

## 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](http://www.walkscore.com)). Finally, up to two additional points are available for transit oriented design.

<b>Access to Transit (one of the following):</b>		
<i>Applicants can map project locations or determine access to transit points at the Minnesota Housing Community Profiles tool: <a href="http://www.mnhousing.gov">www.mnhousing.gov</a> &gt; Research &amp; Publications &gt; Community Profiles</i>		
Proximity to LRT/BRT/Commuter Rail Station	Locations within ½ mile of a planned <sup>1</sup> 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 <sup>2</sup> public transportation fixed route stop or within one half mile of an express route bus stop or park and ride lot.	2
<b>Walkability (one of the following):</b>		
Walk score of 70+	Walk score is based on results from the following tool: <a href="http://www.walkscore.com">www.walkscore.com</a> . Applicant must submit a dated print out of locations’ walk score from the walk score tool. <sup>1</sup>	2
Walk score of 50-69		1

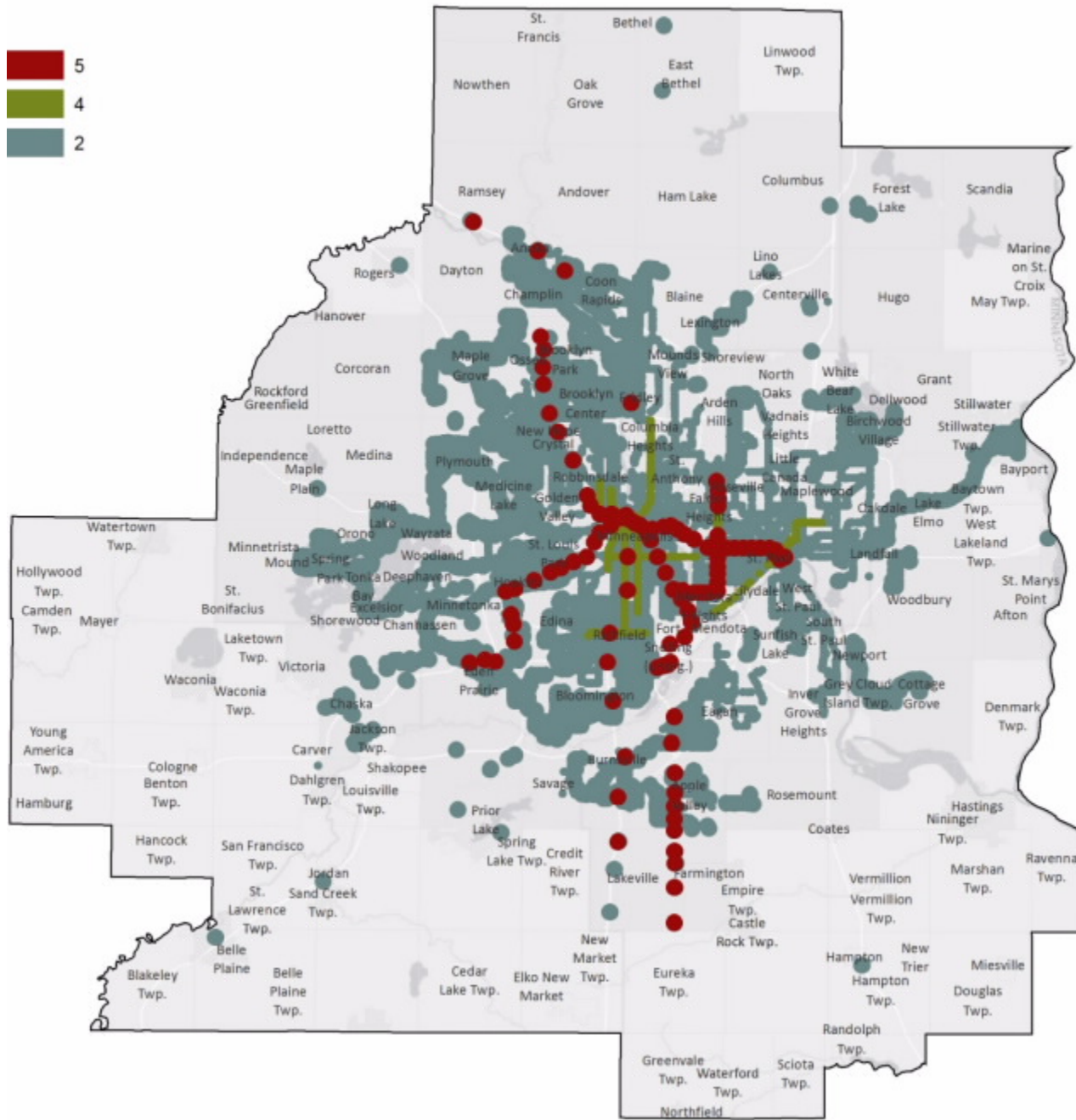
<sup>1</sup> If applicants would like to request revisions of a location’s walk score, they may contact walkscore directly with details of the request to [mhfa-request@walkscore.com](mailto:mhfa-request@walkscore.com). Walkscore staff will review the request and make necessary adjustments to scoring within 45 days. If address cannot be found in the Walk Score tool, use closest intersection within ¼ mile of the proposed location.

<b>Transit Oriented Development (1 point if 1 item below is achieved, 2 points if 2 or more items are achieved):</b> <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.<sup>2</sup></i>	
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 are provided (i.e. 10 stalls in a 50 unit and 20 stalls in a 100 unit building).
Building Orientation and Connections	Currently existing walkable or bikeable connections to station area via sidewalk or trail or funding secured to create such connections, and at least one accessible building entrance oriented toward such connections, and parking is not situated between building and station area.
Density	Site density at the maximum allowable density under the local comprehensive plan.
Alternative Means	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](http://www.mnhousing.gov) > Policy & Research > Community Profiles.

<sup>2</sup> 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 Metro Transit data on Hi-Frequency Network, Planned and Existing Transit Lines, bus service, and park and rides (obtained January 2015)

## 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 in areas with fixed route transit. For areas without fixed route transit, applicants can receive points with a combination of proximity to jobs, access to dial-a-ride or demand-response transit, and walkability. These options are described below.

### A. For areas with fixed route transit service:

<b>Access to Transit (one of the following):</b>		<u>Points</u>
Within ¼ mile of existing or planned <sup>3</sup> fixed route transit stop		7
Between ¼ mile and ½ mile of existing or planned fixed route transit stop		4
Less than 1 ½ mile from park and ride		4
<b>Walkability (one of the following):</b>		
Walk score of 70+	Walk score is based on results from the following tool: <a href="http://www.walkscore.com">www.walkscore.com</a> . Applicant must submit a dated print out of locations' walk score from the walk score tool. <sup>3</sup>	2
Walk score of 50-69		1

### B. For areas without fixed route transit service:

<b>Access to Transit (one of the following):</b>		<u>Points</u>
Close to jobs <u>and</u> dial-a-ride <u>and</u> walk score of 50+		4
Close to jobs <u>and</u> dial-a-ride <u>and</u> walk score of 35-49		3
Close to jobs <u>and</u> (dial-a-ride <u>or</u> walk score of 50+)		2
Close to jobs <u>and</u> (dial-a-ride <u>or</u> walk score of 35-49)		1
<p>Jobs: property is located within a census tract that is close to low and moderate wage jobs<sup>4</sup></p> <p><i>Dial-a-Ride:</i> The proposed housing has access to regular demand-response/dial-a-ride transportation service Monday through Friday during standard workday hours (6:30 AM to 7:00 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: <a href="http://www.dot.state.mn.us/transit/riders/index.html">http://www.dot.state.mn.us/transit/riders/index.html</a>.</p> <p>Walk score is based on results from the following tool: <a href="http://www.walkscore.com">www.walkscore.com</a>. Applicant must submit a dated print out of locations' walk score from the walk score tool.</p>		

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

<sup>3</sup> If applicants would like to request revisions of a location's walk score, they may contact Walkscore directly with details of the request to [mhfa-request@walkscore.com](mailto:mhfa-request@walkscore.com). Walkscore staff will review the request and make necessary adjustments to scoring within 45 days. If address cannot be found in the Walk Score tool, use closest intersection within ¼ mile of the proposed location.

priority.

The maps on page 6 display fixed route stops and  $\frac{1}{4}$  and  $\frac{1}{2}$  mile buffers in Duluth, Rochester, Moorhead, , and St. Cloud.

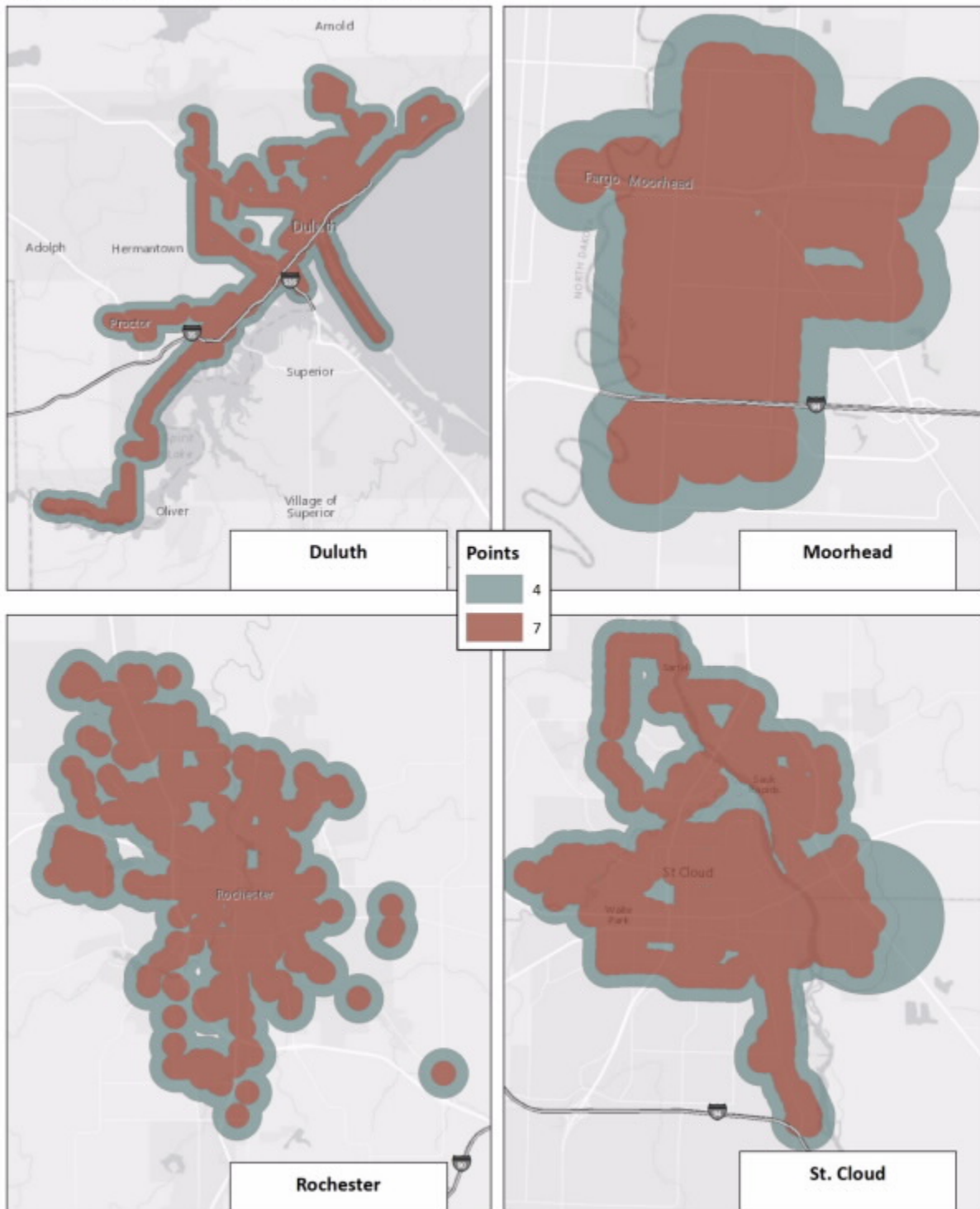
The map on page 7 displays the census tracts that are close to low and moderate wage jobs for 2011.

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](http://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>

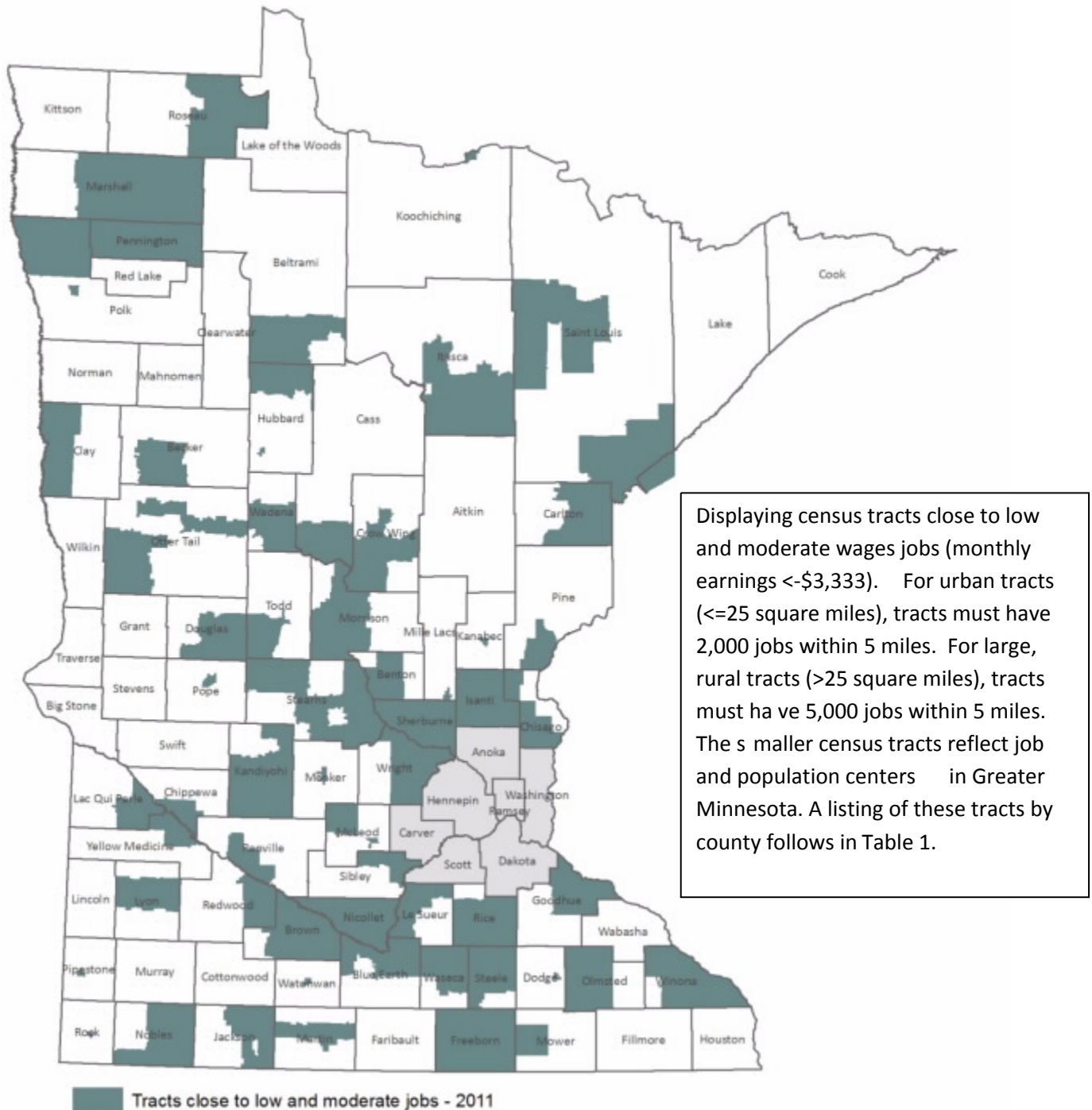


Figure 2: Transit Access Point Levels in Greater Minnesota



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

Figure 3: Jobs in Greater Minnesota





Map Source: Minnesota Housing analysis US Census Local Employment Dynamics program data, 2011.

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

<b>Becker</b>	<b>Brown</b>	206	1810	7806
4503	9601.01	301.02	<b>Goodhue</b>	7807
4504	9601.02	301.03	801.01	7808
4505	9602	301.04	801.02	7810
4506	9603	301.06	802	7811
4507	9604	301.07	803	7812
4508	9605	<b>Crow Wing</b>	804	<b>Koochiching</b>
<b>Beltrami</b>	9607	9505.02	<b>Hubbard</b>	7901
4501	<b>Carlton</b>	9508	701	7902
4502	701	9509	706	<b>Lac Qui Parle</b>
4503	702	9510	<b>Isanti</b>	1803
4506	703	9511	1301	<b>Le Sueur</b>
4507.01	704	9512	1302	9501
4507.02	705	9513.01	1303.01	9502
<b>Benton</b>	9400	9513.02	1303.02	9506
202.02	<b>Cass</b>	9514	1304	<b>Lyon</b>
202.05	9608.01	<b>Dodge</b>	1305.01	3602
202.06	9608.02	9505	1305.02	3603
203	<b>Chippewa</b>	<b>Douglas</b>	1306	3604
211.01	9503	4505	<b>Itasca</b>	3605
211.02	9506	4506	4803	<b>Marshall</b>
212	<b>Chisago</b>	4507.01	4806	801
<b>Blue Earth</b>	1101	4507.02	4807	802
1701	1103.01	4508	4808.01	<b>Martin</b>
1702	1103.02	4509	4808.02	7902
1703	1104.01	4510	4809	7905
1704	1104.02	<b>Freeborn</b>	4810	7906
1705	1105.01	1801	<b>Jackson</b>	<b>McLeod</b>
1706	1105.02	1802	4801	9502
1707	1106	1803	<b>Kanabec</b>	9503
1708	<b>Clay</b>	1804	4803	9504
1709	201	1805	<b>Kandiyohi</b>	9507
1711.01	202.02	1806	7709	<b>Meeker</b>
1712.02	203	1807	7801	5603
1713	204	1808	7804	5604
1716	205	1809	7805	<b>Mille Lacs</b>

1707	10	<b>Pipestone</b>	4	130
<b>Morrison</b>	11	4602	5	131
7802	12.01	4603	6	132
7803	12.02	<b>Polk</b>	7	133
7806	12.03	201	9	134
7807	13.01	202	10	135
7808	13.02	203	11	151
<b>Mower</b>	14.01	204	12	152
1	14.02	206	13	156
2	15.01	207	14	157
3	15.02	<b>Pope</b>	16	158
4.1	15.03	9704	17	9901
6	16.01	<b>Redwood</b>	18	<b>Sherburne</b>
8	16.02	7501	19	301.01
9	16.03	7502	20	301.02
10	17.01	7503	22	302
<b>Nicollet</b>	17.02	<b>Renville</b>	23	303
4801	17.03	7904	24	304.02
4802	18	<b>Rice</b>	26	304.03
4803	19	702	29	304.04
4804	21	703	30	305.02
4805.01	22	704	33	305.03
4805.02	23	705.01	34	305.04
4806	<b>Otter Tail</b>	705.03	36	315
<b>Nobles</b>	9604	705.04	37	<b>Sibley</b>
1051	9606	706.01	38	1701.98
1053	9608	706.02	101	<b>Stearns</b>
1054	9609	707	102	3.01
1055	9610	708	103	3.02
1056	9611	709.01	104	4.01
<b>Olmsted</b>	9617	709.02	105	4.02
1	<b>Pennington</b>	<b>Rock</b>	106	5
2	901	5702	111	6.01
3	902	<b>Roseau</b>	121	6.02
4	903	9701	122	7.01
5	904	9704	123	8.01
6	905	<b>Saint Louis</b>	124	9.01
9.01	<b>Pine</b>	1	125	10.01
9.02	9506	2	126	101.01
9.03	9507	3	128	101.02

102	9602	7901	6706	1007.03
105	9603	7903	6707	1008.01
106	9604	7904	6708	1008.02
111	9605	7905	6709	1009
112	9606	<b>Watonwan</b>	<b>Wright</b>	1010
113.01	9607	9502	1001	1011
113.04	<b>Todd</b>	<b>Winona</b>	1002.02	<b>Yellow Medicine</b>
114	7906	6701	1002.03	9701
115	7907	6702	1002.04	
116	<b>Wadena</b>	6703	1003	
<b>Steele</b>	4802	6704	1007.01	
9601	<b>Waseca</b>	6705	1007.02	

Endnotes:

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

<sup>2</sup> 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.

<sup>3</sup> 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 listed below. Other, smaller transit organizations are also eligible, including Tribal transit organizations, provided these organizations must have established fixed-route bus service.

- Duluth Transit Authority
- East Grand Forks Transit
- La Crescent Apple Express
- Moorhead Metropolitan Area Transit
- Rochester Public Transit
- St. Cloud Metro Bus

<sup>4</sup> For urban tracts (<=25 square miles), tracts must have 2,000 jobs within 5 miles. For large, rural tracts (>25 square miles), tracts must have 5,000 jobs within 5 miles. Smaller census tracts reflect job and population centers. Low and moderate wage jobs are those with a monthly earning less than or equal to \$3,333, using LED data from the US Census (2011). Jobs that are located within 5 miles of a census tract boundary are included in the calculation.