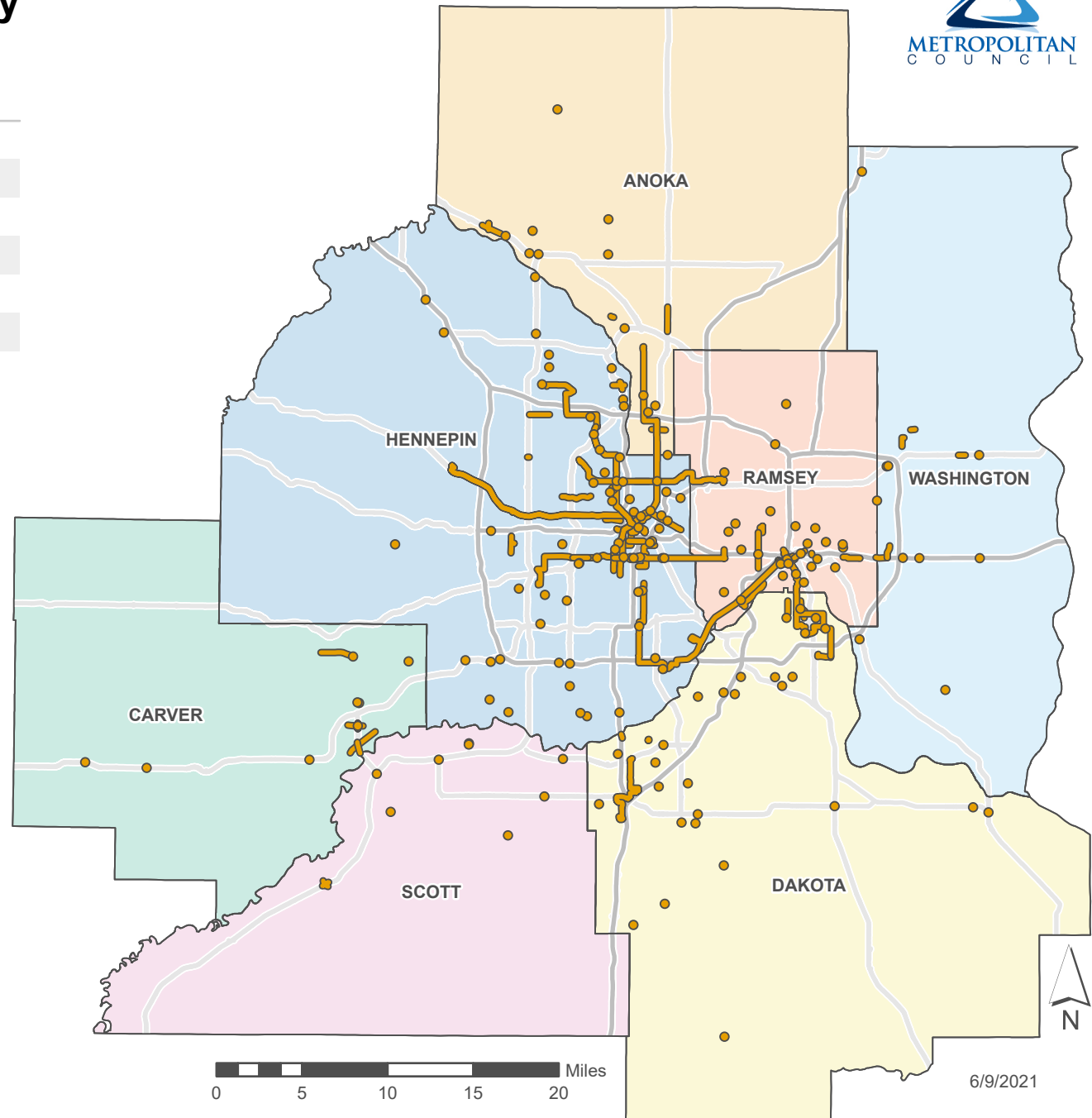


# Figure 1A. Location of 2014-2020 Regional Solicitation Funded Projects by County



County	Federal Funds	Pop	Jobs
Anoka	10%	12%	7%
Carver	5%	3%	2%
Dakota	9%	14%	11%
Hennepin	50%	41%	53%
Ramsey	16%	18%	19%
Scott	5%	5%	3%
Washington	4%	8%	5%

Notes: Federal funding refers to amount awarded in Regional Solicitation only. Population (2019) and employment (2020) data based on Metropolitan Council Community Profiles. Project corridors are only available for 2020 projects and 2018 transit projects. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting jurisdictions.



- Selected Project Points
- Selected Project Corridors
- Interstate Highways
- Other Major Roads
- Counties



6/9/2021

# Figure 1B. Location of 2014-2020 Regional Solicitation Funded Projects by County, Scaled



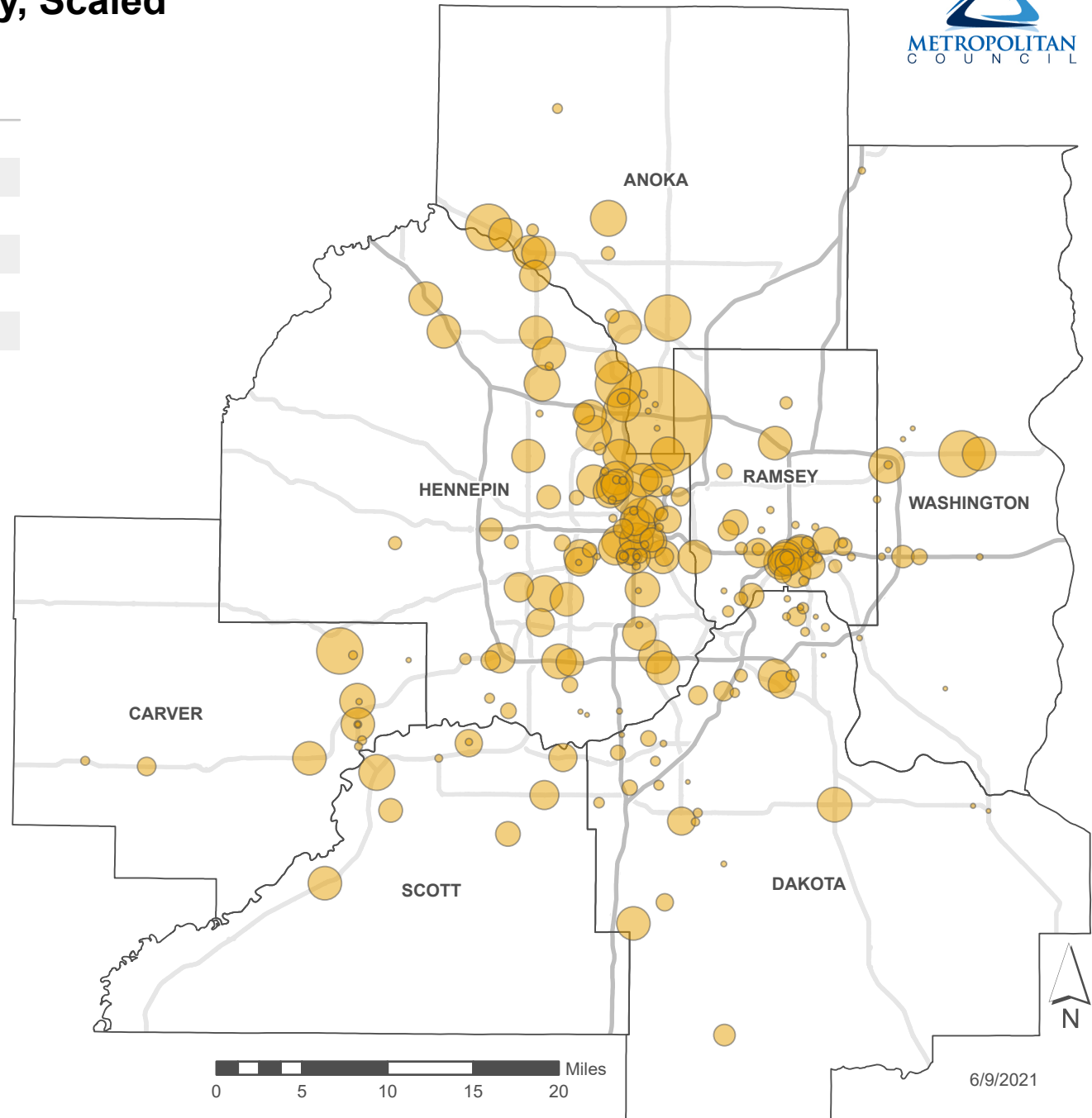
County	Federal Funds	Pop	Jobs
Anoka	10%	12%	7%
Carver	5%	3%	2%
Dakota	9%	14%	11%
Hennepin	50%	41%	53%
Ramsey	16%	18%	19%
Scott	5%	5%	3%
Washington	4%	8%	5%

Notes: Federal funding refers to amount awarded in Regional Solicitation only. Population (2019) and employment (2020) data based on Metropolitan Council Community Profiles. Project corridors are only available for 2020 projects and 2018 transit projects. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting jurisdictions.

### Selected Projects (\$)

- 100,000
- 500,000
- 1,000,000
- 5,000,000
- 10,000,000

- Interstate Highways
- Other Major Roads
- Counties



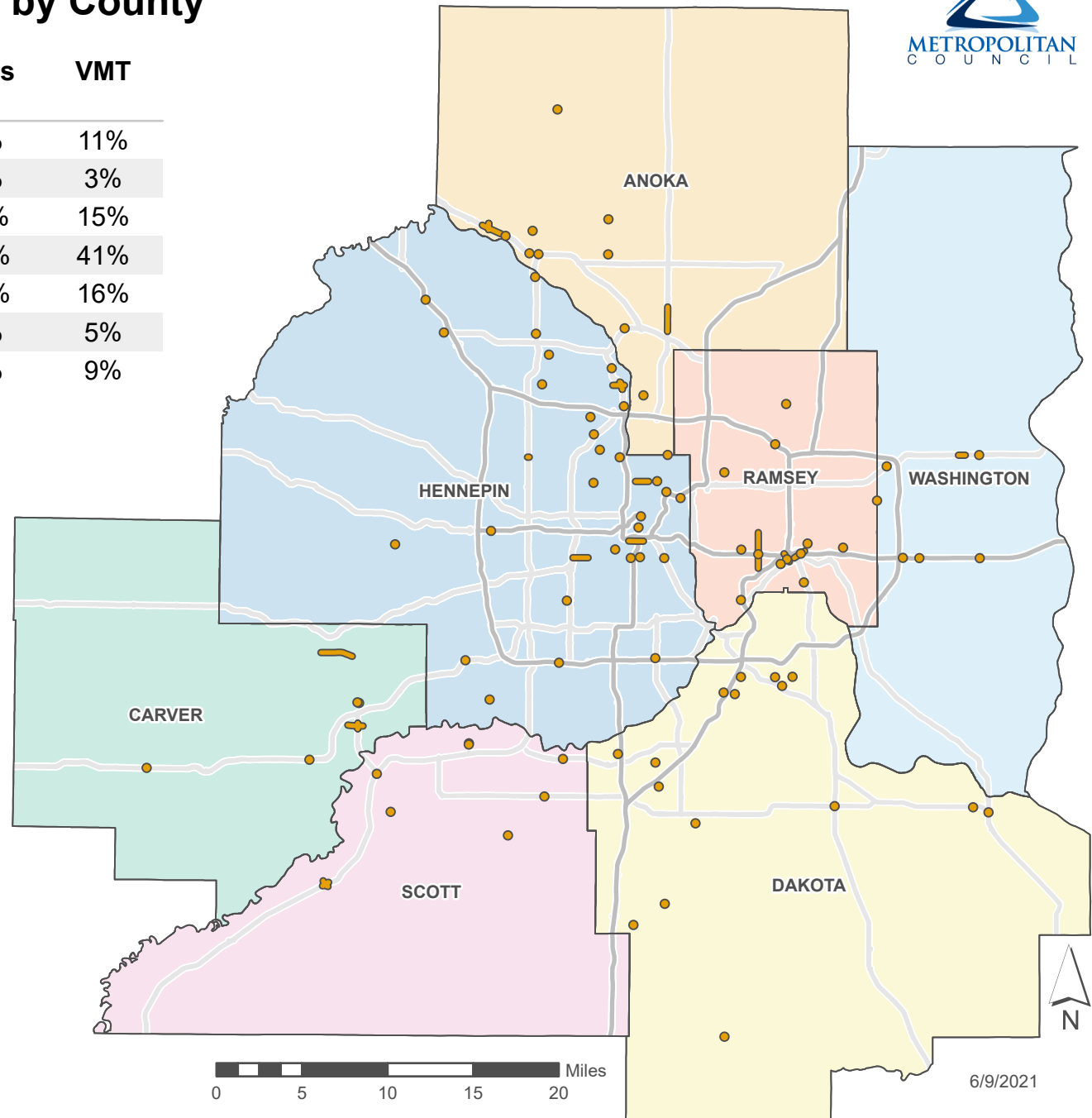
6/9/2021

# Figure 1C. Location of 2014-2020 Regional Solicitation Funded Roadway Projects by County



County	Roadway Funds	Pop	Jobs	VMT
Anoka	13%	12%	7%	11%
Carver	7%	3%	2%	3%
Dakota	10%	14%	11%	15%
Hennepin	41%	41%	53%	41%
Ramsey	13%	18%	19%	16%
Scott	9%	5%	3%	5%
Washington	7%	8%	5%	9%

Notes: Roadway funds refers to federal amount awarded in Regional Solicitation only. Population (2019) and employment (2020) data based on Metropolitan Council Community Profiles. VMT (2019) data from MnDOT TDA. Project corridors are only available for 2020 projects and 2018 transit projects. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting jurisdictions.



- Selected Project Points
- Selected Project Corridors
- Interstate Highways
- Other Major Roads
- Counties

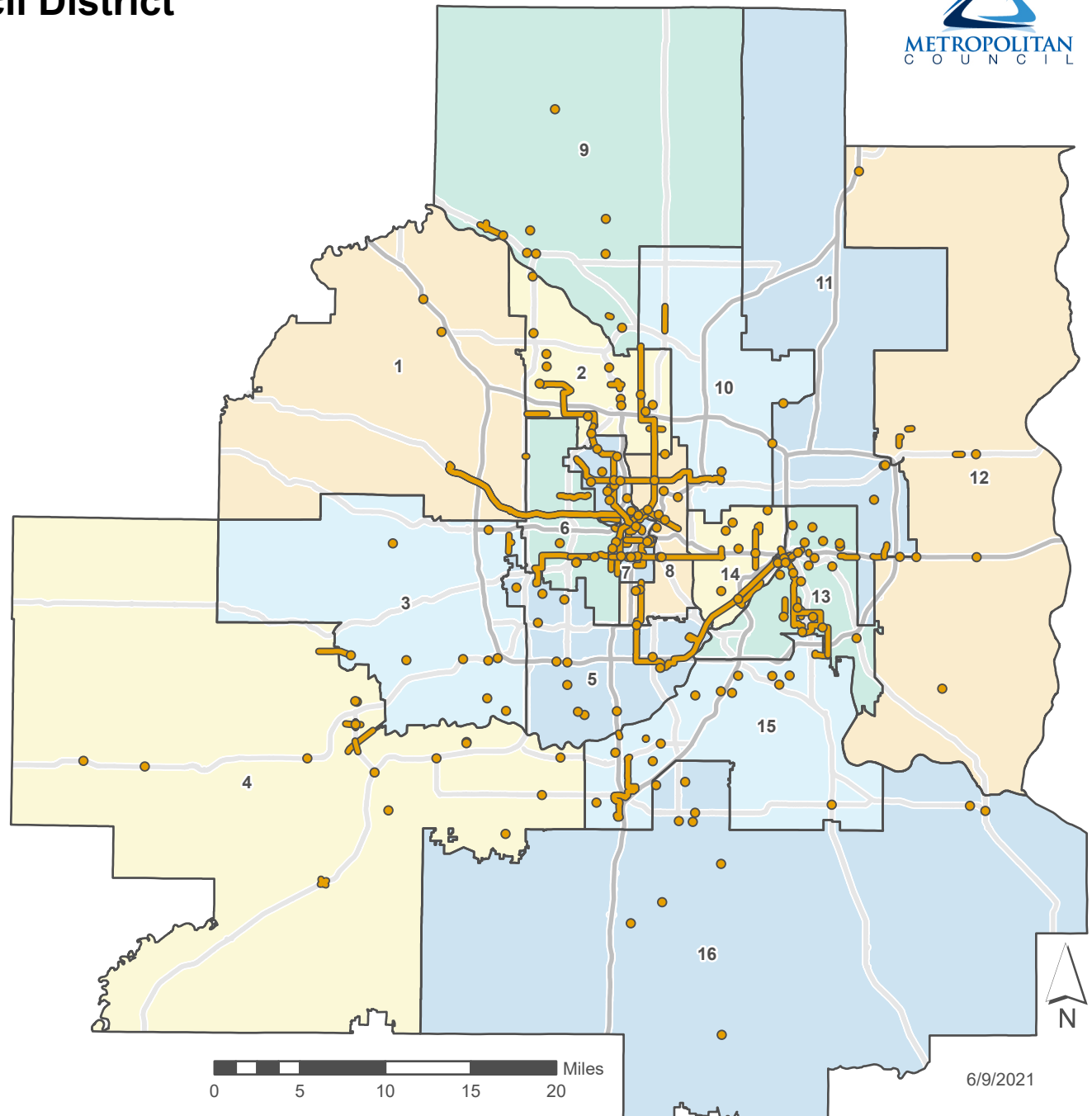
# Figure 2A. Location of 2014-2020 Regional Solicitation Funded Projects by Council District



District	Federal Funds	Pop	Jobs
1	2%	6%	7%
2	11%	6%	5%
3	4%	6%	8%
4	9%	7%	4%
5	7%	6%	12%
6	6%	6%	6%
7	14%	6%	12%
8	9%	6%	6%
9	6%	6%	3%
10	2%	6%	7%
11	2%	6%	5%
12	3%	7%	4%
13	11%	6%	6%
14	3%	6%	6%
15	5%	6%	7%
16	3%	7%	3%

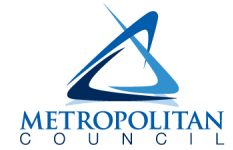
Notes: Federal funding refers to amount awarded in Regional Solicitation only. Population and employment data based on 2020 estimates in Metropolitan Council's TAZ with Current Forecasts dataset. Project corridors are only available for 2020 projects and 2018 transit projects. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting jurisdictions.

- Selected Project Points
- Selected Project Corridors
- Interstate Highways
- Other Major Roads
- Metropolitan Council Districts



6/9/2021

# Figure 2B. Location of 2014-2020 Regional Solicitation Funded Projects by Council District, Scaled



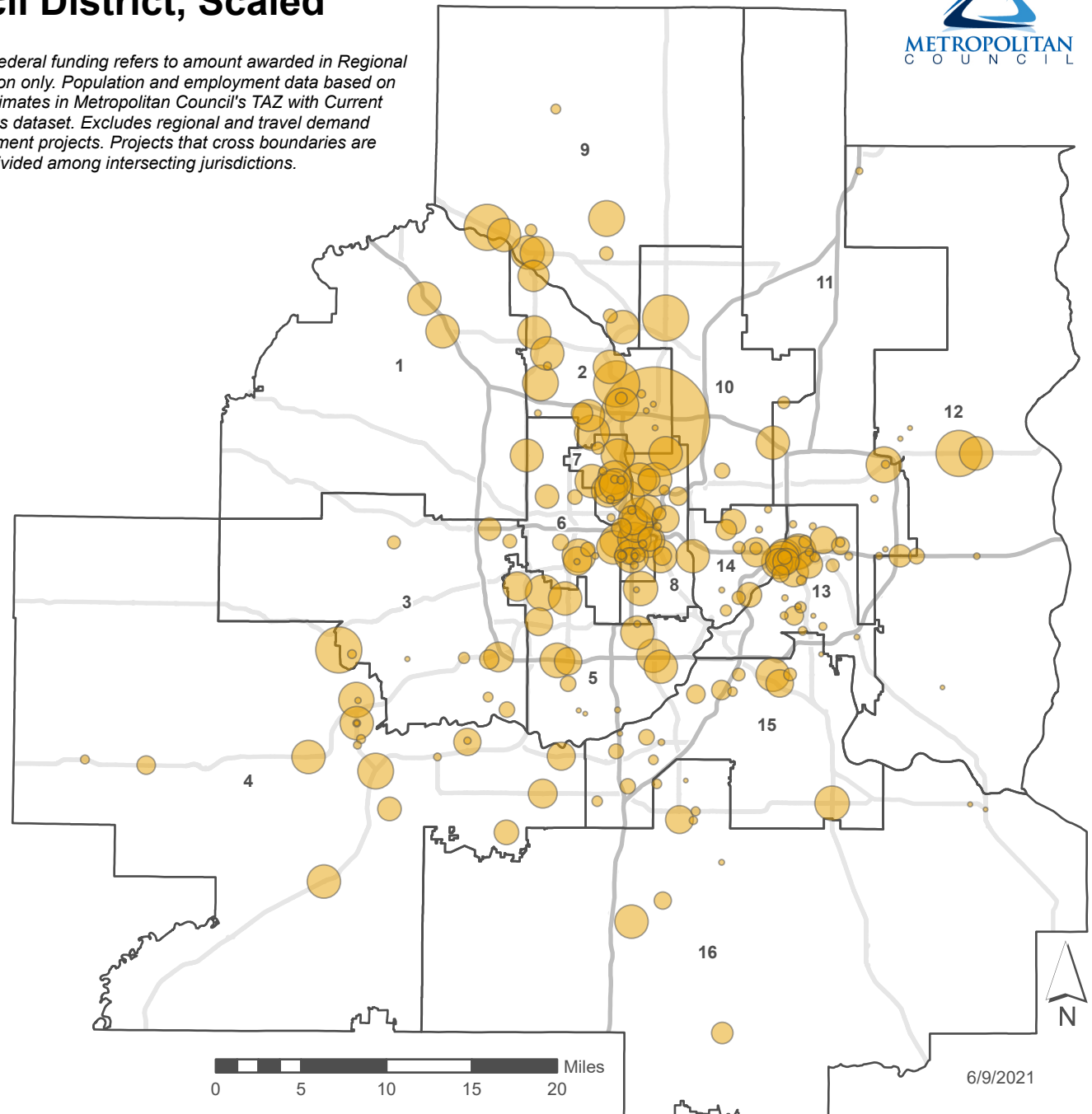
District	Federal Funds	Pop	Jobs
1	2%	6%	7%
2	11%	6%	5%
3	4%	6%	8%
4	9%	7%	4%
5	7%	6%	12%
6	6%	6%	6%
7	14%	6%	12%
8	9%	6%	6%
9	6%	6%	3%
10	2%	6%	7%
11	2%	6%	5%
12	3%	7%	4%
13	11%	6%	6%
14	3%	6%	6%
15	5%	6%	7%
16	3%	7%	3%

Notes: Federal funding refers to amount awarded in Regional Solicitation only. Population and employment data based on 2020 estimates in Metropolitan Council's TAZ with Current Forecasts dataset. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting jurisdictions.

### Selected Projects (\$)

- 100,000
- 500,000
- 1,000,000
- 5,000,000
- 10,000,000

- Interstate Highways
- Other Major Roads
- Metropolitan Council Districts



6/9/2021

# Figure 3A. Location of 2014-2020 Regional Solicitation Funded Projects by Quadrant



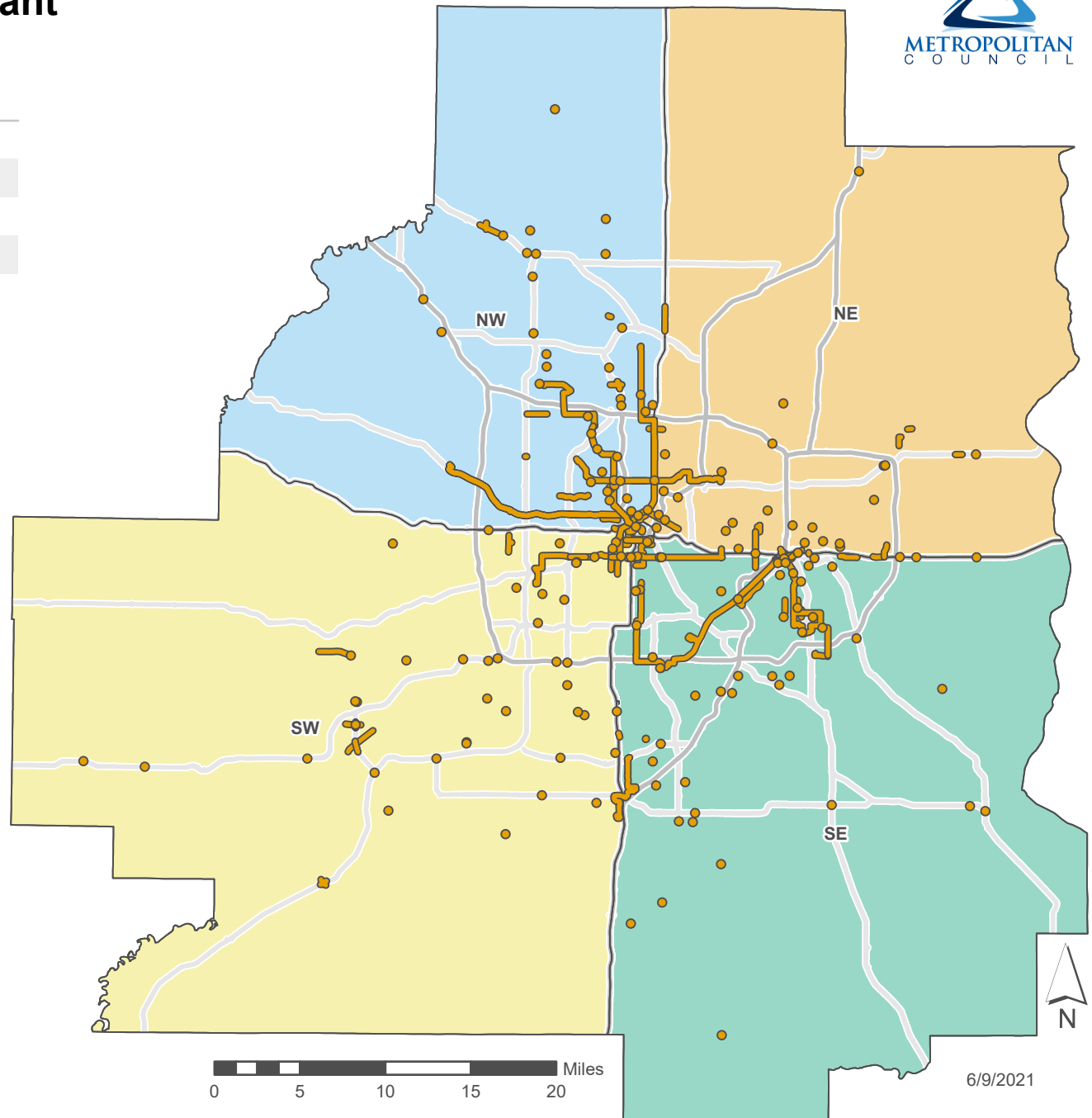
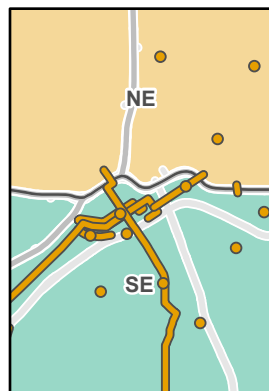
Quadrant	Federal Funds	Pop	Jobs
Northwest	32%	25%	28%
Northeast	15%	23%	23%
Southeast	26%	28%	25%
Southwest	27%	24%	24%

Notes: Federal funding refers to amount awarded in Regional Solicitation only. Population and employment data based on 2020 estimates in Metropolitan Council's TAZ with Current Forecasts dataset. Project corridors are only available for 2020 projects and 2018 transit projects. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting quadrants.

Downtown Minneapolis Detail



Downtown Saint Paul Detail



- Selected Project Points
- Selected Project Corridors
- Interstate Highways
- Other Major Roads
- Quadrants

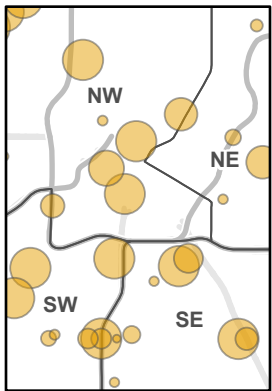
# Figure 3B. Location of 2014-2020 Regional Solicitation Funded Projects by Quadrant, Scaled



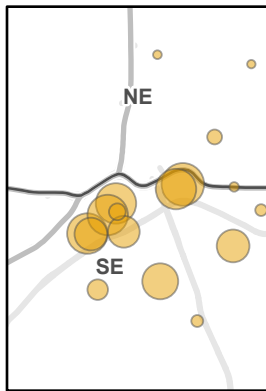
Quadrant	Federal Funds	Pop	Jobs
Northwest	32%	25%	28%
Northeast	15%	23%	23%
Southeast	26%	28%	25%
Southwest	27%	24%	24%

Notes: Federal funding refers to amount awarded in Regional Solicitation only. Population and employment data based on 2020 estimates in Metropolitan Council's TAZ with Current Forecasts dataset. Project corridors are only available for 2020 projects and 2018 transit projects. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting quadrants.

Downtown Minneapolis Detail



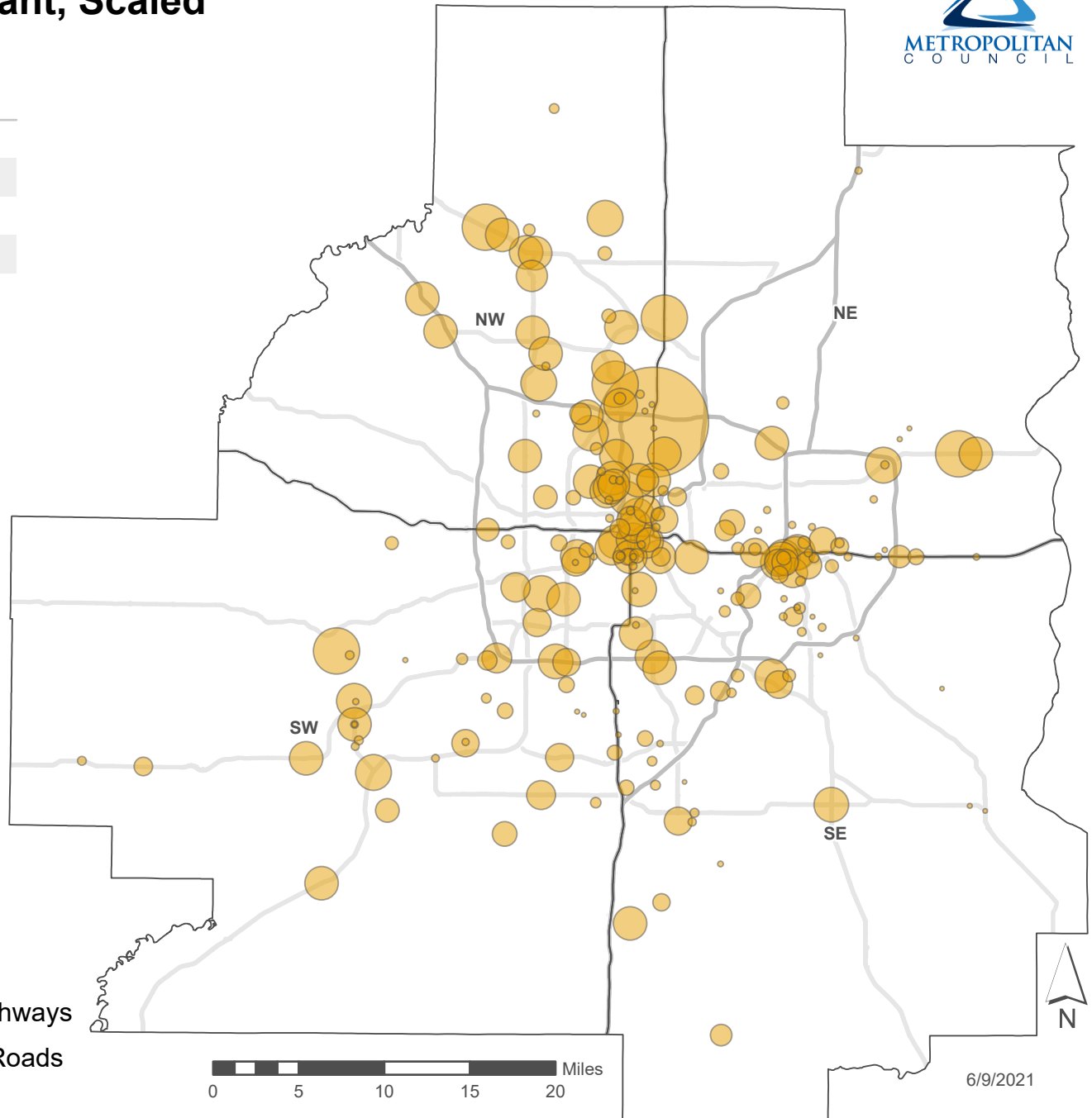
Downtown Saint Paul Detail



Selected Projects (\$)

- 100,000
- 500,000
- 1,000,000
- 5,000,000
- 10,000,000

- Interstate Highways
- Other Major Roads
- Quadrants



6/9/2021

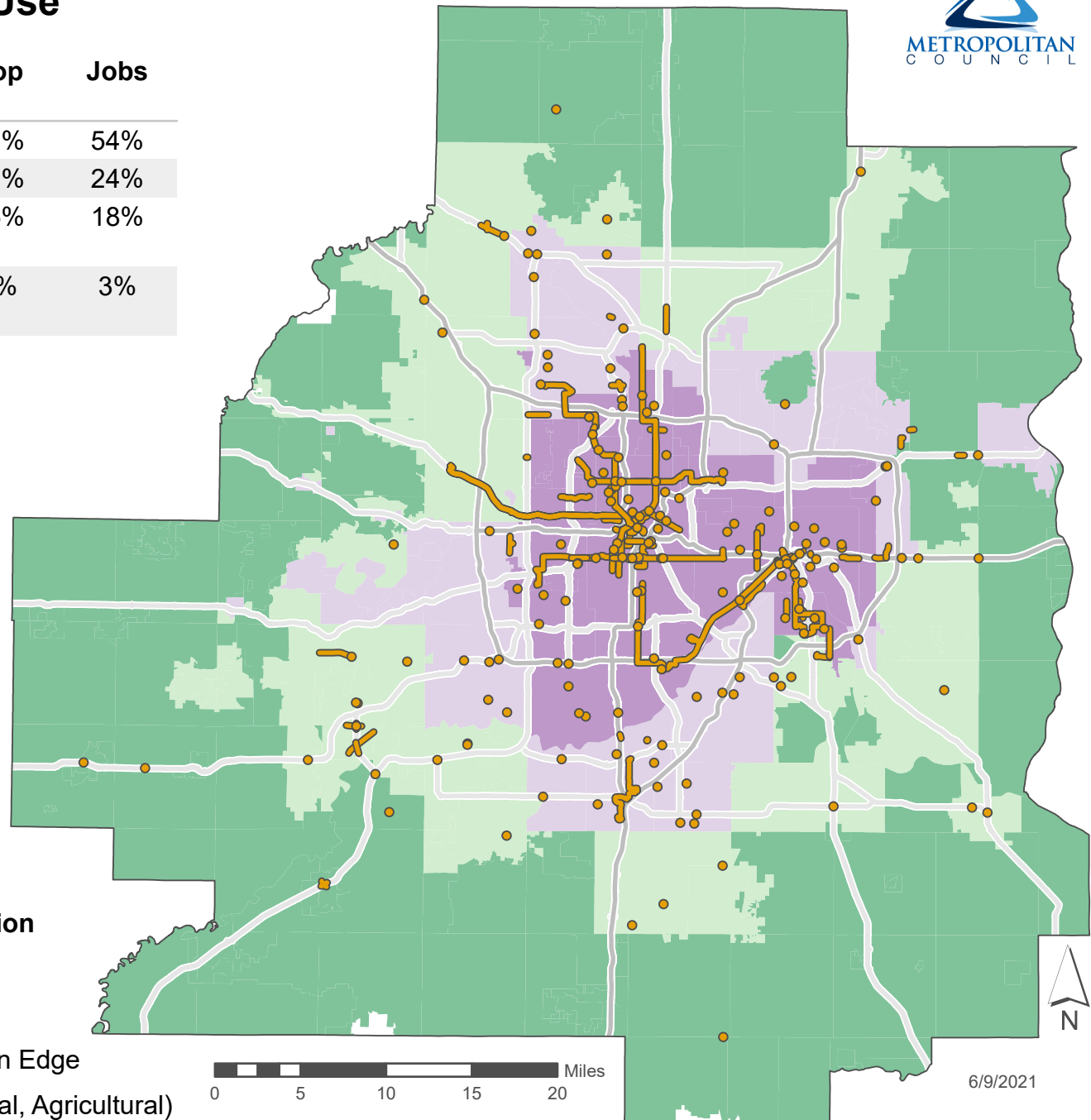
# Figure 4A. Location of 2014-2020 Regional Solicitation Funded Projects by Land Use



Designation Summary	Federal Funds	Pop	Jobs
Urban, Urban Center	56%	42%	54%
Suburban	22%	24%	24%
Suburban Edge, Emerging Suburban Edge	18%	25%	18%
Rural (Center, Diversified, Residential, Agricultural)	4%	8%	3%

Notes: Federal funding refers to amount awarded in Regional Solicitation only. Population and employment data based on 2020 estimates in Metropolitan Council's TAZ with Current Forecasts dataset. Project corridors are only available for 2020 projects and 2018 transit projects. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting designations.

- Selected Project Points
  - Selected Project Corridors
  - Interstate Highways
  - Other Major Roads
- Thrive MSP 2040 Community Designation**
- Urban Center, Urban
  - Suburban
  - Suburban Edge, Emerging Suburban Edge
  - Rural (Center, Diversified, Residential, Agricultural)



6/9/2021



# Figure 4B. Location of 2014-2020 Regional Solicitation Funded Projects by Land Use, Scaled



Designation Summary	Federal Funds	Pop	Jobs
Urban, Urban Center	56%	42%	54%
Suburban	22%	24%	24%
Suburban Edge, Emerging Suburban Edge	18%	25%	18%
Rural (Center, Diversified, Residential, Agricultural)	4%	8%	3%

Notes: Federal funding refers to amount awarded in Regional Solicitation only. Population and employment data based on 2020 estimates in Metropolitan Council's TAZ with Current Forecasts dataset. Project corridors are only available for 2020 projects and 2018 transit projects. Excludes regional and travel demand management projects. Projects that cross boundaries are evenly divided among intersecting designations.

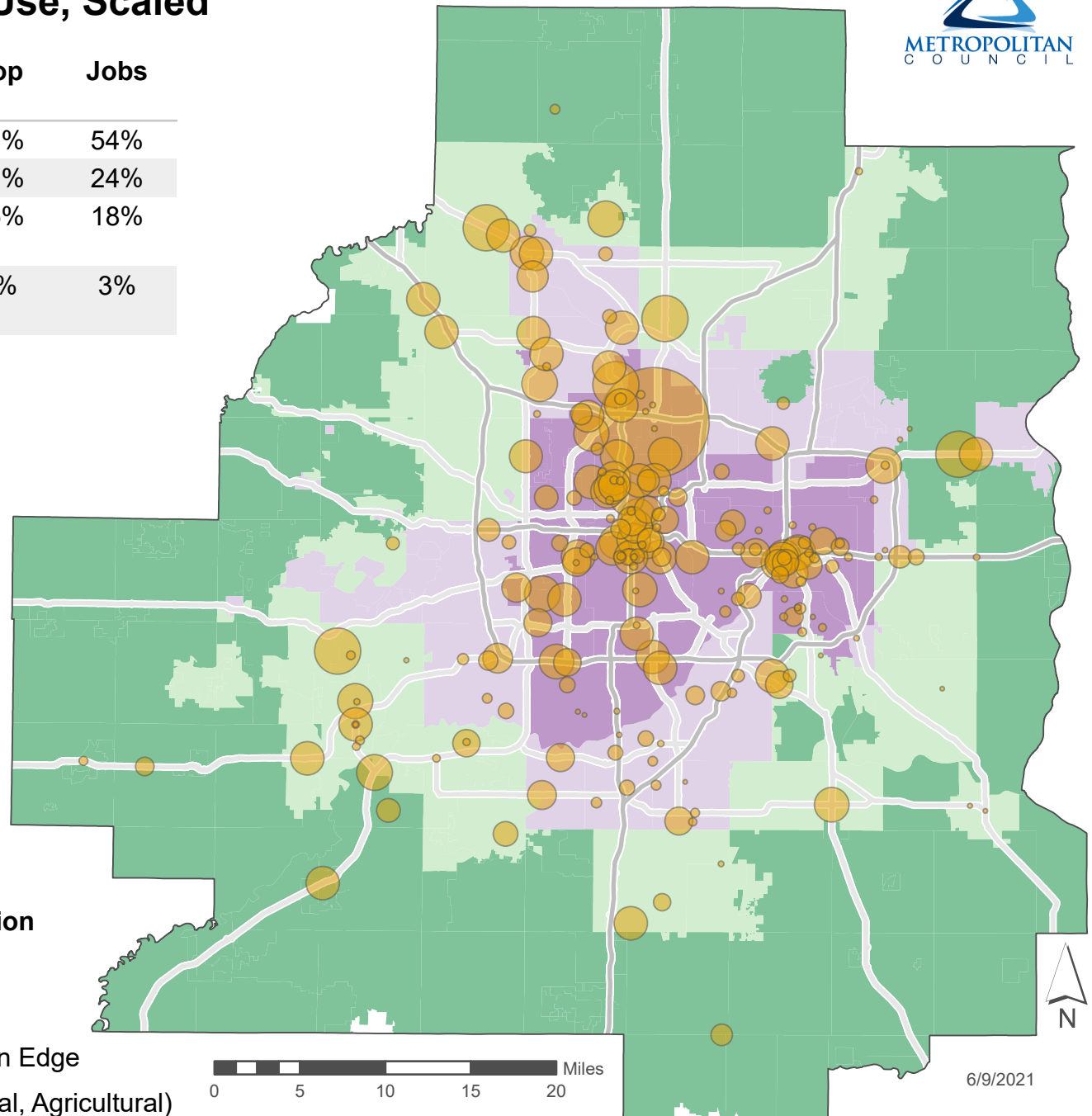
### Selected Projects (\$)

- 100,000
- 500,000
- 1,000,000
- 5,000,000
- 10,000,000

- Interstate Highways
- Other Major Roads

### Thrive MSP 2040 Community Designation

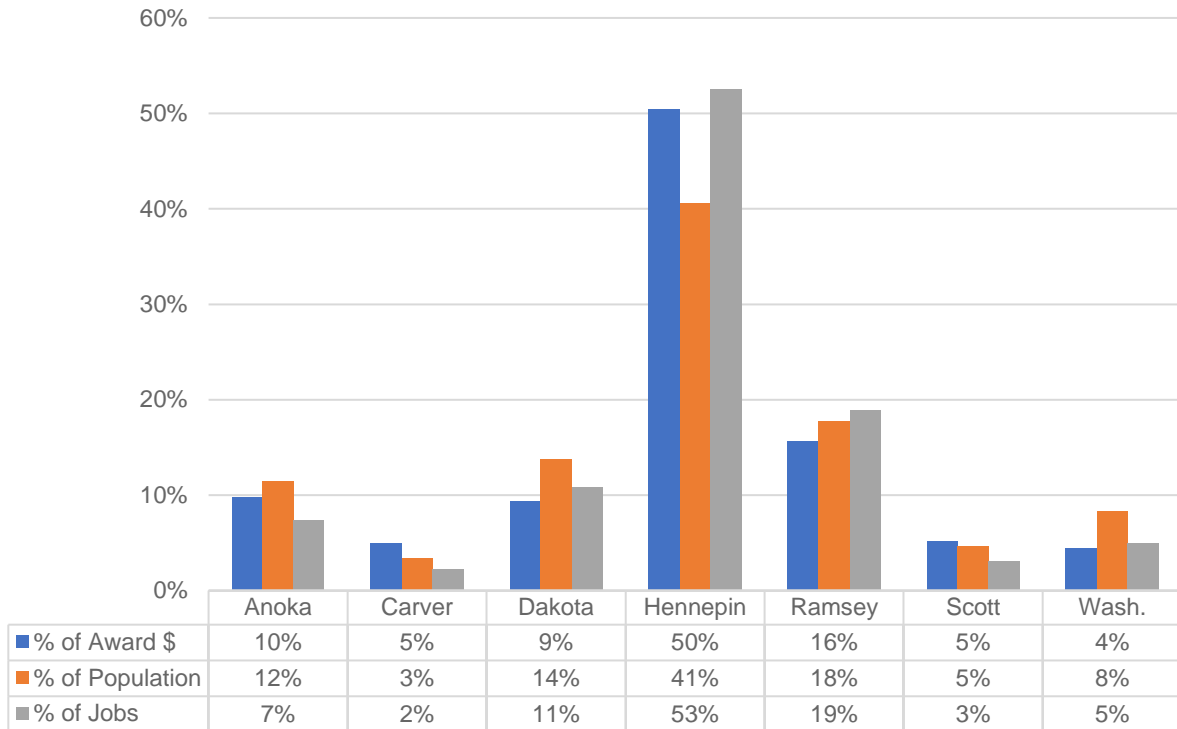
- Urban Center, Urban
- Suburban
- Suburban Edge, Emerging Suburban Edge
- Rural (Center, Diversified, Residential, Agricultural)



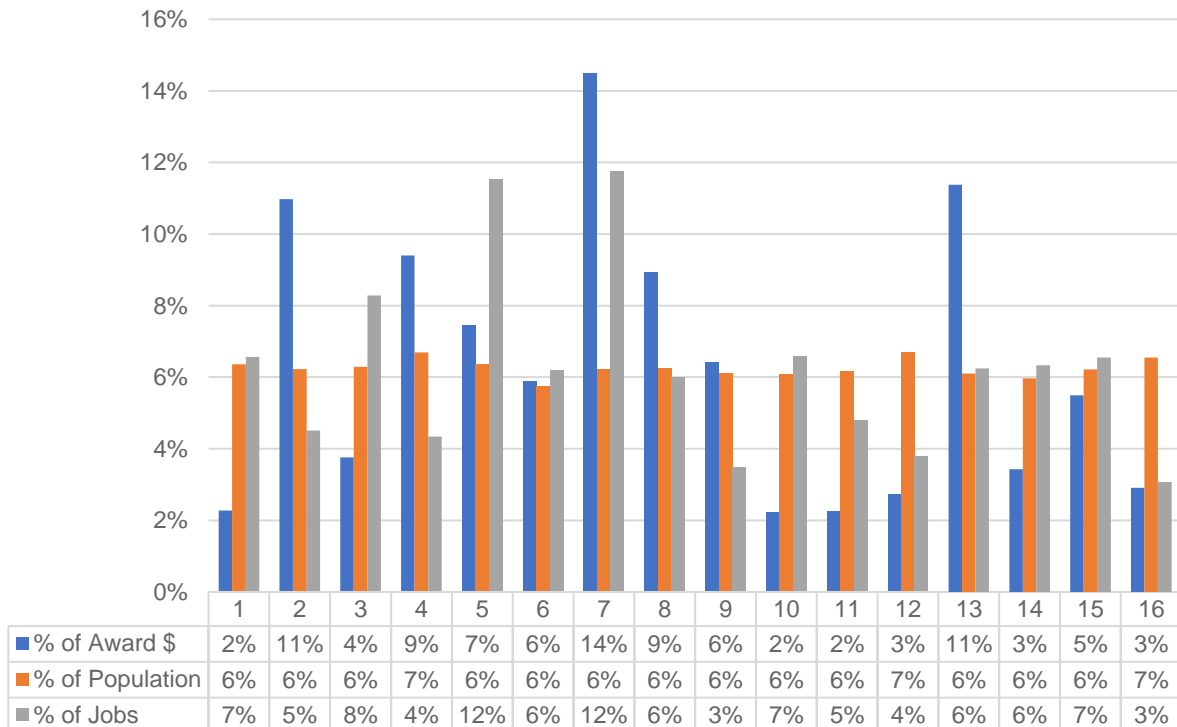
6/9/2021

# Geographic Balance of Regional Solicitation Awards, 2014-2020

**Figure 5A. 2014-2020 Awards by County**  
Excluding TDM and Regional Projects

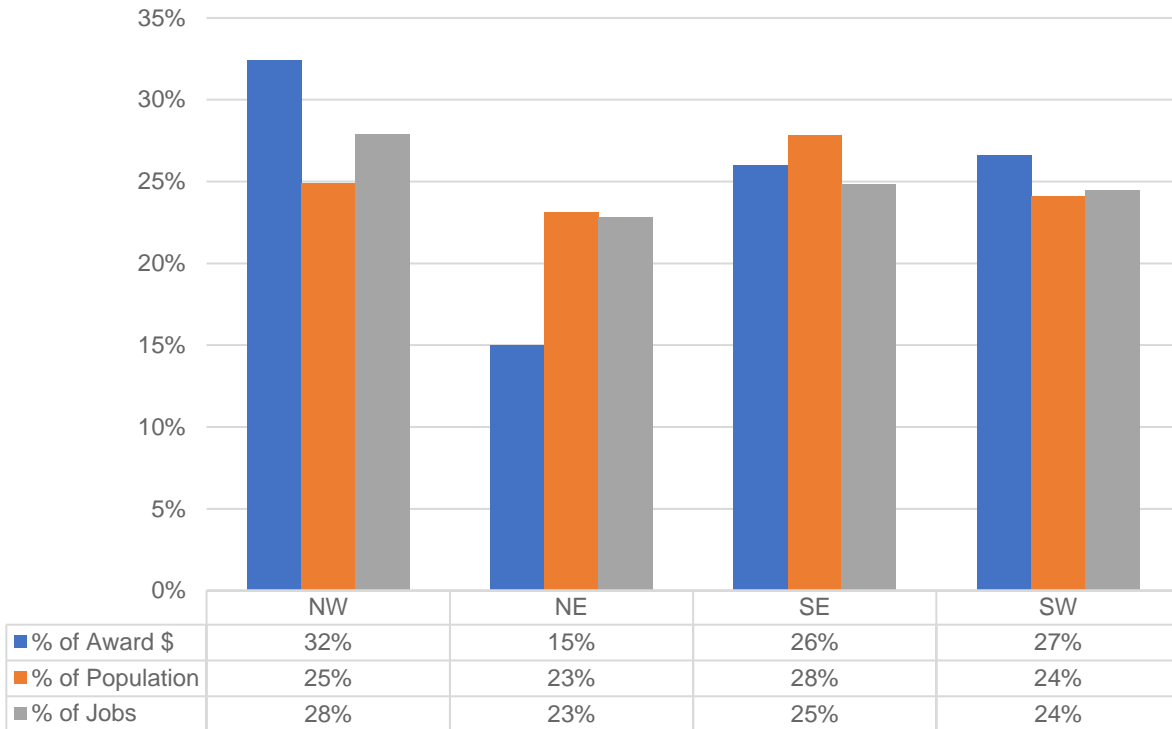


**Figure 5B. 2014-2020 Awards by Council District**  
Excluding TDM and Regional Projects

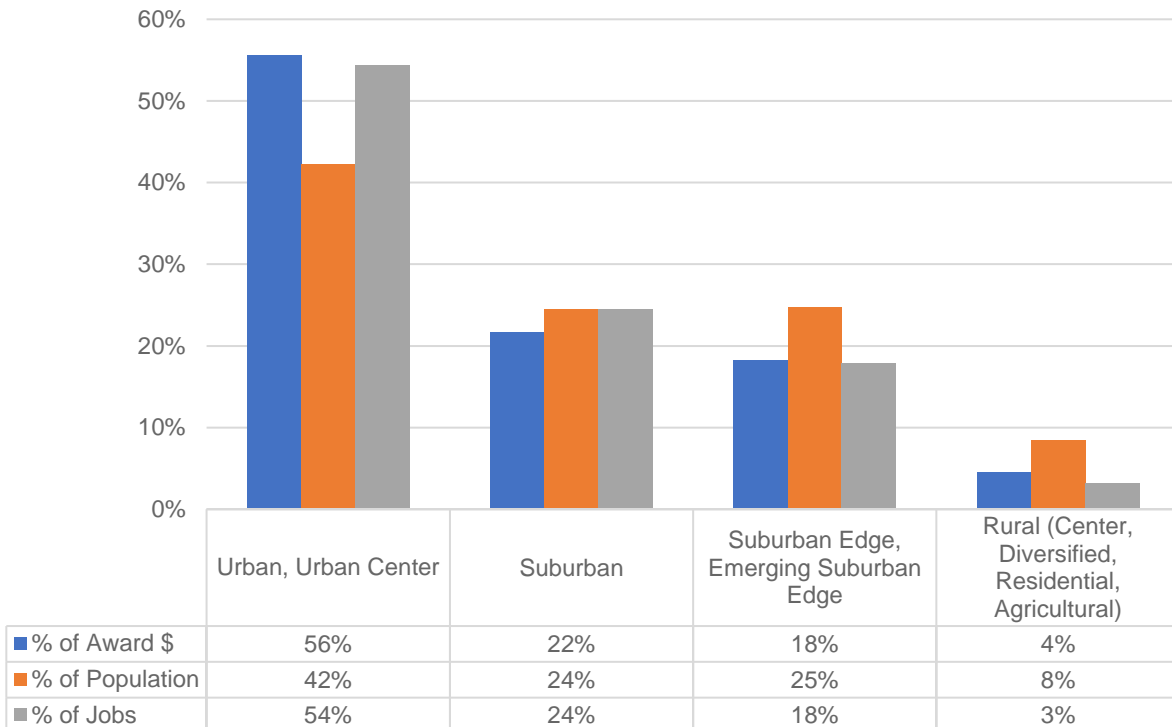


# Geographic Balance of Regional Solicitation Awards, 2014-2020

**Figure 5C. 2014-2020 Awards by Quadrant**  
Excluding TDM and Regional Projects



**Figure 5D. 2014-2020 Awards by Land Use Designation**  
Excluding TDM and Regional Projects



# Figure 6. Origin of Trips by MN House District

Franklin Ave Reconstruction (Application 13970)

Average Weekday Trips Through Project Area, 6am-10am

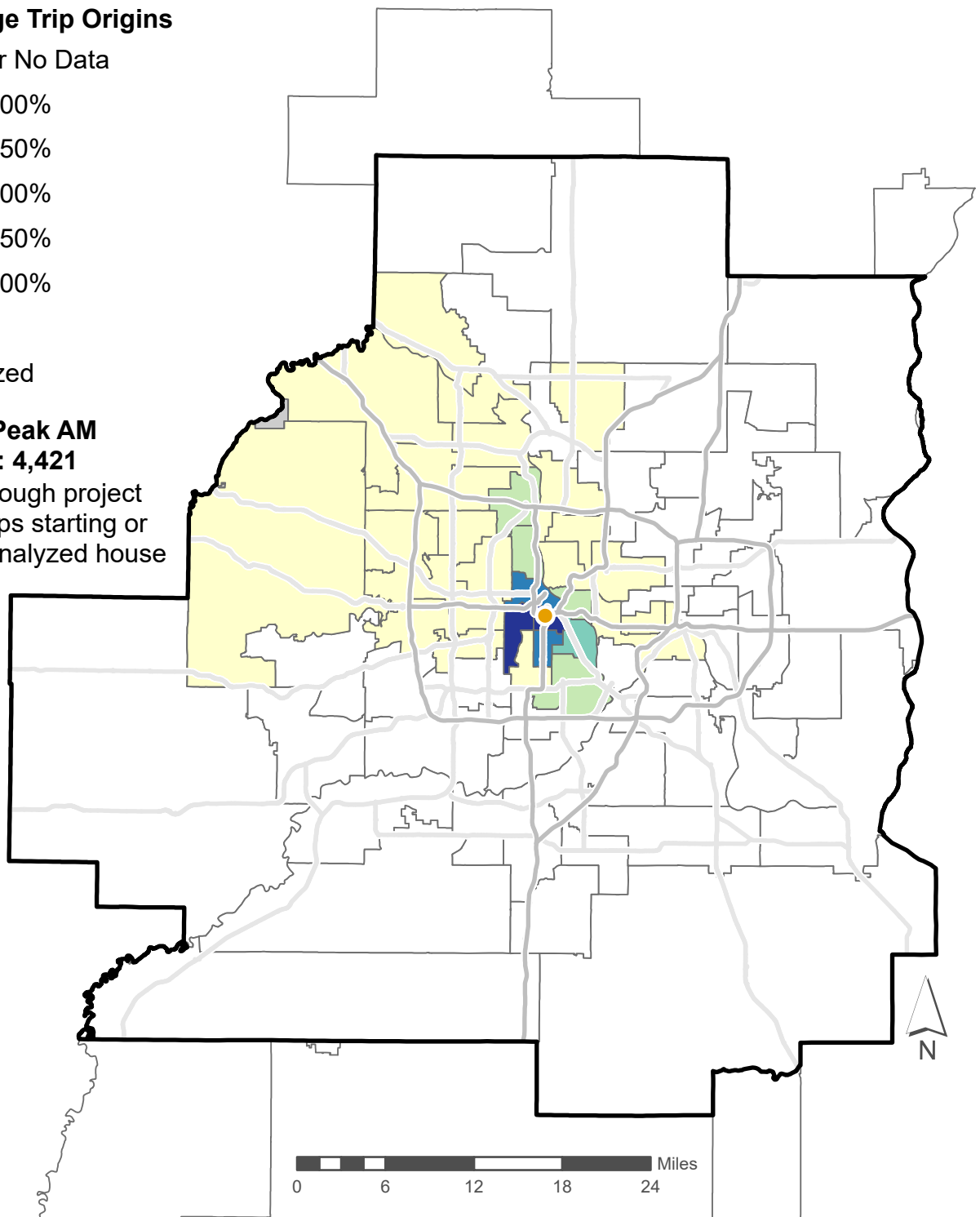


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 4,421

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021

# Figure 7. Origin of Trips by MN House District

Lowry Ave NE Reconstruction (Application 14012)

Average Weekday Trips Through Project Area, 6am-10am

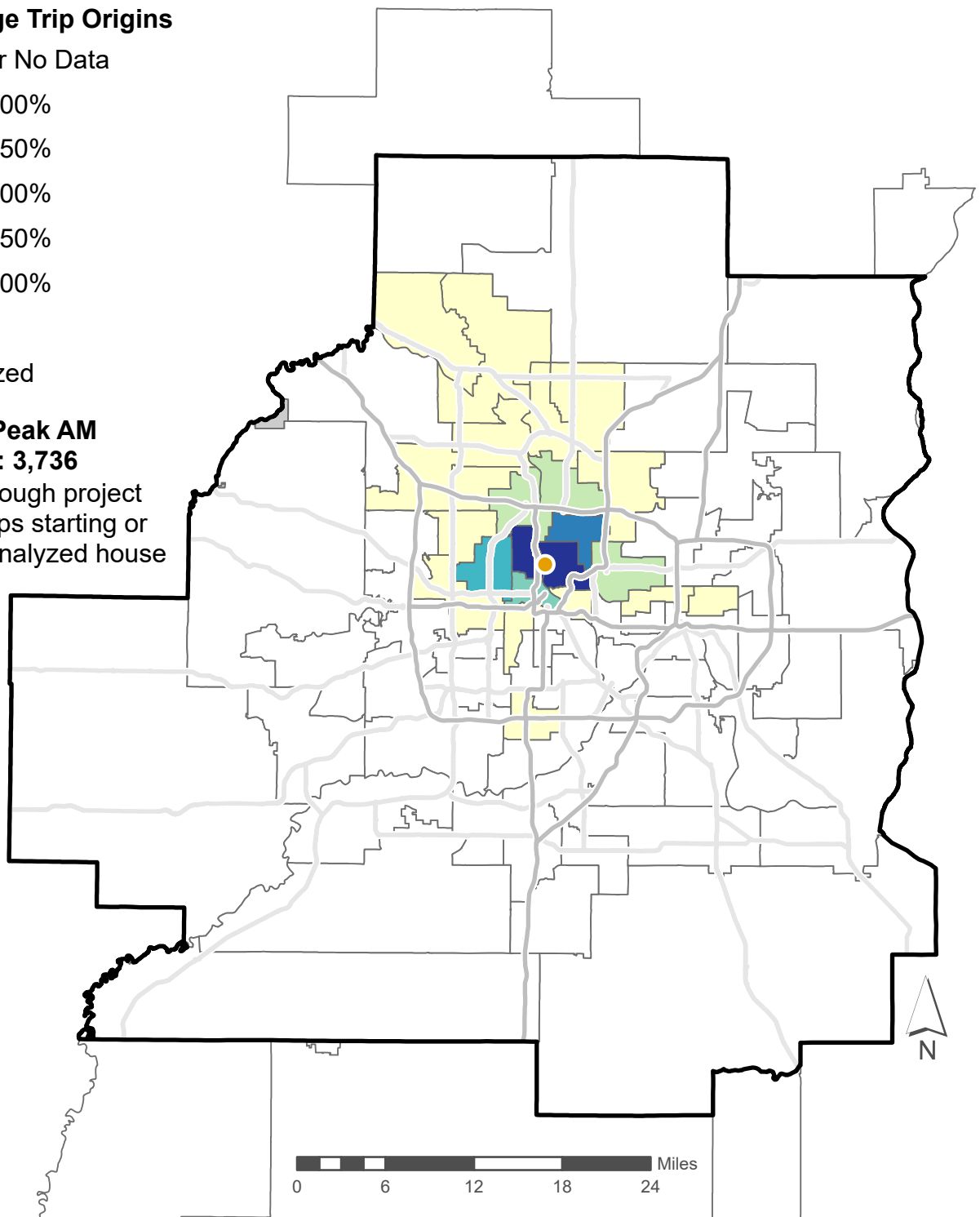


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 3,736

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021

# Figure 8. Origin of Trips by MN House District

Robert St Reconstruction (Application 14013)

Average Weekday Trips Through Project Area, 6am-10am

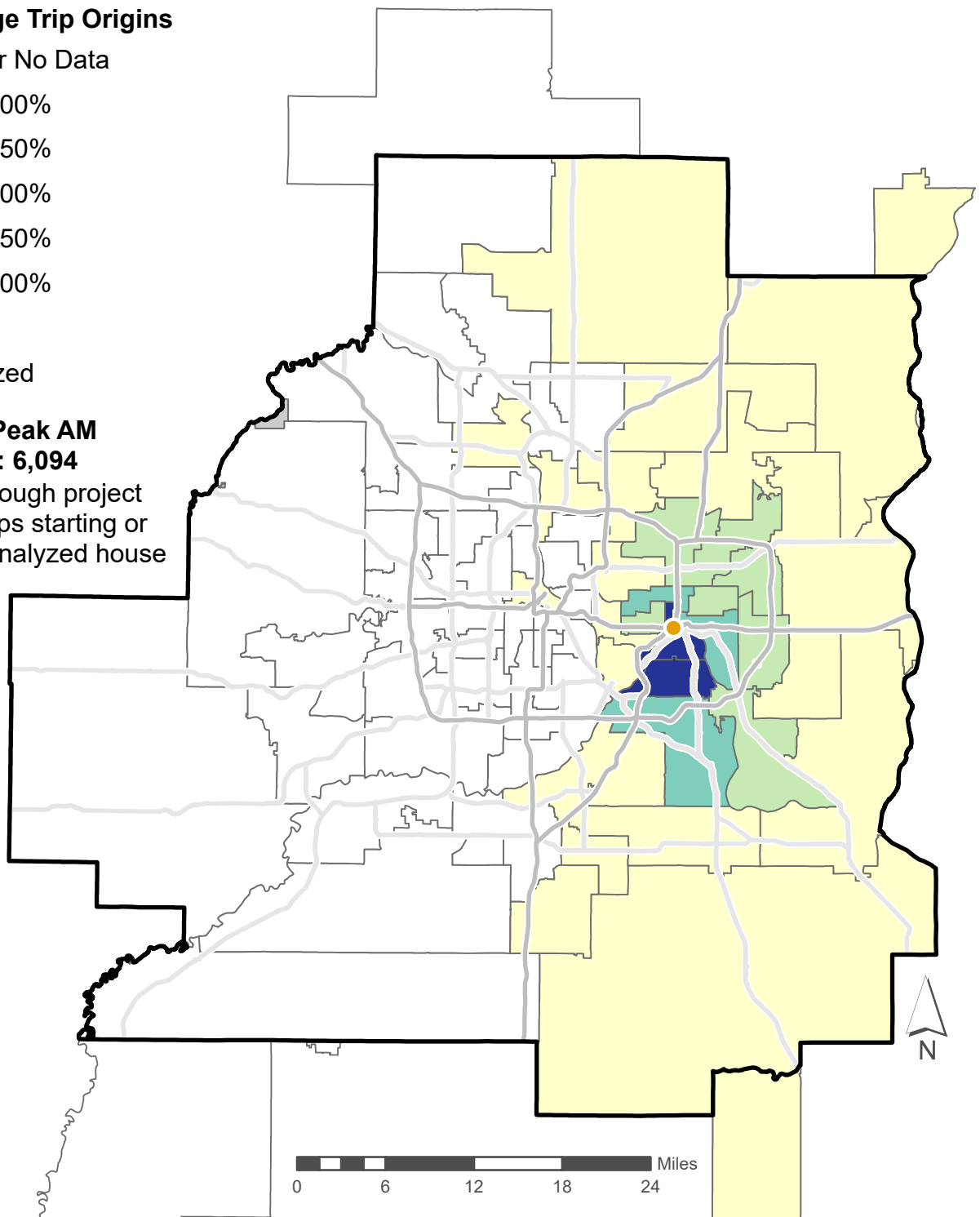


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 6,094

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021

# Figure 9. Origin of Trips by MN House District

US 169, Hwy 282, and County 9 Interchange (Application 14015)  
Average Weekday Trips Through Project Area, 6am-10am

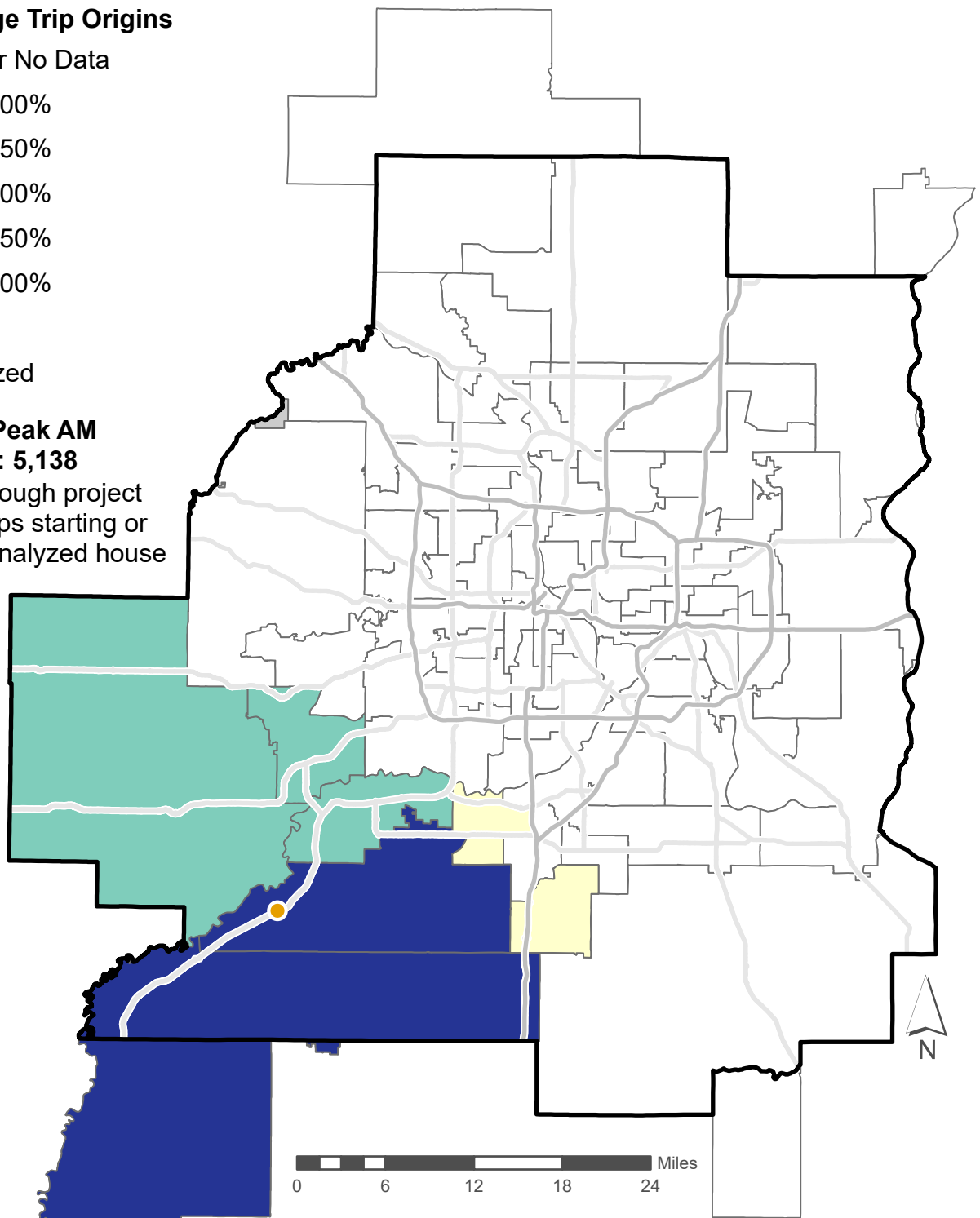


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 5,138

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021

# Figure 10. Origin of Trips by MN House District

Hwy 252/Brookdale Dr Interchange (Application 14030)  
Average Weekday Trips Through Project Area, 6am-10am

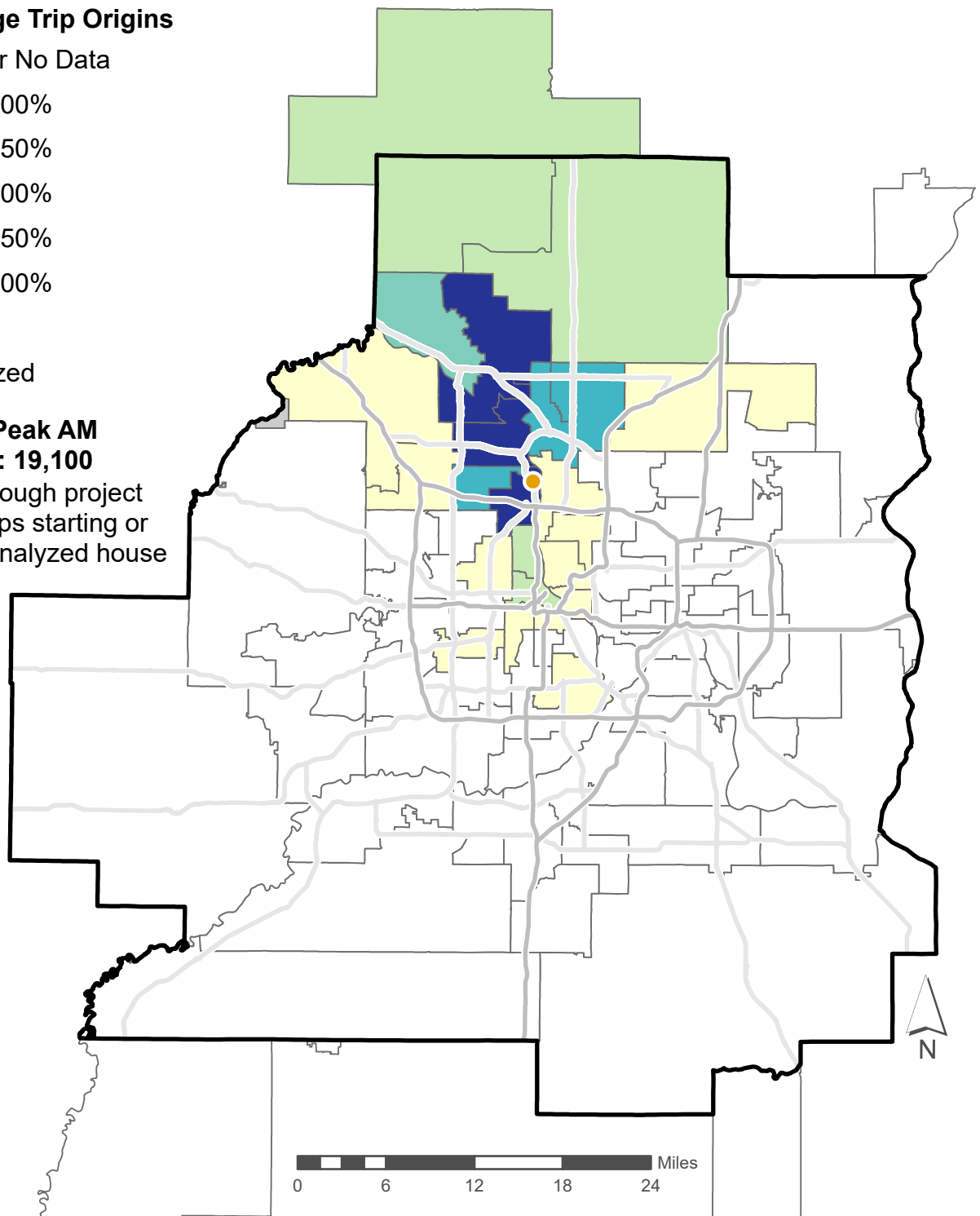


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 19,100

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021



# Figure 11. Origin of Trips by MN House District

US 212 and County 51 Intersection Safety (Application 14050)  
Average Weekday Trips Through Project Area, 6am-10am

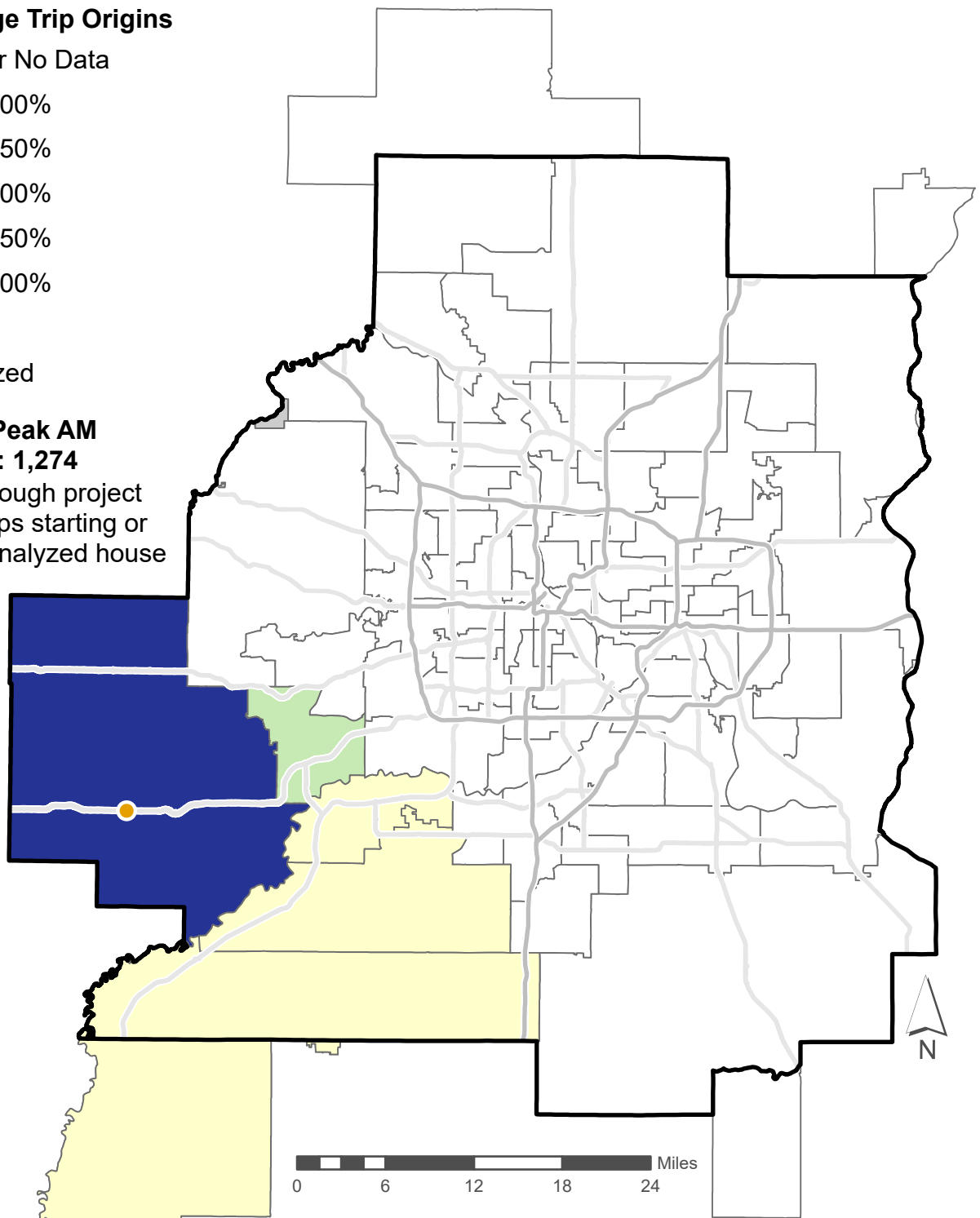


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 1,274

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021

# Figure 12. Origin of Trips by MN House District

Johnson St NE/I-35W S Ramps Intersection (Application 14059)  
Average Weekday Trips Through Project Area, 6am-10am

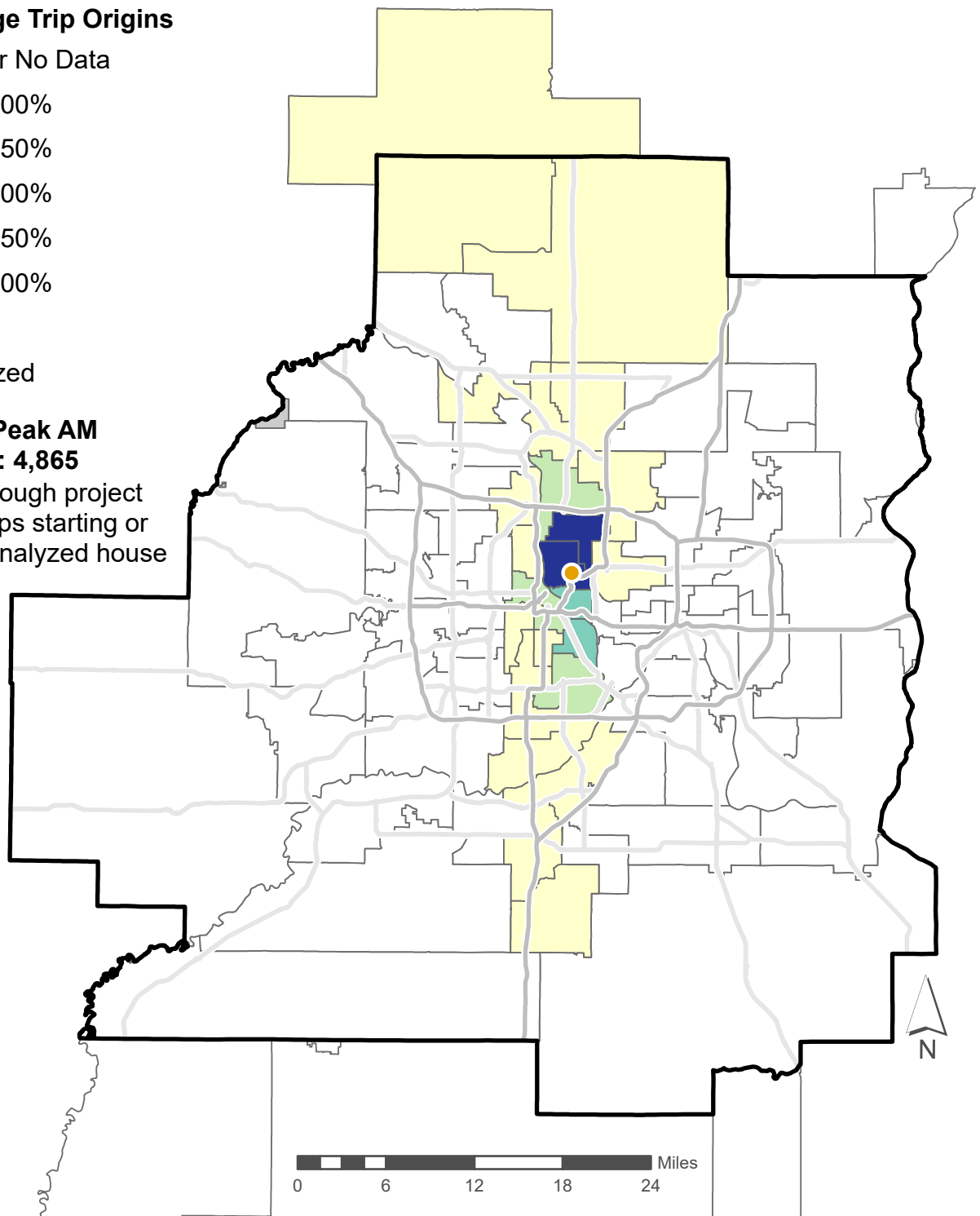


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 4,865

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021

# Figure 13. Origin of Trips by MN House District

Rockford Rd Bridge Replacement (Application 14061)  
Average Weekday Trips Through Project Area, 6am-10am

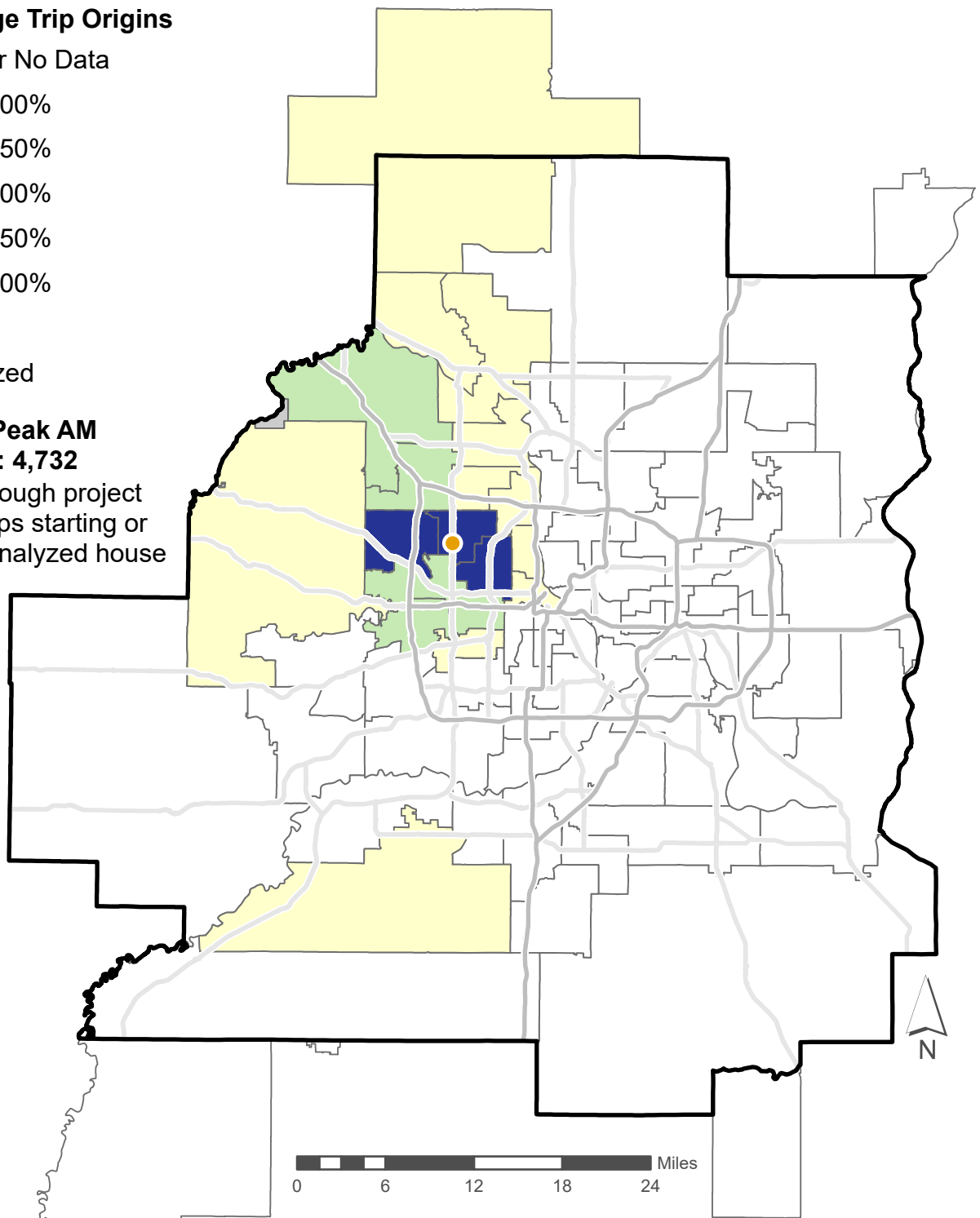


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 4,732

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021

# Figure 14. Origin of Trips by MN House District

Hiawatha Ave/Lake St Safety (Application 14067)

Average Weekday Trips Through Project Area, 6am-10am

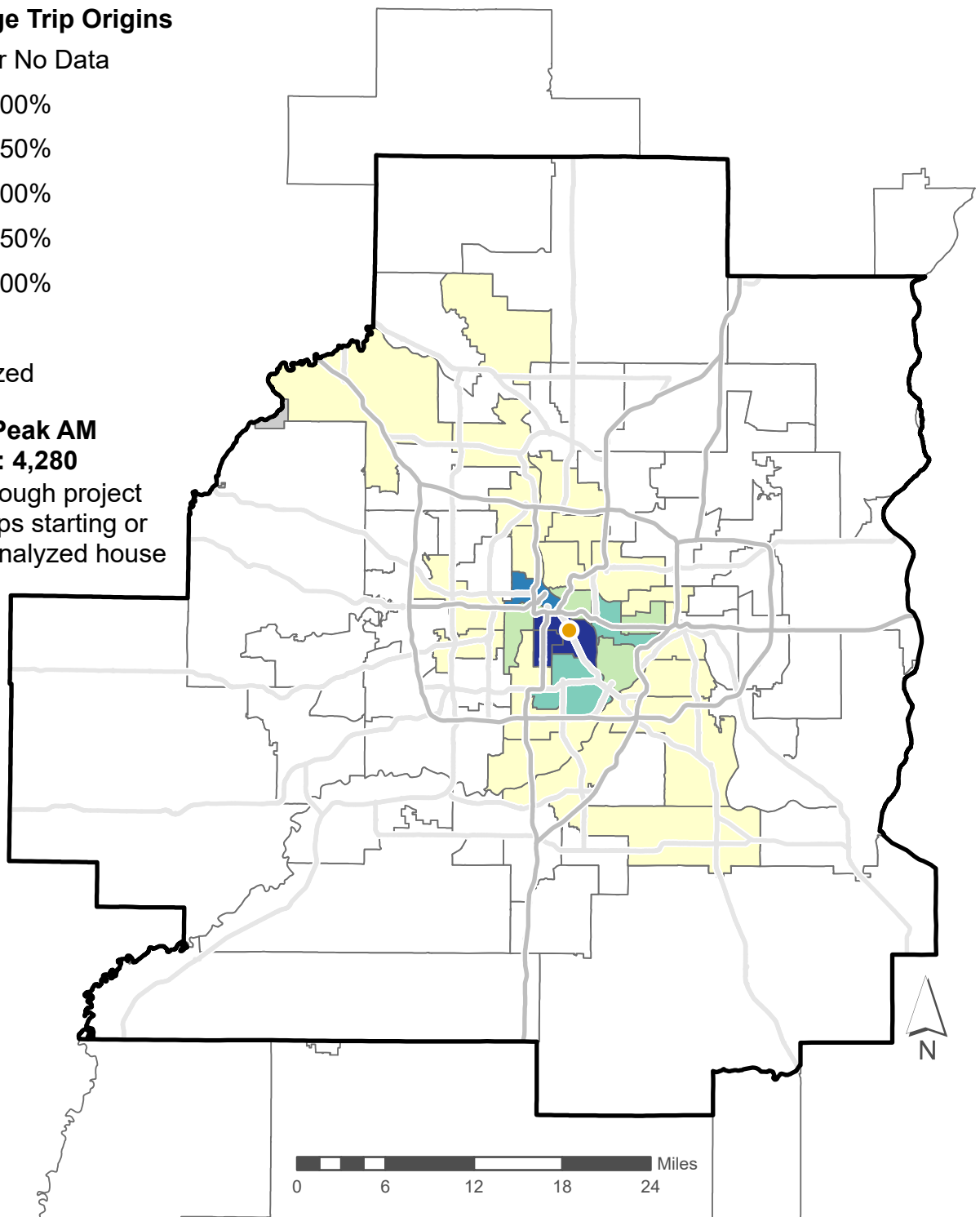


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 4,280

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021

# Figure 15. Origin of Trips by MN House District

Kellogg-Third St Bridge Replacement (Application 14087)  
Average Weekday Trips Through Project Area, 6am-10am

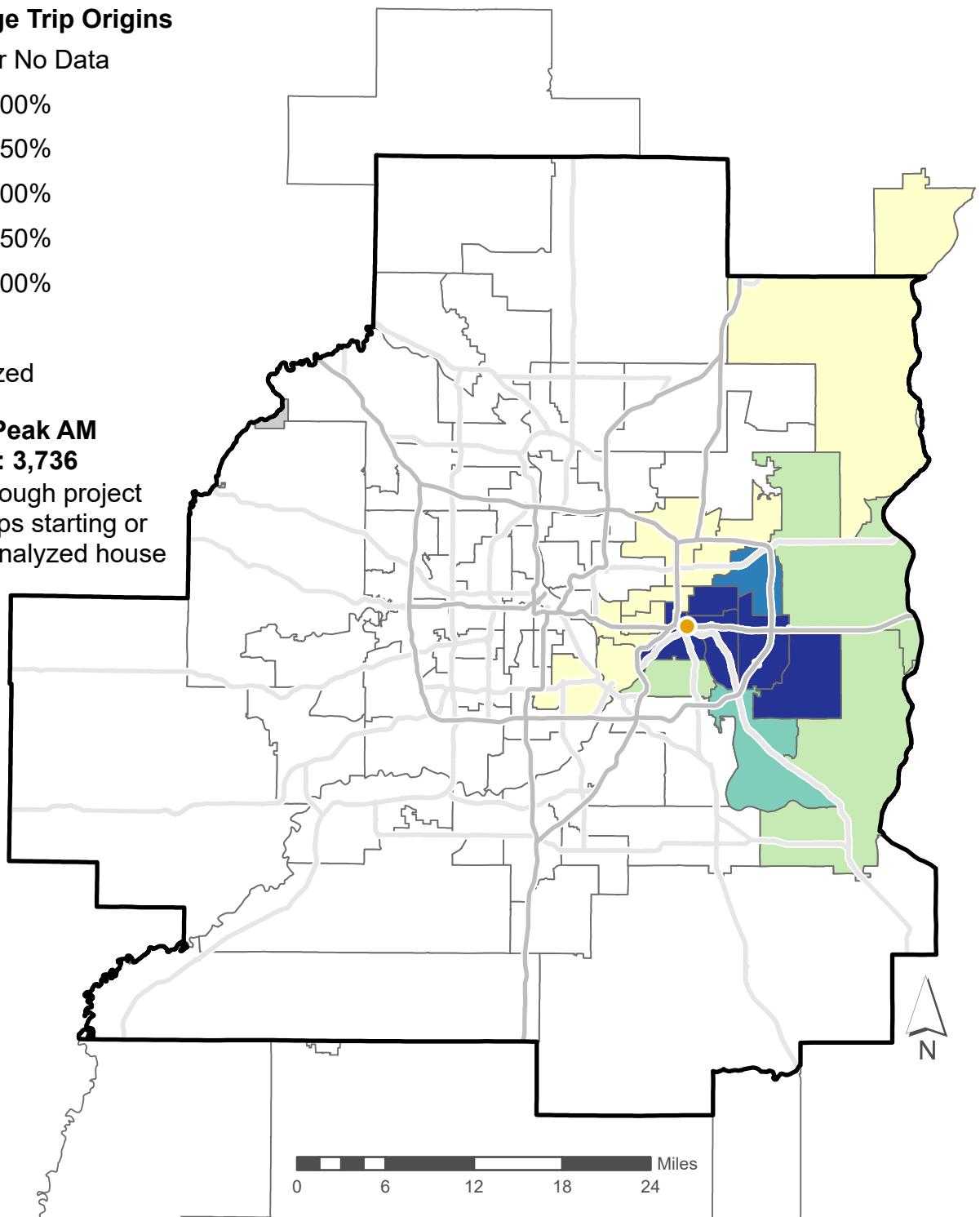


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 3,736

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021

# Figure 16. Origin of Trips by MN House District

Ramsey Blvd/US 10 Interchange (Application 14139)

Average Weekday Trips Through Project Area, 6am-10am

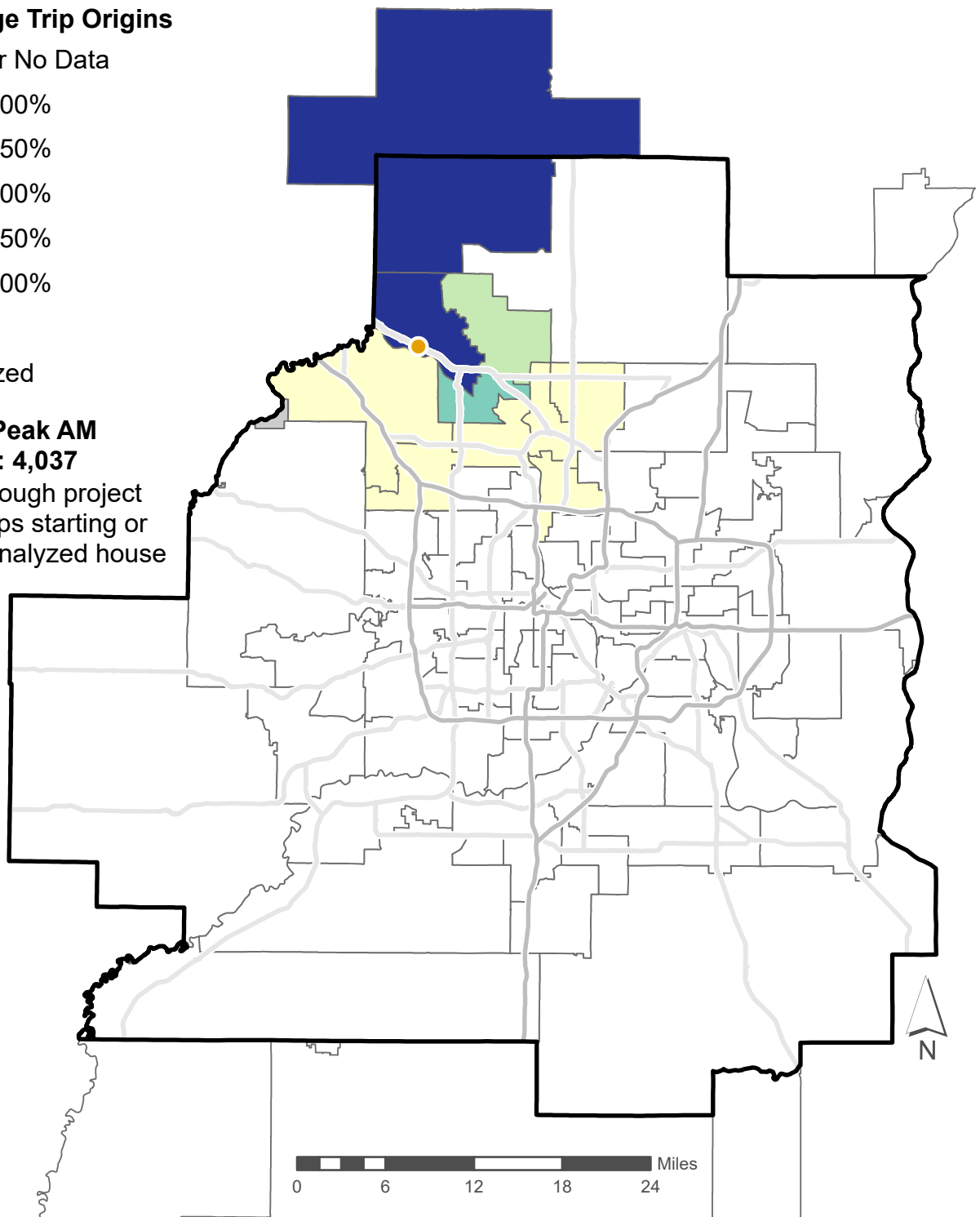


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 4,037

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021

# Figure 17. Origin of Trips by MN House District

Hwy 65 at 99th Ave NE Grade Separation (Application 14165)  
Average Weekday Trips Through Project Area, 6am-10am

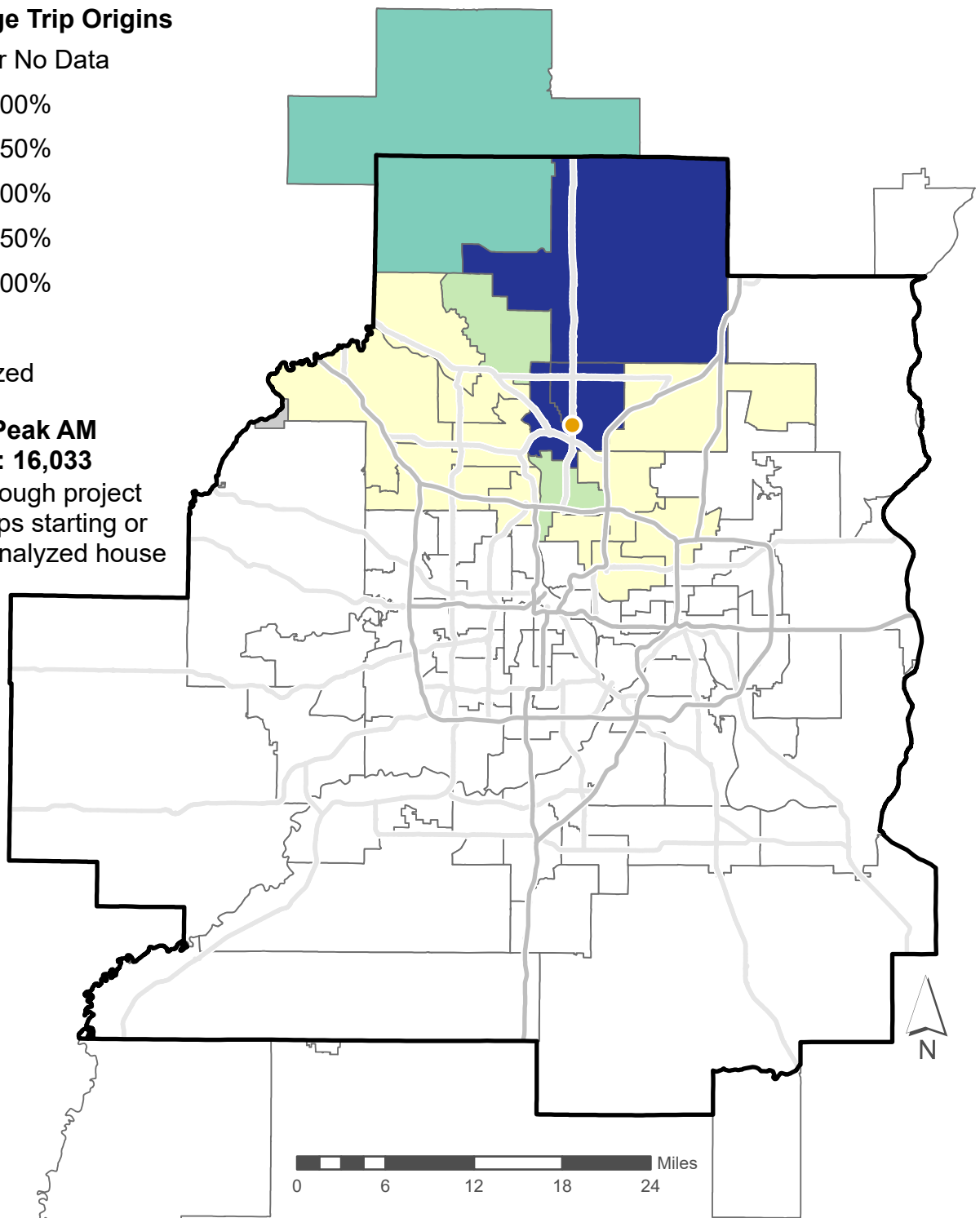


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 16,033

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021

# Figure 18. Origin of Trips by MN House District

County 11/Burnsville Pkwy Roundabout (Application 14198)  
Average Weekday Trips Through Project Area, 6am-10am

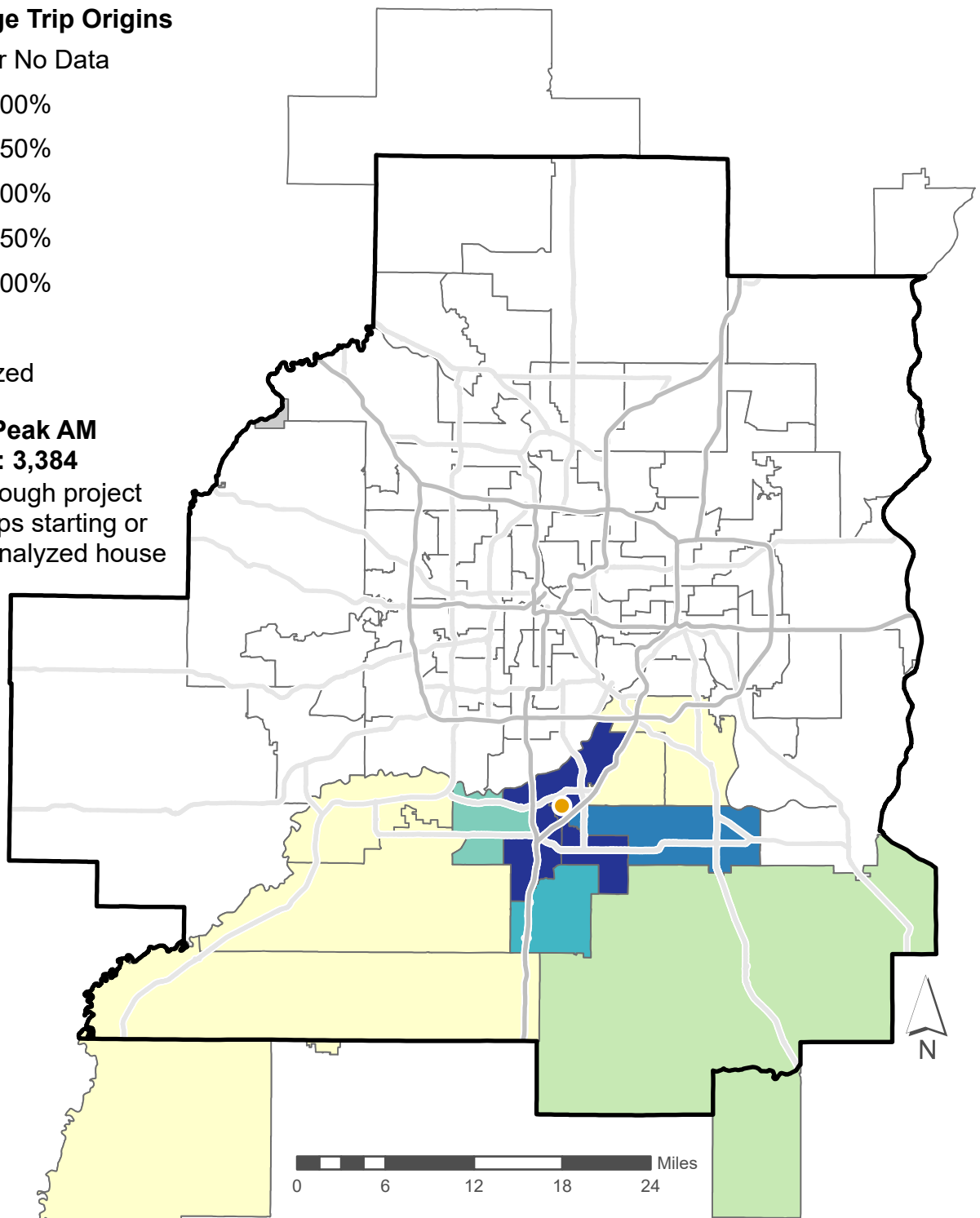


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 3,384

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021



# Figure 19. Origin of Trips by MN House District

Lake Elmo Ave/Hwy 36 Interchange (Application 14324)  
Average Weekday Trips Through Project Area, 6am-10am

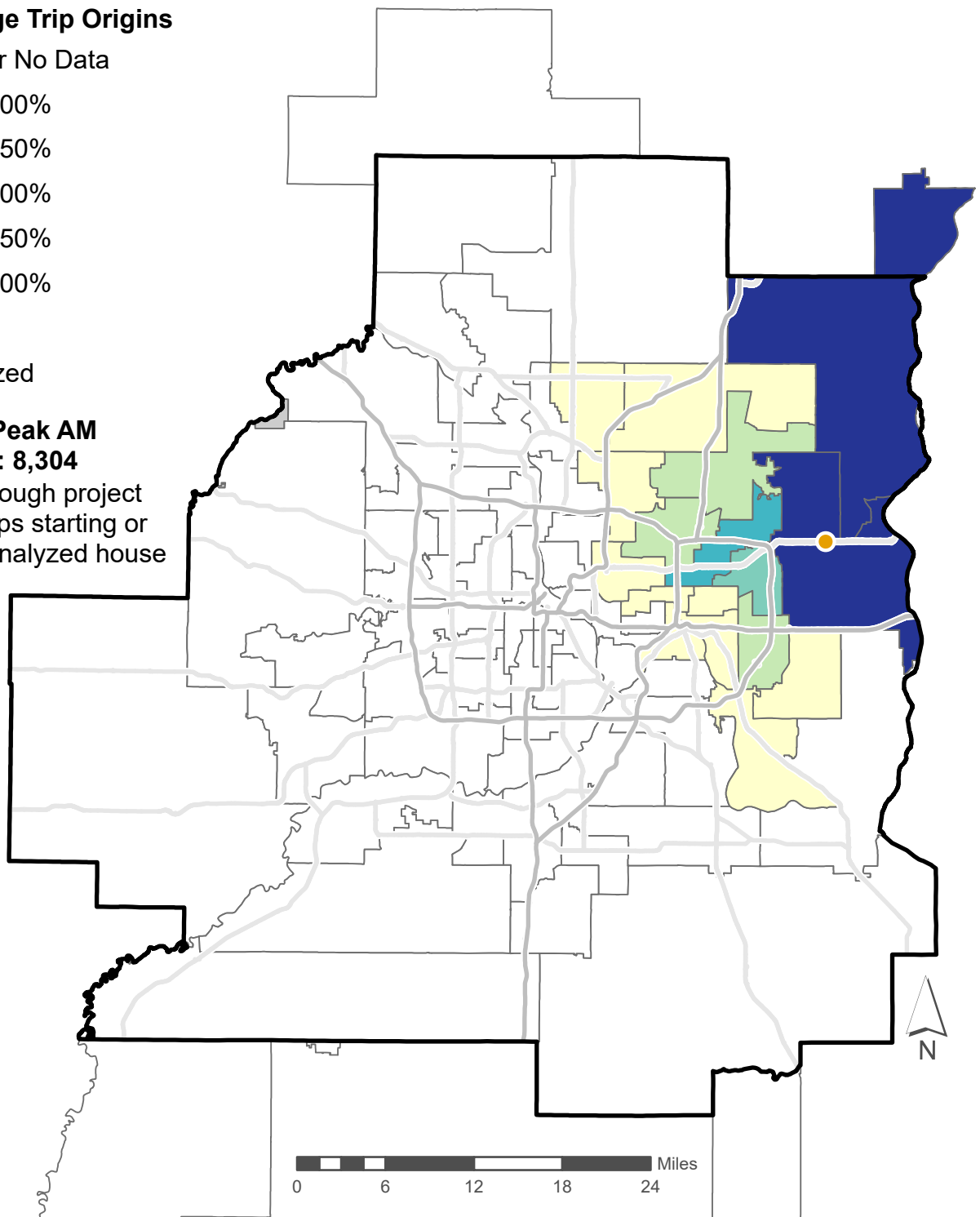


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 8,304

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021

# Figure 20. Origin of Trips by MN House District

Minnetonka Blvd Reconstruction (Application 14327)  
Average Weekday Trips Through Project Area, 6am-10am

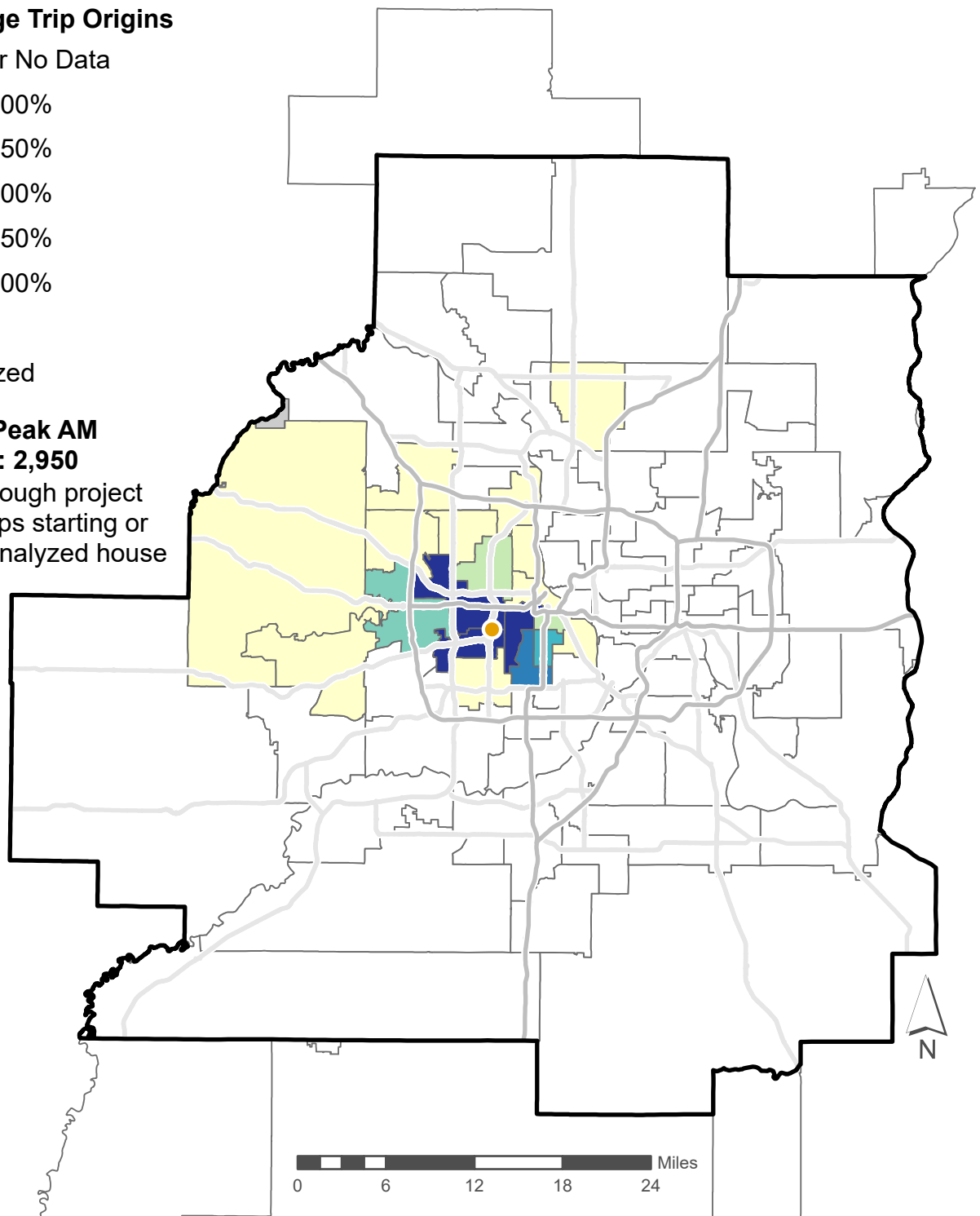


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 2,950

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021

# Figure 21. Origin of Trips by MN House District

Hwy 41 and County 10 Mobility and Access (Application 14345)  
Average Weekday Trips Through Project Area, 6am-10am

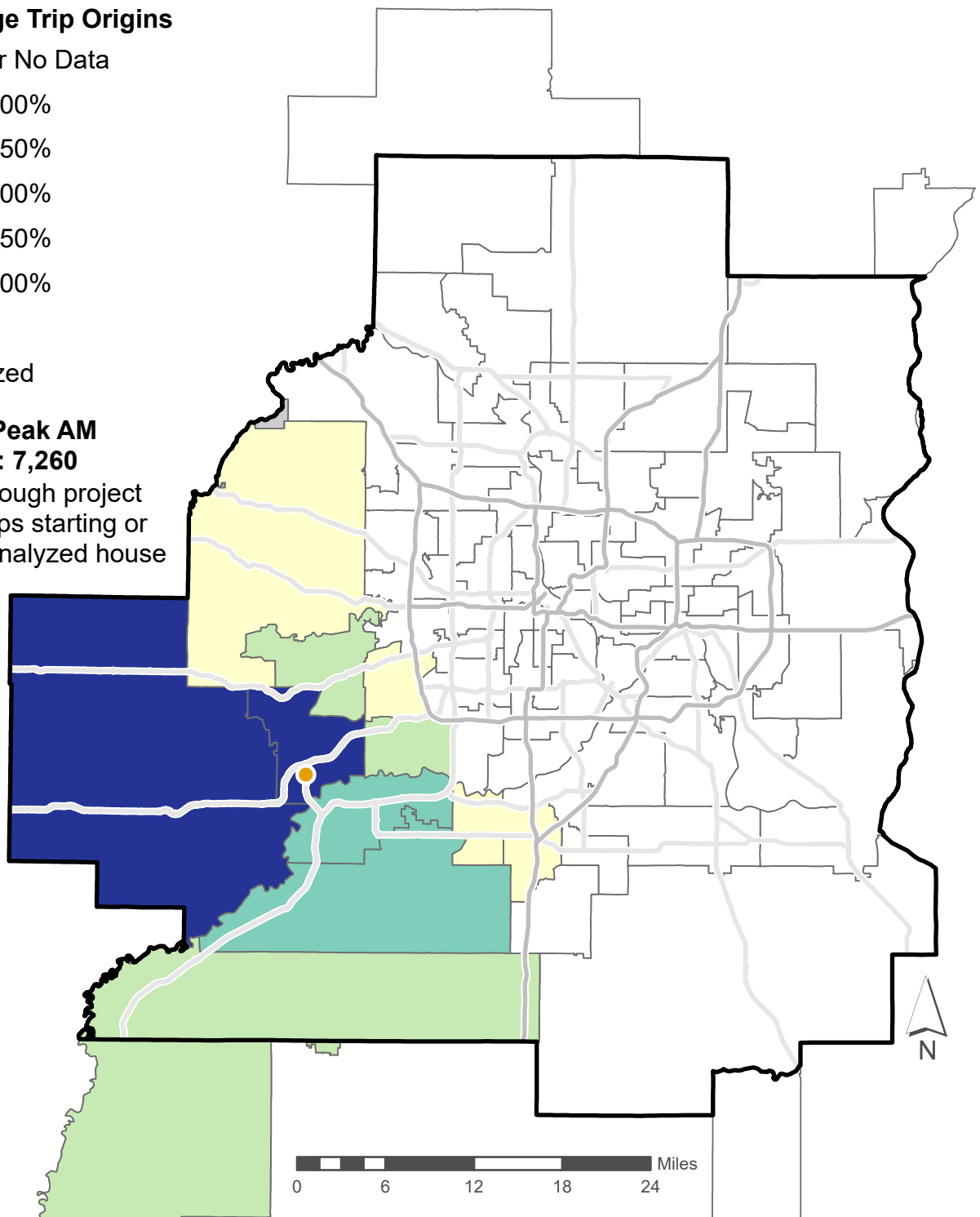


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 7,260

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021

# Figure 22. Origin of Trips by MN House District

Hwy 5 Arboretum Area Mobility and Access (Application 14347)  
Average Weekday Trips Through Project Area, 6am-10am

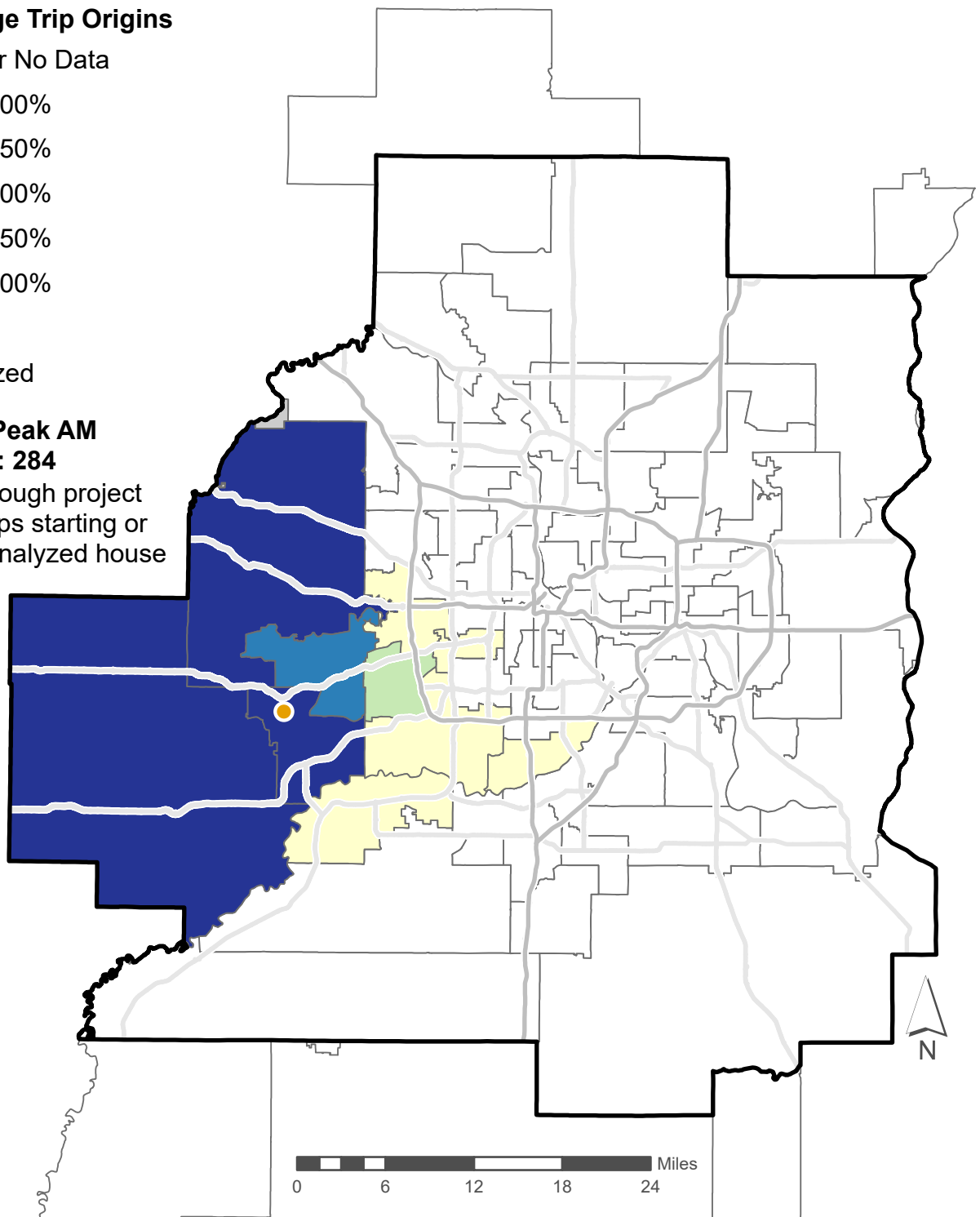


## Share of Average Trip Origins

- ≤ 0.50% or No Data
- 0.51% - 2.00%
- 2.01% - 3.50%
- 3.51% - 5.00%
- 5.01% - 6.50%
- 6.51% - 8.00%
- > 8.00%
- Not Analyzed

## Avg. Weekday Peak AM Trips Observed: 284

Includes trips through project site. Excludes trips starting or ending outside analyzed house districts.



## Reference

- Project
- Interstate Highways
- Other Major Roads
- 7 County Metro

This map shows the origin MN House of Representatives district of trips travelling through the project area. Trips origins are not necessarily home location; they represent trip starts, which may be a home, business, childcare center, etc. Percentages are based on StreetLight InSight location-based service data for Monday-Friday, 6am-10am in 2019. Portions of Hanover, MN and Rockford, MN in Hennepin County are not included in this analysis, as their respective Districts 29A and 30B are primarily outside the 7-county metro. Districts 20A, 31A, 39A, and 58B are shown as they include large portions of the 7-county metro; this analysis includes trips outside the 7-county metro originating in these districts.

6/29/2021

**Table 1. Share of Trip Origins by MN House District**  
 2020 Regional Solicitation Non-TMT Roadway Projects  
 Average Weekday, Peak AM 6am-10am, 2019

Dist.	13970 Franklin Ave Reconstruction	14012 Lowry Ave NE Reconstruction	14013 Robert St Reconstruction	14015 US 169, Hwy 282, County 9 Interchange	14030 Hwy 252/ Brookdale Dr Interchange	14050 US 212/County 51 Intersection Safety	14059 Johnson St NE/ I-35W S Ramps Intersection	14061 Rockford Rd Bridge Replacement	14067 Hiawatha Ave/Lake St Safety	14087 Kellogg-Third St Bridge Replacement	14139 Ramsey Blvd/US 10 Interchange	14165 Hwy 65 at 99th Ave NE Grade Separation	14198 County 11/ Burnsville Pkwy Roundabout	14324 Lake Elmo Ave/Hwy 36 Interchange	14327 Minnetonka Blvd Reconstruction	14345 Hwy 41/County 10 Mobility and Access	14347 Hwy 5 Arboretum Area Mobility/Access
20A	0.00%	0.00%	0.08%	38.36%	0.00%	1.57%	0.16%	0.02%	0.05%	0.05%	0.02%	0.02%	1.21%	0.06%	0.00%	2.38%	0.00%
31A	0.45%	0.27%	0.10%	0.04%	2.20%	0.00%	0.53%	0.57%	0.09%	0.03%	15.83%	3.95%	No Data	0.23%	0.14%	0.03%	0.00%
31B	0.23%	0.37%	0.53%	0.08%	2.50%	0.00%	0.68%	0.11%	0.12%	0.05%	0.40%	18.41%	0.03%	0.25%	0.14%	0.03%	0.00%
33A	0.54%	0.11%	0.05%	0.08%	0.05%	0.08%	0.12%	1.90%	0.14%	0.00%	0.32%	0.15%	0.00%	0.12%	1.36%	0.83%	8.80%
33B	0.34%	0.08%	0.08%	0.33%	0.05%	0.24%	0.06%	0.15%	0.14%	0.00%	0.02%	0.06%	0.00%	0.05%	0.54%	2.44%	6.69%
34A	1.11%	0.32%	0.39%	0.08%	1.47%	0.16%	0.10%	2.56%	0.54%	0.00%	1.98%	0.72%	0.00%	0.31%	0.31%	0.07%	0.00%
34B	1.24%	0.83%	0.41%	0.04%	0.80%	0.24%	0.21%	3.00%	0.42%	0.00%	0.62%	1.04%	0.00%	0.13%	0.58%	0.23%	0.35%
35A	0.68%	1.28%	0.30%	0.06%	4.60%	0.08%	0.41%	0.82%	0.30%	0.00%	62.65%	1.07%	0.00%	0.30%	0.34%	0.07%	0.00%
35B	0.48%	0.56%	0.28%	0.04%	9.67%	0.00%	0.37%	0.55%	0.51%	0.03%	3.39%	3.27%	0.00%	0.33%	0.10%	0.01%	0.00%
36A	0.72%	0.64%	0.39%	0.04%	8.30%	0.00%	0.66%	1.31%	0.40%	0.11%	4.16%	1.04%	0.00%	0.23%	0.31%	0.01%	0.00%
36B	1.15%	1.79%	0.56%	0.29%	22.64%	0.00%	0.35%	1.31%	0.54%	0.05%	0.84%	1.73%	0.03%	0.46%	0.47%	0.08%	0.00%
37A	0.50%	0.99%	0.44%	0.06%	6.32%	0.08%	1.36%	0.32%	0.35%	0.00%	1.73%	11.61%	0.00%	0.42%	0.41%	0.01%	0.00%
37B	0.61%	1.12%	0.49%	0.12%	5.80%	0.00%	1.32%	0.25%	0.44%	0.05%	1.49%	38.88%	0.03%	0.51%	0.58%	0.03%	0.35%
38A	0.29%	0.29%	1.17%	0.02%	0.66%	0.00%	0.39%	0.17%	0.35%	0.08%	0.32%	1.22%	0.03%	0.90%	0.20%	0.01%	0.00%
38B	0.27%	0.24%	1.94%	0.00%	0.06%	0.00%	0.23%	0.04%	0.30%	0.43%	0.12%	0.27%	0.12%	2.61%	0.00%	0.01%	0.00%
39A	0.16%	0.08%	1.15%	0.02%	0.36%	0.00%	0.10%	0.17%	0.00%	1.34%	0.10%	0.20%	0.00%	25.01%	0.07%	0.01%	0.00%
39B	0.43%	0.08%	0.82%	0.00%	0.04%	0.00%	0.08%	0.00%	0.09%	3.19%	0.07%	0.12%	0.33%	40.16%	0.03%	0.01%	0.00%
40A	1.63%	1.26%	0.33%	0.04%	5.27%	0.00%	0.39%	1.61%	0.47%	0.05%	0.37%	0.74%	0.00%	0.11%	0.47%	0.03%	0.00%
40B	2.42%	2.94%	0.30%	0.04%	12.14%	0.00%	0.51%	1.67%	0.82%	0.11%	0.30%	0.99%	0.00%	0.16%	0.75%	0.07%	0.00%
41A	1.13%	2.78%	0.51%	0.04%	1.37%	0.16%	2.65%	0.34%	0.72%	0.11%	1.04%	3.42%	0.00%	0.33%	0.34%	0.10%	0.00%
41B	0.70%	6.88%	0.31%	0.04%	0.90%	0.08%	11.53%	0.40%	0.93%	0.08%	0.17%	1.05%	0.00%	0.47%	0.14%	0.01%	0.00%
42A	0.45%	0.62%	0.82%	0.00%	0.20%	0.08%	0.80%	0.08%	0.44%	0.08%	0.25%	1.70%	0.00%	0.66%	0.20%	0.01%	0.00%
42B	0.38%	0.37%	2.31%	0.02%	0.17%	0.00%	0.49%	0.04%	0.35%	0.56%	0.12%	0.51%	0.03%	2.07%	0.14%	0.03%	0.00%
43A	0.45%	0.27%	3.23%	0.04%	0.10%	0.00%	0.16%	0.02%	0.23%	0.96%	0.10%	0.29%	0.12%	5.06%	0.07%	0.01%	0.00%
43B	0.27%	0.24%	2.10%	0.00%	0.05%	0.00%	0.12%	0.00%	0.14%	7.07%	0.05%	0.17%	0.06%	3.96%	0.03%	0.00%	No Data
44A	0.97%	0.46%	0.21%	0.04%	0.09%	0.00%	0.49%	20.16%	0.35%	0.00%	0.15%	0.22%	0.00%	0.12%	1.76%	0.45%	0.35%
44B	1.04%	0.16%	0.08%	0.08%	0.06%	0.08%	0.08%	2.18%	0.33%	0.00%	0.10%	0.16%	0.00%	0.11%	3.86%	0.19%	0.70%
45A	1.09%	1.47%	0.05%	0.10%	0.46%	0.08%	0.25%	37.38%	0.30%	0.05%	0.27%	0.30%	0.03%	0.14%	1.36%	0.04%	0.00%
45B	1.31%	6.16%	0.18%	0.04%	0.94%	0.16%	0.25%	10.88%	0.49%	0.00%	0.20%	0.33%	0.00%	0.11%	2.44%	0.06%	0.00%
46A	1.79%	0.70%	0.15%	0.14%	0.37%	0.08%	0.25%	2.64%	0.82%	0.00%	0.15%	0.33%	0.03%	0.14%	21.49%	0.17%	0.35%
46B	0.93%	0.43%	0.15%	0.16%	0.53%	0.24%	0.27%	0.87%	1.36%	0.00%	0.15%	0.12%	0.00%	0.08%	14.03%	0.30%	0.70%
47A	0.05%	0.11%	0.08%	4.03%	0.00%	89.09%	0.10%	0.11%	0.00%	0.00%	0.02%	0.05%	0.12%	0.08%	0.14%	18.25%	33.80%
47B	0.16%	0.11%	0.13%	3.76%	0.02%	2.35%	0.14%	0.13%	0.21%	0.03%	0.02%	0.07%	0.18%	0.04%	0.17%	56.21%	39.08%
48A	0.29%	0.24%	0.05%	0.29%	0.04%	0.24%	0.18%	0.27%	0.14%	0.00%	0.05%	0.11%	0.00%	0.04%	0.41%	1.02%	2.11%
48B	0.11%	0.05%	0.05%	0.35%	0.02%	0.31%	0.14%	0.15%	0.19%	0.00%	0.00%	0.06%	0.09%	0.08%	0.17%	2.02%	1.76%

### Table 1. Share of Trip Origins by MN House District, Continued

Dist.	13970 Franklin Ave Reconstruction	14012 Lowry Ave NE Reconstruction	14013 Robert St Reconstruction	14015 US 169, Hwy 282, County 9 Interchange	14030 Hwy 252/ Brookdale Dr Interchange	14050 US 212/County 51 Intersection Safety	14059 Johnson St NE/ I-35W S Ramps Intersection	14061 Rockford Rd Bridge Replacement	14067 Hiawatha Ave/Lake St Safety	14087 Kellogg-Third St Bridge Replacement	14139 Ramsey Blvd/US 10 Interchange	14165 Hwy 65 at 99th Ave NE Grade Separation	14198 County 11/ Burnsville Pkwy Roundabout	14324 Lake Elmo Ave/Hwy 36 Interchange	14327 Minnetonka Blvd Reconstruction	14345 Hwy 41/County 10 Mobility and Access	14347 Hwy 5 Arboretum Area Mobility/Access
49A	0.34%	0.08%	0.25%	0.18%	0.31%	0.08%	0.23%	0.38%	0.21%	0.00%	0.10%	0.09%	0.06%	0.06%	0.98%	0.30%	0.35%
49B	0.16%	0.11%	0.10%	0.35%	0.26%	0.39%	0.33%	0.34%	0.49%	0.08%	0.05%	0.13%	0.09%	0.13%	0.37%	0.47%	1.41%
50A	0.48%	0.56%	0.16%	0.16%	0.18%	0.16%	1.29%	0.11%	0.89%	0.13%	0.05%	0.07%	0.24%	0.07%	0.34%	0.10%	0.00%
50B	0.27%	0.08%	0.25%	0.14%	0.10%	0.16%	0.90%	0.25%	0.96%	0.16%	0.02%	0.07%	0.30%	0.11%	0.44%	0.15%	0.70%
51A	0.23%	0.16%	0.53%	0.23%	0.11%	0.16%	0.64%	0.08%	0.68%	0.21%	0.10%	0.09%	31.65%	0.12%	0.14%	0.30%	0.35%
51B	0.32%	0.08%	1.13%	0.06%	0.04%	0.08%	0.23%	0.04%	0.44%	0.16%	0.05%	0.12%	1.80%	0.25%	0.07%	0.10%	0.00%
52A	0.09%	0.05%	8.68%	0.06%	0.08%	0.00%	0.06%	0.04%	0.58%	2.11%	0.10%	0.09%	0.41%	0.26%	0.03%	0.03%	0.00%
52B	0.20%	0.08%	3.89%	0.10%	0.07%	0.16%	0.33%	0.04%	0.79%	0.43%	0.10%	0.10%	0.71%	0.36%	0.00%	0.04%	0.00%
53A	0.16%	0.11%	2.17%	0.04%	0.04%	No Data	0.08%	0.04%	0.12%	10.49%	0.07%	0.14%	0.18%	2.23%	0.07%	0.01%	0.00%
53B	0.16%	0.00%	1.54%	0.02%	0.03%	0.00%	0.08%	0.00%	0.14%	8.16%	0.02%	0.18%	0.15%	1.29%	0.00%	0.01%	0.00%
54A	0.11%	0.05%	2.79%	0.14%	0.07%	0.16%	0.08%	0.11%	0.14%	3.85%	0.05%	0.14%	0.30%	0.73%	0.07%	0.01%	0.00%
54B	0.09%	0.00%	1.07%	0.04%	0.03%	0.08%	0.08%	0.00%	0.12%	2.28%	0.00%	0.06%	0.38%	0.28%	0.00%	0.01%	0.00%
55A	0.09%	0.13%	0.08%	4.30%	0.03%	1.02%	0.21%	0.17%	0.23%	0.05%	0.10%	0.07%	0.83%	0.08%	0.20%	4.88%	1.06%
55B	0.00%	0.00%	0.13%	42.55%	0.02%	0.63%	0.12%	0.59%	0.07%	0.00%	0.02%	0.07%	1.77%	0.07%	0.10%	4.72%	0.35%
56A	0.11%	0.08%	0.10%	0.80%	0.03%	0.24%	0.49%	0.15%	0.14%	0.08%	0.05%	0.06%	4.91%	0.11%	0.00%	1.47%	0.35%
56B	0.27%	0.05%	0.18%	0.37%	0.06%	0.16%	0.53%	0.19%	0.16%	0.08%	0.02%	0.06%	14.45%	0.16%	0.10%	0.63%	0.00%
57A	0.27%	0.00%	0.59%	0.10%	0.07%	0.08%	0.29%	0.30%	0.33%	0.11%	0.00%	0.05%	20.86%	0.18%	0.10%	0.25%	0.00%
57B	0.14%	0.13%	1.15%	0.06%	0.03%	0.08%	0.43%	0.06%	0.51%	0.11%	0.02%	0.06%	7.71%	0.20%	0.00%	0.07%	0.00%
58A	0.14%	0.13%	0.67%	0.54%	0.10%	0.08%	1.05%	0.08%	0.09%	0.05%	0.02%	0.09%	6.24%	0.10%	0.07%	0.48%	0.00%
58B	0.02%	0.00%	1.10%	0.08%	0.03%	0.00%	0.12%	0.00%	0.09%	0.05%	0.02%	0.05%	2.96%	0.10%	0.00%	0.18%	0.00%
59A	2.76%	23.50%	0.34%	0.02%	2.04%	0.08%	1.40%	1.97%	1.80%	0.05%	0.10%	0.31%	0.00%	0.08%	0.98%	0.03%	0.00%
59B	6.70%	4.58%	0.98%	0.12%	2.44%	0.08%	2.49%	0.72%	7.13%	0.29%	0.12%	0.37%	0.06%	0.28%	1.39%	0.04%	0.00%
60A	1.54%	27.89%	0.39%	0.04%	0.76%	0.16%	42.26%	0.42%	1.36%	0.19%	0.20%	0.44%	0.00%	0.35%	0.47%	0.03%	0.00%
60B	2.90%	1.12%	0.44%	0.04%	0.57%	0.00%	4.91%	0.13%	2.78%	0.16%	0.07%	0.18%	0.00%	0.26%	0.41%	0.03%	0.35%
61A	9.93%	0.54%	0.31%	0.04%	0.83%	0.00%	0.82%	0.32%	3.48%	0.19%	0.07%	0.12%	0.00%	0.22%	22.10%	0.06%	0.00%
61B	1.31%	0.43%	0.26%	0.06%	0.24%	0.00%	1.40%	0.15%	1.73%	0.08%	0.02%	0.11%	0.00%	0.11%	7.42%	0.01%	0.00%
62A	27.53%	0.46%	0.26%	0.04%	0.80%	No Data	2.36%	0.15%	12.22%	0.08%	0.10%	0.11%	0.03%	0.08%	2.51%	0.04%	0.00%
62B	7.67%	0.24%	0.18%	0.04%	0.43%	0.00%	1.62%	0.13%	9.46%	0.00%	0.02%	0.07%	0.03%	0.12%	5.42%	0.03%	0.00%
63A	3.66%	0.32%	0.33%	0.00%	0.38%	0.00%	3.86%	0.13%	22.78%	0.08%	0.02%	0.07%	0.06%	0.20%	1.02%	0.03%	0.00%
63B	2.80%	0.37%	0.48%	0.18%	0.54%	0.16%	2.36%	0.36%	4.28%	0.67%	0.12%	0.21%	0.30%	0.18%	0.47%	0.07%	0.00%
64A	1.02%	0.19%	1.48%	0.06%	0.11%	0.16%	0.41%	0.04%	4.37%	1.04%	0.07%	0.22%	0.09%	0.47%	0.27%	0.03%	0.00%
64B	0.48%	0.05%	1.25%	0.06%	0.06%	0.00%	0.39%	0.04%	2.64%	0.94%	0.02%	0.11%	0.27%	0.40%	0.07%	0.03%	0.00%
65A	0.88%	0.46%	3.28%	0.02%	0.15%	0.08%	0.23%	0.08%	2.03%	1.02%	0.05%	0.14%	0.15%	0.33%	0.20%	0.01%	0.00%
65B	0.75%	0.16%	30.59%	0.06%	0.15%	0.08%	0.33%	0.06%	1.36%	13.12%	0.07%	0.20%	0.21%	0.63%	0.20%	0.03%	0.00%
66A	0.88%	2.22%	1.26%	0.06%	0.15%	0.08%	1.07%	0.06%	0.82%	0.40%	0.15%	0.67%	0.03%	1.12%	0.14%	0.04%	0.00%
66B	0.48%	0.59%	3.72%	0.02%	0.10%	No Data	0.31%	0.04%	0.68%	1.07%	0.02%	0.11%	0.06%	0.72%	0.17%	0.00%	0.00%
67A	0.23%	0.54%	3.28%	0.02%	0.15%	0.00%	0.10%	0.00%	0.40%	9.66%	0.07%	0.22%	0.09%	1.04%	0.07%	0.01%	0.00%
67B	0.48%	0.13%	4.38%	0.02%	0.14%	0.08%	0.12%	0.04%	0.42%	27.84%	0.07%	0.14%	0.24%	0.66%	0.07%	0.00%	0.00%