

2018 QAP – Location Efficiency Methodology

Location efficiency is defined by Minnesota Housing through a combination of access to transit and walkability criteria in the Twin Cities Metro and Greater Minnesota.

Twin Cities Metropolitan Area

In the Twin Cities Metro, applicants can receive up to 9 points for location efficiency based on three criteria. First, applicants must achieve one of three levels of access to transit. Second, up to two additional points are available for walkability as measured by Walk Score (www.walkscore.com). Finally, up to two additional points are available for transit oriented design.

<ul style="list-style-type: none"> 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: www.mnhousing.gov > Research & Publications > Community Profiles</i> 		
Proximity to LRT/BRT/Commuter Rail Station	Locations within ½ mile of a planned ¹ or existing LRT, BRT, or Commuter Rail Station. As of publication, lines include: Hiawatha, Central Corridor, Bottineau, and Southwest LRT, Northstar Commuter Rail, and stations of the Cedar Ave, Snelling, and I-35W BRT lines.	<u>Points</u> 5
Proximity to Hi-Frequency Transit Network	Locations located within ¼ mile of a fixed route stop on Metro Transit’s Hi-Frequency Network.	4
Access to 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.	2
<ul style="list-style-type: none"> Walkability (one of the following): 		
Walk Score of 70+	Walk Score is based on results from the following tool: www.walkscore.com . Applicant must submit a dated print out of locations’ Walk Score from the Walk Score tool. ³	2
Walk Score of 50-69		1
<ul style="list-style-type: none"> Transit Oriented Development (1 point if 1 item below is achieved, 2 points if 2 or more items are achieved): <i>continued on next page</i> 		

¹ Includes planned stations on future transitways that are in advanced design or under construction. To be considered in advanced design, transitways need to meet the following criteria: issuance of a draft EIS, station area planning underway, and adoption by the Metropolitan Council Transportation Policy Plan. Transitways entering into advanced design after publication will be eligible, but data may not be available using Minnesota Housing scoring tools.

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.

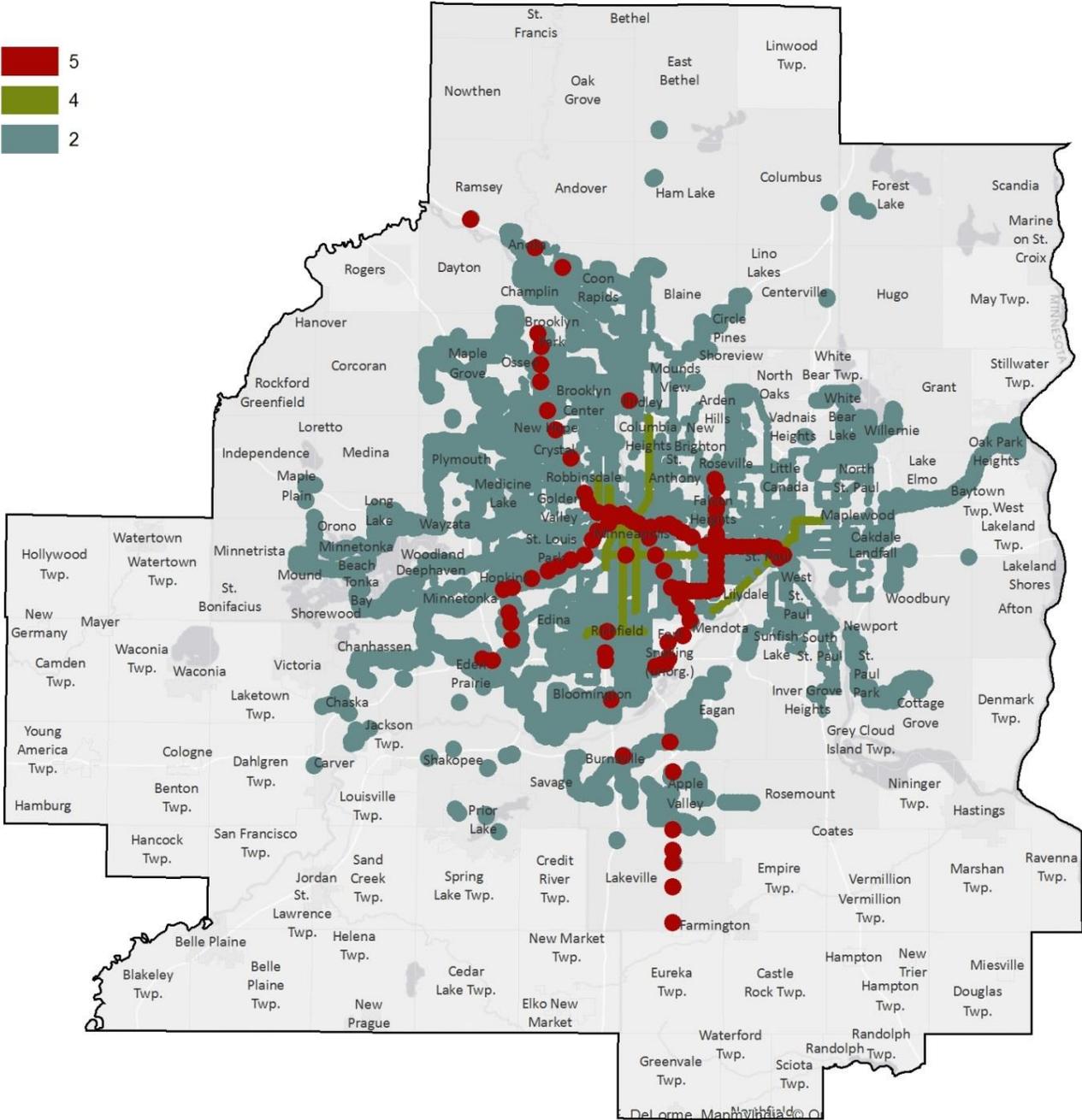
³ If applicants would like to request revisions of a location’s Walk Score, they may contact Walk Score directly with details of the request to mhfa-request@walkscore.com. Walk Score staff will review the request and make necessary adjustments to scoring within 45 business days. If an address cannot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

<p>• Transit Oriented Development (1 point if 1 item below is achieved, 2 points if 2 or more items are achieved):</p> <p><i>To be eligible for any of these points, the location must be within ¼ mile of a planned or existing LRT, BRT, or Commuter Rail Station.⁴</i></p>	
Parking	Parking for residential units or visitors is not more than the smallest allowable parking minimum under local zoning requirements. If no residential parking or visitor parking is required under local zoning, no more than 0.2 visitor parking spaces per residential unit can be provided (i.e. 10 stalls in a 50 unit and 20 stalls in a 100 unit building).
Building Orientation and Connections	There must be existing walkable or bikeable connections from the property to the station area via sidewalk or trail or funding must be secured to create such connections, and there must be at least one accessible building entrance oriented toward such connections, and parking cannot be situated between the building and station area.
Density	Site density must be at the maximum allowable density under the local comprehensive plan.
Alternative Means	Alternatives include car sharing (Where one or more passenger automobiles are provided for common use by residents), bike storage, shared parking arrangements with adjacent property owners, etc. which results in a reduction in the local minimum parking requirement, and parking for residential units is not more than the local minimum parking requirement, or if no residential parking is required under local zoning, 10 or fewer parking stalls are provided.

The following map shows areas with access to transit. An interactive version of this map is accessible at: www.mnhousing.gov > Policy & Research > Community Profiles.

⁴ Within 6 months of the date of selection (Minnesota Housing Board selection date) the applicant must provide Minnesota Housing with documentation of local authorization or approval, where such approval is necessary, for points taken under transit oriented development. The documentation must state the terms and conditions and be executed or approved at a minimum by the contributor. Lack of acceptable documentation will result in the reevaluation and adjustment of the tax credits or RFP award, up to and including the total recapture of tax credits or RFP funds.

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



Map Source: Minnesota Housing analysis of MetroTransit data on Hi-Frequency Network, Planned and Existing Transit Lines, bus service, and park and rides (obtained January 2016)

Greater Minnesota

For areas in Greater Minnesota with access to fixed route transit, applicants can receive up to 9 points with a combination of access to transit and walkability. For areas without fixed route transit, applicants can receive up to 9 points with a combination of proximity to jobs, and access to dial-a-ride or demand-response transit, and walkability. Tribal lands are exempt from being close to jobs, but must meet the scheduling requirements for each point criteria. These options are described below.

A. For areas with fixed route transit service:

• 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
Less than ½ mile from 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 . Applicant must submit a dated print out of locations' Walk Score from the Walk Score tool. ⁶	2
Walk Score of 50-69		1

B. For areas without fixed route transit service:

• Access to Transit (one of the following):		Points
Close to jobs <u>and</u> demand response/dial-a-ride service with no more than 1 hour advance notice required to schedule a pickup and no minimum number of riders are required.		7
Close to jobs <u>and</u> demand response/dial-a-ride service with same day pick-up guaranteed if scheduled by 8:00 a.m. or later and no minimum number of riders are required.		4
Close to jobs <u>and</u> demand response/dial-a-ride service not meeting the scheduling terms above.		2
Tribal lands do not have to meet the proximity to jobs requirement.		
• Walkability (one of the following):		
Close to jobs <u>and</u> Walk Score of 50+		2
Close to jobs <u>and</u> Walk Score of 35-49		1
• Jobs: property is located within a census tract that is close to low and moderate wage jobs ¹		

⁵ Greater Minnesota planned transit stops must be for fixed route service. For a Greater Minnesota planned fixed route-transit stop to be eligible for points under the QAP, applicants must provide detailed location and service information including time and frequency of service and estimated service start date, and provide evidence of service availability from the transit authority providing service. The major, federally funded transit authorities in Greater Minnesota are Duluth Transit Authority, East Grand Forks Transit, La Crescent Apple Express, Moorhead Metropolitan Area Transit, Rochester Public Transit, St. Cloud Metro Bus, and Mankato Transit. Other, smaller transit organizations are also eligible, including Tribal transit organizations, provided these organizations must have established fixed-route bus service.

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

- *Dial-a-Ride*: The proposed housing has access to regular demand-response/dial-a-ride transportation service Monday through Friday during standard workday hours (7:00 AM to 5:30 PM). Applicants must provide documentation of access and availability of service and describe how the service is a viable transit alternative that could be used for transportation to work, school, shopping, services and appointments. Applicants can find service providers by county or city at the MN Department of Transportation Transit website: <http://www.dot.state.mn.us/transit/riders/index.html>.
- Walk Score is based on results from the following tool: www.walkscore.com. Applicant must submit a dated print out of locations' Walk Score from the Walk Score tool.

The maps and tables on the following pages provide detail to support the Greater Minnesota transportation priority.

- The maps on page 6 display fixed route stops and ¼ and ½ mile buffers in Duluth, Rochester, Moorhead, Mankato, and St. Cloud.
- The map on page 7 displays the census tracts that are close to low and moderate wage jobs for 2013.
- Table 1 beginning on page 8 lists these census tracts. Interactive maps showing access to low and moderate wage jobs are provided on Minnesota Housing's website: www.mnhousing.gov > Policy & Research > Community Profiles

To receive points under access to fixed route transit, applicants in Greater Minnesota must submit a map identifying the location of the project. For communities that Minnesota Housing does not have data for, applicants must submit a map with exact distances to the eligible public transportation station/stop and include a copy of the route, span, and frequency of services. Applicants can find service providers by county or city at the MN Department of Transportation Transit website, <http://www.dot.state.mn.us/transit/riders/index.html>

Figure 2: Transit Access Point Levels in Greater Minnesota

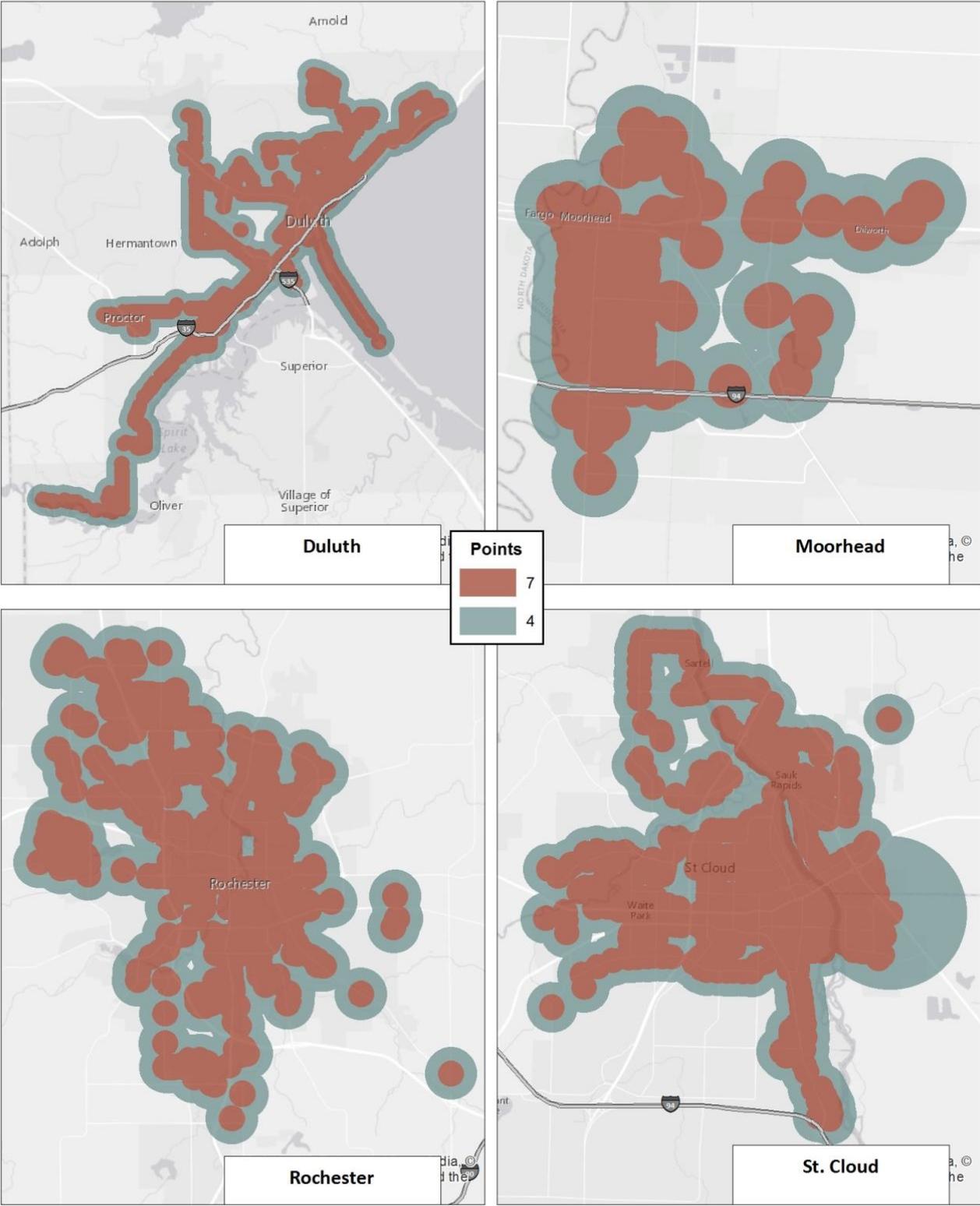
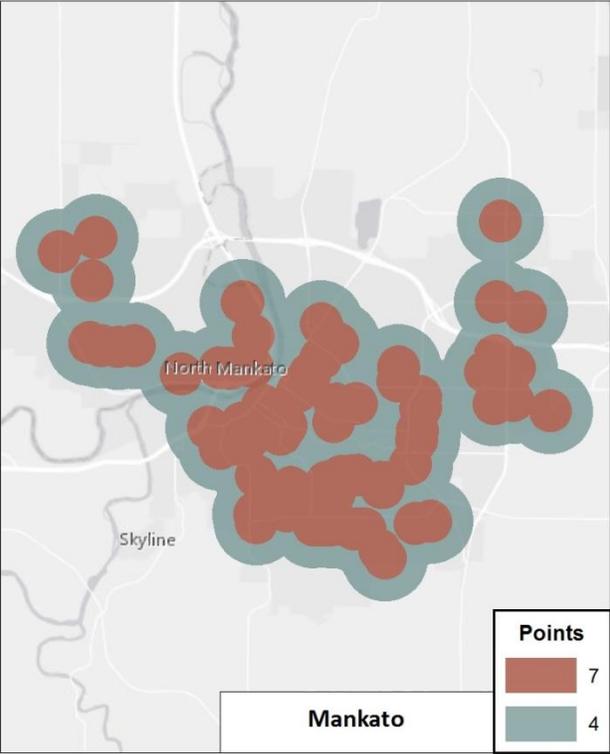
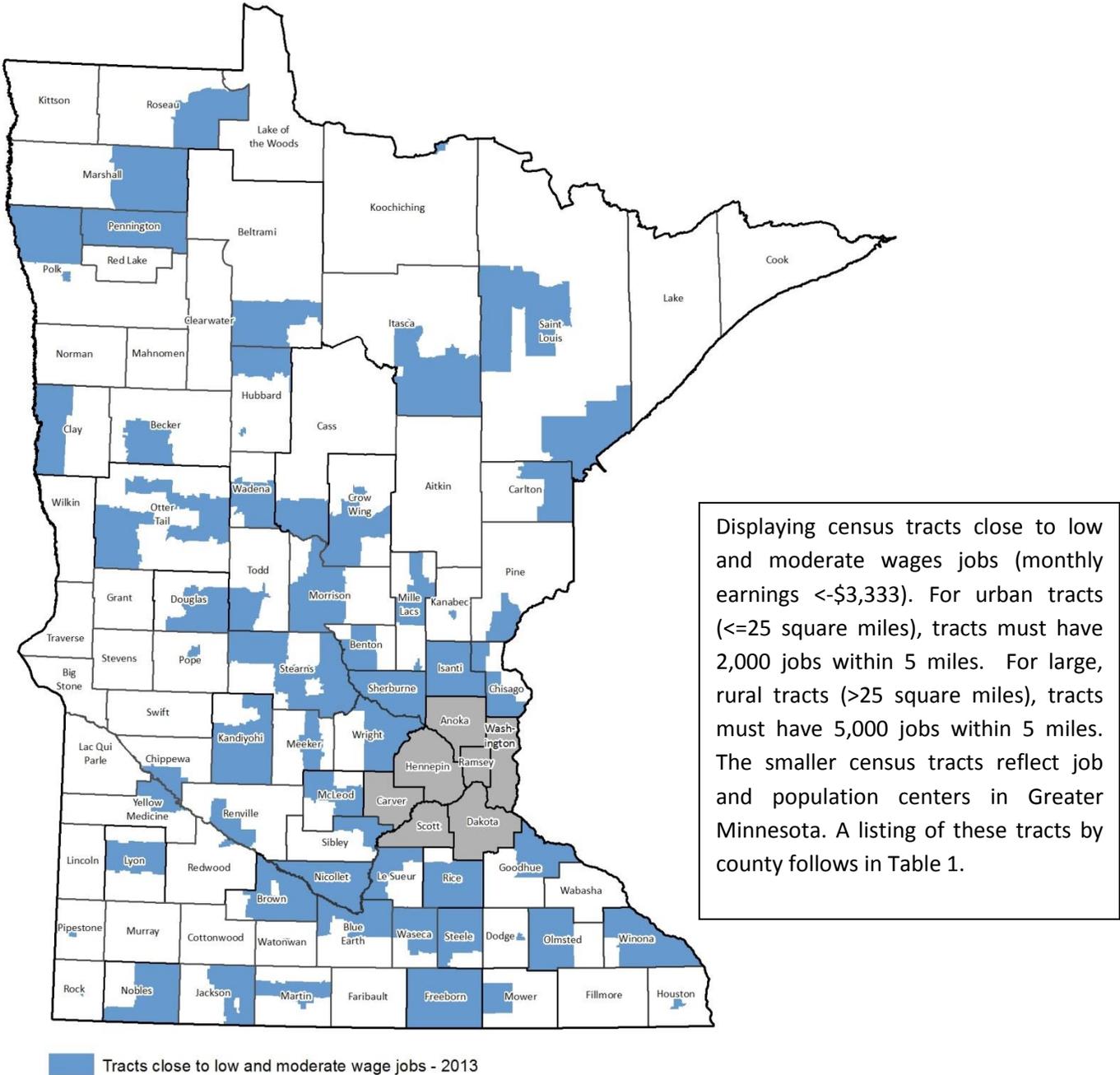


Figure 2: Transit Access Point Levels in Greater Minnesota



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

Figure 3: Jobs in Greater Minnesota



Map Source: Minnesota Housing analysis US Census Local Employment Dynamics program data, 2013.

Table 1: Census tracts close to low and moderate wage jobs in Greater Minnesota by county

Becker	Brown	301.03	801.01	7806
4503	9601.01	301.04	801.02	7807
4504	9601.02	301.06	802	7808
4505	9602	301.07	803	7810
4506	9603	Crow Wing	804	7811
4507	9604	9505.02	Houston	7812
4508	9607	9508	205	Koochiching
Beltrami	Carlton	9509	Hubbard	7901
4501	701	9510	701	7902
4502	702	9511	706	Le Sueur
4503	703	9512	Isanti	9501
4506	704	9513.01	1301	9502
4507.01	9400	9513.02	1302	9506
4507.02	Cass	9514	1303.01	Lyon
Benton	9608.01	Dodge	1303.02	3602
202.02	9608.02	9505	1304	3603
202.05	Chippewa	Douglas	1305.01	3604
202.06	9503	4505	1305.02	3605
203	9506	4506	1306	Marshall
211.01	Chisago	4507.01	Itasca	801
211.02	1101	4507.02	4803	Martin
212	1103.01	4508	4806	7902
Blue Earth	1103.02	4509	4807	7905
1701	1104.01	4510	4808.01	7906
1702	1104.02	Freeborn	4808.02	McLeod
1703	1105.01	1801	4809	9502
1704	1105.02	1802	4810	9503
1705	1106	1803	Jackson	9504
1706	Clay	1804	4801	9506
1707	201	1805	Kanabec	9507
1708	202.02	1806	4803	Meeker
1709	203	1807	Kandiyohi	5602
1711.01	204	1808	7709	5603
1712.02	205	1809	7801	5604
1713	206	1810	7804	Mille Lacs
1716	301.02	Goodhue	7805	1707

9703	6	Pennington	708	22
Morrison	9.01	901	709.01	23
7802	9.02	902	709.02	24
7803	9.03	903	Rock	26
7806	10	904	5702	29
7807	11	905	Roseau	30
7808	12.01	Pine	9704	33
Mower	12.02	9506	Sherburne	34
1	12.03	9507	301.01	36
2	13.01	Pipestone	301.02	37
3	13.02	4602	302	38
4.1	14.01	4603	303	101
6	14.02	Polk	304.02	102
8	15.01	201	304.03	103
9	15.02	202	304.04	104
10	15.03	203	305.02	105
Nicollet	16.01	204	305.03	106
4801	16.02	206	305.04	111
4802	16.03	207	315	121
4803	17.01	Pope	Sibley	122
4804	17.02	9704	1701.98	123
4805.01	17.03	Redwood	St. Louis	124
4805.02	18	7502	1	125
4806	19	7503	2	126
Nobles	21	Renville	3	128
1051	22	7904	4	130
1053	23	Rice	10	131
1054	Otter Tail	702	11	132
1055	9604	703	12	133
1056	9606	704	13	134
Olmsted	9608	705.01	14	135
1	9609	705.03	16	151
2	9610	705.04	17	152
3	9611	706.01	18	156
4	9613	706.02	19	157
5	9617	707	20	158

5	9607	1011
6	Todd	Yellow Medicine
7	7906	9701
9	7907	
9901	Wadena	
Stearns	4802	
3.01	Waseca	
3.02	7901	
4.01	7903	
4.02	7904	
5	7905	
6.01	Watonwan	
6.02	9502	
7.01	Winona	
8.01	6701	
9.01	6702	
10.01	6703	
101.01	6704	
101.02	6705	
102	6706	
105	6707	
106	6708	
111	6709	
112	Wright	
113.01	1001	
113.04	1002.02	
114	1002.03	
115	1002.04	
116	1003	
Steele	1007.01	
9601	1007.02	
9602	1007.03	
9603	1008.01	
9604	1008.02	
9605	1009	
9606	1010	