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2022 RFP/2023 HTC - Data released July 2021

If additional areas become eligible under the same criteria outlined below prior to the 2022 RFP, Minnesota Housing will add the areas to the maps; no areas will be subtracted from the maps with the update. Refer to the [2022-2023 QAP Data Methodology table](#) for more information on how data updates may impact point eligibility under this category.

Metropolitan Area (as defined in the QAP)

In the Metropolitan Area, as defined in the QAP, applicants can receive up to 9 points for transit and walkability. Applicants can claim points for access to transit and walkability together, or for either category separately.

Access to Transit (one of the following):		
<i>Applicants can map project locations and determine access to transit points at the Minnesota Housing Community Profiles tool at www.mnhousing.gov/profiles</i>		
Proximity to LRT/BRT/Commuter Rail Station, or Hi-Frequency Network.	Locations within ½ mile of a planned ¹ or existing LRT, BRT, or Commuter Rail Station or Metro Transit’s Hi-Frequency Network.	<u>Points</u> 7
Access to High Service Public Transportation	Locations within one quarter mile of a high service ² public transportation fixed route stop or within one half mile of an express route bus stop or park and ride lot.	4
Access to Demand Response/Dial-A-Ride	Served by demand response/dial-a-ride transit service. Excludes Metro Transit’s Transit Link Service. Transit service must be available Monday through Friday for a minimum of 8 hours per day.	2
Walkability (one of the following):		
Located within Minneapolis or Saint Paul:		
Walk Score of 80+	Walk Score is based on results from the following tool: www.walkscore.com . ³	2

¹ Includes planned stations eligible for Livable Communities Demonstration Account (LCDA) Transit Oriented Development (TOD) Grants (<https://metrocouncil.org/Communities/Services/Livable-Communities-Grants/LCA/2020-LCA-TOD-application-guide.aspx>). Does not include Express Bus Stations eligible for LCDA TOD Grants.

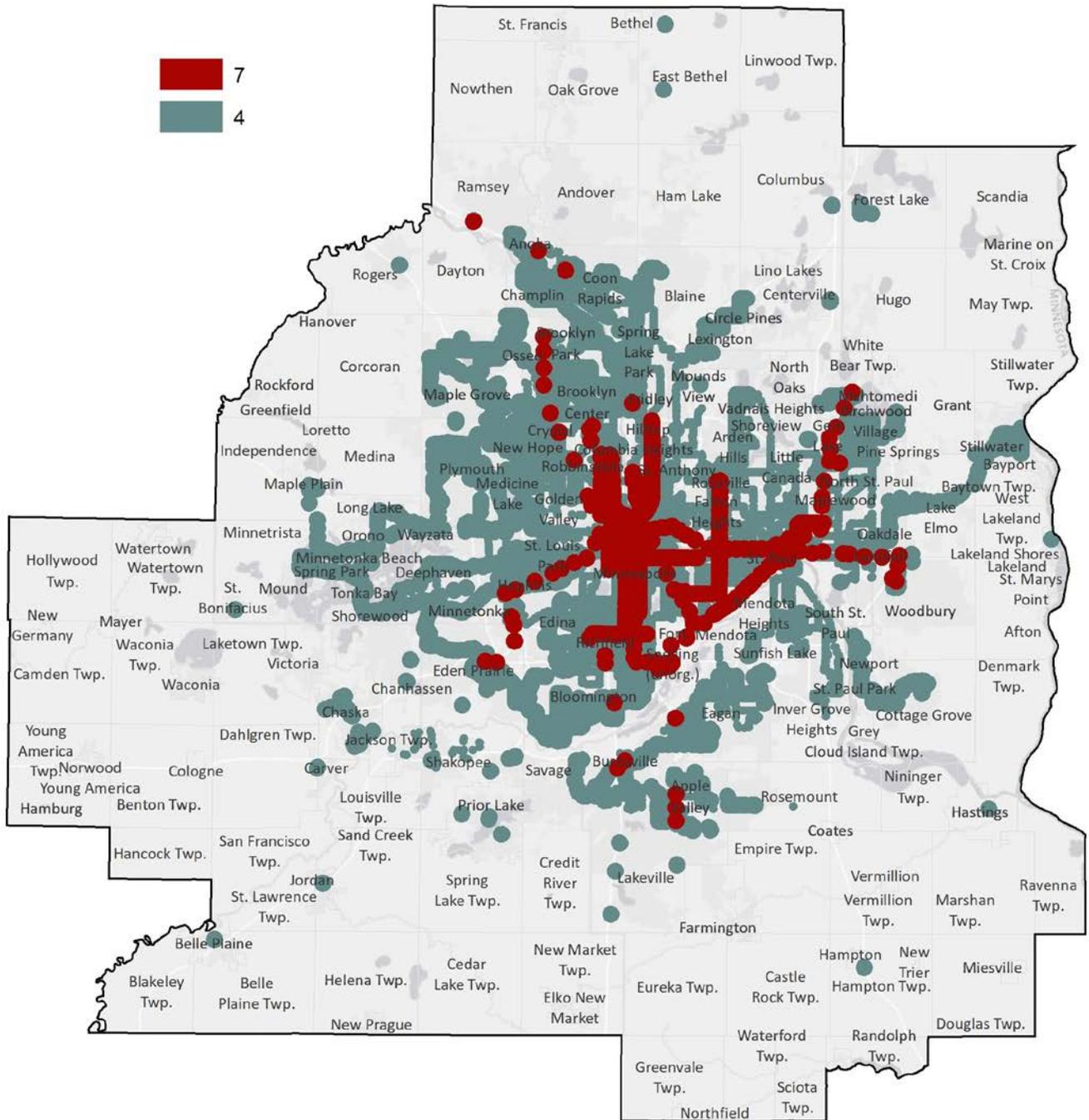
² High service fixed route stop defined as those serviced during the time period 6 AM through 7 PM and with service approximately every half hour during that time.

³ If applicants would like to request revisions of a location’s Walk Score, they should e-mail Walk Score directly with details of the request to email: mhfa-request@walkscore.com. Walk Score staff will review the request and make necessary adjustments to scoring within 45 business days. If an address cannot be found in the Walk Score tool, use closest intersection within ¼ mile of the proposed location.

Walk Score of 60-79		1
Located within a Suburban Community		
Walk Score of 60+	Walk Score is based on results from the following tool: www.walkscore.com .	2
Walk Score of 50-59		1

The following map shows areas with access to transit. An interactive version of this map is accessible at www.mnhousing.gov/profiles.

Figure 1: Transit Access Point Levels in the Twin Cities Metro



Map Source: Minnesota Housing analysis of Metro Transit data on Hi-Frequency Network, Planned and Existing Transit Lines, bus service, and park and rides (obtained March 2020)

Greater Minnesota – Urbanized Areas

For urbanized areas, defined by the U.S. Census as places with populations greater than 50,000, applicants can receive up to 9 points with a combination of access to fixed route transit and walkability. Applicants can claim points for access to fixed route transit and walkability together, or for either category separately. These areas, identified by the Minnesota Department of Transportation (MnDOT)⁴, are in and around Duluth, East Grand Forks, La Crescent, Rochester, Moorhead, Mankato, and St. Cloud.

For urbanized areas:

Access to Transit (one of the following):		Points
Within ¼ mile of existing or planned ⁵ fixed route transit stop		7
Between ¼ mile and ½ mile of existing or planned fixed route transit stop		4
Within ½ mile of an express bus route stop or park and ride lot		4
Walkability (one of the following):		
Walk Score of 70+	Walk Score is based on results from the following tool: www.walkscore.com . ⁶	2
Walk Score of 50-69		1
<ul style="list-style-type: none"> • The proposed housing must have access to transit service Monday through Friday for a minimum of 10 hours per day. • The maps in Figure 2 display fixed route stops and ¼ and ½ mile buffers in Duluth, East Grand Forks, La Crescent, Rochester, Moorhead, Mankato, and St. Cloud. 		

⁴ Greater Minnesota Transit Investment Plan: <https://www.dot.state.mn.us/transit/riders/index.html>

⁵ For a Greater Minnesota planned stop to be eligible for points under the QAP, applicants must provide detailed location and service information including time and frequency of service, along with evidence of service availability from the transit authority providing service. The planned stop or route must be available Monday through Friday and provide service every 60 minutes for a minimum of 10 hours per day.

⁶ If applicants would like to request revisions of a location’s Walk Score, they should e-mail Walk Score directly with details of the request to E-mail: mhfa-request@walkscore.com. Walk Score staff will review the request and make necessary adjustments to scoring within 45 business days. If an address cannot be found in the Walk Score tool, use closest intersection within ¼ mile of the proposed location.

Figure 2: Transit Access Point Levels in Greater Minnesota

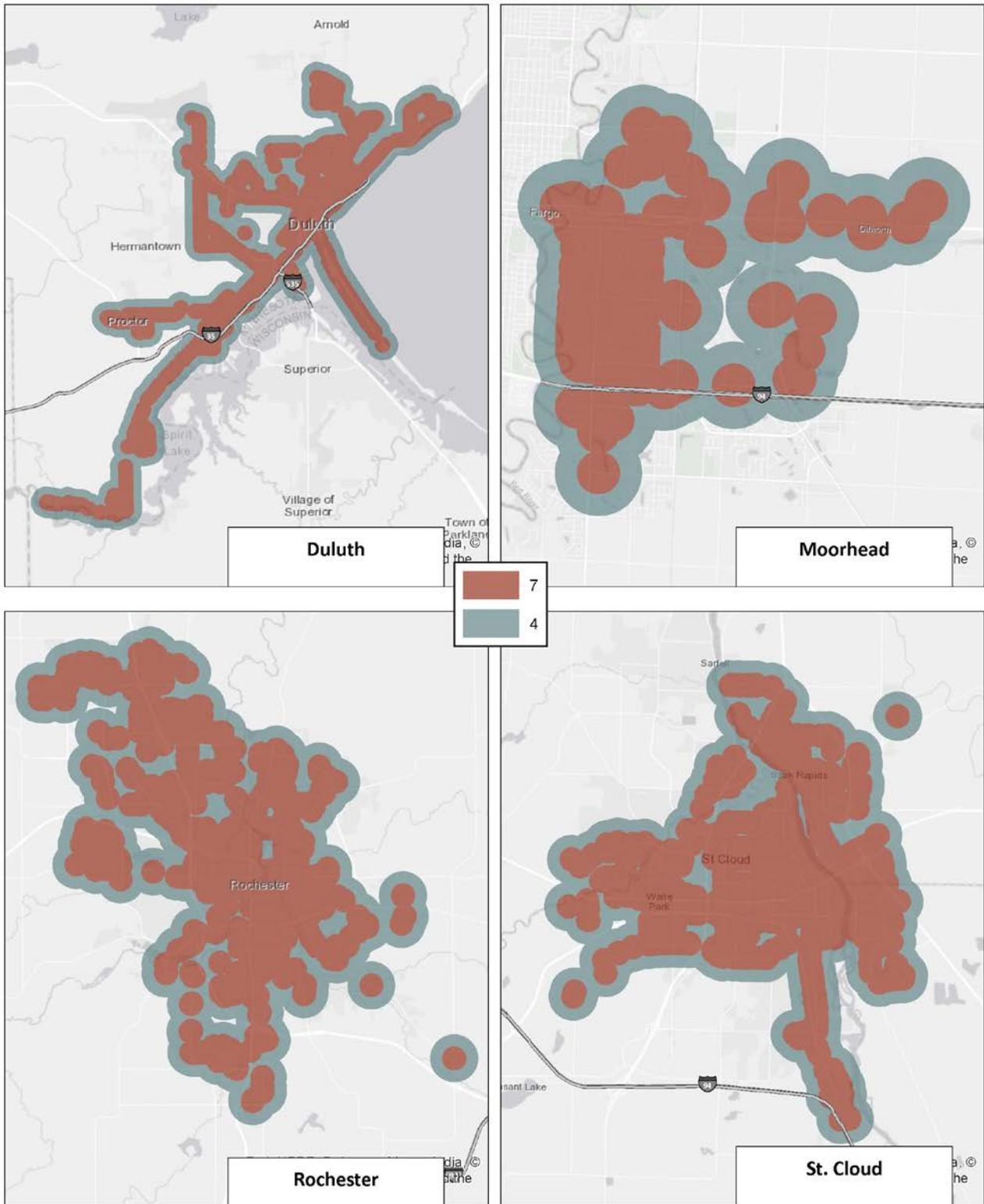
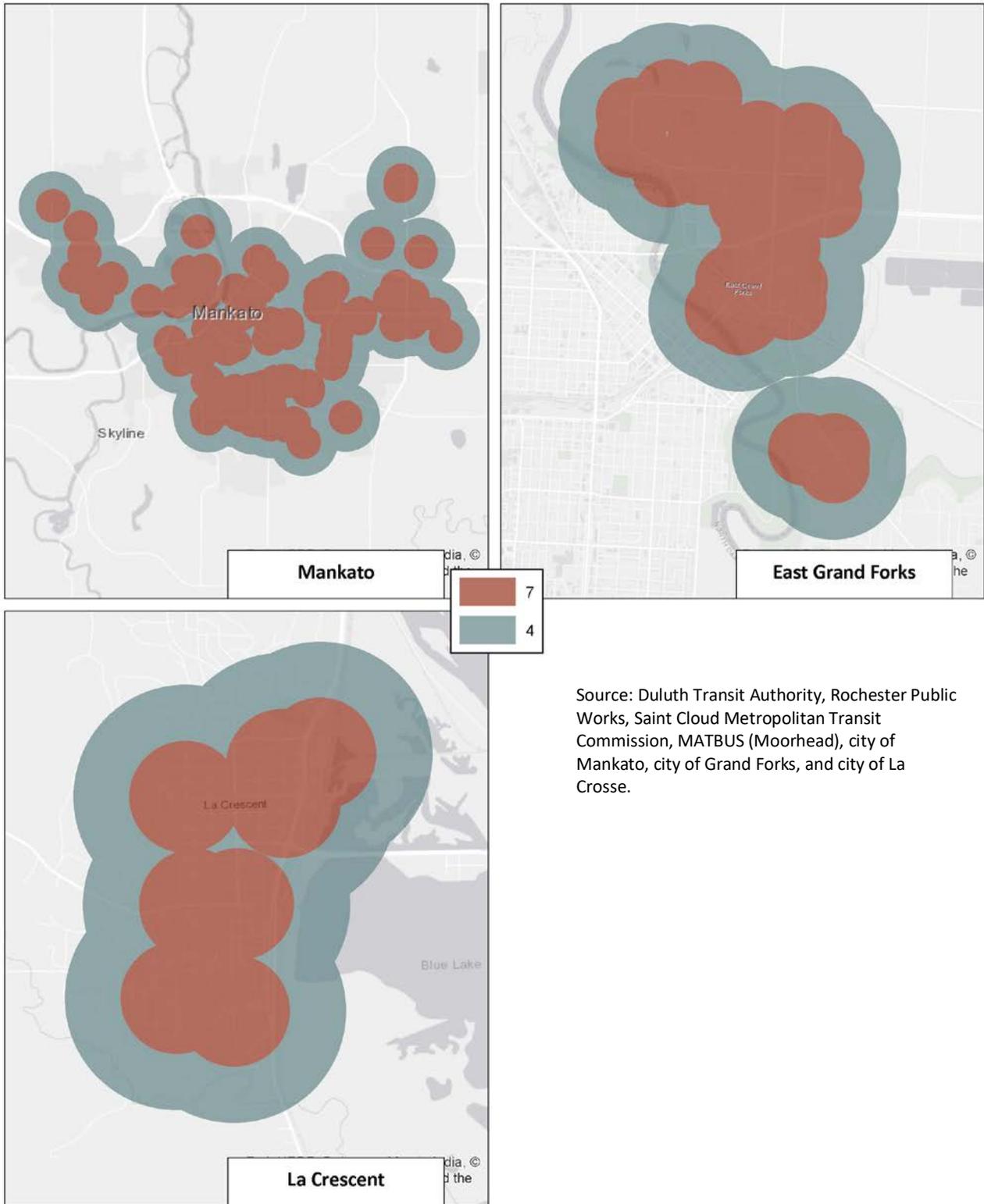


Figure 2: Transit Access Point Levels in Greater Minnesota



Source: Duluth Transit Authority, Rochester Public Works, Saint Cloud Metropolitan Transit Commission, MATBUS (Moorhead), city of Mankato, city of Grand Forks, and city of La Crosse.

Greater Minnesota – Rural and Small Urban Areas

For rural and small urban areas, places with populations less than 50,000, applicants can receive up to 9 points by having access to route deviation service or demand response/dial-a-ride, and walkability. Applicants can claim points for access to route deviation service or demand response/dial-a-ride and walkability together, or for either category separately. Route deviation service is different from fixed route transit in that the vehicle may leave its predetermined route upon request by passengers to be picked up or returned to destinations near the route, after which the vehicle returns to the predetermined route. Passengers may call in advance for route deviations similar to that of demand response/ dial-a-ride or access the service at designated route stops without advanced notice. Demand response usually involves curb-to-curb or door-to-door service with trips scheduled in advance (also known as “Dial-A-Ride”).

Go to MnDOT’s website (<http://www.dot.state.mn.us/transit/riders/index.html>) to locate a project’s transit service provider.

For rural and small urban areas:

Access to Transit (one of the following):		<u>Points</u>
Within ½ mile of a designated transit stop OR served by demand response/dial-a-ride OR within ½ mile of a commuter rail station ⁷ and is available daily Monday-Friday providing same day service		7
Served by demand response/dial-a-ride with prior day or greater notice needed and is available daily Monday-Friday.		4
Walkability (one of the following):		
Walk Score of 50+	Walk Score is based on results from the following tool: www.walkscore.com . Applicant must submit a dated print out of location’s Walk Score from the Walk Score tool. ⁸	2
Walk Score of 30-49		1
For proposed housing in communities with deviated route service but beyond the ½ mile requirement, requests for route deviations must meet the advanced notice requirements for demand response in that pointing category to receive the points.		

⁷ Includes the Elk River and Big Lake Stations serviced by Metro Transit’s Northstar Commuter Rail.

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2021 RFP/2022 HTC - Data updated March 2021

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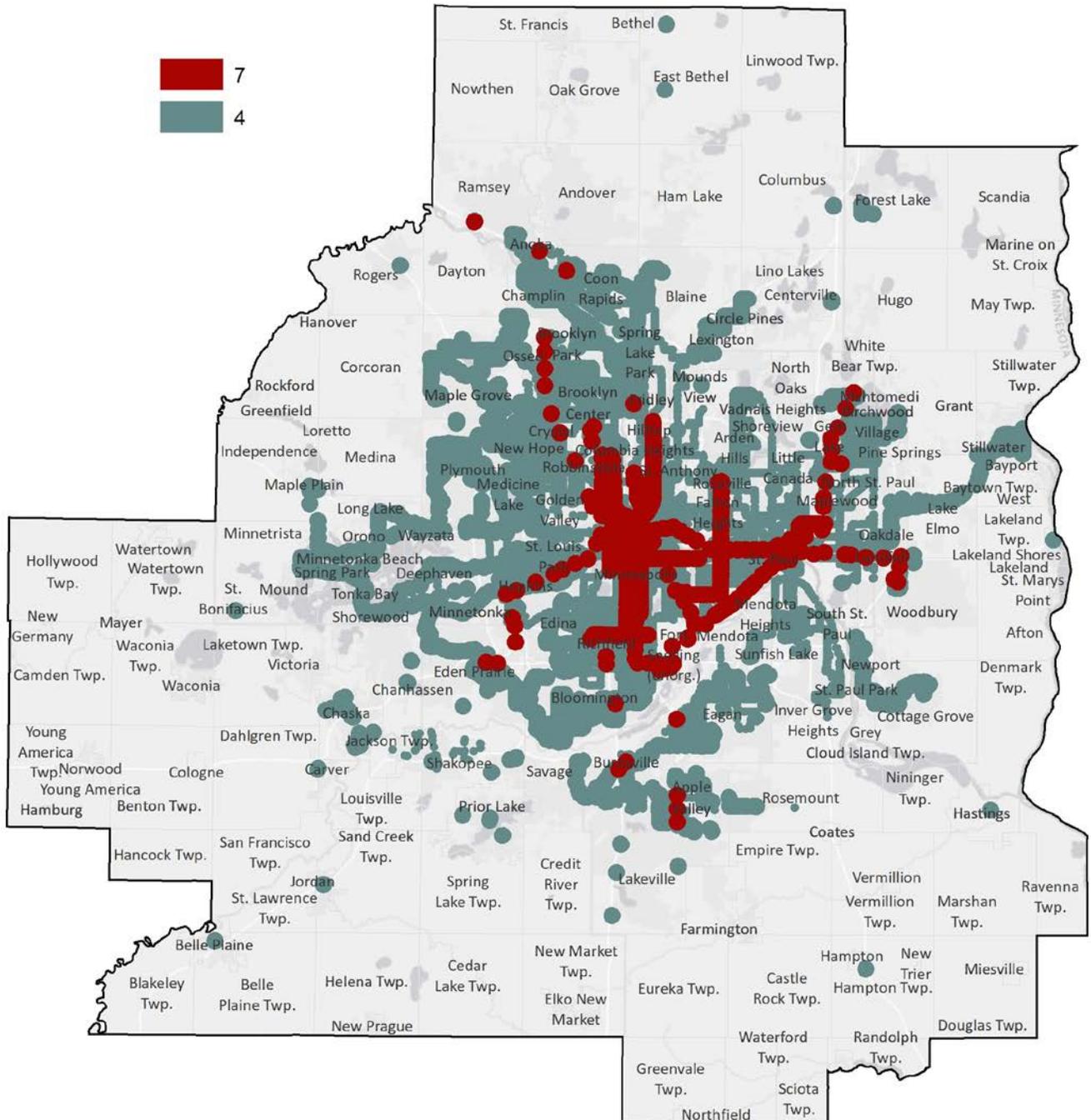
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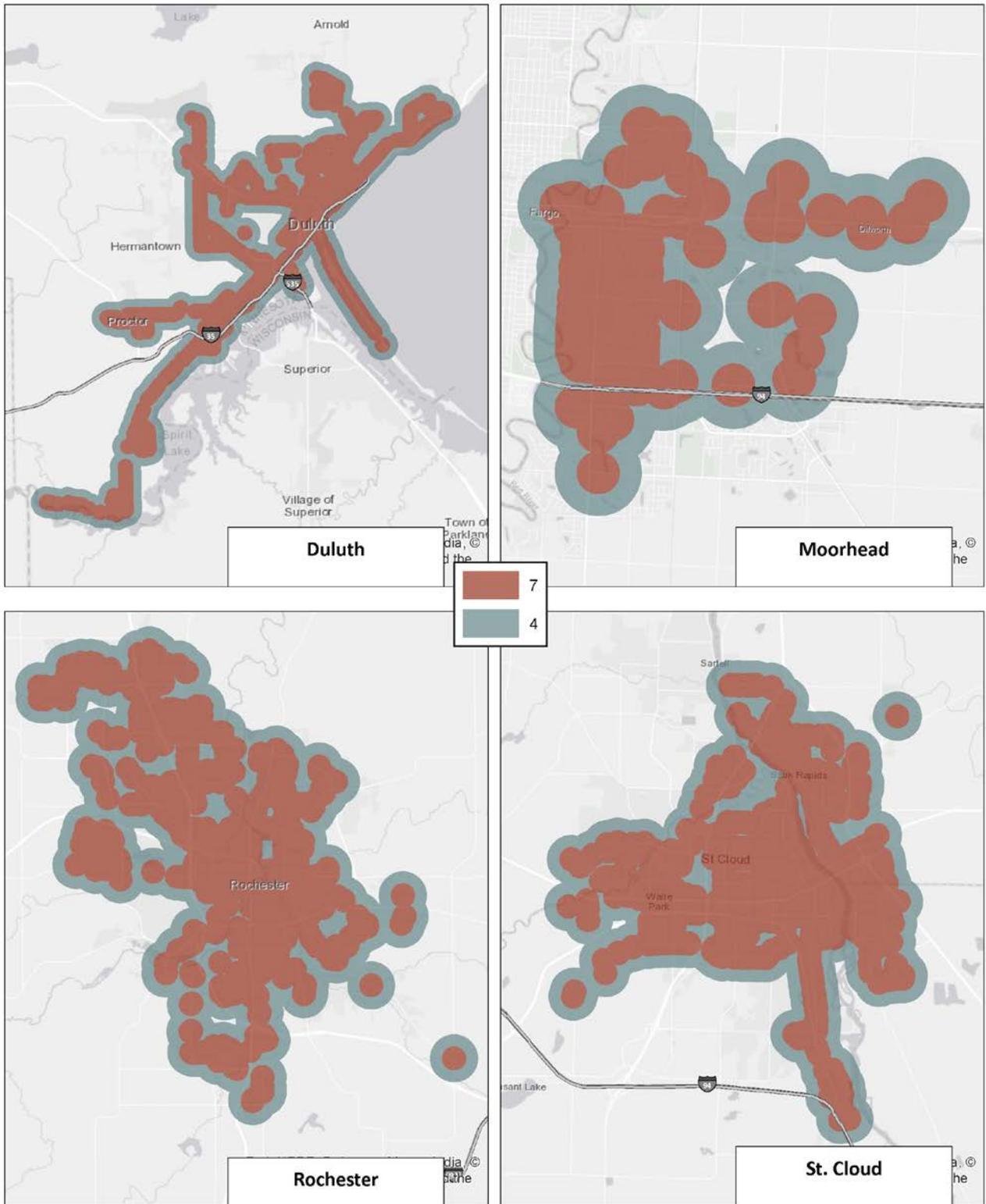
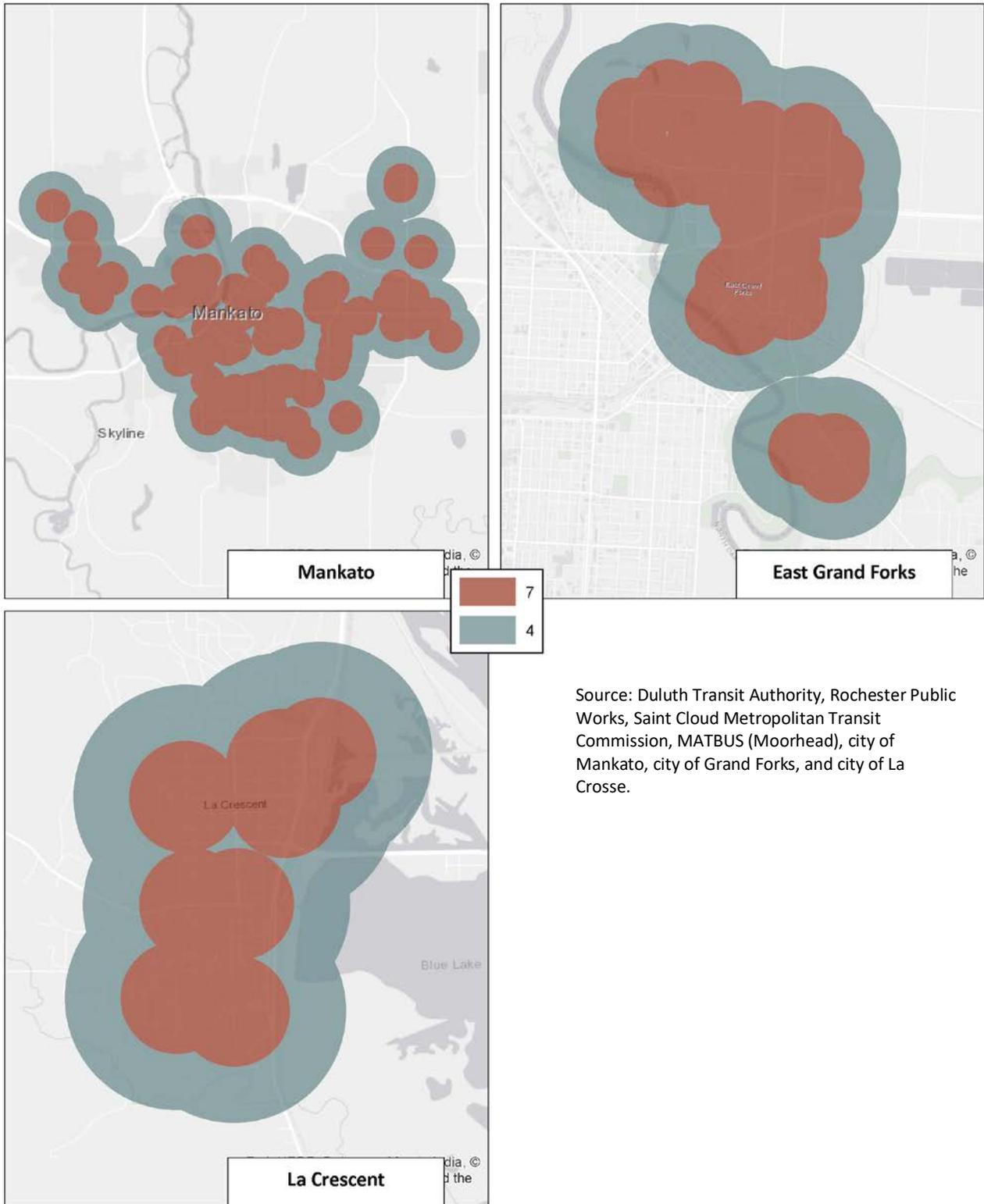


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