify city buses. A particular frustration related to convenience is the time required to use public transit as opposed to driving. Community members' comments stressed the importance of vibrant neighborhoods, with City support (through policies and programming) for expanding the presence and improving the success of small businesses.



### **Outreach and communications around climate action**

Residents across all other engagement activities recommended a stronger community presence by the City. In particular, they thought the City could enhance communication and outreach across Saint Paul communities on such topics as City initiatives, education about climate impacts, and information about available programs and resources.

Crucial to such engagement efforts is a focus on equity. Many residents expressed concern about the disproportionate impacts for different communities (most notably those that are primarily BIPOC), and cited a need to ensure that robust outreach and engagement plans be developed to build and maintain trusting relationships with community leaders.



### **Increased access to green spaces, including community gardens**

Community members described a strong interest in preserving existing green spaces and securing undeveloped areas for additional green space. They also suggested planting more trees to further expand the tree canopy, replace trees lost to disease, and mitigate air quality concerns; some residents specified species that may be better adapted for our current and changing climate. In addition to increasing the area dedicated to natural or green spaces, community members noted an interest in the City creating more community gardens to increase access for a greater share of residents.



### **An emphasis on renewable energy**

Residents frequently mentioned a desire to see greater emphasis on and investment in renewable and sustainable energy sources. Expanding financing for household energy-related costs also emerged as a priority among community members, with many citing the age of Saint Paul homes being a critical factor. Older homes often lack insulation and proper sealing, and may also have outdated heating and cooling systems that result in greater financial burden. While programs exist to partially address this concern, residents emphasized the importance of much more significant financial support for homes in need of weatherization and efficiency upgrades.



### **City support for community-led resilience efforts**

In correlation with residents' significant concerns related to extreme weather and lack of preparedness, many called for strong City support for community-led resilience efforts. While some comments identified this need broadly or without further detail, others specified the City's role as providing financial or material resources to community organizers leading such efforts.

Particularly in relation to preparedness, residents suggested the development of resilience hubs and resource centers. Coupled with the outreach and engagement noted above, residents expressed interest in the City providing information and education directly to neighborhoods. Offering neighborhood champions a clear line of communication with City staff and committing to collaborating on initiatives defined by the community would help bolster localized resilience and ensure that these initiatives are well-suited for their community context.

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# Introduction & background

## ABOUT THE CARP

The Saint Paul Climate Action and Resilience Plan (CARP) lays out a vision to make the city carbon neutral by 2050 while preparing for climate impacts and prioritizing equity. Specific goals include increasing clean energy usage in buildings, expanding public transit and biking infrastructure, and protecting natural ecosystems.

Central to the Plan is a commitment to equity, ensuring all residents benefit from the City's actions—especially those most impacted by climate change, who often are low-income, Black, Indigenous, and other people of color who live in neighborhoods with historical and current racial disparities. By fostering collaboration with community members, businesses, and other stakeholders, Saint Paul aims to reduce emissions, improve air quality, create green jobs, and build a city ready to thrive in a changing climate.

The current Plan was developed through research, community input, and collaboration with experts and stakeholders. The Plan uses 2015 as a baseline year to assess emissions, sets a goal of carbon neutrality by 2050, and includes both initiatives to mitigate greenhouse gas emissions and strategies to reduce vulnerabilities. The Plan integrates strategies to address broader issues like housing, transportation, and workforce development while promoting co-benefits such as improved air quality, public health, and economic opportunities.

The City uses the Plan as a guiding framework to achieve the goal of carbon neutrality by 2050 and to address the local impacts of climate change. The Plan informs policy decisions and prioritizes investments and initiatives across sectors such as energy, transportation, waste, and natural resources. It provides actionable strategies to reduce emissions, enhance resilience, and improve equity, focusing on areas with the greatest potential impact, like energy efficiency, home weatherization, and transportation options. The Plan's metrics and benchmarks allow the City to track progress.

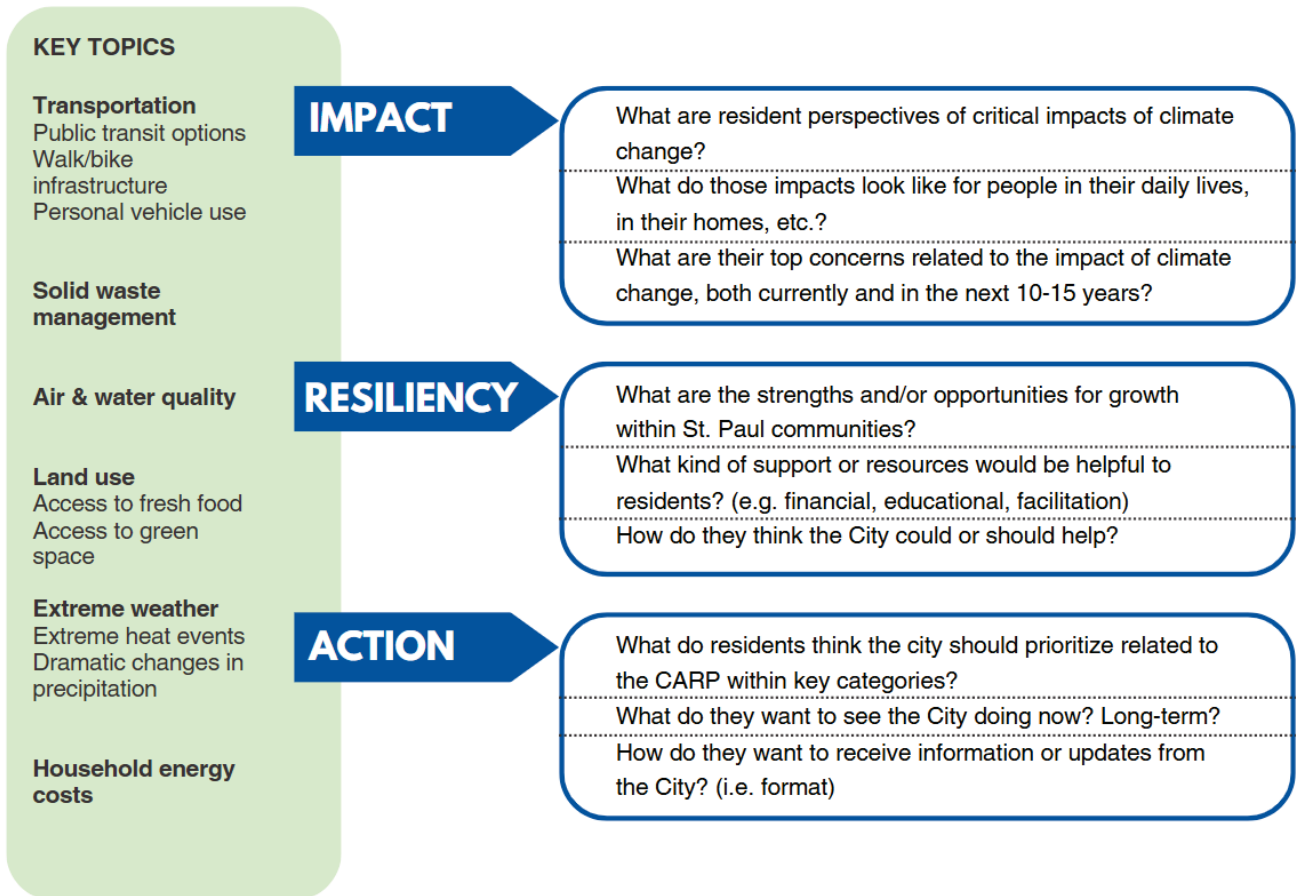
# ENGAGEMENT CONTEXT

The City contracted with Wilder Research to implement community engagement activities and mechanisms for feedback. Through a series of discussions with City staff, as well as the CARP Advisory Committee, Wilder developed an engagement plan which included several modes for this feedback.

## 1. Learning questions developed in collaboration with City of Saint Paul staff

### Learning questions:

Our roadmap for the development of engagement plans & tools



Utilizing the key topics provided by the City, in conjunction with the learning questions above, Wilder selected several approaches for engaging with members of the community:

### ■ Community conversation toolkit

In collaboration with City staff, Wilder created a document that outlined a brief primer on climate change, its impact in Saint Paul, and information about the CARP. The toolkit provided a set of suggested discussion questions, tips for facilitation, and instructions for sharing notes or comments back with our team.

- **Survey**

In order to gather input from a wide range of residents, Wilder developed and fielded a web survey that was open for the duration of the engagement period. The survey asked participants to identify top concerns related to climate change, as well as priorities for the City’s CARP.

- **Event-based activities**

Tabling at community events provided an opportunity to engage with residents in person. The activities designed and implemented by Wilder achieved two key goals: to collect responses about perspectives of climate impacts and City initiatives, and to increase community awareness around the CARP and climate issues in Saint Paul. At these events, Wilder implemented bead jar voting to gauge community priorities and a talkback board for open-ended comments about concerns and impacts related to climate change.

- **Climate forum**

Building on the City’s inaugural Climate Forum in 2023, Wilder collaborated with City staff to host and facilitate the Forum in March 2025. Discussion questions were developed for small groups as well as by ward, and these were facilitated by Wilder and City staff, as well as volunteers from the Advisory Committee.

- **Listening sessions**

Acknowledging the disparity in impacts felt by different communities across Saint Paul, Wilder and City staff agreed on “focus areas” of the City in which there was evidence of increased vulnerability to issues such as flooding, heat islands, and air quality concerns. To gather feedback from residents in these areas, Wilder hosted listening sessions in the community. During these sessions, residents discussed in depth the ways that climate change has impacted their daily lives, as well as notable opportunities for the City to mitigate such impacts and to support localized efforts.

Data from all activities were aggregated and synthesized using a mixed-methods approach of both qualitative and quantitative analyses. The resulting themes and findings are presented below.



Bead jar voting setup for community events

# Community feedback & recommendations

The themes in this section were derived from synthesized findings across all engagement modes and, therefore, represent both survey data and direct comments from participants of engagement activities.

89% of survey respondents said that they are “very concerned” about climate change.

## PRIORITIZE HEALTHY COMMUNITIES

### INVEST IN BIKE AND WALK INFRASTRUCTURE

20% of survey participants identified **improving conditions for walking and bicycling** as a top priority for the City.

Community members stressed the importance of vibrant neighborhoods with City support (through policies and programming) for expanding the presence and improving the success of small businesses. By rooting neighborhoods in this way, community members suggested a natural outcome of improvements to the walkability or bikeability of the City.

21% of survey participants identified **locating more stores and services within walking distance of where people live** as a top priority for the City.

To make progress toward this vision, residents offered suggestions for infrastructure improvements, such as the creation of more protected bike lanes, safer crosswalks and ways to cross busy intersections, and more strongly-enforced speed limits throughout the city. Some comments also mentioned an interest in expanding bike share programs, as well as incentives that might make e-bikes more accessible to a wider group of residents.

### MITIGATE AIR QUALITY ISSUES WITH TREE PLANTING

73% of survey participants identified **poor air quality** as a top concern.

Community members raised concerns about air quality, particularly for individuals with heightened risk for health complications (e.g., people with asthma, older adults, and young children). Many mentioned the recent summer (2023) during which Minnesota had an unusually high number of air quality alert days. As temperatures warm and droughts persist, air quality is likely to become an increasingly persistent concern. Some comments also indicated traffic congestion and insufficient tree population as catalyzers for poor air quality.

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With climate change, I worry about increasing health problems like heat-related stress [and] asthma and respiratory diseases from pollution for children and the elderly.

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Not being able to go outside because of air quality – it's a tangible thing that didn't happen when I was a kid.

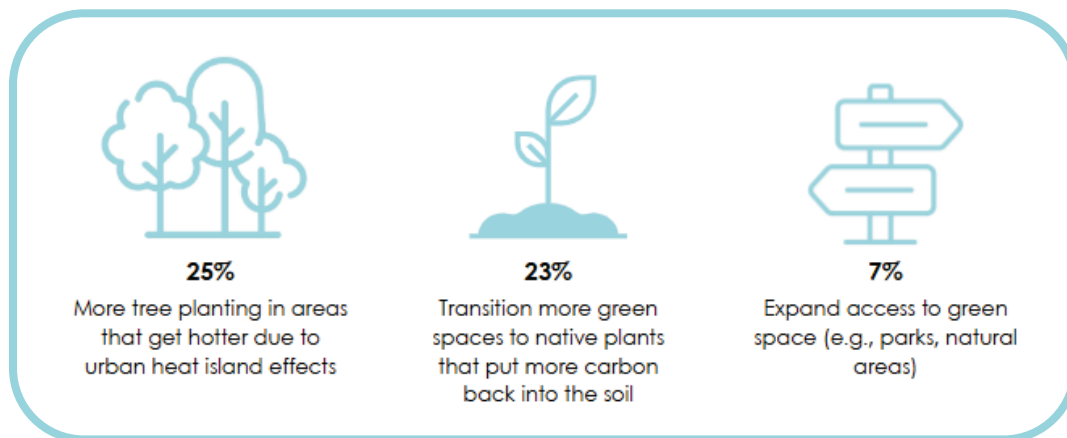
I feel that my daughter's allergies and asthma have gotten worse over the past couple of years.

[Because of air quality concerns], my children won't have the [same] opportunities for outdoor experiences I've had.

---

Given the significance of concerns related to air quality, a frequent recommendation among residents was for the City to plant more trees – particularly those that are fast-growing or more mature. Increasing the amount of green space (e.g., parks, natural areas, and gardens) will further support the mitigation of air quality issues.

## 2. Percentage of survey participants identifying the following priorities for action



A noticeable loss of trees was frequently mentioned by community members, particularly trees removed due to emerald ash borer damage. Aside from a sense of sadness associated with tree loss, many commented on related impacts – less shade and higher cooling costs, decreased air quality, and cost of tree removal. Others expressed worries about fewer green spaces and natural areas, along with decreasing biodiversity resulting from a combination of development and climate change.

---

Loss of trees, especially emerald ash trees [has been an issue]. Our backyard went from shady and comfortable to hot and unbearable, and our house is also warmer in the summer because of [lack of] shade. This is true for boulevard trees, too.

---

While some residents acknowledged the City's efforts to replace trees lost to disease, many also noted a need for tree care education alongside such plantings. These comments mentioned an interest in the City sharing information with homeowners who have had trees removed or replaced in order to ensure that new plantings are successful.

---

Greenery and trees are vital, but it's just as vital to plant appropriate trees in the right areas [and to have] signs on trees saying "this tree treats the rainwater."

---

47% of survey participants identified an **increase in invasive species and disease-carrying insects** as a top concern.

Because of widespread issues with pests – most notably, emerald ash borer – and ensuing damage or removal, many community members felt that the City should consider offering financial support for residents dealing with this issue. They noted the high cost of tree removal or treatments as well as for purchasing new trees and replanting.

## **INCREASE ACCESS TO GREEN SPACES, INCLUDING COMMUNITY GARDENS**

Community members described a strong interest in preserving *existing* green spaces and securing undeveloped areas for additional green space. Relatedly, many expressed worries about *fewer* green spaces and natural areas, along with decreasing biodiversity resulting from a combination of development and climate change.

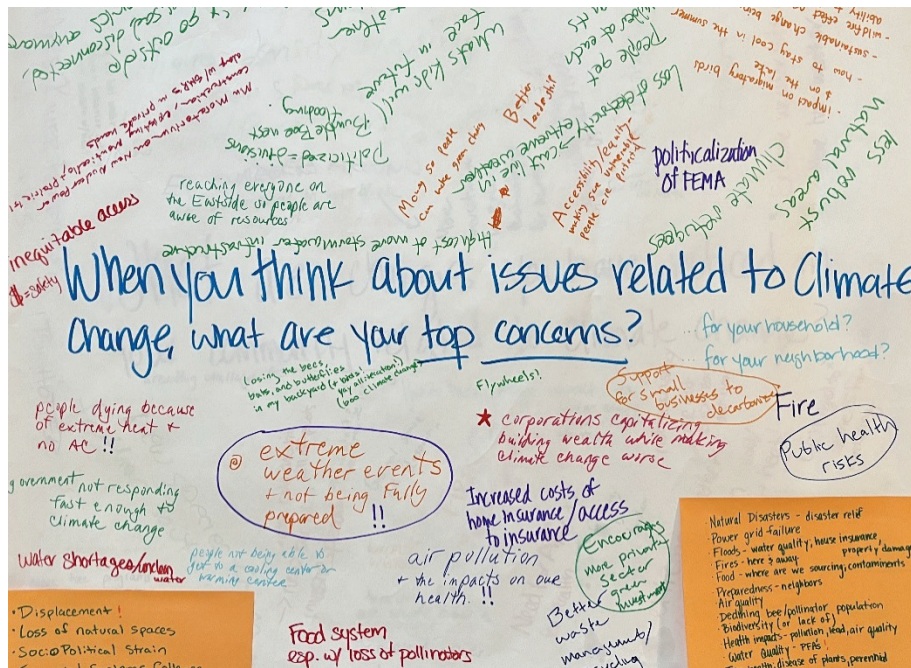
Another approach to supporting healthy and sustainable communities, as recommended by residents, is to work towards expanding space dedicated to community gardens. In addition to increasing their resilience against potential food sourcing issues (e.g., increasing cost of groceries due to challenges with farming), community gardens benefit residents through greater time spent in nature and social connectedness.

---

Green spaces that are not being well utilized could be more opportunities for community gardening.

The growing season is changing and there are more disruptions due to extreme weather. [We] can't grow peas and spinach anymore because it gets too hot too fast in spring.

---



Community listening session discussion notes for the question: When you think about issues related to climate change, what are your top concerns?

Variations on this suggestion included implementing more urban agriculture and creating urban food forests, which would align with resident interest in increasing green spaces and tree canopy. Alongside the creation of such spaces, residents recommended accessible gardening education for those with their own home gardens, as well as neighborhoods with community gardens.

- Survey respondents said they were personally impacted by the following issues related to healthy communities:**
- 53%** Health issues due to air pollution (including "air quality alert" days)
  - 44%** Increased presence of invasive species (e.g., pests in your garden or diseased trees)
  - 40%** Longer allergy season
  - 27%** Increased contact with disease-carrying insects (e.g., mosquitos, ticks)
  - 25%** Heat-related health challenges
  - 7%** More frequent asthma attacks

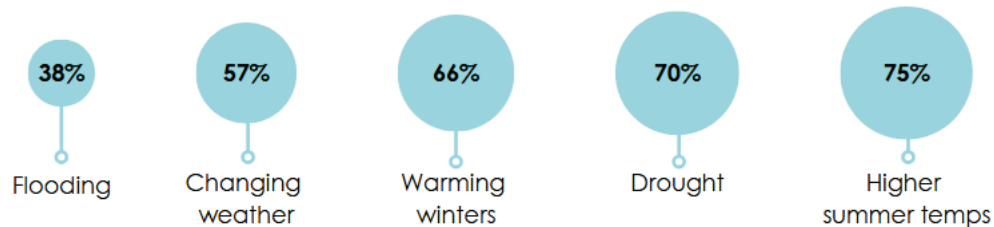


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[I feel] anxiety about the increase in super storms, like the one that knocked power out for days last summer in parts of St. Paul. It feels like it's not a matter of if, but when it will be our turn.

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### 3. Percentage of survey participants who identified weather-related concerns



### SUPPORT COMMUNITY/LOCALIZED RESILIENCE EFFORTS

In correlation with residents' significant concerns related to extreme weather and lack of preparedness, many called for strong City support for community-led resilience efforts. While some comments identified this need broadly or without further detail, others specified the City's role as providing financial or material resources to community organizers leading such efforts. Particularly in relation to preparedness, residents suggested the development of resilience hubs and resource centers.

10% of survey participants identified **support for community-led efforts** as a top priority for the City.

Coupled with the outreach and engagement noted above, residents expressed interest in the City providing information and education directly to neighborhoods. Offering neighborhood champions a clear line of communication with City staff and committing to collaborating on initiatives defined by the community would help to bolster localized resilience and ensure that these initiatives are well-suited for their community context.

---

The City needs to support communities organizing, including collective action and resource sharing.

[We need] asset-based community development - use the knowledge and strengths of people in the city: people who know how to grow things [and] garden, people who know how to bike and fix bikes, [people who can educate about] solar energy.

---

While perhaps outside of the City’s direct purview, residents also described a desire for greater community- and relationship-building. Many talked about the importance of deepening and encouraging sharing networks (e.g., utilizing an approach like the Minnesota Tool Library but with a wider reach), particularly at the neighborhood level. In connection with these efforts, residents would like to see not only the promotion of environmentally-friendly practices like reuse and repair (e.g., via PSAs shared by the City), but also for the City to use creative approaches to encourage or incentivize these practices within communities.

---

I love seeing all the grassroots mending and repurposing work.

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**Survey respondents said they were personally impacted by the following issues related to resilience:**

**71%** Longer periods without rain (drought)

**14%** Flooding or flood damage

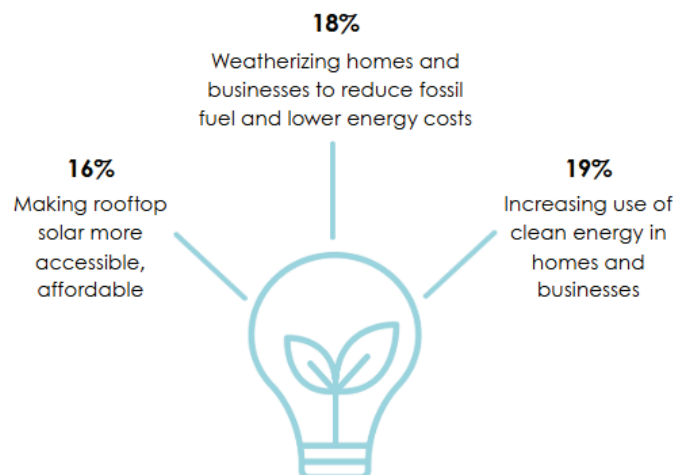
## INVEST IN ENERGY EFFICIENCY

### INVEST IN RENEWABLE ENERGY

31% of survey participants identified **emissions reduction** as a top priority for the City.

Residents frequently mentioned a desire to see greater emphasis on and investment in renewable energy sources. Rooftop solar was also a common theme among community comments, with some residents suggesting that tall buildings and parking lots would be the most logical first step for wider implementation. While a majority of comments about clean energy were expressing general support for this action area, many community members also specified geothermal districts as a top priority related to energy.

#### 4. Percentage of survey participants identifying the following priorities for action



## EXPAND FINANCING FOR ENERGY-RELATED COSTS

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Financial burdens hit some people and families more than others, and even compound (e.g., a house with poor windows and insulation leaks more air, is hotter in the summer, colder in the winter, and fixing this costs lots of money).

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Expanding financing for household energy-related costs emerged as a priority among community members, with many citing the age of Saint Paul homes being a critical factor. Older homes often lack insulation and proper sealing, and may also have outdated heating and cooling systems that result in greater financial burden. While programs exist to partially address this concern, residents emphasized the importance of much more significant financial support for homes in need of weatherization and efficiency upgrades.

*Survey respondents said they were personally impacted by the following issues related to energy:*

**66%** Increased air conditioning use

## IMPLEMENT DEEPER ENGAGEMENT AND AWARENESS BUILDING

While not a prominent theme from survey responses (5% identified community engagement as a priority for action), residents across all other engagement activities enthusiastically recommended a stronger community presence by the City. In particular, they thought the City could enhance communication and outreach across Saint Paul communities, including on the following topics:

- The City's existing climate goals and initiatives  
*What is the City working on? What is it planning to do? What progress has been made?*
- Opportunities for feedback about City initiatives or climate impact concerns  
*How can residents reach City staff? What channels of feedback are available?*
- Information about climate impacts, and education about ways to reduce impact  
*How do different personal, business, or City-level actions impact climate?*
- Available programs and resources, including financial supports (e.g., for weatherization or native plantings)  
*How can residents access different types of support? What are they eligible for?*





## IMPROVE PUBLIC TRANSPORTATION INFRASTRUCTURE

Among survey respondents, the most frequently identified action item for the City was to improve public transit services and safety, and this was a top theme among comments from community members. Regarding improvements, residents regularly noted the need for enhanced safety, greater convenience, and continuing the process to electrify city buses. A particular frustration related to convenience is the time required to use public transit as opposed to driving.

33% of survey participants identified **improving public transit services and safety as a top priority for the City.**

## PROMOTE USE OF ELECTRIC VEHICLES

Many residents reacted positively to Saint Paul's Evie carshare program and expressed interest in seeing this or similar programs expanded or serving more parts of the City. Making more vehicles available and in more areas would generate increased awareness about carsharing as well as make it a more attractive option for people who might otherwise drive a personal vehicle.

Outside of carsharing programs, some community comments noted that there should be greater promotion and incentivization of electric vehicles (EVs). However, several such comments added that the current infrastructure must be improved – i.e., a broader charging network, particularly for multi-unit dwellings – in order for more residents to “buy in” to EV use.

9% of survey participants identified **increased use of electric vehicles, including better access to EV charging**, as a top priority for the City.

## IMPROVE WASTE MANAGEMENT SYSTEMS

### EXPAND THE CONVENIENCE OF HOUSEHOLD WASTE OPTIONS

Though not asked about explicitly in the survey, discussion with community members indicated an interest in ensuring that composting options (for both food and yard waste) were more accessible. Some residents identified curbside pickup as a key action item, while others spoke more broadly about wanting convenient options for food and yard waste. Namely, they suggested additional locations for dropping these types of waste; proposed locations included community centers and libraries.

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Make food composting easier so people don't have to bring their food compost to inconvenient locations that are only open on weekends in the winter time.

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## FOCUS ON LOWERING OVERALL WASTE CREATED

11% of survey participants identified **decreasing the amount of solid waste generated** as a top priority for the City.

Acknowledging the impact of the amount of waste generated at all levels, residents would like to see the City work on encouraging proper waste management behavior for individuals as well as businesses. While materials exist – particularly those developed by Ramsey County – community comments suggested that there could be broader distribution, expanded and tailored materials for different groups, and overall citywide promotion of this goal.



**When asked about which actions they take to reduce their climate impact, 89% of survey respondents said they reduce waste and increase recycling and composting – the highest proportion of all actions listed in the survey.**

In line with comments regarding accountability (see above), some residents recommended a combination of incentives for low-waste champions and disincentives or penalties for not following City sustainability guidelines related to waste.

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I am thrilled to learn of new waste reduction initiatives. I'm so discouraged to attend events when there is no provision for recycling or composting, and I do express this to the organizer. Could there be a penalty for failing to use an appropriate caterer or to arrange for use of bins from district council or Ramsey County?

---

A smaller number of community comments expressed an interest in the City imposing restrictions on single-use plastics and plastic shopping bags. (Or, in the case of plastic bags, adopting a similar approach to the one that Minneapolis has in place.)

## SUPPORT SMALL BUSINESSES TO BECOME MORE SUSTAINABLE

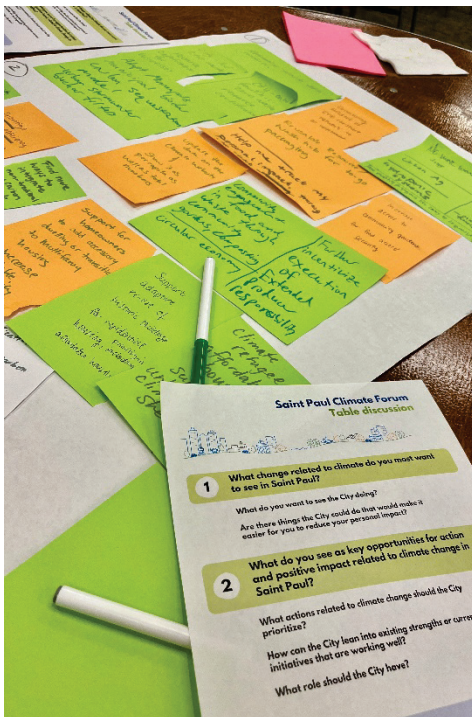
Many residents recognize that small business owners likely face greater barriers than larger or more established operations when it comes to implementing sustainable practices. Importantly, utilizing sustainable materials to manage their sales is more costly (e.g., for takeout containers or bags for customer purchases and to source materials locally) and may act as a barrier to implementation. The significant challenges faced by newly opened or small businesses compound this issue.

Therefore, residents suggested stronger support for small business owners to help them decrease waste and opt for sustainable choices. These comments noted financial support as well as access to business consultants specializing in sustainability.

“

As a former restaurant owner, I understand the difficulty in switching to compostable/recyclable take out containers. They are significantly more expensive than Styrofoam clamshells or thinner plastic containers and the compostable containers use newer materials and unfamiliar shapes that may not work with the food you sell. Also, these items are sold in large quantities that only generate more trash if you mistakenly order something you can't use. Connecting with local business owners with examples of good 'green' alternatives (and suppliers) and financial support (\$500-1000) to get them started on a new take-out path could be a good solution. Hamline Midway Coalition has a very good Green To-Go initiative in their community for local businesses.

## IMPLEMENT POLICIES FOR A SUSTAINABLE CITY



In alignment with current City initiatives and targets, residents mentioned ensuring that policies are in place to maintain high standards for construction and new building development throughout Saint Paul. In particular, they want to see developers using sustainable materials and designing structures in ways that reduce overall impact on the environment.

In addition to these comments, some community comments indicated doubt about the City's level of enforcements of such policies or restrictions, and they stressed the importance of transparency along with greater communication around policy enforcement. Some suggested that the City refer developers to information or materials that make a strong economic case for net zero buildings as being ultimately cost effective.

Related to construction and development, residents expressed interest in the City taking a closer look at current policies related to zoning and density to ensure land use that is supportive of the City’s climate impact mitigation goals. Though not expressly related to climate impacts, some community comments referenced a need for more affordable housing alongside prevention of gentrification.

Suggestions related to City policies included:

- Conversion of empty buildings in downtown to housing; creative or adaptive reuse of historic buildings
- Holding landlords accountable for ensuring properties are up to code and, therefore, more efficient
- City-funded incentives or subsidies for sustainable development projects
- Enact ordinances that require new roofing to use lighter shingles or incentivize green roofs
- Maintain adequate staffing specifically for climate-related work in the City
- Implementation of a tool that informs about the social cost of carbon for planning, policy, and budget decision-making
- Allowance for stacking of funding or incentives for projects and developments

## TAKE A STRONG STANCE ON CLIMATE ACTION

### **“We want to see the City think big and act big.”**

Broadly speaking, residents emphasized a desire to see the City “step up” and not be afraid to take bold and innovative action related to climate change. Comments like these went hand-in-hand with recommendations for the City to generally invest more in climate action and to prioritize this work in City plans and budgets.

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Take a stand – our city should be on record as working against climate change (like some cities are known as sanctuary cities). Be able to say, “We are the city that's doing this!”

Make the climate dashboard an activist tool [so we can see] what is most needed, where should we apply pressure, and how to effectively advocate for progress.

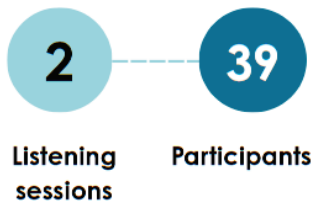
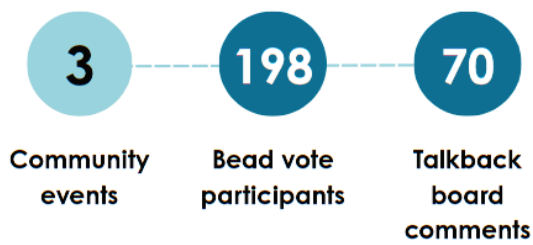
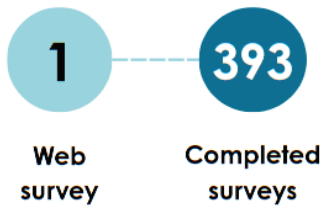
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Some residents noted that a natural outcome of this type of citywide focus would be an enhanced green workforce, in which education and employment opportunities for careers in renewable energy, sustainable development, and similar career paths would be more abundant.

Finally, community members want to see the City playing a role in holding accountable the corporations and businesses that are responsible for larger shares of pollution and negative environmental impacts. Similarly, some residents noted that they would like to see stronger investment in sustainability and climate action from the private sector.

# Appendix

## A. COMMUNITY ENGAGEMENT BY THE NUMBERS



11 Responses from the Community Conversation Toolkit

Comments from advisory committee, feedback from council presentations

## B. DATA TABLES

Some percentages may not add up to 100% due to rounding

### B1. How informed do you feel regarding climate change topics, such as the causes and impacts of climate change and actions needed to slow or stop it? (N=392)

	N	%
Very informed	254	65
Somewhat informed	130	33
Not at all informed	8	2

### B2. How concerned are you about climate change in general? (N=392)

	N	%
Very concerned	348	89
Somewhat concerned	30	8
Not at all concerned	14	4

### B3. Climate change can impact people in many different ways. In the past 3-5 years, have you personally been impacted by any of the following effects of climate change? (Select all that apply) (N= 393)

	N	%
Longer periods without rain (drought)	277	71
Increased air conditioning use	260	66
Health issues due to air pollution (including "air quality alert" days)	209	53
Increased presence of invasive species (e.g., pests in your garden or diseased trees)	173	44
Longer allergy season	158	40
Increased contact with disease-carrying insects (e.g., mosquitos, ticks)	107	27
Heat-related health challenges	97	25
Flooding or flood damage	53	14
More frequent asthma attacks	28	7
Something else	59	15
I have not experienced any impacts	25	6

**B4. The following are current or potential climate change impacts in Saint Paul. Which of the following do you feel personally most concerned about? (Select all that apply) (N=391)**

	N	%
Higher summer temperatures (heatwaves)	294	75
Poorer air quality	287	73
Longer periods without rain (drought)	273	70
Warmer winter temperatures	257	66
General change in weather patterns	222	57
Increase in invasive species and disease-carrying insects (e.g., mosquitos, ticks)	183	47
Access to clean water	155	40
Heavier rainfalls & flooding	148	38
Something else	53	14
I have no concerns about climate impacts	10	3

**B5. Thinking about 10-15 years from now, are your concerns related to climate change... (N=392)**

	N	%
The same?	155	39
Different?	175	45
Not sure	62	16

**B6. The City of Saint Paul has been working on action items from the previous Climate Plan. In your opinion, which of the following action areas should be prioritized in the updated Plan? (Select up to three) (N=390)**

<b>Transportation</b>	<b>N</b>	<b>%</b>
Improving public transit services and safety	128	33
Improving conditions for walk and bicycling	76	20
Increased use of electric vehicles, including better access to EV charging	33	9
Locating more stores and services within walking distance of where people live	81	21
<b>Energy</b>		
Weatherizing homes and businesses to reduce fossil fuel and lower energy costs	71	18
Increasing use of clean energy in homes and businesses, such as replacing gas appliances with electric alternatives such as heat pumps and induction cooking	72	19
Making rooftop solar more accessible/affordable	62	16
Reducing emissions from power plants and heavy industry	121	31
Resilience and preparedness		
Improved preparedness for extreme weather events	29	7
Improved communications about what to do in extreme weather events	4	1
More tree planting in areas that get hotter due to urban heat island effects	99	25
More investment in measures that will prevent flooding	10	3
<b>Community</b>		
Supporting community-led efforts to build resilience and reduce emissions	38	10
More ongoing community engagement around climate action	20	5
<b>Solid waste management</b>		
Decreasing amount of solid waste generated	43	11
Improving solid waste systems to reduce emissions	21	5
More education about how to properly dispose of different waste products	17	4
<b>Environment</b>		
Expanding access to green space (e.g., parks, natural areas)	28	7
Transition more green spaces to native plants that put more carbon back into the soil	89	23
Reducing water pollution from salt, plastics, and more	59	15
<b>Other</b>		
Something else	45	12

**B7. Which of the following actions are you already doing, or are interested in doing, to reduce your climate impact? (Select all that apply) (N=391)**

	N	%
Reduce waste and increase recycling and composting	346	89
Walk, bike, or take more transit	293	75
Plant more trees and native vegetation in private yards	247	63
Weatherize my home (e.g., add insulation)	198	51
Participate in home energy programs	185	47
Use electric transportation (e.g., electric bike or car)	149	38
Help maintain trees and native vegetation in public spaces	145	37
Other	51	13
No actions at this time	10	3

**B8. Is there anything that makes it challenging for you to more fully engage in the actions indicated above? (Select all that apply) (N=382)**

	N	%
Cost	155	59
Convenience/lack of time	176	54
I don't know where to start or I need more information	75	20
Don't think it is necessary	11	3
Something else	59	15
No challenges at this time	34	9

**B10. Based on the map above, which neighborhood do you live in? (N=387)**

	N	%
Battle Creek-Conway-Eastview-Highland Hills	6	2
Payne-Phalen	29	8
Greater East Side	7	2
West Side	6	2
Dayton's Bluff	6	2
North End	7	2
Frogtown	6	2
Summit-University	17	4
West 7th/Fort Road	8	2
Como	41	11

**B10. Based on the map above, which neighborhood do you live in? (N=387)  
(continued)**

	<b>N</b>	<b>%</b>
Hamline-Midway	48	12
St. Anthony Park	13	3
Union Park	48	12
Macalester-Groveland	70	18
Highland	22	6
Summit Hill	8	2
Downtown	17	4
I do not live in Saint Paul	28	7

**B11. Do you have any children under the age of eighteen (18) that currently live in your household at least half of the time? (N=385)**

	<b>N</b>	<b>%</b>
Yes	91	24
No	294	76

**B12. How do you identify your race/ethnicity? (Select all that apply) (N=362)**

	<b>N</b>	<b>%</b>
American Indian, Native American, or Alaska Native	2	2
Asian	23	6
Black or African American	19	5
Hispanic or Latino/a/x	15	4
Native Hawaiian or Pacific Islander	3	1
White	311	86
Prefer to self describe	9	3
Prefer not to answer	25	7

**B13. What is your current living arrangement? (N=385)**

	<b>N</b>	<b>%</b>
Rent the place I live	84	22
Own the place I live	251	65
Something else	38	10
Prefer not to answer	12	3

**B14. How long have you lived in St. Paul? (N=384)**

	<b>N</b>	<b>%</b>
Less than 1 year	36	9
1-3 years	68	18
4-10 years	82	21
11-19 years	58	15
20+ years	124	32
Prefer not to answer	16	4

## C. COMMUNITY PROFILES

### C1. Map of neighborhood locations included in community profiles





**SAINT PAUL**  
MINNESOTA



**Minnesota**  
Compass

## Community Profiles

Dayton's Bluff Neighborhood, Saint Paul, Minnesota



### Dayton's Bluff

<b>Total population</b>	17,978 (±1,406)	100% (±8%)
<b>Sex (2018-2022)</b>		
Male	9,161 (±743)	51% (±4%)
Female	8,817 (±849)	49% (±5%)
<b>Age (2018-2022)</b>		
Under 5 years	1,205 (±267)	7% (±1%)
5-9 years	1,609 (±313)	9% (±2%)
10-14 years	1,404 (±243)	8% (±1%)
15-17 years	633 (±171)	4% (±1%)
18-24 years	1,800 (±300)	10% (±2%)
25-34 years	3,318 (±421)	18% (±2%)
35-44 years	2,245 (±295)	12% (±2%)
45-54 years	2,131 (±310)	12% (±2%)
55-64 years	1,691 (±258)	9% (±1%)
65-74 years	1,302 (±298)	7% (±2%)
75-84 years	469 (±135)	3% (±1%)
85 years and older	170 (±72)	1% (±0%)

<b>Race &amp; Ethnicity (2018-2022)</b>		
White	5,990 (±641)	33% (±4%)
Of Color	11,209 (±1,559)	62% (±9%)
Black or African American	2,770 (±630)	15% (±4%)
American Indian and Alaska Native	139 (±93)	1% (±1%)
Asian	5,637 (±984)	31% (±5%)
Native Hawaiian and Other Pacific Islander	suppressed	suppressed
Other race	suppressed	suppressed
Two or more races	1,085 (±382)	6% (±2%)
Hispanic or Latino	2,253 (±565)	13% (±3%)
<b>Language spoken (2018-2022)</b>		
Population (5 years and older)	16,773 (±1,277)	100% (±8%)
English only	10,395 (±934)	62% (±6%)
Language other than English	6,378 (±1,582)	38% (±9%)
Speak English less than "very well"	3,235 (±599)	19% (±4%)
<b>Disability status (2018-2022)</b>		
Total population for whom disability status is determined	17,830 (±1,407)	100% (±8%)
Population with a disability	2,592 (±383)	15% (±2%)
<b>Nativity (2018-2022)</b>		
Foreign born	3,807 (±608)	21% (±3%)
<b>Residence one year ago (2018-2022)</b>		
Population (1 year and older)	17,811 (±1,402)	100% (±8%)
Same residence	15,774 (±1,394)	89% (±8%)
Different residence in the U.S.	1,977 (±378)	11% (±2%)
Different residence outside the U.S.	suppressed	suppressed

## Quality of life

### Income and poverty

<b>Household income (2022 dollars) (2018-2022)</b>		
Total households	6,007 (±337)	100% (±6%)
Less than \$35,000	1,696 (±283)	28% (±5%)
\$35,000-\$49,999	778 (±162)	13% (±3%)
\$50,000-\$74,999	1,173 (±223)	20% (±4%)
\$75,000-\$99,999	870 (±200)	15% (±3%)
\$100,000 or more	1,489 (±236)	25% (±4%)
Median household income (2022 dollars)	\$62,635 (±\$30,156)	100% (±48%)

<b>Poverty (2018-2022)</b>		
All people for whom poverty status is determined	17,771 (±1,405)	100% (±8%)
With income below poverty	3,410 (±677)	19% (±4%)
With income 100-149 of poverty	1,886 (±528)	11% (±3%)
With income 150-199 of poverty	2,101 (±616)	12% (±4%)
With income 200 of poverty or higher	10,375 (±1,240)	58% (±7%)
17 years and younger (percent of people under age 18)	1,498 (±253)	31% (±5%)
18-24 (percent of people age 18-24)	323 (±133)	18% (±7%)
25-34 (percent of people age 25-34)	385 (±126)	12% (±4%)
35-44 (percent of people age 35-44)	440 (±113)	20% (±5%)
45-54 (percent of people age 45-54)	335 (±101)	16% (±5%)
55-64 (percent of people age 55-64)	265 (±120)	16% (±7%)
18-64 (percent of people 18-64)	1,747 (±267)	16% (±2%)
65 years and older (percent of people age 65+)	165 (±76)	9% (±4%)

## Health coverage

<b>Health coverage (2018-2022)</b>	2,592 (±383)	15% (±2%)
Total population for whom health insurance coverage status is determined	17,830 (±1,407)	100% (±8%)
Total population age 65 and under for whom health insurance coverage status is determined	15,999 (±1,055)	90% (±6%)

## Housing

<b>Total housing units (2018-2022)</b>		
Total housing units	6,323 (±316)	100% (±5%)
<b>Owned and Rental Housing (2018-2022)</b>		
Vacant housing units	316 (±129)	5% (±2%)
Occupied housing units	6,007 (±337)	95% (±5%)
Average household size	2	100% (±3%)
Owner-occupied	3,354 (±288)	53% (±5%)
Average household size	2	100% (±5%)
Renter-occupied	2,653 (±276)	42% (±4%)
Average household size	2	100% (±4%)

<b>Year built (2018-2022)</b>		
2010 or later	356 (±127)	6% (±2%)
2000-2009	285 (±113)	5% (±2%)
1970-1999	1,050 (±199)	17% (±3%)
1940-1969	1,459 (±247)	23% (±4%)
1939 or earlier	3,173 (±288)	50% (±5%)
<b>Households (2018-2022)</b>		
Total households	6,007 (±337)	100% (±6%)
<b>Households by type (2018-2022)</b>		
Family households	3,405 (±327)	57% (±5%)
With children under 18 years	2,032 (±281)	34% (±5%)
Married-couple family households	1,880 (±258)	31% (±4%)
With children under 18 years.1	1,037 (±224)	17% (±4%)
Single-person family households	1,525 (±240)	25% (±4%)
With children under 18 years.2	995 (±186)	17% (±3%)
Nonfamily households	2,602 (±264)	43% (±4%)
Householder living alone	1,908 (±240)	32% (±4%)
65 years and over	688 (±148)	11% (±2%)
Households with one or more children under 18 years	2,042 (±282)	34% (±5%)
Households with one or more people 65 years and over	1,327 (±163)	22% (±3%)
<b>Year householder moved into unit (2018-2022)</b>		
Moved in 2010 or later	3,968 (±390)	66% (±7%)
Moved in 2000-2009	962 (±201)	16% (±3%)
Moved in 1990-1999	493 (±131)	8% (±2%)
Moved in 1989 or earlier	583 (±141)	10% (±2%)
<b>Cost-burdened households (2018-2022)</b>		
All households for which cost burden is calculated	5,955 (±342)	100% (±6%)
Cost-burdened households	2,452 (±324)	41% (±5%)
Owner households for which cost burden is calculated	3,351 (±288)	100% (±9%)
Cost-burdened owner households	933 (±191)	28% (±6%)
Renter households for which cost burden is calculated	2,604 (±280)	100% (±11%)
Cost-burdened renter households	1,519 (±262)	58% (±10%)

<b>Rent paid (2018-2022)</b>		
Households paying rent	2,625 (±276)	100% (±11%)
Median rent paid (2022 dollars)	1,197 (±274)	100% (±23%)
Transportation		
<b>Vehicles per household (2018-2022)</b>		
No vehicles	884 (±212)	15% (±4%)
1 vehicle available	2,036 (±253)	34% (±4%)
2 vehicles available	1,922 (±260)	32% (±4%)
3 or more vehicles available	1,165 (±229)	19% (±4%)

## Transportation

<b>Transportation to work (2018-2022)</b>		
Workers (16 years and older)	8,344 (±658)	100% (±8%)
Car, truck, or van (including passengers)	6,585 (±526)	79% (±6%)
Public transportation	556 (±171)	7% (±2%)
Walked, biked, worked at home, or other	1,203 (±330)	14% (±4%)
<b>Travel time to work (2018-2022)</b>		
Total workers age 16+ (not home based)	7,297 (±542)	100% (±7%)
Less than 10 minutes	556 (±177)	8% (±2%)
10-19 minutes	2,384 (±303)	33% (±4%)
20-29 minutes	1,842 (±279)	25% (±4%)
30 minutes or longer	2,515 (±352)	35% (±5%)

## Workforce

<b>Educational attainment (2018-2022)</b>		
Population (25 years and older)	11,326 (±798)	100% (±7%)
Less than high school	1,924 (±336)	17% (±3%)
High school diploma or GED	3,336 (±429)	30% (±4%)
Some college or associate's degree	3,508 (±423)	31% (±4%)
Bachelor's Degree	1,809 (±254)	16% (±2%)
Graduate or professional degree	750 (±173)	7% (±2%)
High school graduate or higher	9,402 (±676)	83% (±6%)
Bachelor's degree or higher	2,558 (±308)	23% (±3%)

<b>Working Adults (2018-2022)</b>		
Total civilian non-institutionalized population, age 18-64	11,148 (±844)	100% (±8%)
Working age adults who are employed	8,143 (±658)	73% (±6%)
Civilian labor force	8,808 (±728)	100% (±8%)
Unemployed	666 (±189)	8% (±2%)
<b>Total employed workers (LEHD) (2021)</b>		
Total employed workers	7,105	100%
<b>Worker age (2021)</b>		
Age 29 or younger	2,104	30%
Age 30 to 54	3,784	53%
Age 55 or older	1,217	17%
<b>Workers by earnings (2021)</b>		
\$15,000 per year or less	1,457	21%
\$15,001 to \$39,999 per year	2,554	36%
\$40,000 or more per year	3,095	44%
<b>Workers by industry of employment (2021)</b>		
Accommodation and food services	494	7%
Administration & support, waste management, and remediation	503	7%
Agriculture, forestry, fishing and hunting	40	1%
Arts, entertainment, and recreation	107	2%
Construction	233	3%
Educational services	542	8%
Finance and insurance	327	5%
Health care and social assistance	1,706	24%
Information	93	1%
Management of companies and enterprises	223	3%
Manufacturing	893	13%
Mining, quarrying, and oil and gas extraction	suppressed	suppressed
Other services (excluding public administration)	239	3%
Professional, scientific, and technical services	357	5%
Public administration	237	3%
Real estate and rental and leasing	73	1%
Retail trade	606	9%
Transportation and warehousing	171	2%
Utilities	13	0%
Wholesale trade	245	4%

<b>Workers by race (2021)</b>		
White alone	3,717	52%
Black or African American alone	1,128	16%
American Indian or Alaska Native alone	64	1%
Asian alone	1,943	27%
Native Hawaiian or Other Pacific Islander alone	suppressed	suppressed
Two or more race groups	249	4%
Hispanic or Latino (of any race)	701	10%
<b>Workers by educational attainment (2021)</b>		
Less than high school	735	10%
High school or equivalent, no college	1,178	17%
Some college or associate degree	1,539	22%
Bachelor's degree or advanced degree	1,549	22%

Source:

2018-2022 American Community Survey 5-year estimates, adjusted to fit current neighborhood boundaries using the 2020 Census counts. The 5-year estimates represent averages of data collected over that time period.

2021 Minnesota Department of Employment and Economic Development, Quarterly Census of Employment and Wages.



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## Community Profiles

Downtown Neighborhood, Saint Paul, Minnesota



### Downtown

<b>Total population</b>	8,743 (±873)	100% (±10%)
<b>Sex (2018-2022)</b>		
Male	4,307 (±509)	49% (±6%)
Female	4,435 (±521)	51% (±6%)
<b>Age (2018-2022)</b>		
Under 5 years	341 (±143)	4% (±2%)
5-9 years	suppressed	suppressed
10-14 years	suppressed	suppressed
15-17 years	160 (±99)	2% (±1%)
18-24 years	872 (±242)	10% (±3%)
25-34 years	2,451 (±435)	28% (±5%)
35-44 years	1,208 (±259)	14% (±3%)
45-54 years	1,050 (±251)	12% (±3%)
55-64 years	1,074 (±257)	12% (±3%)
65-74 years	914 (±207)	10% (±2%)
75-84 years	345 (±140)	4% (±2%)
85 years and older	suppressed	suppressed

<b>Race &amp; Ethnicity (2018-2022)</b>		
White	6,083 (±627)	70% (±7%)
Of Color	2,578 (±1,076)	29% (±12%)
Black or African American	845 (±329)	10% (±4%)
American Indian and Alaska Native	suppressed	suppressed
Asian	960 (±531)	11% (±6%)
Native Hawaiian and Other Pacific Islander	suppressed	suppressed
Other race	suppressed	suppressed
Two or more races	468 (±202)	5% (±2%)
Hispanic or Latino	287 (±160)	3% (±2%)
<b>Language spoken (2018-2022)</b>		
Population (5 years and older)	8,401 (±803)	100% (±10%)
English only	6,984 (±604)	83% (±7%)
Language other than English	suppressed	suppressed
Speak English less than "very well"	221 (±127)	3% (±2%)
<b>Disability status (2018-2022)</b>		
Total population for whom disability status is determined	8,693 (±869)	100% (±10%)
Population with a disability	1,097 (±249)	13% (±3%)
<b>Nativity (2018-2022)</b>		
Foreign born	1,037 (±391)	12% (±4%)
<b>Residence one year ago (2018-2022)</b>		
Population (1 year and older)	8,606 (±829)	100% (±10%)
Same residence	5,707 (±670)	66% (±8%)
Different residence in the U.S.	2,865 (±604)	33% (±7%)
Different residence outside the U.S.	suppressed	suppressed

## Quality of life

### Income and poverty

<b>Household income (2022 dollars) (2018-2022)</b>		
Total households	5,513 (±423)	100% (±8%)
Less than \$35,000	1,392 (±281)	25% (±5%)
\$35,000-\$49,999	541 (±161)	10% (±3%)
\$50,000-\$74,999	988 (±213)	18% (±4%)
\$75,000-\$99,999	695 (±193)	13% (±4%)
\$100,000 or more	1,897 (±334)	34% (±6%)
Median household income (2022 dollars)	\$64,243 (±\$23,106)	100% (±36%)

<b>Poverty (2018-2022)</b>		
All people for whom poverty status is determined	8,643 (±870)	100% (±10%)
With income below poverty	1,276 (±336)	15% (±4%)
With income 100-149 of poverty	694 (±315)	8% (±4%)
With income 150-199 of poverty	558 (±250)	7% (±3%)
With income 200 of poverty or higher	6,116 (±711)	71% (±8%)
17 years and younger (percent of people under age 18)	suppressed	suppressed
18-24 (percent of people age 18-24)	233 (±125)	27% (±15%)
25-34 (percent of people age 25-34)	181 (±94)	7% (±4%)
35-44 (percent of people age 35-44)	171 (±105)	14% (±9%)
45-54 (percent of people age 45-54)	207 (±99)	20% (±9%)
55-64 (percent of people age 55-64)	219 (±95)	21% (±9%)
18-64 (percent of people 18-64)	1,011 (±237)	15% (±4%)
65 years and older (percent of people age 65+)	163 (±86)	13% (±7%)

## Health coverage

<b>Health coverage (2018-2022)</b>	1,097 (±249)	13% (±3%)
Total population for whom health insurance coverage status is determined	8,693 (±869)	100% (±10%)
Total population age 65 and under for whom health insurance coverage status is determined	7,411 (±773)	85% (±9%)

## Housing

<b>Total housing units (2018-2022)</b>		
Total housing units	6,502 (±380)	100% (±6%)
<b>Owned and Rental Housing (2018-2022)</b>		
Vacant housing units	989 (±279)	15% (±4%)
Occupied housing units	5,513 (±423)	85% (±7%)
Average household size	1	100% (±2%)
Owner-occupied	1,474 (±234)	23% (±4%)
Average household size	1	100% (±5%)
Renter-occupied	4,039 (±376)	62% (±6%)
Average household size	1	100% (±2%)

<b>Year built (2018-2022)</b>		
2010 or later	431 (±201)	7% (±3%)
2000-2009	435 (±153)	7% (±2%)
1970-1999	2,154 (±310)	33% (±5%)
1940-1969	682 (±180)	10% (±3%)
1939 or earlier	2,800 (±356)	43% (±5%)
<b>Households (2018-2022)</b>		
Total households	5,513 (±423)	100% (±8%)
<b>Households by type (2018-2022)</b>		
Family households	1,459 (±298)	26% (±5%)
With children under 18 years	506 (±180)	9% (±3%)
Married-couple family households	1,028 (±246)	19% (±4%)
With children under 18 years.1	202 (±104)	4% (±2%)
Single-person family households	431 (±176)	8% (±3%)
With children under 18 years.2	304 (±148)	6% (±3%)
Nonfamily households	4,054 (±381)	74% (±7%)
Householder living alone	3,469 (±381)	63% (±7%)
65 years and over	787 (±181)	14% (±3%)
Households with one or more children under 18 years	547 (±181)	10% (±3%)
Households with one or more people 65 years and over	1,103 (±193)	20% (±4%)
<b>Year householder moved into unit (2018-2022)</b>		
Moved in 2010 or later	4,699 (±476)	85% (±9%)
Moved in 2000-2009	500 (±162)	9% (±3%)
Moved in 1990-1999	209 (±100)	4% (±2%)
Moved in 1989 or earlier	suppressed	suppressed
<b>Cost-burdened households (2018-2022)</b>		
All households for which cost burden is calculated	5,386 (±430)	100% (±8%)
Cost-burdened households	2,237 (±354)	42% (±7%)
Owner households for which cost burden is calculated	1,459 (±236)	100% (±16%)
Cost-burdened owner households	435 (±165)	30% (±11%)
Renter households for which cost burden is calculated	3,927 (±383)	100% (±10%)
Cost-burdened renter households	1,801 (±313)	46% (±8%)

<b>Rent paid (2018-2022)</b>		
Households paying rent	4,029 (±376)	100% (±9%)
Median rent paid (2022 dollars)	1,318 (±266)	100% (±20%)
Transportation		
<b>Vehicles per household (2018-2022)</b>		
No vehicles	1,325 (±243)	24% (±4%)
1 vehicle available	3,232 (±378)	59% (±7%)
2 vehicles available	819 (±232)	15% (±4%)
3 or more vehicles available	137 (±93)	3% (±2%)

## Transportation

<b>Transportation to work (2018-2022)</b>		
Workers (16 years and older)	5,572 (±692)	100% (±12%)
Car, truck, or van (including passengers)	3,175 (±554)	57% (±10%)
Public transportation	538 (±168)	10% (±3%)
Walked, biked, worked at home, or other	1,859 (±371)	33% (±7%)
<b>Travel time to work (2018-2022)</b>		
Total workers age 16+ (not home based)	4,337 (±617)	100% (±14%)
Less than 10 minutes	627 (±180)	15% (±4%)
10-19 minutes	1,540 (±332)	36% (±8%)
20-29 minutes	958 (±327)	22% (±8%)
30 minutes or longer	1,212 (±258)	28% (±6%)

## Workforce

<b>Educational attainment (2018-2022)</b>		
Population (25 years and older)	7,094 (±687)	100% (±10%)
Less than high school	339 (±151)	5% (±2%)
High school diploma or GED	781 (±224)	11% (±3%)
Some college or associate's degree	1,832 (±340)	26% (±5%)
Bachelor's Degree	2,406 (±386)	34% (±5%)
Graduate or professional degree	1,735 (±322)	25% (±5%)
High school graduate or higher	6,755 (±647)	95% (±9%)
Bachelor's degree or higher	4,142 (±502)	58% (±7%)

<b>Working Adults (2018-2022)</b>		
Total civilian non-institutionalized population, age 18-64	6,639 (±725)	100% (±11%)
Working age adults who are employed	5,316 (±676)	80% (±10%)
Civilian labor force	5,711 (±703)	100% (±12%)
Unemployed	396 (±174)	7% (±3%)
<b>Total employed workers (LEHD) (2021)</b>		
Total employed workers	4171	100%
<b>Worker age (2021)</b>		
Age 29 or younger	1274	31%
Age 30 to 54	2169	52%
Age 55 or older	728	17%
<b>Workers by earnings (2021)</b>		
\$15,000 per year or less	712	17%
\$15,001 to \$39,999 per year	971	23%
\$40,000 or more per year	2488	60%
<b>Workers by industry of employment (2021)</b>		
Accommodation and food services	238	6%
Administration & support, waste management, and remediation	258	6%
Agriculture, forestry, fishing and hunting	suppressed	suppressed
Arts, entertainment, and recreation	88	2%
Construction	128	3%
Educational services	363	9%
Finance and insurance	323	8%
Health care and social assistance	738	18%
Information	131	3%
Management of companies and enterprises	295	7%
Manufacturing	245	6%
Mining, quarrying, and oil and gas extraction	suppressed	suppressed
Other services (excluding public administration)	152	4%
Professional, scientific, and technical services	322	8%
Public administration	277	7%
Real estate and rental and leasing	58	1%
Retail trade	328	8%
Transportation and warehousing	96	2%
Utilities	suppressed	suppressed
Wholesale trade	122	3%

<b>Workers by race (2021)</b>		
White alone	3031	73%
Black or African American alone	628	15%
American Indian or Alaska Native alone	43	1%
Asian alone	334	8%
Native Hawaiian or Other Pacific Islander alone	suppressed	suppressed
Two or more race groups	132	3%
Hispanic or Latino (of any race)	215	5%
<b>Workers by educational attainment (2021)</b>		
Less than high school	274	7%
High school or equivalent, no college	669	16%
Some college or associate degree	954	23%
Bachelor's degree or advanced degree	999	24%

Source:

2018-2022 American Community Survey 5-year estimates, adjusted to fit current neighborhood boundaries using the 2020 Census counts. The 5-year estimates represent averages of data collected over that time period.

2021 Minnesota Department of Employment and Economic Development, Quarterly Census of Employment and Wages.



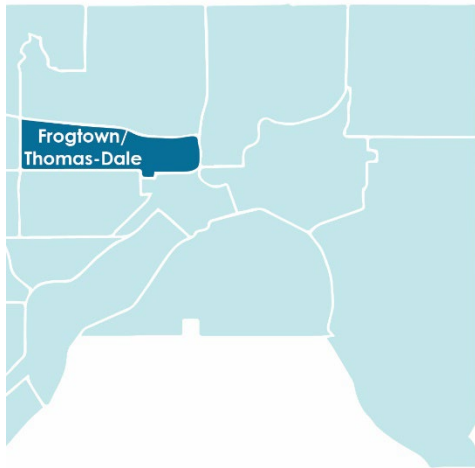
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## Community Profiles

Frogtown/Thomas-Dale Neighborhood, Saint Paul, Minnesota



### Frogtown/Thomas-Dale

<b>Total population</b>	15,507 (±1,375)	100% (±9%)
<b>Sex (2018-2022)</b>		
Male	7,741 (±787)	50% (±5%)
Female	7,767 (±780)	50% (±5%)
<b>Age (2018-2022)</b>		
Under 5 years	1,240 (±317)	8% (±2%)
5-9 years	1,268 (±322)	8% (±2%)
10-14 years	1,044 (±203)	7% (±1%)
15-17 years	563 (±148)	4% (±1%)
18-24 years	2,278 (±408)	15% (±3%)
25-34 years	2,703 (±389)	17% (±3%)
35-44 years	2,181 (±368)	14% (±2%)
45-54 years	2,073 (±313)	13% (±2%)
55-64 years	1,076 (±171)	7% (±1%)
65-74 years	791 (±168)	5% (±1%)
75-84 years	224 (±86)	1% (±1%)
85 years and older	66 (±46)	0% (±0%)

<b>Race &amp; Ethnicity (2018-2022)</b>		
White	3,879 (±497)	25% (±3%)
Of Color	11,132 (±1,477)	72% (±10%)
Black or African American	3,819 (±825)	25% (±5%)
American Indian and Alaska Native	suppressed	suppressed
Asian	4,463 (±751)	29% (±5%)
Native Hawaiian and Other Pacific Islander	suppressed	suppressed
Other race	suppressed	suppressed
Two or more races	1,179 (±432)	8% (±3%)
Hispanic or Latino	2,086 (±878)	13% (±6%)
<b>Language spoken (2018-2022)</b>		
Population (5 years and older)	14,268 (±1,258)	100% (±9%)
English only	8,205 (±987)	58% (±7%)
Language other than English	6,062 (±1,599)	42% (±11%)
Speak English less than "very well"	3,322 (±637)	23% (±4%)
<b>Disability status (2018-2022)</b>		
Total population for whom disability status is determined	15,456 (±1,375)	100% (±9%)
Population with a disability	2,600 (±438)	17% (±3%)
<b>Nativity (2018-2022)</b>		
Foreign born	4,517 (±694)	29% (±4%)
<b>Residence one year ago (2018-2022)</b>		
Population (1 year and older)	15,212 (±1,355)	100% (±9%)
Same residence	12,902 (±1,315)	85% (±9%)
Different residence in the U.S.	2,165 (±635)	14% (±4%)
Different residence outside the U.S.	suppressed	suppressed

## Quality of life

### Income and poverty

<b>Household income (2022 dollars) (2018-2022)</b>		
Total households	5,194 (±367)	100% (±7%)
Less than \$35,000	1,819 (±325)	35% (±6%)
\$35,000-\$49,999	787 (±206)	15% (±4%)
\$50,000-\$74,999	1,042 (±253)	20% (±5%)
\$75,000-\$99,999	551 (±126)	11% (±2%)
\$100,000 or more	995 (±174)	19% (±3%)
Median household income (2022 dollars)	\$51,692 (±\$31,001)	100% (±60%)

<b>Poverty (2018-2022)</b>		
All people for whom poverty status is determined	15,438 (±1,375)	100% (±9%)
With income below poverty	3,689 (±781)	24% (±5%)
With income 100-149 of poverty	3,217 (±1,014)	21% (±7%)
With income 150-199 of poverty	1,399 (±542)	9% (±4%)
With income 200 of poverty or higher	7,132 (±821)	46% (±5%)
17 years and younger (percent of people under age 18)	1,268 (±266)	31% (±7%)
18-24 (percent of people age 18-24)	538 (±200)	24% (±9%)
25-34 (percent of people age 25-34)	404 (±119)	15% (±4%)
35-44 (percent of people age 35-44)	500 (±139)	23% (±6%)
45-54 (percent of people age 45-54)	610 (±193)	29% (±9%)
55-64 (percent of people age 55-64)	179 (±60)	17% (±6%)
18-64 (percent of people 18-64)	2,231 (±340)	22% (±3%)
65 years and older (percent of people age 65+)	190 (±91)	18% (±9%)

### Health coverage

<b>Health coverage (2018-2022)</b>	2,600 (±438)	17% (±3%)
Total population for whom health insurance coverage status is determined	15,456 (±1,375)	100% (±9%)
Total population age 65 and under for whom health insurance coverage status is determined	14,419 (±1,145)	93% (±7%)

### Housing

<b>Total housing units (2018-2022)</b>		
Total housing units	5,642 (±357)	100% (±6%)
<b>Owned and Rental Housing (2018-2022)</b>		
Vacant housing units	448 (±131)	8% (±2%)
Occupied housing units	5,194 (±367)	92% (±7%)
Average household size	3	100% (±3%)
Owner-occupied	2,426 (±285)	43% (±5%)
Average household size	3	100% (±4%)
Renter-occupied	2,768 (±332)	49% (±6%)
Average household size	3	100% (±4%)

<b>Year built (2018-2022)</b>		
2010 or later	399 (±200)	7% (±4%)
2000-2009	207 (±117)	4% (±2%)
1970-1999	1,161 (±222)	21% (±4%)
1940-1969	1,274 (±244)	23% (±4%)
1939 or earlier	2,601 (±285)	46% (±5%)
<b>Households (2018-2022)</b>		
Total households	5,194 (±367)	100% (±7%)
<b>Households by type (2018-2022)</b>		
Family households	3,052 (±298)	59% (±6%)
With children under 18 years	1,975 (±281)	38% (±5%)
Married-couple family households	1,567 (±227)	30% (±4%)
With children under 18 years.1	994 (±203)	19% (±4%)
Single-person family households	1,485 (±239)	29% (±5%)
With children under 18 years.2	981 (±231)	19% (±4%)
Nonfamily households	2,142 (±287)	41% (±6%)
Householder living alone	1,643 (±264)	32% (±5%)
65 years and over	362 (±97)	7% (±2%)
Households with one or more children under 18 years	1,983 (±281)	38% (±5%)
Households with one or more people 65 years and over	804 (±121)	15% (±2%)
<b>Year householder moved into unit (2018-2022)</b>		
Moved in 2010 or later	3,642 (±466)	70% (±9%)
Moved in 2000-2009	697 (±158)	13% (±3%)
Moved in 1990-1999	474 (±104)	9% (±2%)
Moved in 1989 or earlier	381 (±117)	7% (±2%)
<b>Cost-burdened households (2018-2022)</b>		
All households for which cost burden is calculated	5,126 (±372)	100% (±7%)
Cost-burdened households	2,168 (±362)	42% (±7%)
Owner households for which cost burden is calculated	2,418 (±286)	100% (±12%)
Cost-burdened owner households	668 (±198)	28% (±8%)
Renter households for which cost burden is calculated	2,708 (±336)	100% (±12%)
Cost-burdened renter households	1,501 (±303)	55% (±11%)

<b>Rent paid (2018-2022)</b>		
Households paying rent	2,740 (±333)	100% (±12%)
Median rent paid (2022 dollars)	1,041 (±297)	100% (±29%)
Transportation		
<b>Vehicles per household (2018-2022)</b>		
No vehicles	921 (±222)	18% (±4%)
1 vehicle available	2,163 (±335)	42% (±7%)
2 vehicles available	1,307 (±236)	25% (±5%)
3 or more vehicles available	803 (±179)	16% (±3%)

## Transportation

<b>Transportation to work (2018-2022)</b>		
Workers (16 years and older)	6,819 (±593)	100% (±9%)
Car, truck, or van (including passengers)	5,045 (±534)	74% (±8%)
Public transportation	907 (±258)	13% (±4%)
Walked, biked, worked at home, or other	867 (±233)	13% (±3%)
<b>Travel time to work (2018-2022)</b>		
Total workers age 16+ (not home based)	6,211 (±566)	100% (±9%)
Less than 10 minutes	698 (±194)	11% (±3%)
10-19 minutes	1,766 (±315)	28% (±5%)
20-29 minutes	1,962 (±304)	32% (±5%)
30 minutes or longer	1,785 (±314)	29% (±5%)

## Workforce

<b>Educational attainment (2018-2022)</b>		
Population (25 years and older)	9,114 (±714)	100% (±8%)
Less than high school	1,916 (±287)	21% (±3%)
High school diploma or GED	2,468 (±350)	27% (±4%)
Some college or associate's degree	2,772 (±407)	30% (±5%)
Bachelor's Degree	1,122 (±203)	12% (±2%)
Graduate or professional degree	837 (±206)	9% (±2%)
High school graduate or higher	7,198 (±610)	79% (±7%)
Bachelor's degree or higher	1,958 (±289)	22% (±3%)

<b>Working Adults (2018-2022)</b>		
Total civilian non-institutionalized population, age 18-64	10,311 (±979)	100% (±10%)
Working age adults who are employed	6,753 (±600)	66% (±6%)
Civilian labor force	7,222 (±636)	100% (±9%)
Unemployed	468 (±165)	7% (±2%)
<b>Total employed workers (LEHD) (2021)</b>		
Total employed workers	5640	100%
<b>Worker age (2021)</b>		
Age 29 or younger	1711	30%
Age 30 to 54	3055	54%
Age 55 or older	874	16%
<b>Workers by earnings (2021)</b>		
\$15,000 per year or less	1262	22%
\$15,001 to \$39,999 per year	2140	38%
\$40,000 or more per year	2238	40%
<b>Workers by industry of employment (2021)</b>		
Accommodation and food services	433	8%
Administration & support, waste management, and remediation	440	8%
Agriculture, forestry, fishing and hunting	17	0%
Arts, entertainment, and recreation	51	1%
Construction	132	2%
Educational services	461	8%
Finance and insurance	212	4%
Health care and social assistance	1463	26%
Information	73	1%
Management of companies and enterprises	138	3%
Manufacturing	605	11%
Mining, quarrying, and oil and gas extraction	suppressed	suppressed
Other services (excluding public administration)	198	4%
Professional, scientific, and technical services	272	5%
Public administration	210	4%
Real estate and rental and leasing	52	1%
Retail trade	506	9%
Transportation and warehousing	182	3%
Utilities	suppressed	suppressed
Wholesale trade	188	3%

<b>Workers by race (2021)</b>		
White alone	2443	43%
Black or African American alone	1465	26%
American Indian or Alaska Native alone	50	1%
Asian alone	1467	26%
Native Hawaiian or Other Pacific Islander alone	11	0%
Two or more race groups	205	4%
Hispanic or Latino (of any race)	476	8%
<b>Workers by educational attainment (2021)</b>		
Less than high school	591	11%
High school or equivalent, no college	971	17%
Some college or associate degree	1223	22%
Bachelor's degree or advanced degree	1145	20%

Source:

2018-2022 American Community Survey 5-year estimates, adjusted to fit current neighborhood boundaries using the 2020 Census counts. The 5-year estimates represent averages of data collected over that time period.

2021 Minnesota Department of Employment and Economic Development, Quarterly Census of Employment and Wages.



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## Community Profiles

Greater East Side Neighborhood, Saint Paul, Minnesota



### Greater East Side

<b>Total population</b>	32,130 (±2,006)	100% (±6%)
<b>Sex (2018-2022)</b>		
Male	14,916 (±1,075)	46% (±3%)
Female	17,214 (±1,320)	54% (±4%)
<b>Age (2018-2022)</b>		
Under 5 years	3,268 (±536)	10% (±2%)
5-9 years	2,632 (±426)	8% (±1%)
10-14 years	2,979 (±539)	9% (±2%)
15-17 years	1,485 (±357)	5% (±1%)
18-24 years	2,653 (±373)	8% (±1%)
25-34 years	5,799 (±617)	18% (±2%)
35-44 years	4,671 (±536)	15% (±2%)
45-54 years	2,791 (±423)	9% (±1%)
55-64 years	2,994 (±392)	9% (±1%)
65-74 years	1,869 (±398)	6% (±1%)
75-84 years	744 (±162)	2% (±1%)
85 years and older	246 (±104)	1% (±0%)

<b>Race &amp; Ethnicity (2018-2022)</b>		
White	10,095 (±938)	31% (±3%)
Of Color	20,187 (±2,362)	63% (±7%)
Black or African American	4,379 (±1,092)	14% (±3%)
American Indian and Alaska Native	67 (±41)	0% (±0%)
Asian	10,530 (±1,290)	33% (±4%)
Native Hawaiian and Other Pacific Islander	suppressed	suppressed
Other race	suppressed	suppressed
Two or more races	2,730 (±918)	9% (±3%)
Hispanic or Latino	4,313 (±951)	13% (±3%)
<b>Language spoken (2018-2022)</b>		
Population (5 years and older)	28,862 (±1,726)	100% (±6%)
English only	16,465 (±1,427)	57% (±5%)
Language other than English	12,397 (±2,239)	43% (±8%)
Speak English less than "very well"	6,321 (±964)	22% (±3%)
<b>Disability status (2018-2022)</b>		
Total population for whom disability status is determined	32,130 (±2,006)	100% (±6%)
Population with a disability	3,399 (±452)	11% (±1%)
<b>Nativity (2018-2022)</b>		
Foreign born	8,948 (±1,359)	28% (±4%)
<b>Residence one year ago (2018-2022)</b>		
Population (1 year and older)	31,642 (±1,915)	100% (±6%)
Same residence	27,723 (±1,911)	88% (±6%)
Different residence in the U.S.	3,559 (±750)	11% (±2%)
Different residence outside the U.S.	360 (±241)	1% (±1%)

## Quality of life

### Income and poverty

<b>Household income (2022 dollars) (2018-2022)</b>		
Total households	10,315 (±524)	100% (±5%)
Less than \$35,000	2,534 (±418)	25% (±4%)
\$35,000-\$49,999	1,224 (±302)	12% (±3%)
\$50,000-\$74,999	1,997 (±348)	19% (±3%)
\$75,000-\$99,999	1,206 (±254)	12% (±3%)
\$100,000 or more	3,353 (±450)	33% (±4%)
Median household income (2022 dollars)	suppressed	suppressed

<b>Poverty (2018-2022)</b>		
All people for whom poverty status is determined	32,070 (±2,003)	100% (±6%)
With income below poverty	5,646 (±1,401)	18% (±4%)
With income 100-149 of poverty	3,635 (±1,213)	11% (±4%)
With income 150-199 of poverty	3,297 (±852)	10% (±3%)
With income 200 of poverty or higher	19,492 (±1,559)	61% (±5%)
17 years and younger (percent of people under age 18)	2,281 (±610)	22% (±6%)
18-24 (percent of people age 18-24)	761 (±195)	29% (±7%)
25-34 (percent of people age 25-34)	657 (±205)	11% (±4%)
35-44 (percent of people age 35-44)	583 (±217)	13% (±5%)
45-54 (percent of people age 45-54)	548 (±208)	20% (±8%)
55-64 (percent of people age 55-64)	493 (±154)	17% (±5%)
18-64 (percent of people 18-64)	3,041 (±442)	16% (±2%)
65 years and older (percent of people age 65+)	323 (±120)	11% (±4%)

## Health coverage

<b>Health coverage (2018-2022)</b>	3,399 (±452)	11% (±1%)
Total population for whom health insurance coverage status is determined	32,130 (±2,006)	100% (±6%)
Total population age 65 and under for whom health insurance coverage status is determined	29,271 (±1,589)	91% (±5%)

## Housing

<b>Total housing units (2018-2022)</b>		
Total housing units	10,757 (±510)	100% (±5%)
<b>Owned and Rental Housing (2018-2022)</b>		
Vacant housing units	442 (±214)	4% (±2%)
Occupied housing units	10,315 (±524)	96% (±5%)
Average household size	3	100% (±2%)
Owner-occupied	5,858 (±412)	54% (±4%)
Average household size	3	100% (±3%)
Renter-occupied	4,457 (±465)	41% (±4%)
Average household size	3	100% (±6%)

<b>Year built (2018-2022)</b>		
2010 or later	suppressed	suppressed
2000-2009	773 (±279)	7% (±3%)
1970-1999	3,046 (±451)	28% (±4%)
1940-1969	4,931 (±467)	46% (±4%)
1939 or earlier	1,885 (±329)	18% (±3%)
<b>Households (2018-2022)</b>		
Total households	10,315 (±524)	100% (±5%)
<b>Households by type (2018-2022)</b>		
Family households	6,941 (±496)	67% (±5%)
With children under 18 years	4,280 (±405)	41% (±4%)
Married-couple family households	3,885 (±457)	38% (±4%)
With children under 18 years.1	2,266 (±357)	22% (±3%)
Single-person family households	3,055 (±423)	30% (±4%)
With children under 18 years.2	2,014 (±342)	20% (±3%)
Nonfamily households	3,374 (±438)	33% (±4%)
Householder living alone	2,731 (±414)	26% (±4%)
65 years and over	739 (±189)	7% (±2%)
Households with one or more children under 18 years	4,299 (±406)	42% (±4%)
Households with one or more people 65 years and over	2,275 (±361)	22% (±4%)
<b>Year householder moved into unit (2018-2022)</b>		
Moved in 2010 or later	7,198 (±674)	70% (±7%)
Moved in 2000-2009	1,358 (±253)	13% (±3%)
Moved in 1990-1999	793 (±164)	8% (±2%)
Moved in 1989 or earlier	965 (±250)	9% (±2%)
<b>Cost-burdened households (2018-2022)</b>		
All households for which cost burden is calculated	10,122 (±538)	100% (±5%)
Cost-burdened households	3,182 (±481)	31% (±5%)
Owner households for which cost burden is calculated	5,822 (±413)	100% (±7%)
Cost-burdened owner households	1,217 (±236)	21% (±4%)
Renter households for which cost burden is calculated	4,299 (±479)	100% (±11%)
Cost-burdened renter households	1,966 (±419)	46% (±10%)

<b>Rent paid (2018-2022)</b>		
Households paying rent	4,338 (±466)	100% (±11%)
Median rent paid (2022 dollars)	1,209 (±310)	100% (±26%)
Transportation		
<b>Vehicles per household (2018-2022)</b>		
No vehicles	1,326 (±324)	13% (±3%)
1 vehicle available	3,676 (±463)	36% (±5%)
2 vehicles available	3,310 (±427)	32% (±4%)
3 or more vehicles available	2,003 (±296)	19% (±3%)

## Transportation

<b>Transportation to work (2018-2022)</b>		
Workers (16 years and older)	15,404 (±1,050)	100% (±7%)
Car, truck, or van (including passengers)	12,682 (±988)	82% (±6%)
Public transportation	1,095 (±338)	7% (±2%)
Walked, biked, worked at home, or other	1,627 (±336)	11% (±2%)
<b>Travel time to work (2018-2022)</b>		
Total workers age 16+ (not home based)	14,169 (±1,037)	100% (±7%)
Less than 10 minutes	947 (±291)	7% (±2%)
10-19 minutes	3,580 (±529)	25% (±4%)
20-29 minutes	3,978 (±663)	28% (±5%)
30 minutes or longer	5,665 (±662)	40% (±5%)

## Workforce

<b>Educational attainment (2018-2022)</b>		
Population (25 years and older)	19,113 (±1,087)	100% (±6%)
Less than high school	3,364 (±473)	18% (±3%)
High school diploma or GED	6,198 (±661)	32% (±4%)
Some college or associate's degree	5,587 (±540)	29% (±3%)
Bachelor's Degree	2,698 (±385)	14% (±2%)
Graduate or professional degree	1,265 (±356)	7% (±2%)
High school graduate or higher	15,749 (±1,001)	82% (±5%)
Bachelor's degree or higher	3,963 (±525)	21% (±3%)

<b>Working Adults (2018-2022)</b>		
Total civilian non-institutionalized population, age 18-64	18,908 (±1,019)	100% (±5%)
Working age adults who are employed	14,478 (±909)	77% (±5%)
Civilian labor force	15,095 (±910)	100% (±6%)
Unemployed	618 (±214)	4% (±1%)
<b>Total employed workers (LEHD) (2021)</b>		
Total employed workers	12457	100%
<b>Worker age (2021)</b>		
Age 29 or younger	3724	30%
Age 30 to 54	6739	54%
Age 55 or older	1994	16%
<b>Workers by earnings (2021)</b>		
\$15,000 per year or less	2483	20%
\$15,001 to \$39,999 per year	4260	34%
\$40,000 or more per year	5714	46%
<b>Workers by industry of employment (2021)</b>		
Accommodation and food services	832	7%
Administration & support, waste management, and remediation	863	7%
Agriculture, forestry, fishing and hunting	41	0%
Arts, entertainment, and recreation	126	1%
Construction	400	3%
Educational services	796	6%
Finance and insurance	558	5%
Health care and social assistance	2969	24%
Information	135	1%
Management of companies and enterprises	399	3%
Manufacturing	1803	15%
Mining, quarrying, and oil and gas extraction	suppressed	suppressed
Other services (excluding public administration)	381	3%
Professional, scientific, and technical services	541	4%
Public administration	429	3%
Real estate and rental and leasing	135	1%
Retail trade	1216	10%
Transportation and warehousing	333	3%
Utilities	23	0%
Wholesale trade	474	4%

<b>Workers by race (2021)</b>		
White alone	6053	49%
Black or African American alone	1689	14%
American Indian or Alaska Native alone	113	1%
Asian alone	4250	34%
Native Hawaiian or Other Pacific Islander alone	15	0%
Two or more race groups	338	3%
Hispanic or Latino (of any race)	1181	10%
<b>Workers by educational attainment (2021)</b>		
Less than high school	1273	10%
High school or equivalent, no college	2094	17%
Some college or associate degree	2653	21%
Bachelor's degree or advanced degree	2714	22%

Source:

2018-2022 American Community Survey 5-year estimates, adjusted to fit current neighborhood boundaries using the 2020 Census counts. The 5-year estimates represent averages of data collected over that time period.

2021 Minnesota Department of Employment and Economic Development, Quarterly Census of Employment and Wages.



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## Community Profiles

North End Neighborhood, Saint Paul, Minnesota



### North End

<b>Total population</b>	23,719 (±1,514)	100% (±6%)
<b>Sex (2018-2022)</b>		
Male	12,049 (±973)	51% (±4%)
Female	11,670 (±844)	49% (±4%)
<b>Age (2018-2022)</b>		
Under 5 years	1,667 (±321)	7% (±1%)
5-9 years	2,175 (±369)	9% (±2%)
10-14 years	2,173 (±379)	9% (±2%)
15-17 years	1,507 (±330)	6% (±1%)
18-24 years	2,410 (±401)	10% (±2%)
25-34 years	4,089 (±509)	17% (±2%)
35-44 years	3,353 (±463)	14% (±2%)
45-54 years	2,297 (±418)	10% (±2%)
55-64 years	2,412 (±349)	10% (±1%)
65-74 years	1,231 (±233)	5% (±1%)
75-84 years	205 (±83)	1% (±0%)
85 years and older	200 (±83)	1% (±0%)

<b>Race &amp; Ethnicity (2018-2022)</b>		
White	6,707 (±689)	28% (±3%)
Of Color	16,625 (±1,682)	70% (±7%)
Black or African American	5,320 (±993)	22% (±4%)
American Indian and Alaska Native	suppressed	suppressed
Asian	8,501 (±1,132)	36% (±5%)
Native Hawaiian and Other Pacific Islander	suppressed	suppressed
Other race	suppressed	suppressed
Two or more races	1,383 (±572)	6% (±2%)
Hispanic or Latino	1,736 (±508)	7% (±2%)
<b>Language spoken (2018-2022)</b>		
Population (5 years and older)	22,052 (±1,412)	100% (±6%)
English only	12,279 (±1,089)	56% (±5%)
Language other than English	9,773 (±1,783)	44% (±8%)
Speak English less than "very well"	5,673 (±862)	26% (±4%)
<b>Disability status (2018-2022)</b>		
Total population for whom disability status is determined	23,632 (±1,515)	100% (±6%)
Population with a disability	3,274 (±443)	14% (±2%)
<b>Nativity (2018-2022)</b>		
Foreign born	6,949 (±1,069)	29% (±5%)
<b>Residence one year ago (2018-2022)</b>		
Population (1 year and older)	23,388 (±1,485)	100% (±6%)
Same residence	19,380 (±1,544)	83% (±7%)
Different residence in the U.S.	3,946 (±995)	17% (±4%)
Different residence outside the U.S.	suppressed	suppressed

## Quality of life

### Income and poverty

<b>Household income (2022 dollars) (2018-2022)</b>		
Total households	7,995 (±458)	100% (±6%)
Less than \$35,000	2,432 (±393)	30% (±5%)
\$35,000-\$49,999	1,113 (±279)	14% (±4%)
\$50,000-\$74,999	1,669 (±349)	21% (±4%)
\$75,000-\$99,999	1,261 (±254)	16% (±3%)
\$100,000 or more	1,520 (±302)	19% (±4%)
Median household income (2022 dollars)	\$57,050 (±\$24,128)	100% (±42%)

<b>Poverty (2018-2022)</b>		
All people for whom poverty status is determined	23,325 (±1,468)	100% (±6%)
With income below poverty	5,288 (±1,020)	23% (±4%)
With income 100-149 of poverty	3,165 (±821)	14% (±4%)
With income 150-199 of poverty	3,579 (±995)	15% (±4%)
With income 200 of poverty or higher	11,293 (±1,405)	48% (±6%)
17 years and younger (percent of people under age 18)	2,224 (±421)	31% (±6%)
18-24 (percent of people age 18-24)	576 (±163)	24% (±7%)
25-34 (percent of people age 25-34)	749 (±217)	18% (±5%)
35-44 (percent of people age 35-44)	589 (±157)	18% (±5%)
45-54 (percent of people age 45-54)	275 (±123)	12% (±5%)
55-64 (percent of people age 55-64)	493 (±167)	21% (±7%)
18-64 (percent of people 18-64)	2,682 (±376)	18% (±3%)
65 years and older (percent of people age 65+)	382 (±132)	24% (±8%)

## Health coverage

<b>Health coverage (2018-2022)</b>	3,274 (±443)	14% (±2%)
Total population for whom health insurance coverage status is determined	23,632 (±1,515)	100% (±6%)
Total population age 65 and under for whom health insurance coverage status is determined	22,069 (±1,290)	93% (±5%)

## Housing

<b>Total housing units (2018-2022)</b>		
Total housing units	8,579 (±431)	100% (±5%)
<b>Owned and Rental Housing (2018-2022)</b>		
Vacant housing units	584 (±189)	7% (±2%)
Occupied housing units	7,995 (±458)	93% (±5%)
Average household size	3	100% (±2%)
Owner-occupied	3,954 (±409)	46% (±5%)
Average household size	3	100% (±3%)
Renter-occupied	4,041 (±410)	47% (±5%)
Average household size	3	100% (±2%)

<b>Year built (2018-2022)</b>		
2010 or later	suppressed	suppressed
2000-2009	448 (±163)	5% (±2%)
1970-1999	3,008 (±433)	35% (±5%)
1940-1969	2,563 (±388)	30% (±5%)
1939 or earlier	2,365 (±277)	28% (±3%)
<b>Households (2018-2022)</b>		
Total households	7,995 (±458)	100% (±6%)
<b>Households by type (2018-2022)</b>		
Family households	4,679 (±402)	59% (±5%)
With children under 18 years	3,072 (±330)	38% (±4%)
Married-couple family households	2,475 (±330)	31% (±4%)
With children under 18 years.1	1,536 (±264)	19% (±3%)
Single-person family households	2,204 (±347)	28% (±4%)
With children under 18 years.2	1,536 (±300)	19% (±4%)
Nonfamily households	3,316 (±350)	41% (±4%)
Householder living alone	2,351 (±322)	29% (±4%)
65 years and over	574 (±164)	7% (±2%)
Households with one or more children under 18 years	3,081 (±333)	39% (±4%)
Households with one or more people 65 years and over	1,310 (±204)	16% (±3%)
<b>Year householder moved into unit (2018-2022)</b>		
Moved in 2010 or later	6,033 (±617)	76% (±8%)
Moved in 2000-2009	1,023 (±212)	13% (±3%)
Moved in 1990-1999	483 (±144)	6% (±2%)
Moved in 1989 or earlier	456 (±101)	6% (±1%)
<b>Cost-burdened households (2018-2022)</b>		
All households for which cost burden is calculated	7,823 (±472)	100% (±6%)
Cost-burdened households	3,296 (±454)	42% (±6%)
Owner households for which cost burden is calculated	3,941 (±411)	100% (±10%)
Cost-burdened owner households	1,024 (±228)	26% (±6%)
Renter households for which cost burden is calculated	3,882 (±425)	100% (±11%)
Cost-burdened renter households	2,272 (±393)	59% (±10%)

<b>Rent paid (2018-2022)</b>		
Households paying rent	3,954 (±403)	100% (±10%)
Median rent paid (2022 dollars)	1,112 (±334)	100% (±30%)
Transportation		
<b>Vehicles per household (2018-2022)</b>		
No vehicles	1,429 (±303)	18% (±4%)
1 vehicle available	2,994 (±413)	37% (±5%)
2 vehicles available	2,431 (±396)	30% (±5%)
3 or more vehicles available	1,141 (±236)	14% (±3%)

## Transportation

<b>Transportation to work (2018-2022)</b>		
Workers (16 years and older)	10,538 (±854)	100% (±8%)
Car, truck, or van (including passengers)	8,035 (±727)	76% (±7%)
Public transportation	1,090 (±280)	10% (±3%)
Walked, biked, worked at home, or other	1,413 (±393)	13% (±4%)
<b>Travel time to work (2018-2022)</b>		
Total workers age 16+ (not home based)	9,526 (±786)	100% (±8%)
Less than 10 minutes	574 (±166)	6% (±2%)
10-19 minutes	3,301 (±492)	35% (±5%)
20-29 minutes	2,509 (±367)	26% (±4%)
30 minutes or longer	3,142 (±460)	33% (±5%)

## Workforce

<b>Educational attainment (2018-2022)</b>		
Population (25 years and older)	13,787 (±911)	100% (±7%)
Less than high school	3,305 (±502)	24% (±4%)
High school diploma or GED	3,751 (±441)	27% (±3%)
Some college or associate's degree	4,223 (±537)	31% (±4%)
Bachelor's Degree	1,637 (±262)	12% (±2%)
Graduate or professional degree	871 (±217)	6% (±2%)
High school graduate or higher	10,482 (±774)	76% (±6%)
Bachelor's degree or higher	2,508 (±340)	18% (±3%)

<b>Working Adults (2018-2022)</b>		
Total civilian non-institutionalized population, age 18-64	14,554 (±1,070)	100% (±7%)
Working age adults who are employed	10,506 (±896)	72% (±6%)
Civilian labor force	11,203 (±937)	100% (±8%)
Unemployed	697 (±286)	6% (±3%)
<b>Total employed workers (LEHD) (2021)</b>		
Total employed workers	9200	100%
<b>Worker age (2021)</b>		
Age 29 or younger	2681	29%
Age 30 to 54	4988	54%
Age 55 or older	1531	17%
<b>Workers by earnings (2021)</b>		
\$15,000 per year or less	1919	21%
\$15,001 to \$39,999 per year	3559	39%
\$40,000 or more per year	3722	41%
<b>Workers by industry of employment (2021)</b>		
Accommodation and food services	661	7%
Administration & support, waste management, and remediation	708	8%
Agriculture, forestry, fishing and hunting	21	0%
Arts, entertainment, and recreation	107	1%
Construction	250	3%
Educational services	720	8%
Finance and insurance	386	4%
Health care and social assistance	2334	25%
Information	115	1%
Management of companies and enterprises	254	3%
Manufacturing	1104	12%
Mining, quarrying, and oil and gas extraction	suppressed	suppressed
Other services (excluding public administration)	315	3%
Professional, scientific, and technical services	442	5%
Public administration	296	3%
Real estate and rental and leasing	111	1%
Retail trade	810	9%
Transportation and warehousing	247	3%
Utilities	suppressed	suppressed
Wholesale trade	311	3%

<b>Workers by race (2021)</b>		
White alone	4237	46%
Black or African American alone	2017	22%
American Indian or Alaska Native alone	82	1%
Asian alone	2532	28%
Native Hawaiian or Other Pacific Islander alone	suppressed	suppressed
Two or more race groups	324	4%
Hispanic or Latino (of any race)	778	9%
<b>Workers by educational attainment (2021)</b>		
Less than high school	970	11%
High school or equivalent, no college	1607	18%
Some college or associate degree	1992	22%
Bachelor's degree or advanced degree	1950	21%

Source:

2018-2022 American Community Survey 5-year estimates, adjusted to fit current neighborhood boundaries using the 2020 Census counts. The 5-year estimates represent averages of data collected over that time period.

2021 Minnesota Department of Employment and Economic Development, Quarterly Census of Employment and Wages.



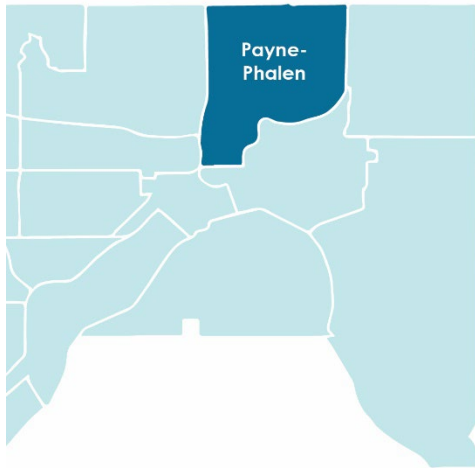
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## Community Profiles

Payne-Phalen Neighborhood, Saint Paul, Minnesota



### Payne-Phalen

<b>Total population</b>	32,414 (±1,951)	100% (±6%)
<b>Sex (2018-2022)</b>		
Male	16,690 (±1,100)	51% (±3%)
Female	15,724 (±1,140)	49% (±4%)
<b>Age (2018-2022)</b>		
Under 5 years	2,839 (±421)	9% (±1%)
5-9 years	2,781 (±408)	9% (±1%)
10-14 years	3,146 (±562)	10% (±2%)
15-17 years	1,316 (±283)	4% (±1%)
18-24 years	2,820 (±376)	9% (±1%)
25-34 years	5,750 (±561)	18% (±2%)
35-44 years	4,273 (±484)	13% (±1%)
45-54 years	3,540 (±438)	11% (±1%)
55-64 years	3,191 (±417)	10% (±1%)
65-74 years	1,771 (±283)	5% (±1%)
75-84 years	696 (±207)	2% (±1%)
85 years and older	291 (±156)	1% (±0%)

<b>Race &amp; Ethnicity (2018-2022)</b>		
White	8,966 (±818)	28% (±3%)
Of Color	22,293 (±2,156)	69% (±7%)
Black or African American	4,557 (±914)	14% (±3%)
American Indian and Alaska Native	659 (±329)	2% (±1%)
Asian	13,771 (±1,680)	42% (±5%)
Native Hawaiian and Other Pacific Islander	suppressed	suppressed
Other race	suppressed	suppressed
Two or more races	1,352 (±397)	4% (±1%)
Hispanic or Latino	3,060 (±720)	9% (±2%)
<b>Language spoken (2018-2022)</b>		
Population (5 years and older)	29,574 (±1,826)	100% (±6%)
English only	15,938 (±1,130)	54% (±4%)
Language other than English	13,637 (±2,148)	46% (±7%)
Speak English less than "very well"	7,385 (±1,217)	25% (±4%)
<b>Disability status (2018-2022)</b>		
Total population for whom disability status is determined	32,098 (±1,950)	100% (±6%)
Population with a disability	4,522 (±564)	14% (±2%)
<b>Nativity (2018-2022)</b>		
Foreign born	9,057 (±1,088)	28% (±3%)
<b>Residence one year ago (2018-2022)</b>		
Population (1 year and older)	31,889 (±1,924)	100% (±6%)
Same residence	27,206 (±1,900)	85% (±6%)
Different residence in the U.S.	4,570 (±827)	14% (±3%)
Different residence outside the U.S.	suppressed	suppressed

## Quality of life

### Income and poverty

<b>Household income (2022 dollars) (2018-2022)</b>		
Total households	9,997 (±456)	100% (±5%)
Less than \$35,000	2,802 (±406)	28% (±4%)
\$35,000-\$49,999	1,199 (±247)	12% (±3%)
\$50,000-\$74,999	2,236 (±353)	22% (±4%)
\$75,000-\$99,999	1,088 (±198)	11% (±2%)
\$100,000 or more	2,672 (±338)	27% (±3%)
Median household income (2022 dollars)	suppressed	suppressed

<b>Poverty (2018-2022)</b>		
All people for whom poverty status is determined	31,831 (±1,953)	100% (±6%)
With income below poverty	7,714 (±1,467)	24% (±5%)
With income 100-149 of poverty	3,185 (±839)	10% (±3%)
With income 150-199 of poverty	2,989 (±786)	9% (±3%)
With income 200 of poverty or higher	17,943 (±1,558)	56% (±5%)
17 years and younger (percent of people under age 18)	3,630 (±685)	37% (±7%)
18-24 (percent of people age 18-24)	449 (±153)	16% (±6%)
25-34 (percent of people age 25-34)	938 (±215)	17% (±4%)
35-44 (percent of people age 35-44)	887 (±253)	21% (±6%)
45-54 (percent of people age 45-54)	655 (±207)	19% (±6%)
55-64 (percent of people age 55-64)	788 (±198)	25% (±6%)
18-64 (percent of people 18-64)	3,717 (±465)	19% (±2%)
65 years and older (percent of people age 65+)	366 (±114)	13% (±4%)

## Health coverage

<b>Health coverage (2018-2022)</b>	4,522 (±564)	14% (±2%)
Total population for whom health insurance coverage status is determined	32,098 (±1,950)	100% (±6%)
Total population age 65 and under for whom health insurance coverage status is determined	29,343 (±1,546)	91% (±5%)

## Housing

<b>Total housing units (2018-2022)</b>		
Total housing units	10,632 (±407)	100% (±4%)
<b>Owned and Rental Housing (2018-2022)</b>		
Vacant housing units	635 (±194)	6% (±2%)
Occupied housing units	9,997 (±456)	94% (±4%)
Average household size	3	100% (±2%)
Owner-occupied	5,897 (±426)	55% (±4%)
Average household size	3	100% (±3%)
Renter-occupied	4,099 (±380)	39% (±4%)
Average household size	3	100% (±4%)

<b>Year built (2018-2022)</b>		
2010 or later	251 (±113)	2% (±1%)
2000-2009	383 (±111)	4% (±1%)
1970-1999	2,002 (±344)	19% (±3%)
1940-1969	3,289 (±406)	31% (±4%)
1939 or earlier	4,708 (±366)	44% (±3%)
<b>Households (2018-2022)</b>		
Total households	9,997 (±456)	100% (±5%)
<b>Households by type (2018-2022)</b>		
Family households	6,615 (±441)	66% (±4%)
With children under 18 years	4,002 (±382)	40% (±4%)
Married-couple family households	3,481 (±354)	35% (±4%)
With children under 18 years.1	2,078 (±292)	21% (±3%)
Single-person family households	3,134 (±376)	31% (±4%)
With children under 18 years.2	1,923 (±310)	19% (±3%)
Nonfamily households	3,382 (±362)	34% (±4%)
Householder living alone	2,641 (±340)	26% (±3%)
65 years and over	728 (±172)	7% (±2%)
Households with one or more children under 18 years	4,041 (±384)	40% (±4%)
Households with one or more people 65 years and over	2,263 (±295)	23% (±3%)
<b>Year householder moved into unit (2018-2022)</b>		
Moved in 2010 or later	7,048 (±584)	71% (±6%)
Moved in 2000-2009	1,108 (±211)	11% (±2%)
Moved in 1990-1999	962 (±220)	10% (±2%)
Moved in 1989 or earlier	879 (±180)	9% (±2%)
<b>Cost-burdened households (2018-2022)</b>		
All households for which cost burden is calculated	9,739 (±469)	100% (±5%)
Cost-burdened households	3,710 (±460)	38% (±5%)
Owner households for which cost burden is calculated	5,847 (±430)	100% (±7%)
Cost-burdened owner households	1,353 (±257)	23% (±4%)
Renter households for which cost burden is calculated	3,892 (±392)	100% (±10%)
Cost-burdened renter households	2,357 (±382)	61% (±10%)

<b>Rent paid (2018-2022)</b>		
Households paying rent	4,029 (±376)	100% (±9%)
Median rent paid (2022 dollars)	1,162 (±494)	100% (±43%)
Transportation		
<b>Vehicles per household (2018-2022)</b>		
No vehicles	1,240 (±215)	12% (±2%)
1 vehicle available	3,606 (±427)	36% (±4%)
2 vehicles available	3,250 (±397)	33% (±4%)
3 or more vehicles available	1,900 (±286)	19% (±3%)

## Transportation

<b>Transportation to work (2018-2022)</b>		
Workers (16 years and older)	14,149 (±968)	100% (±7%)
Car, truck, or van (including passengers)	11,049 (±847)	78% (±6%)
Public transportation	832 (±301)	6% (±2%)
Walked, biked, worked at home, or other	2,269 (±416)	16% (±3%)
<b>Travel time to work (2018-2022)</b>		
Total workers age 16+ (not home based)	12,130 (±916)	100% (±8%)
Less than 10 minutes	853 (±250)	7% (±2%)
10-19 minutes	4,488 (±529)	37% (±4%)
20-29 minutes	3,167 (±419)	26% (±4%)
30 minutes or longer	3,623 (±474)	30% (±4%)

## Workforce

<b>Educational attainment (2018-2022)</b>		
Population (25 years and older)	19,512 (±1,122)	100% (±6%)
Less than high school	4,323 (±553)	22% (±3%)
High school diploma or GED	5,541 (±555)	28% (±3%)
Some college or associate's degree	5,334 (±569)	27% (±3%)
Bachelor's Degree	2,840 (±385)	15% (±2%)
Graduate or professional degree	1,473 (±269)	8% (±1%)
High school graduate or higher	15,189 (±923)	78% (±5%)
Bachelor's degree or higher	4,313 (±470)	22% (±2%)

<b>Working Adults (2018-2022)</b>		
Total civilian non-institutionalized population, age 18-64	19,263 (±1,125)	100% (±6%)
Working age adults who are employed	13,687 (±911)	71% (±5%)
Civilian labor force	14,466 (±945)	100% (±7%)
Unemployed	779 (±276)	5% (±2%)
<b>Total employed workers (LEHD) (2021)</b>		
Total employed workers	12615	100%
<b>Worker age (2021)</b>		
Age 29 or younger	3856	31%
Age 30 to 54	6889	55%
Age 55 or older	1871	15%
<b>Workers by earnings (2021)</b>		
\$15,000 per year or less	2579	20%
\$15,001 to \$39,999 per year	4583	36%
\$40,000 or more per year	5452	43%
<b>Workers by industry of employment (2021)</b>		
Accommodation and food services	851	7%
Administration & support, waste management, and remediation	925	7%
Agriculture, forestry, fishing and hunting	31	0%
Arts, entertainment, and recreation	127	1%
Construction	350	3%
Educational services	930	7%
Finance and insurance	577	5%
Health care and social assistance	3078	24%
Information	149	1%
Management of companies and enterprises	409	3%
Manufacturing	1641	13%
Mining, quarrying, and oil and gas extraction	suppressed	suppressed
Other services (excluding public administration)	424	3%
Professional, scientific, and technical services	552	4%
Public administration	479	4%
Real estate and rental and leasing	128	1%
Retail trade	1184	9%
Transportation and warehousing	349	3%
Utilities	19	0%
Wholesale trade	411	3%

<b>Workers by race (2021)</b>		
White alone	5918	47%
Black or African American alone	2012	16%
American Indian or Alaska Native alone	152	1%
Asian alone	4126	33%
Native Hawaiian or Other Pacific Islander alone	22	0%
Two or more race groups	385	3%
Hispanic or Latino (of any race)	1142	9%
<b>Workers by educational attainment (2021)</b>		
Less than high school	1239	10%
High school or equivalent, no college	2145	17%
Some college or associate degree	2671	21%
Bachelor's degree or advanced degree	2705	21%

Source:

2018-2022 American Community Survey 5-year estimates, adjusted to fit current neighborhood boundaries using the 2020 Census counts. The 5-year estimates represent averages of data collected over that time period.

2021 Minnesota Department of Employment and Economic Development, Quarterly Census of Employment and Wages.



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## Community Profiles

Summit-University Neighborhood, Saint Paul, Minnesota



### Summit-University

<b>Total population</b>	18,293 (±1,045)	100% (±6%)
<b>Sex (2018-2022)</b>		
Male	8,994 (±711)	49% (±4%)
Female	9,299 (±623)	51% (±3%)
<b>Age (2018-2022)</b>		
Under 5 years	1,190 (±235)	7% (±1%)
5-9 years	671 (±151)	4% (±1%)
10-14 years	1,224 (±257)	7% (±1%)
15-17 years	787 (±200)	4% (±1%)
18-24 years	1,804 (±321)	10% (±2%)
25-34 years	3,789 (±414)	21% (±2%)
35-44 years	2,459 (±308)	13% (±2%)
45-54 years	1,981 (±328)	11% (±2%)
55-64 years	1,934 (±284)	11% (±2%)
65-74 years	1,677 (±298)	9% (±2%)
75-84 years	609 (±186)	3% (±1%)
85 years and older	167 (±70)	1% (±0%)

<b>Race &amp; Ethnicity (2018-2022)</b>		
White	9,001 (±613)	49% (±3%)
Of Color	9,100 (±1,216)	50% (±7%)
Black or African American	6,313 (±881)	35% (±5%)
American Indian and Alaska Native	suppressed	suppressed
Asian	989 (±252)	5% (±1%)
Native Hawaiian and Other Pacific Islander	suppressed	suppressed
Other race	suppressed	suppressed
Two or more races	1,110 (±362)	6% (±2%)
Hispanic or Latino	628 (±222)	3% (±1%)
<b>Language spoken (2018-2022)</b>		
Population (5 years and older)	17,103 (±985)	100% (±6%)
English only	13,072 (±855)	76% (±5%)
Language other than English	4,031 (±1,304)	24% (±8%)
Speak English less than "very well"	1,775 (±377)	10% (±2%)
<b>Disability status (2018-2022)</b>		
Total population for whom disability status is determined	18,039 (±1,045)	100% (±6%)
Population with a disability	2,179 (±313)	12% (±2%)
<b>Nativity (2018-2022)</b>		
Foreign born	2,566 (±432)	14% (±2%)
<b>Residence one year ago (2018-2022)</b>		
Population (1 year and older)	18,087 (±1,044)	100% (±6%)
Same residence	14,721 (±985)	81% (±5%)
Different residence in the U.S.	3,287 (±569)	18% (±3%)
Different residence outside the U.S.	suppressed	suppressed

## Quality of life

### Income and poverty

<b>Household income (2022 dollars) (2018-2022)</b>		
Total households	8,248 (±448)	100% (±5%)
Less than \$35,000	2,356 (±329)	29% (±4%)
\$35,000-\$49,999	1,126 (±256)	14% (±3%)
\$50,000-\$74,999	1,257 (±249)	15% (±3%)
\$75,000-\$99,999	808 (±159)	10% (±2%)
\$100,000 or more	2,700 (±315)	33% (±4%)
Median household income (2022 dollars)	\$65,362 (±\$44,352)	100% (±68%)

<b>Poverty (2018-2022)</b>		
All people for whom poverty status is determined	18,034 (±1,045)	100% (±6%)
With income below poverty	3,294 (±636)	18% (±4%)
With income 100-149 of poverty	1,941 (±464)	11% (±3%)
With income 150-199 of poverty	1,352 (±406)	8% (±2%)
With income 200 of poverty or higher	11,447 (±936)	64% (±5%)
17 years and younger (percent of people under age 18)	1,188 (±289)	31% (±8%)
18-24 (percent of people age 18-24)	334 (±129)	19% (±7%)
25-34 (percent of people age 25-34)	426 (±130)	11% (±3%)
35-44 (percent of people age 35-44)	432 (±124)	18% (±5%)
45-54 (percent of people age 45-54)	305 (±121)	16% (±6%)
55-64 (percent of people age 55-64)	328 (±97)	17% (±5%)
18-64 (percent of people 18-64)	1,825 (±271)	15% (±2%)
65 years and older (percent of people age 65+)	280 (±93)	12% (±4%)

## Health coverage

<b>Health coverage (2018-2022)</b>	2,179 (±313)	12% (±2%)
Total population for whom health insurance coverage status is determined	18,039 (±1,045)	100% (±6%)
Total population age 65 and under for whom health insurance coverage status is determined	15,742 (±885)	87% (±5%)

## Housing

<b>Total housing units (2018-2022)</b>		
Total housing units	8,808 (±418)	100% (±5%)
<b>Owned and Rental Housing (2018-2022)</b>		
Vacant housing units	561 (±172)	6% (±2%)
Occupied housing units	8,248 (±448)	94% (±5%)
Average household size	2	100% (±4%)
Owner-occupied	3,443 (±325)	39% (±4%)
Average household size	2	100% (±8%)
Renter-occupied	4,805 (±390)	55% (±4%)
Average household size	2	100% (±5%)

<b>Year built (2018-2022)</b>		
2010 or later	250 (±118)	3% (±1%)
2000-2009	434 (±140)	5% (±2%)
1970-1999	1,468 (±237)	17% (±3%)
1940-1969	1,928 (±317)	22% (±4%)
1939 or earlier	4,728 (±333)	54% (±4%)
<b>Households (2018-2022)</b>		
Total households	8,248 (±448)	100% (±5%)
<b>Households by type (2018-2022)</b>		
Family households	3,502 (±309)	42% (±4%)
With children under 18 years	1,754 (±208)	21% (±3%)
Married-couple family households	2,134 (±261)	26% (±3%)
With children under 18 years.1	969 (±176)	12% (±2%)
Single-person family households	1,367 (±247)	17% (±3%)
With children under 18 years.2	785 (±165)	10% (±2%)
Nonfamily households	4,746 (±407)	58% (±5%)
Householder living alone	3,728 (±391)	45% (±5%)
65 years and over	970 (±205)	12% (±2%)
Households with one or more children under 18 years	1,754 (±208)	21% (±3%)
Households with one or more people 65 years and over	1,873 (±232)	23% (±3%)
<b>Year householder moved into unit (2018-2022)</b>		
Moved in 2010 or later	5,760 (±479)	70% (±6%)
Moved in 2000-2009	1,170 (±204)	14% (±3%)
Moved in 1990-1999	635 (±159)	8% (±2%)
Moved in 1989 or earlier	683 (±200)	8% (±2%)
<b>Cost-burdened households (2018-2022)</b>		
All households for which cost burden is calculated	7,861 (±473)	100% (±6%)
Cost-burdened households	2,503 (±318)	32% (±4%)
Owner households for which cost burden is calculated	3,435 (±326)	100% (±10%)
Cost-burdened owner households	745 (±172)	22% (±5%)
Renter households for which cost burden is calculated	4,426 (±417)	100% (±9%)
Cost-burdened renter households	1,758 (±267)	40% (±6%)

<b>Rent paid (2018-2022)</b>		
Households paying rent	4,582 (±377)	100% (±8%)
Median rent paid (2022 dollars)	1,081 (±517)	100% (±48%)
Transportation		
<b>Vehicles per household (2018-2022)</b>		
No vehicles	1,591 (±305)	19% (±4%)
1 vehicle available	3,392 (±357)	41% (±4%)
2 vehicles available	2,624 (±308)	32% (±4%)
3 or more vehicles available	641 (±146)	8% (±2%)

## Transportation

<b>Transportation to work (2018-2022)</b>		
Workers (16 years and older)	9,902 (±716)	100% (±7%)
Car, truck, or van (including passengers)	6,404 (±562)	65% (±6%)
Public transportation	1,052 (±261)	11% (±3%)
Walked, biked, worked at home, or other	2,446 (±349)	25% (±4%)
<b>Travel time to work (2018-2022)</b>		
Total workers age 16+ (not home based)	8,103 (±650)	100% (±8%)
Less than 10 minutes	777 (±179)	10% (±2%)
10-19 minutes	3,223 (±398)	40% (±5%)
20-29 minutes	1,918 (±358)	24% (±4%)
30 minutes or longer	2,185 (±318)	27% (±4%)

## Workforce

<b>Educational attainment (2018-2022)</b>		
Population (25 years and older)	12,617 (±687)	100% (±5%)
Less than high school	1,295 (±235)	10% (±2%)
High school diploma or GED	2,158 (±305)	17% (±2%)
Some college or associate's degree	2,827 (±395)	22% (±3%)
Bachelor's Degree	3,702 (±405)	29% (±3%)
Graduate or professional degree	2,635 (±305)	21% (±2%)
High school graduate or higher	11,322 (±711)	90% (±6%)
Bachelor's degree or higher	6,337 (±507)	50% (±4%)

<b>Working Adults (2018-2022)</b>		
Total civilian non-institutionalized population, age 18-64	11,877 (±729)	100% (±6%)
Working age adults who are employed	9,456 (±677)	80% (±6%)
Civilian labor force	9,889 (±691)	100% (±7%)
Unemployed	433 (±134)	4% (±1%)
<b>Total employed workers (LEHD) (2021)</b>		
Total employed workers	7568	100%
<b>Worker age (2021)</b>		
Age 29 or younger	2115	28%
Age 30 to 54	4081	54%
Age 55 or older	1372	18%
<b>Workers by earnings (2021)</b>		
\$15,000 per year or less	1552	21%
\$15,001 to \$39,999 per year	2121	28%
\$40,000 or more per year	3896	52%
<b>Workers by industry of employment (2021)</b>		
Accommodation and food services	492	7%
Administration & support, waste management, and remediation	457	6%
Agriculture, forestry, fishing and hunting	16	0%
Arts, entertainment, and recreation	140	2%
Construction	202	3%
Educational services	845	11%
Finance and insurance	421	6%
Health care and social assistance	1701	23%
Information	165	2%
Management of companies and enterprises	310	4%
Manufacturing	456	6%
Mining, quarrying, and oil and gas extraction	suppressed	suppressed
Other services (excluding public administration)	271	4%
Professional, scientific, and technical services	529	7%
Public administration	399	5%
Real estate and rental and leasing	103	1%
Retail trade	618	8%
Transportation and warehousing	213	3%
Utilities	suppressed	suppressed
Wholesale trade	221	3%

<b>Workers by race (2021)</b>		
White alone	4868	64%
Black or African American alone	1818	24%
American Indian or Alaska Native alone	52	1%
Asian alone	588	8%
Native Hawaiian or Other Pacific Islander alone	suppressed	suppressed
Two or more race groups	237	3%
Hispanic or Latino (of any race)	371	5%
<b>Workers by educational attainment (2021)</b>		
Less than high school	582	8%
High school or equivalent, no college	1219	16%
Some college or associate degree	1764	23%
Bachelor's degree or advanced degree	1890	25%

Source:

2018-2022 American Community Survey 5-year estimates, adjusted to fit current neighborhood boundaries using the 2020 Census counts. The 5-year estimates represent averages of data collected over that time period.

2021 Minnesota Department of Employment and Economic Development, Quarterly Census of Employment and Wages.



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## Community Profiles

West Side Neighborhood, Saint Paul, Minnesota



### West Side

<b>Total population</b>	15,316 (±1,011)	100% (±7%)
<b>Sex (2018-2022)</b>		
Male	7,660 (±640)	50% (±4%)
Female	7,656 (±635)	50% (±4%)
<b>Age (2018-2022)</b>		
Under 5 years	1,011 (±224)	7% (±1%)
5-9 years	1,253 (±259)	8% (±2%)
10-14 years	1,204 (±233)	8% (±2%)
15-17 years	892 (±208)	6% (±1%)
18-24 years	973 (±232)	6% (±2%)
25-34 years	2,646 (±455)	17% (±3%)
35-44 years	2,182 (±343)	14% (±2%)
45-54 years	1,741 (±269)	11% (±2%)
55-64 years	1,941 (±381)	13% (±2%)
65-74 years	874 (±169)	6% (±1%)
75-84 years	375 (±188)	2% (±1%)
85 years and older	224 (±106)	1% (±1%)

<b>Race &amp; Ethnicity (2018-2022)</b>		
White	7,163 (±751)	47% (±5%)
Of Color	6,642 (±1,315)	43% (±9%)
Black or African American	1,751 (±568)	11% (±4%)
American Indian and Alaska Native	suppressed	suppressed
Asian	1,109 (±420)	7% (±3%)
Native Hawaiian and Other Pacific Islander	suppressed	suppressed
Other race	suppressed	suppressed
Two or more races	1,072 (±391)	7% (±3%)
Hispanic or Latino	3,992 (±658)	26% (±4%)
<b>Language spoken (2018-2022)</b>		
Population (5 years and older)	14,305 (±982)	100% (±7%)
English only	10,126 (±876)	71% (±6%)
Language other than English	4,179 (±1,316)	29% (±9%)
Speak English less than "very well"	1,300 (±412)	9% (±3%)
<b>Disability status (2018-2022)</b>		
Total population for whom disability status is determined	15,141 (±1,011)	100% (±7%)
Population with a disability	2,005 (±405)	13% (±3%)
<b>Nativity (2018-2022)</b>		
Foreign born	2,502 (±498)	16% (±3%)
<b>Residence one year ago (2018-2022)</b>		
Population (1 year and older)	15,188 (±1,008)	100% (±7%)
Same residence	13,203 (±912)	87% (±6%)
Different residence in the U.S.	1,972 (±456)	13% (±3%)
Different residence outside the U.S.	suppressed	suppressed

## Quality of life

### Income and poverty

<b>Household income (2022 dollars) (2018-2022)</b>		
Total households	5,731 (±376)	100% (±7%)
Less than \$35,000	1,464 (±322)	26% (±6%)
\$35,000-\$49,999	497 (±159)	9% (±3%)
\$50,000-\$74,999	956 (±232)	17% (±4%)
\$75,000-\$99,999	706 (±169)	12% (±3%)
\$100,000 or more	2,108 (±369)	37% (±6%)
Median household income (2022 dollars)	\$70,976 (±\$33,569)	100% (±47%)

<b>Poverty (2018-2022)</b>		
All people for whom poverty status is determined	15,113 (±1,010)	100% (±7%)
With income below poverty	2,673 (±707)	18% (±5%)
With income 100-149 of poverty	1,621 (±594)	11% (±4%)
With income 150-199 of poverty	1,155 (±420)	8% (±3%)
With income 200 of poverty or higher	9,664 (±916)	64% (±6%)
17 years and younger (percent of people under age 18)	1,305 (±306)	30% (±7%)
18-24 (percent of people age 18-24)	177 (±86)	18% (±9%)
25-34 (percent of people age 25-34)	436 (±151)	17% (±6%)
35-44 (percent of people age 35-44)	280 (±129)	13% (±6%)
45-54 (percent of people age 45-54)	160 (±82)	9% (±5%)
55-64 (percent of people age 55-64)	198 (±122)	10% (±6%)
18-64 (percent of people 18-64)	1,251 (±264)	13% (±3%)
65 years and older (percent of people age 65+)	117 (±67)	9% (±5%)

## Health coverage

<b>Health coverage (2018-2022)</b>	2,005 (±405)	13% (±3%)
Total population for whom health insurance coverage status is determined	15,141 (±1,011)	100% (±7%)
Total population age 65 and under for whom health insurance coverage status is determined	13,806 (±942)	91% (±6%)

## Housing

<b>Total housing units (2018-2022)</b>		
Total housing units	6,060 (±364)	100% (±6%)
<b>Owned and Rental Housing (2018-2022)</b>		
Vacant housing units	329 (±163)	5% (±3%)
Occupied housing units	5,731 (±376)	95% (±6%)
Average household size	3	100% (±2%)
Owner-occupied	3,392 (±354)	56% (±6%)
Average household size	3	100% (±3%)
Renter-occupied	2,339 (±301)	39% (±5%)
Average household size	3	100% (±3%)

<b>Year built (2018-2022)</b>		
2010 or later	149 (±67)	2% (±1%)
2000-2009	278 (±120)	5% (±2%)
1970-1999	1,113 (±270)	18% (±4%)
1940-1969	1,378 (±295)	23% (±5%)
1939 or earlier	3,142 (±362)	52% (±6%)
<b>Households (2018-2022)</b>		
Total households	5,731 (±376)	100% (±7%)
<b>Households by type (2018-2022)</b>		
Family households	3,382 (±293)	59% (±5%)
With children under 18 years	2,002 (±246)	35% (±4%)
Married-couple family households	2,218 (±259)	39% (±5%)
With children under 18 years.1	1,002 (±203)	17% (±4%)
Single-person family households	1,164 (±238)	20% (±4%)
With children under 18 years.2	1,000 (±218)	17% (±4%)
Nonfamily households	2,349 (±385)	41% (±7%)
Householder living alone	1,820 (±344)	32% (±6%)
65 years and over	553 (±212)	10% (±4%)
Households with one or more children under 18 years	2,030 (±247)	35% (±4%)
Households with one or more people 65 years and over	1,092 (±211)	19% (±4%)
<b>Year householder moved into unit (2018-2022)</b>		
Moved in 2010 or later	3,415 (±443)	60% (±8%)
Moved in 2000-2009	954 (±190)	17% (±3%)
Moved in 1990-1999	743 (±189)	13% (±3%)
Moved in 1989 or earlier	619 (±196)	1080% (±0%)
<b>Cost-burdened households (2018-2022)</b>		
All households for which cost burden is calculated	5,623 (±385)	100% (±7%)
Cost-burdened households	1,766 (±328)	31% (±6%)
Owner households for which cost burden is calculated	3,383 (±355)	100% (±11%)
Cost-burdened owner households	561 (±164)	17% (±5%)
Renter households for which cost burden is calculated	2,240 (±312)	100% (±14%)
Cost-burdened renter households	1,205 (±285)	54% (±13%)

<b>Rent paid (2018-2022)</b>		
Households paying rent	2,297 (±307)	100% (±13%)
Median rent paid (2022 dollars)	1,141 (±500)	100% (±44%)
Transportation		
<b>Vehicles per household (2018-2022)</b>		
No vehicles	653 (±206)	11% (±4%)
1 vehicle available	2,056 (±368)	36% (±6%)
2 vehicles available	2,004 (±278)	35% (±5%)
3 or more vehicles available	1,018 (±251)	18% (±4%)

## Transportation

<b>Transportation to work (2018-2022)</b>		
Workers (16 years and older)	7,789 (±691)	100% (±9%)
Car, truck, or van (including passengers)	6,054 (±629)	78% (±8%)
Public transportation	388 (±132)	5% (±2%)
Walked, biked, worked at home, or other	1,347 (±328)	17% (±4%)
<b>Travel time to work (2018-2022)</b>		
Total workers age 16+ (not home based)	6,820 (±654)	100% (±10%)
Less than 10 minutes	818 (±298)	12% (±4%)
10-19 minutes	2,109 (±386)	31% (±6%)
20-29 minutes	1,940 (±319)	28% (±5%)
30 minutes or longer	1,953 (±375)	29% (±6%)

## Workforce

<b>Educational attainment (2018-2022)</b>		
Population (25 years and older)	9,983 (±752)	100% (±8%)
Less than high school	1,296 (±292)	13% (±3%)
High school diploma or GED	2,252 (±397)	23% (±4%)
Some college or associate's degree	2,996 (±460)	30% (±5%)
Bachelor's Degree	2,414 (±356)	24% (±4%)
Graduate or professional degree	1,025 (±191)	10% (±2%)
High school graduate or higher	8,687 (±730)	87% (±7%)
Bachelor's degree or higher	3,439 (±405)	34% (±4%)

<b>Working Adults (2018-2022)</b>		
Total civilian non-institutionalized population, age 18-64	9,449 (±787)	100% (±8%)
Working age adults who are employed	7,370 (±671)	78% (±7%)
Civilian labor force	7,739 (±667)	100% (±9%)
Unemployed	369 (±139)	5% (±2%)
<b>Total employed workers (LEHD) (2021)</b>		
Total employed workers	6176	100%
<b>Worker age (2021)</b>		
Age 29 or younger	1638	27%
Age 30 to 54	3321	54%
Age 55 or older	1217	20%
<b>Workers by earnings (2021)</b>		
\$15,000 per year or less	1230	20%
\$15,001 to \$39,999 per year	1818	29%
\$40,000 or more per year	3128	51%
<b>Workers by industry of employment (2021)</b>		
Accommodation and food services	489	8%
Administration & support, waste management, and remediation	412	7%
Agriculture, forestry, fishing and hunting	23	0%
Arts, entertainment, and recreation	92	2%
Construction	215	4%
Educational services	572	9%
Finance and insurance	333	5%
Health care and social assistance	1195	19%
Information	99	2%
Management of companies and enterprises	221	4%
Manufacturing	536	9%
Mining, quarrying, and oil and gas extraction	suppressed	suppressed
Other services (excluding public administration)	220	4%
Professional, scientific, and technical services	332	5%
Public administration	304	5%
Real estate and rental and leasing	80	1%
Retail trade	647	11%
Transportation and warehousing	167	3%
Utilities	14	0%
Wholesale trade	224	4%

<b>Workers by race (2021)</b>		
White alone	4650	75%
Black or African American alone	785	13%
American Indian or Alaska Native alone	106	2%
Asian alone	401	7%
Native Hawaiian or Other Pacific Islander alone	suppressed	0%
Two or more race groups	231	4%
Hispanic or Latino (of any race)	1132	18%
<b>Workers by educational attainment (2021)</b>		
Less than high school	616	10%
High school or equivalent, no college	1067	17%
Some college or associate degree	1416	23%
Bachelor's degree or advanced degree	1439	23%

Source:

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