

## Location Efficiency Methodology

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

Minnesota Housing evaluates access to transit using the Minnesota Housing Single Family Geographic Scoring Map tool at [www.mnhousing.gov](http://www.mnhousing.gov) > [Policy & Research](#) > [Single Family Geographic Scoring Map](#). If you review the Single Family Geographic Scoring Map and notice that a public transit fixed route stop or park-and-ride is not included in the Single Family Geographic Scoring Map tool, please include documentation of the stop or park-and-ride and the route in the Application for Funds and notify Minnesota Housing at [impact.fund.mhfa@state.mn.us](mailto:impact.fund.mhfa@state.mn.us) so we can address the issue.

Proposals with target areas comprising multiple sub-areas eligible for varying points are scored pro rata according to each sub-area’s share of the land area and population relative to those of the entire target area.

## Twin Cities Seven-County Metropolitan Area

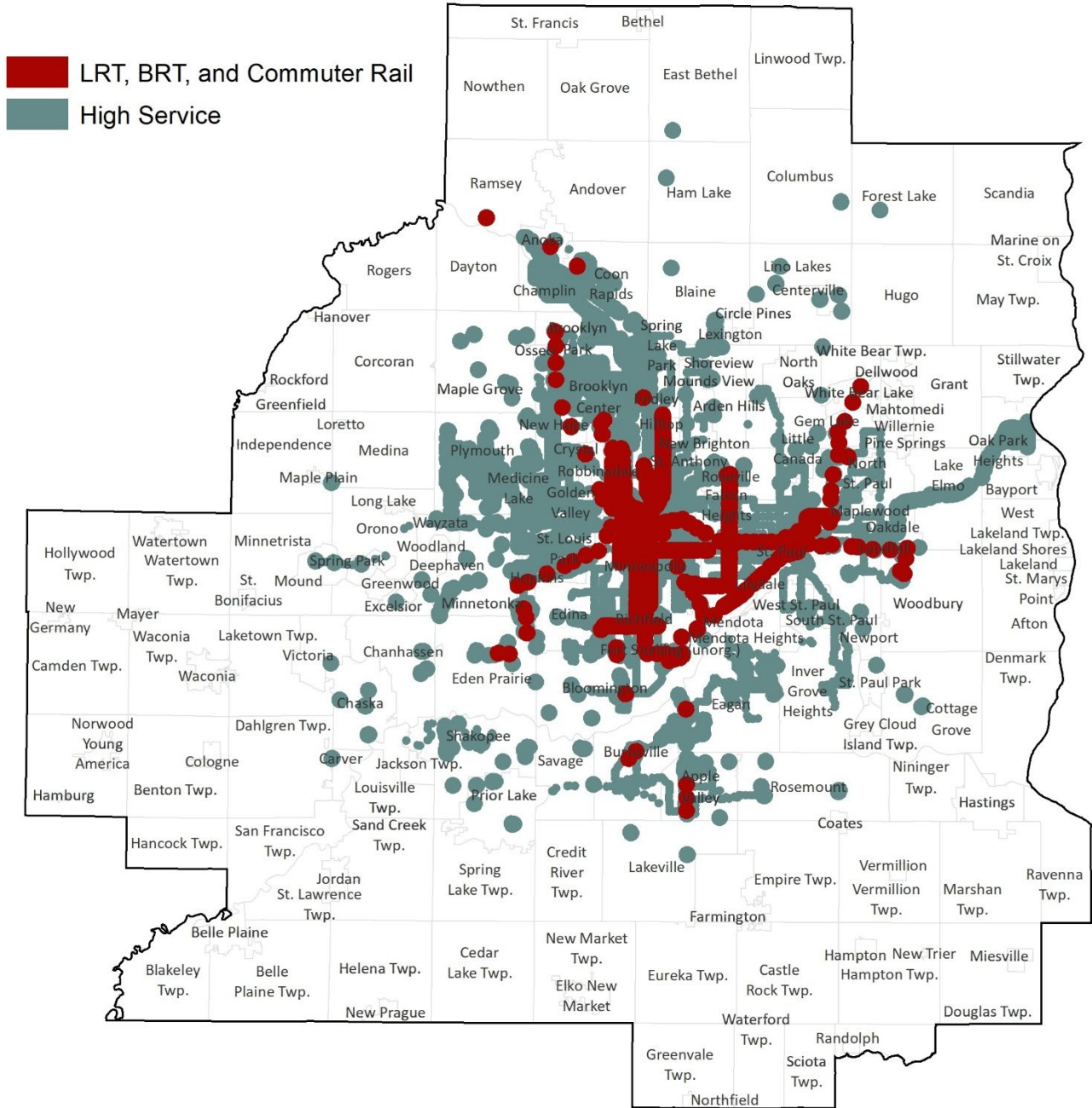
<b>Access to Transit:</b>	
<i>Applicants can map project locations and determine access to transit at the Minnesota Housing Single Family Geographic Scoring Map tool: <a href="http://www.mnhousing.gov">www.mnhousing.gov</a> &gt; <a href="#">Policy &amp; Research</a> &gt; <a href="#">Single Family Geographic Scoring Map</a></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.
Proximity to Hi-Frequency Transit Network	Locations located within ¼ mile of a fixed route stop on Metro Transit’s Hi-Frequency Network.
Access to High Service 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.
Access to Other Public Transportation	Served by route deviation service or demand response/dial-a-ride <sup>3</sup>

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

<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> MN DOT defines dial-a-ride as: “A demand-responsive service in which the vehicle is requested by telephone and vehicle routing is determined as requests are received. Origin-to-destination service with some intermediate stops is offered. Dial-A-Ride is a version of the taxicab using larger vehicles for short-to-medium distance trips in lower-density sub-regions.” Service is provided Monday through Friday for at least eight-and-a-half hours during standard workday hours (6:30 A.M. to 7:00 P.M). 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.

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 > Single Family Geographic Scoring Map.



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

## Greater Minnesota – Urbanized Areas

For urbanized areas, defined by the U.S. Census as places with populations greater than 50,000, applicants can receive points with a combination of access to fixed route transit. These areas, identified by the Minnesota Department of Transportation (MnDOT)<sup>4</sup>, are in and around Duluth, East Grand Forks, La Crescent, Rochester, Moorhead, Mankato, and St. Cloud.

### For urbanized areas:

<b>Access to Transit:</b>
Within ¼ mile of existing or planned <sup>5</sup> fixed route transit stop, with service available Monday through Friday for a minimum of 10 hours per day.
Between ¼ mile and ½ mile of existing or planned fixed route transit stop, with service available Monday through Friday for a minimum of 10 hours per day.
Within ½ mile of an express bus route stop or park and ride lot, with service available Monday through Friday for a minimum of 10 hours per day.
Served by route deviation service or demand response/dial-a-ride <sup>6</sup>
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.

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<sup>4</sup> Greater Minnesota Transit Investment Plan: <http://minnesotago.org/index.php?CID=435>

<sup>5</sup> For a Greater Minnesota planned stop to be eligible for points, 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.

<sup>6</sup> MN DOT defines dial-a-ride as: “A demand-responsive service in which the vehicle is requested by telephone and vehicle routing is determined as requests are received. Origin-to-destination service with some intermediate stops is offered. Dial-A-Ride is a version of the taxicab using larger vehicles for short-to-medium distance trips in lower-density sub-regions.” 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.

Figure 2: Transit Access Point Levels in Greater Minnesota

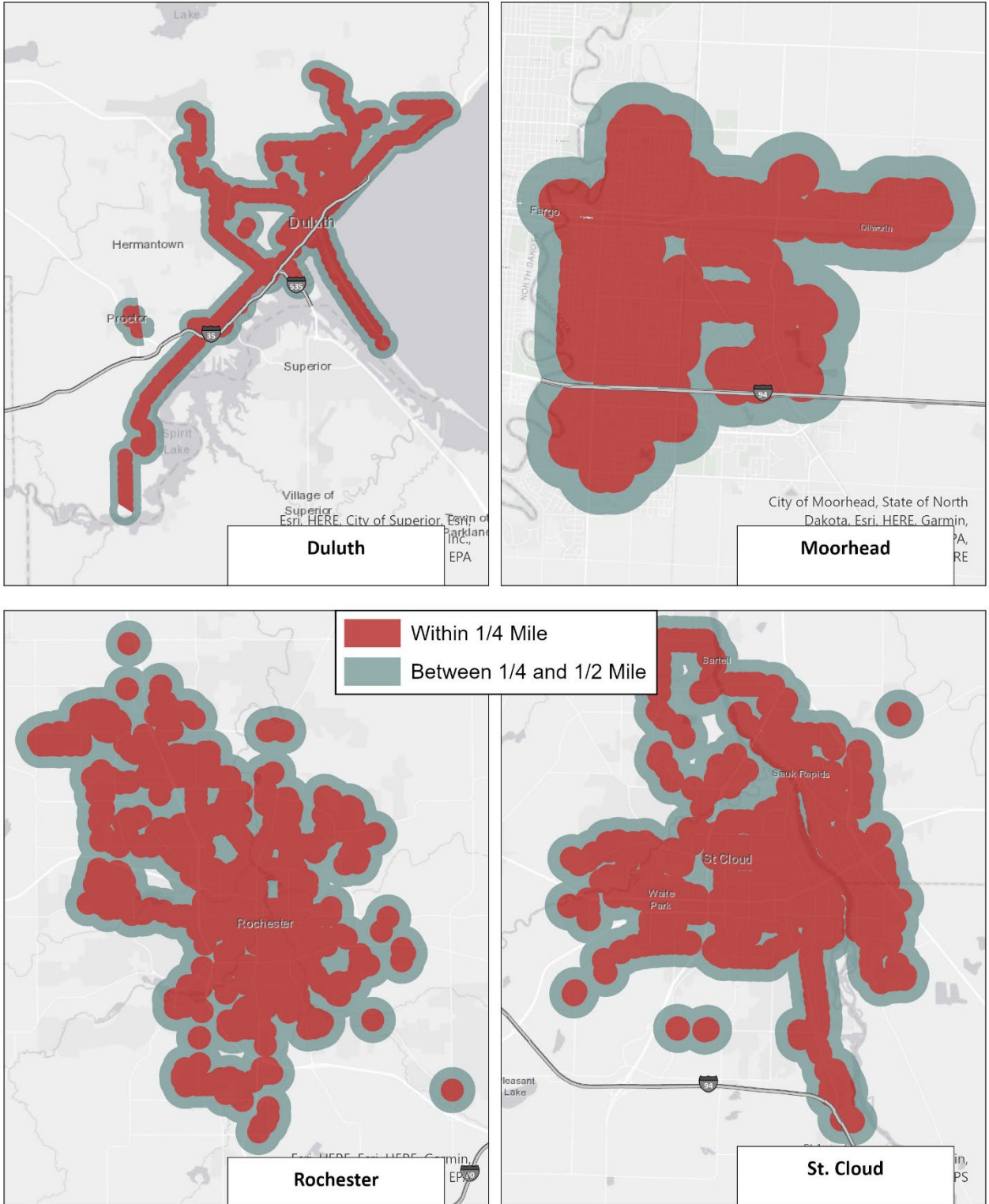
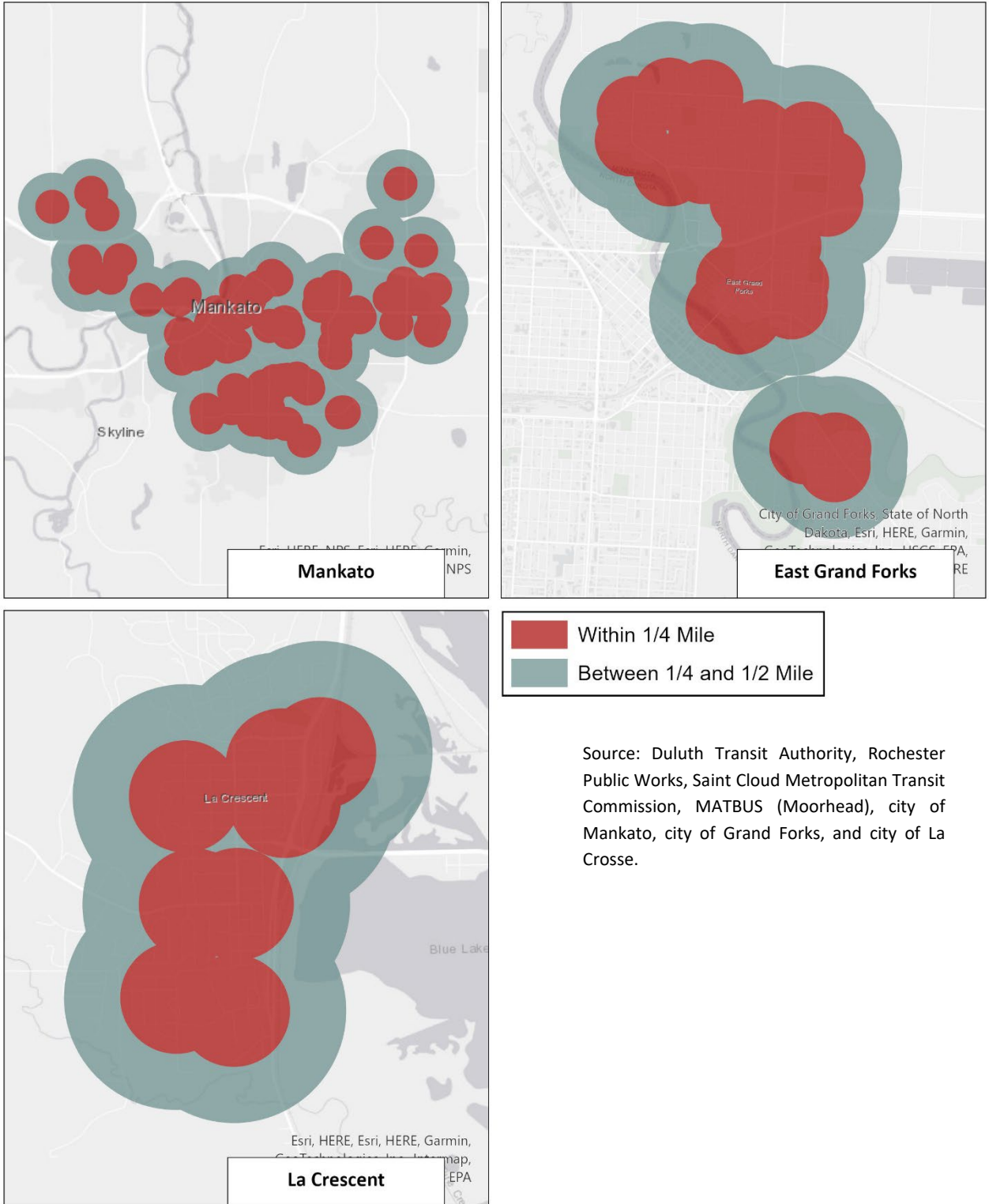


Figure 2: Transit Access Point Levels in Greater Minnesota



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 points by having access to transit, including route deviation service, or demand response/dial-a-ride. 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”).

Applicants can find providers by county or city on MnDOT’s website, [Find Your Transit Provider - Transit - MnDOT \(state.mn.us\)](https://www.mn.gov/transportation/transit).

### For rural and small urban areas:

<b>Access to Transit:</b>
Within ½ mile of an existing or planned designated transit stop, including a park-and-ride lot, that has service every 60 minutes Monday through Friday for at least 8 hours per day. (Applicants must provide documentation of the route, stops and level of service.)
Served by route deviation service or demand response/dial-a-ride <sup>7</sup>

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<sup>7</sup> MN DOT defines dial-a-ride as: “A demand-responsive service in which the vehicle is requested by telephone and vehicle routing is determined as requests are received. Origin-to-destination service with some intermediate stops is offered. Dial-A-Ride is a version of the taxicab using larger vehicles for short-to-medium distance trips in lower-density sub-regions.” 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.