Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

INFORMATION ITEM

DATE: June 30, 2021
TO: Technical Advisory Committee
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                 Steve Peterson, Manager of Highway Planning and TAC/TAB
                   Process (651-602-1819)
                 Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT: 2022 Regional Solicitation: Potential Options for Geographic Balance

Over many Regional Solicitation cycles, TAB and its technical committees have struggled with the concept of geographic (or regional) balance (i.e., how funding and projects are spread across the region). Geographic balance is not part of how projects are scored. Instead, it is a secondary lens used by TAB when selecting a funding scenario. In the 2020 funding cycle, overprogramming funds were used to meet geographic balance objectives by funding at least one project within each county.

"Geographic balance" has never been defined and seems to mean different things to different participants. Some of the key questions to consider are discussed below.

1. What is the Geographic Goal?
This essentially asks whether simply rating applications on regionally based criteria and measures is sub-optimal in that it does not necessarily geographically balance (however that may be defined) the location of projects and federal funding. From a technical standpoint, feedback may be based on the best approach for improving transportation cohesively across the region.

2. Geography
Traditionally, balance has been explored county-by-county (Figures 1A-C and 5A). This method was not selected for any compelling reason; it was used initially as counties were some of the primary applicants for many projects. This provides a general look across the region, though does not distinguish, for example, Minneapolis versus northwestern Hennepin County. Other potential geographies include:
- Council districts (Figures 2A-B and 5B) – 16 Smaller areas nearly equal in population.
- Regional quadrant (Figures 3A-B and 5C) – Four large areas, as opposed to seven. The concentration near the "four corners" (i.e., center point) and edges (the two downtowns) could call into the question the optimality of this map.
- Land Use (Figures 4A-B and 5D) – This is the only view that doesn't focus on directional geography, but more on city, suburb, and rural project spread.

From a technical standpoint, is any of the above geographies (or some other geography) preferable to the others?

3. StreetLight Analysis
Project location within one of these geographies does not fully describe its spread of benefits. StreetLight Insight analysis of the locations of 2020 awarded roadway projects show these roadways currently serve both local and regional trips.

Results of this analysis are visualized in attached Figures 6-22 and provided in alternate format in Table 1. Minnesota House of Representatives districts were used as origins and destinations in this analysis, striking a balance between spatial resolution, population proportionality, and processing time. The largest shares of trips start in a project's district or near districts. For most projects, small shares of trips start throughout the region. Some projects see benefits in more focused areas.

This analysis covers peak morning (6am-10am) weekday trips to provide insight on trip direction. Trip starts are not always home locations; they are where a trip started, like a home, office, childcare center, or a variety of places. The analysis covers all funded roadway projects in 2020 except the Traffic Management Technologies category.

4. What does "Geographic Balance" Mean?
What is the best approach to defining "geographic balance?" Traditionally, discussions of geographic balance have focused on comparing the total federal funding for projects to county population, as this is how most of the federal funding is given to the region (i.e., based on population). As discussed above, this was mostly a function of simplicity and the committees have never had a discussion on whether this is the best way to measure balance. Some options for how to determine balance include:

- Distribution (numerator): Federal funding? Number of Projects? Something else?
- Appropriate balance (denominator): Population? Jobs? Population + Jobs? Something else, perhaps related to existing travel patterns?

For example, this issue is currently framed as federal funding / population by county. But it could also be number of projects / jobs by land use. Any technical rationale that members have to consider an updated approach can be considered by TAB as it determines how to address geographic balance.

The above-mentioned figures show geographic distribution of projects and funds by each geography over the past four Regional Solicitation cycles.

- Figures 1A-B show that federal funds over the last four cycles (2014-2020) are similar to regional distribution of population and jobs. Figure 1C shows roadway project funding is allocated in a similar proportion to VMT.
- Figures 2A-B show that central Council districts receive high funding versus population, though that evens out when compared to jobs.[1]
- Figures 3A-B show distribution by four quadrants. The Northeast quadrant shows proportionately less funding than population. However, note that many projects are located near the midpoint of all four quadrants.
- Figures 4A-B show that funding and jobs are roughly the same proportion.

5. What, if Anything, is Needed in Advance of Application?
Technical committee members are closer to the application process than TAB members. Therefore, TAB may value technical input on whether any geographic balance methods or rules (see part 5 below) could impact how potential applicants approach the number or type of applications they will submit.

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[1] The presented council district analysis is limited by spatial resolution of project data; accuracy of funding information by council district will improve through an ongoing project to improve historical project data.

6. Future Questions

At this point, the objective is to find a common understanding of what geographic balance means. However, over the next one-to-two meeting cycles practical application of geographic balance may be considered. Some of these questions may include:

- Should geographic balance be assessed over time or cycle-by-cycle? In either case, how would this be implemented?
- Should geographic balance be codified in the application, or should it continue to be addressed as projects are selected (which has been the practice to this point)?
- Will the Highway Safety Improvement Program (HSIP) solicitation be considered? Traditionally HSIP has not been considered, but the question of whether to consider it has never been raised.
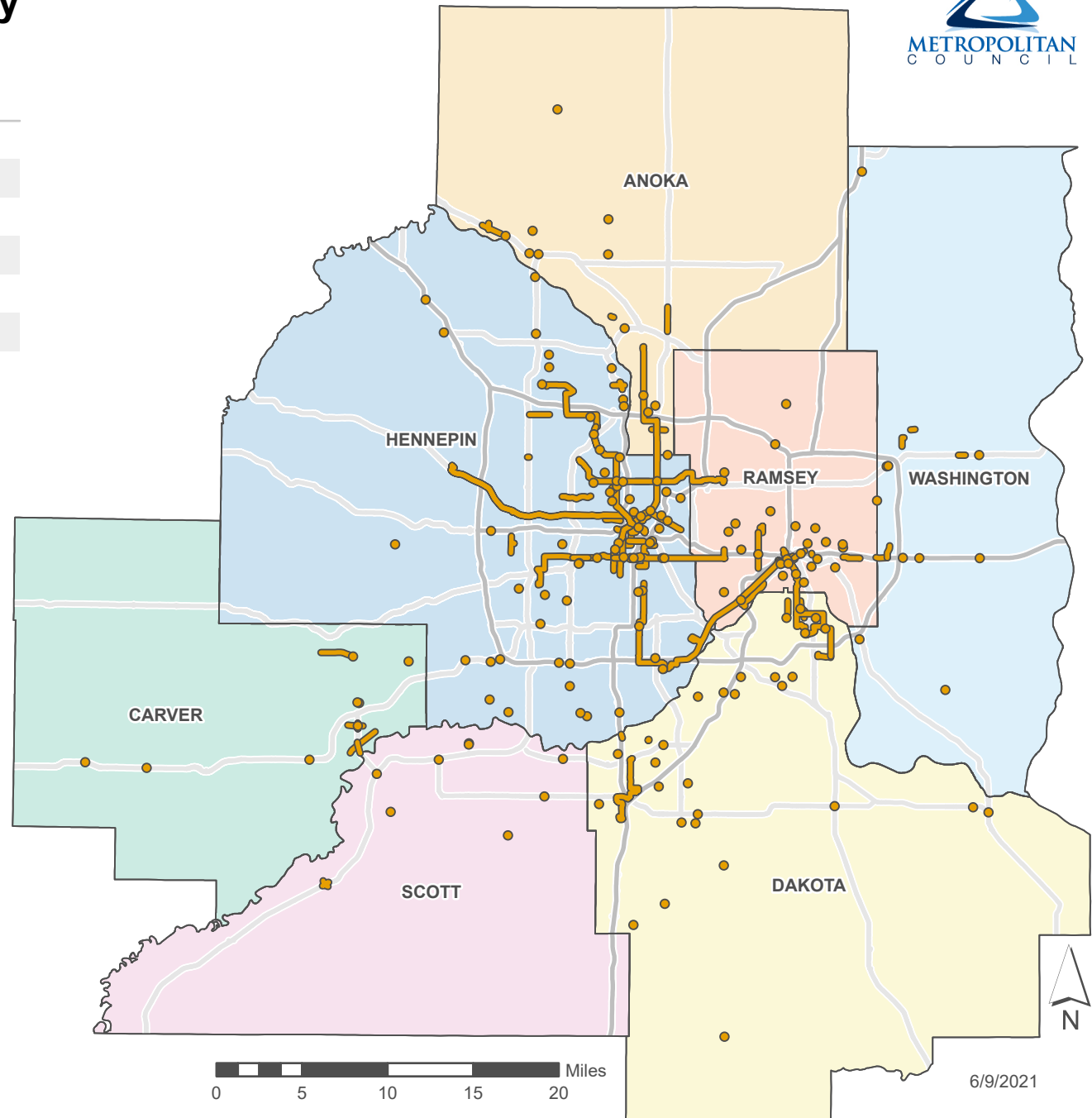
Funding & Programming Committee Comments

Members expressed that the geographic spread over the past four Regional Solicitation cycles has been balanced and suggested that balance be examined over several Regional Solicitation cycles, as opposed to within each cycle. It was suggested that Streetlight data or other information could be used to determine who is benefiting from various projects (as is addressed in 3, above).

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.

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

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ANOKA
HENNEPIN
RAMSEY
WASHINGTON
CARVER
SCOTT
DAKOTA

Miles
0 5 10 15 20

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
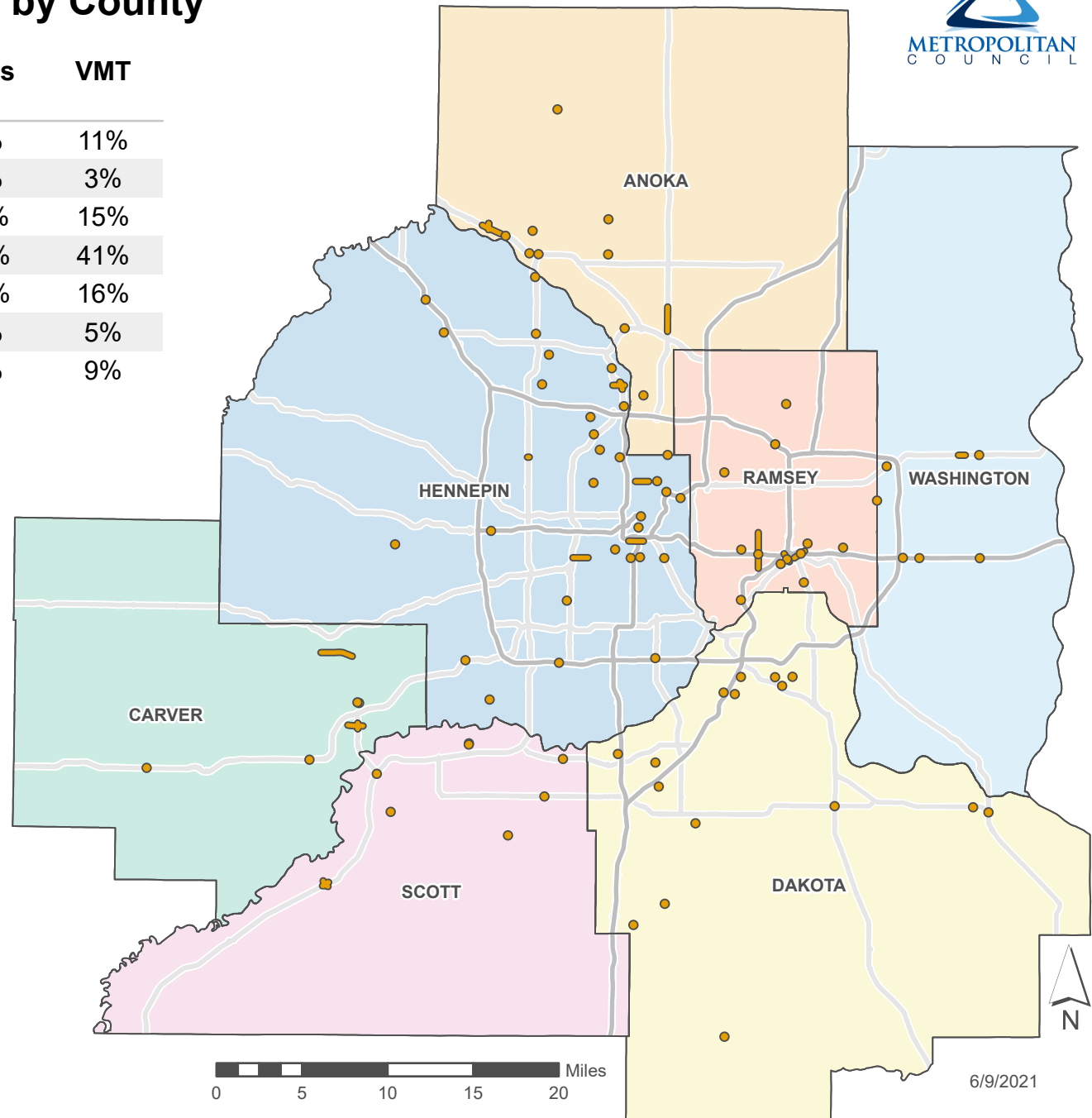
— Interstate Highways
— Other Major Roads
☐ Counties

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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
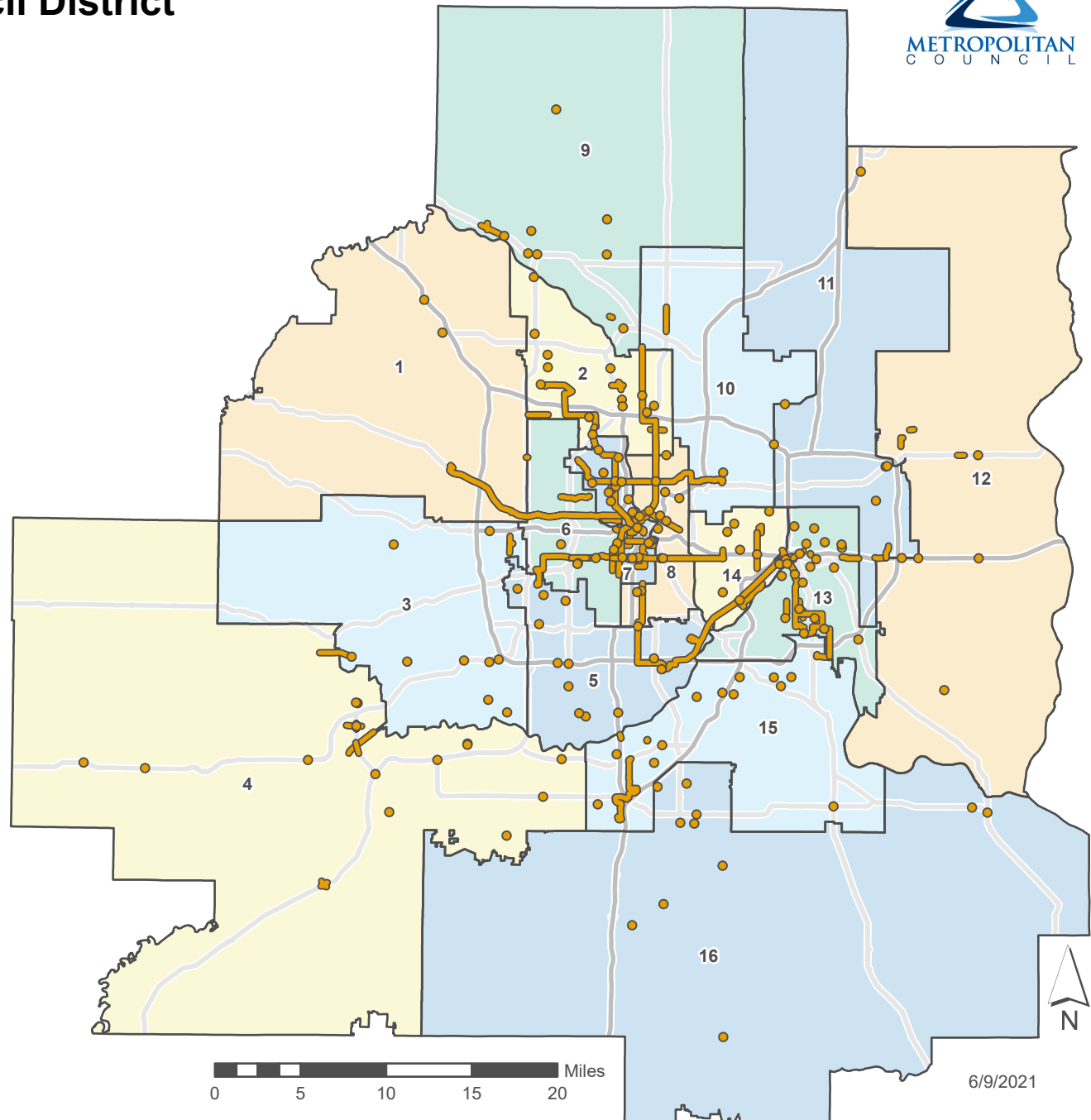
━ Interstate Highways

━ Other Major Roads

☐ Counties

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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

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Figure 2B. Location of 2014-2020 Regional Solicitation Funded Projects by Council District, Scaled
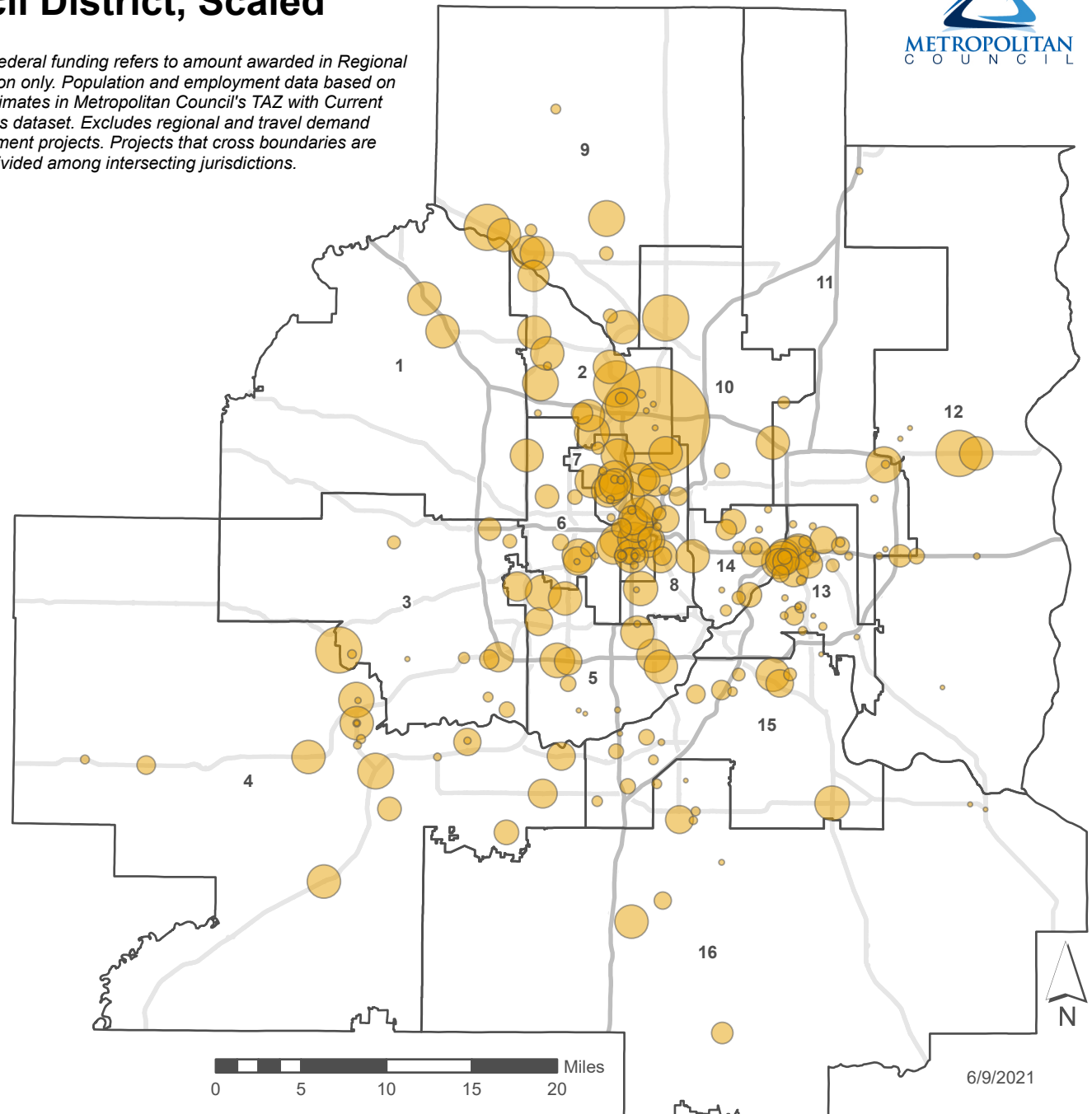
District	Federal Funds	Pop	Jobs
1	2%	6%	7%
2	11%	6%	5%
3	4%	6%	8%
4	9%	7%	4%
5	7%	6%	12%
6	6%	6%	6%
7	14%	6%	12%
8	9%	6%	6%
9	6%	6%	3%
10	2%	6%	7%
11	2%	6%	5%
12	3%	7%	4%
13	11%	6%	6%
14	3%	6%	6%
15	5%	6%	7%
16	3%	7%	3%

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

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Figure 3A. Location of 2014-2020 Regional Solicitation Funded Projects by Quadrant
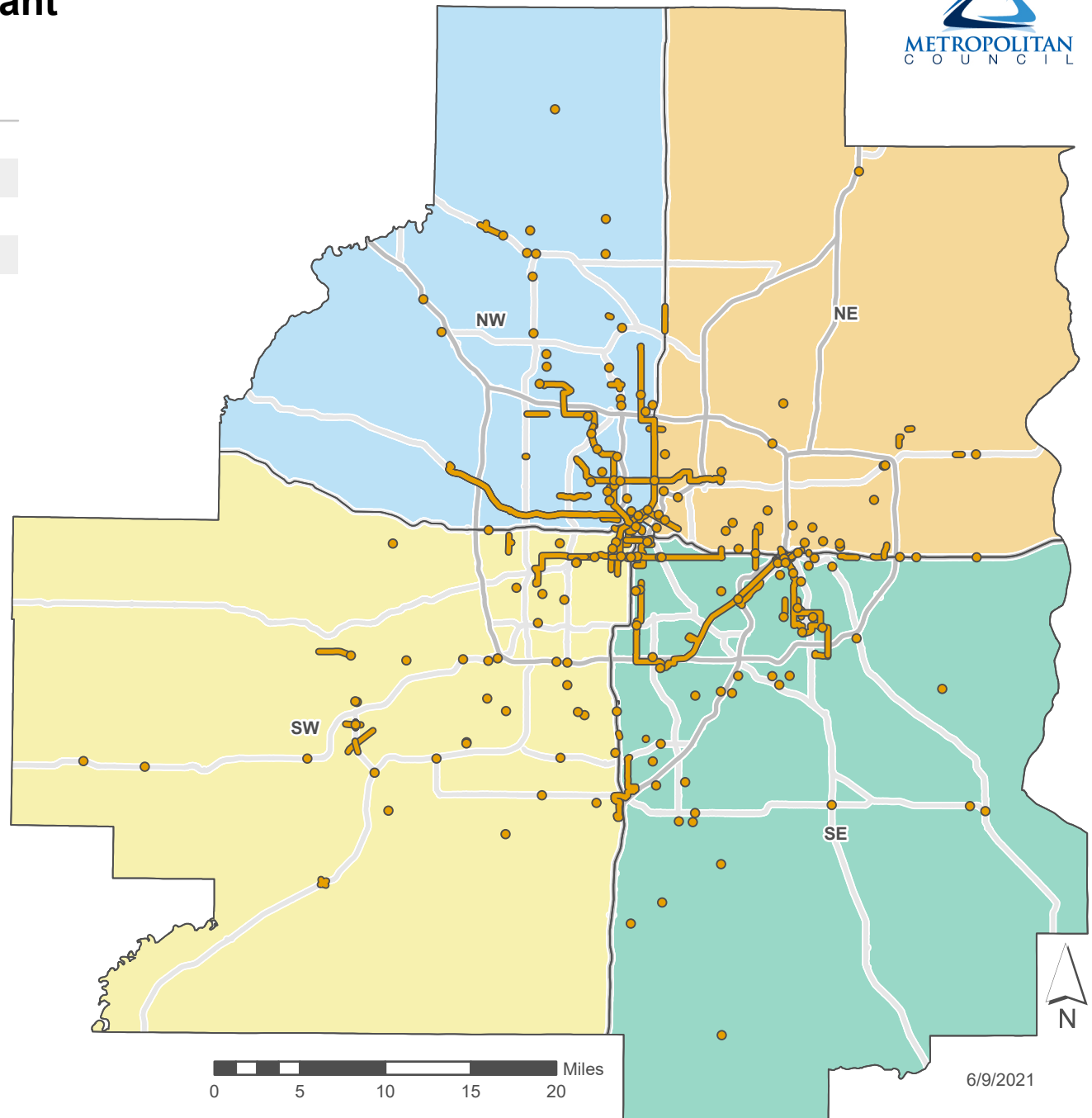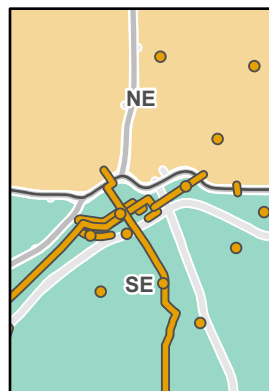
Quadrant	Federal Funds	Pop	Jobs
Northwest	32%	25%	28%
Northeast	15%	23%	23%
Southeast	26%	28%	25%
Southwest	27%	24%	24%

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

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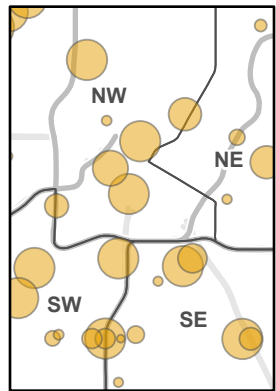- Other Major Roads
- Quadrants

6/9/2021

Figure 3B. Location of 2014-2020 Regional Solicitation Funded Projects by Quadrant, Scaled
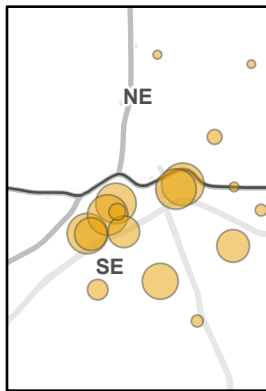
Quadrant	Federal Funds	Pop	Jobs
Northwest	32%	25%	28%
Northeast	15%	23%	23%
Southeast	26%	28%	25%
Southwest	27%	24%	24%

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.
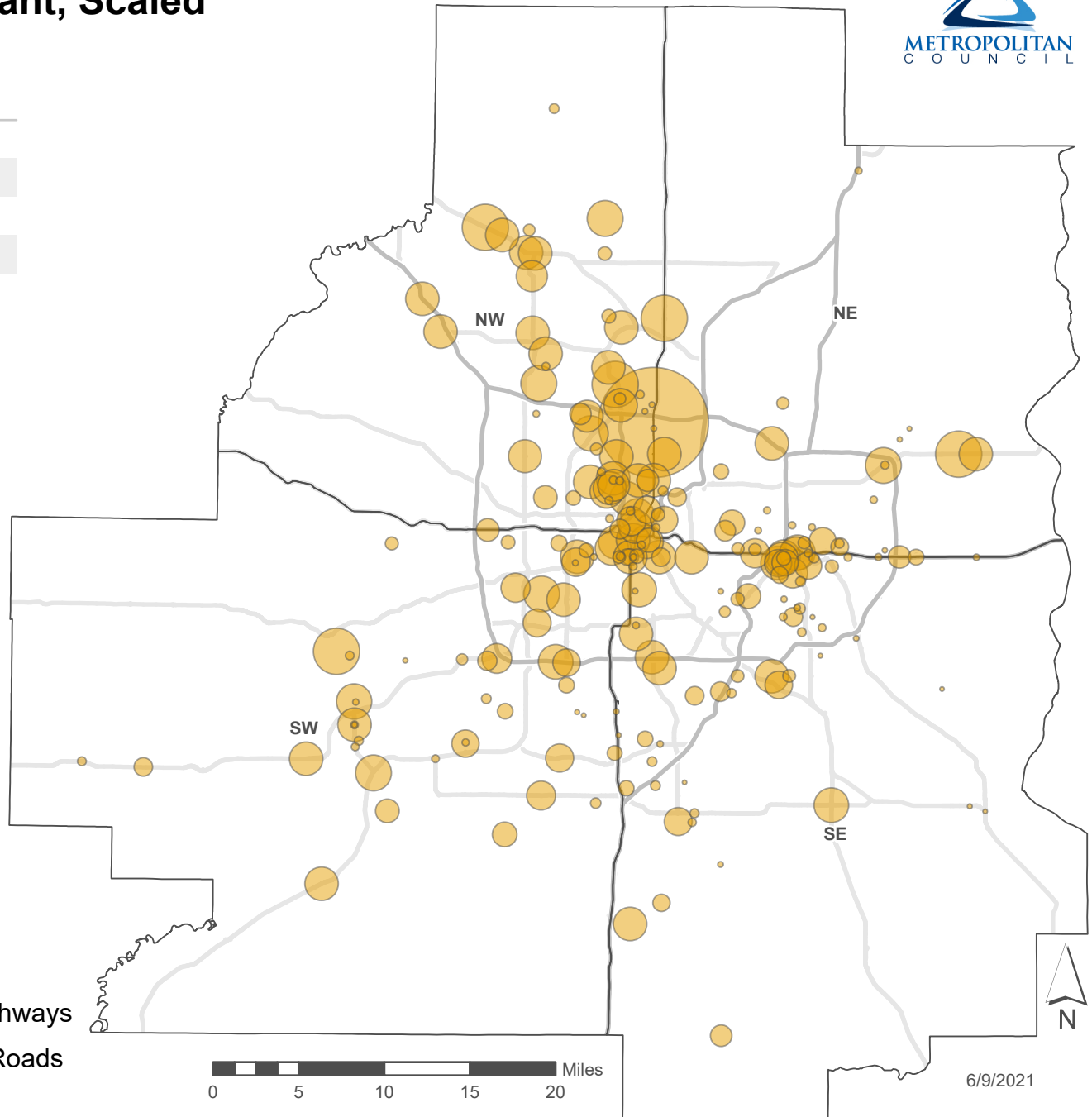
Downtown Minneapolis Detail

Downtown Saint Paul Detail

Selected Projects ($)

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

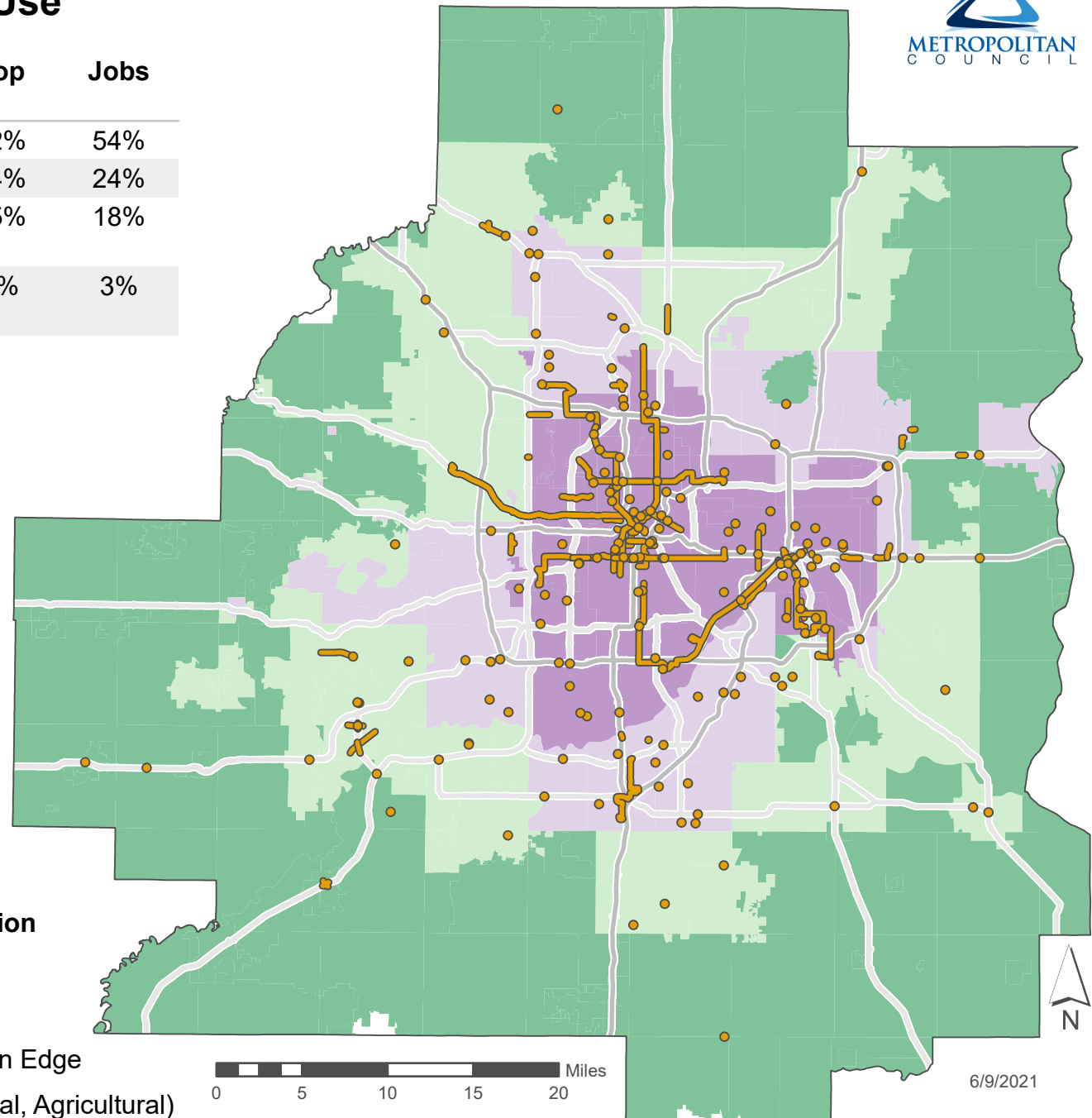— Interstate Highways

— Other Major Roads

☐ Quadrants

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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.

Legend:

- • 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)

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Miles
0   5   10   15   20

N

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.
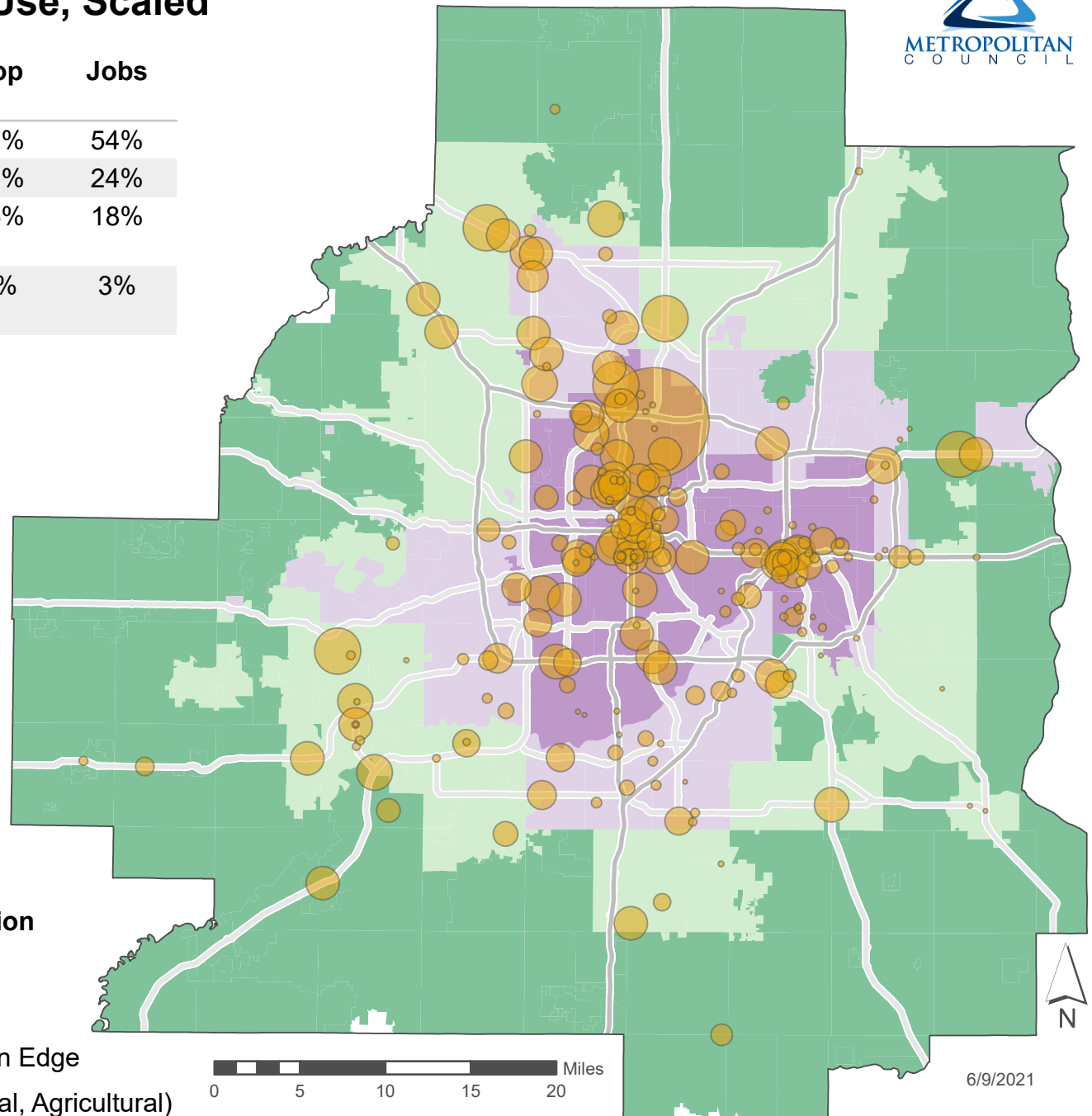
Selected Projects ($)

- · 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)

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Geographic Balance of Regional Solicitation Awards, 2014-2020

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

	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Wash.
% of Award $	10%	5%	9%	50%	16%	5%	4%
% of Population	12%	3%	14%	41%	18%	5%	8%
% of Jobs	7%	2%	11%	53%	19%	3%	5%

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

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
% of Award $	2%	11%	4%	9%	7%	6%	14%	9%	6%	2%	2%	3%	11%	3%	5%	3%
% of Population	6%	6%	6%	7%	6%	6%	6%	6%	6%	6%	6%	7%	6%	6%	6%	7%
% of Jobs	7%	5%	8%	4%	12%	6%	12%	6%	3%	7%	5%	4%	6%	6%	7%	3%

Geographic Balance of Regional Solicitation Awards, 2014-2020

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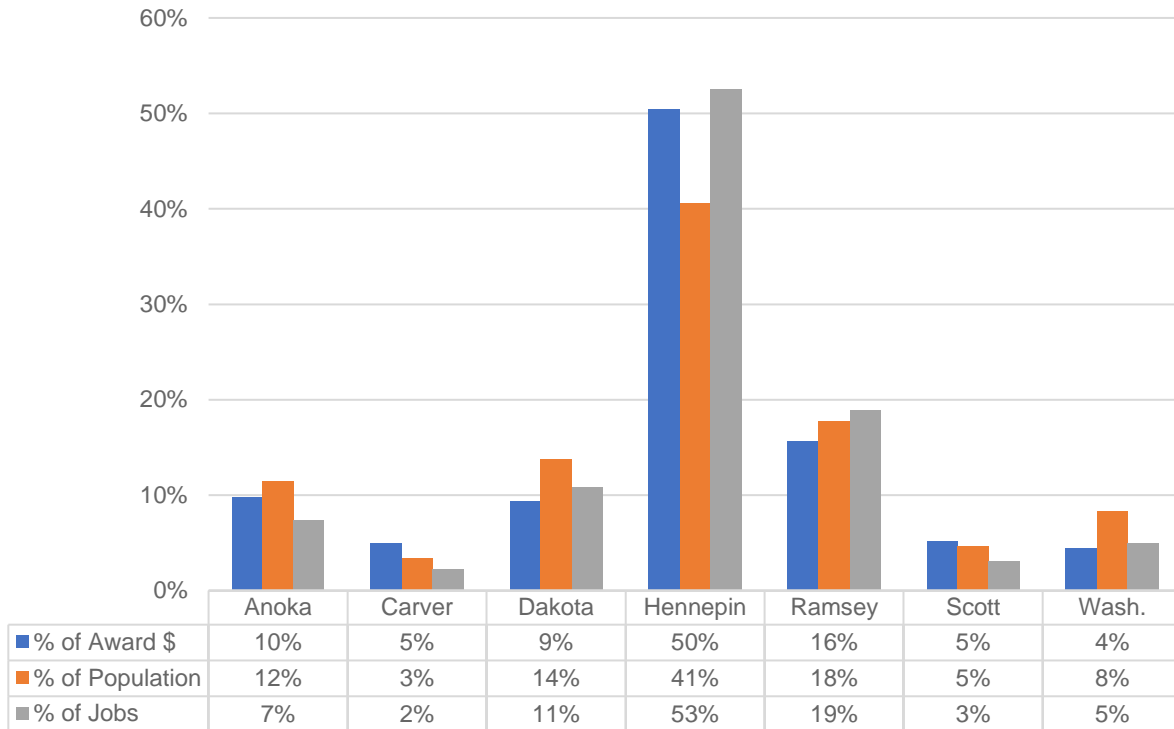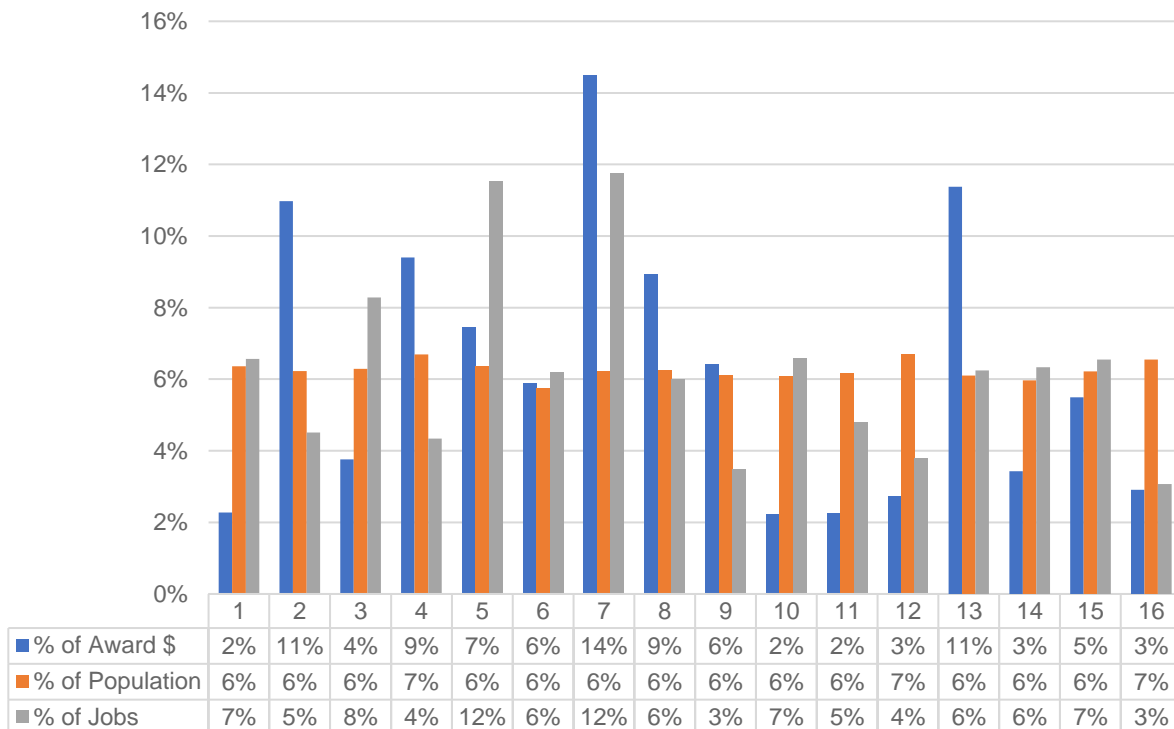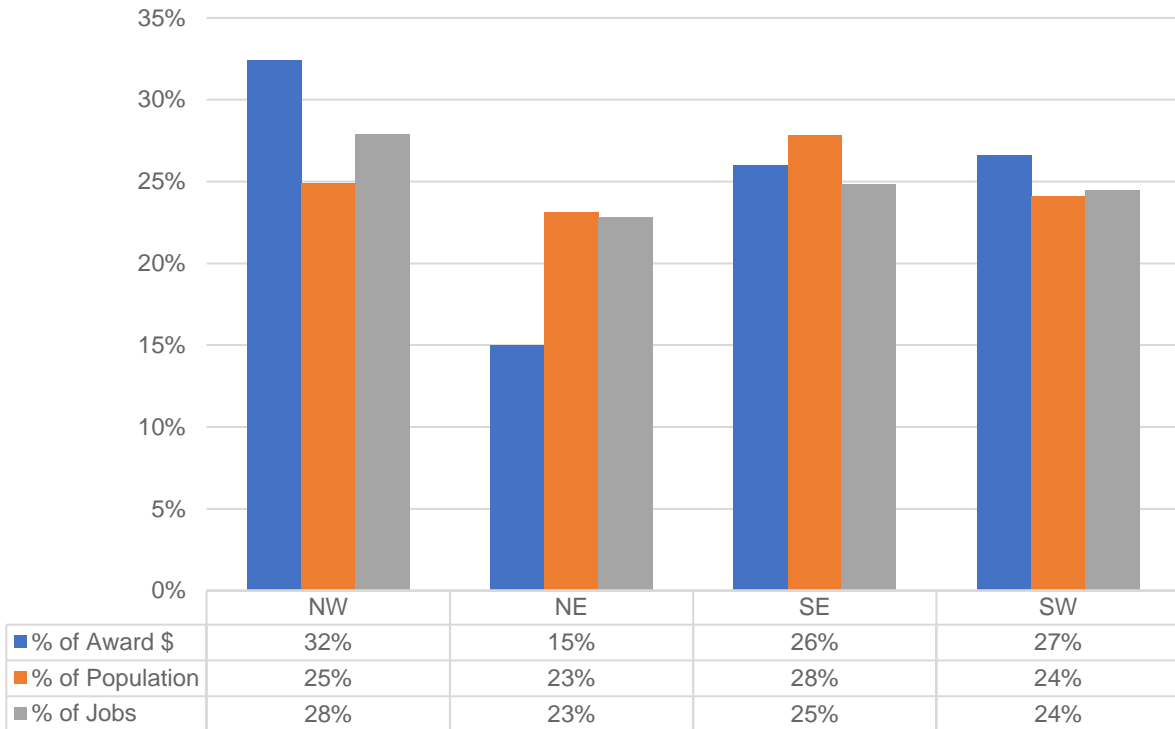### Excluding TDM and Regional Projects

	NW	NE	SE	SW
% of Award $	32%	15%	26%	27%
% of Population	25%	23%	28%	24%
% of Jobs	28%	23%	25%	24%

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

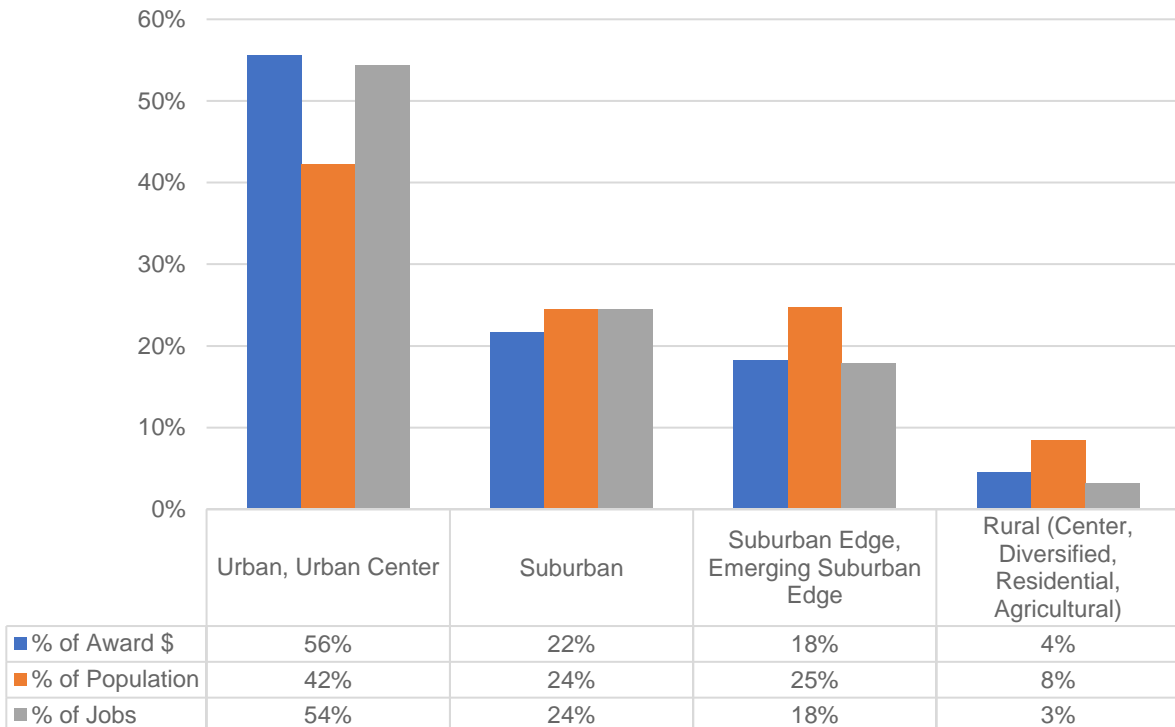|	Urban, Urban Center	Suburban	Suburban Edge, Emerging Suburban Edge	Rural (Center, Diversified, Residential, Agricultural)
% of Award $	56%	22%	18%	4%
% of Population	42%	24%	25%	8%
% of Jobs	54%	24%	18%	3%

Figure 6. Origin of Trips by MN House District

Franklin Ave Reconstruction (Application 13970)
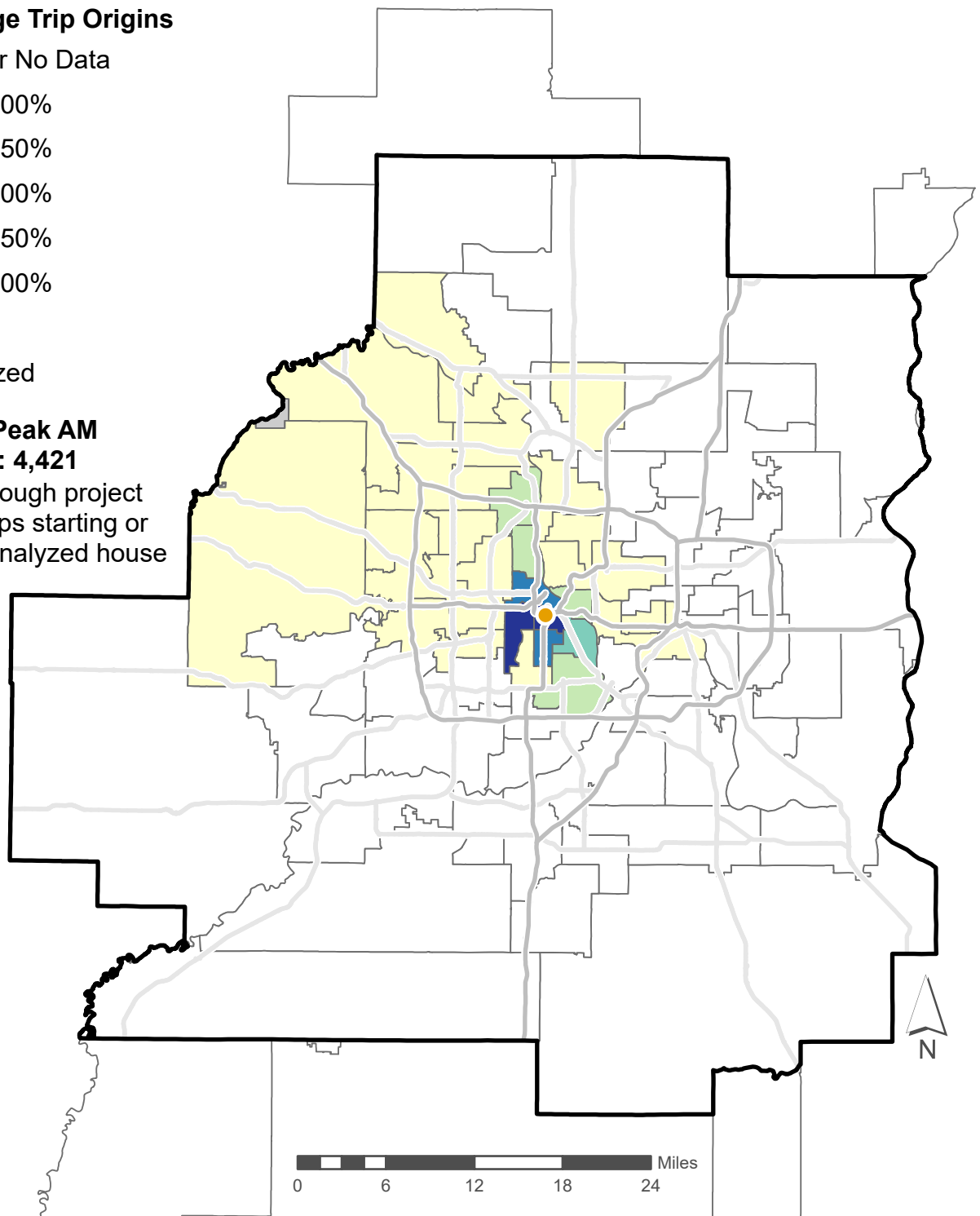Average Weekday Trips Through Project Area, 6am-10am

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.

N

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.

Miles
0   6   12   18   24

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Figure 7. Origin of Trips by MN House District
Lowry Ave NE Reconstruction (Application 14012)
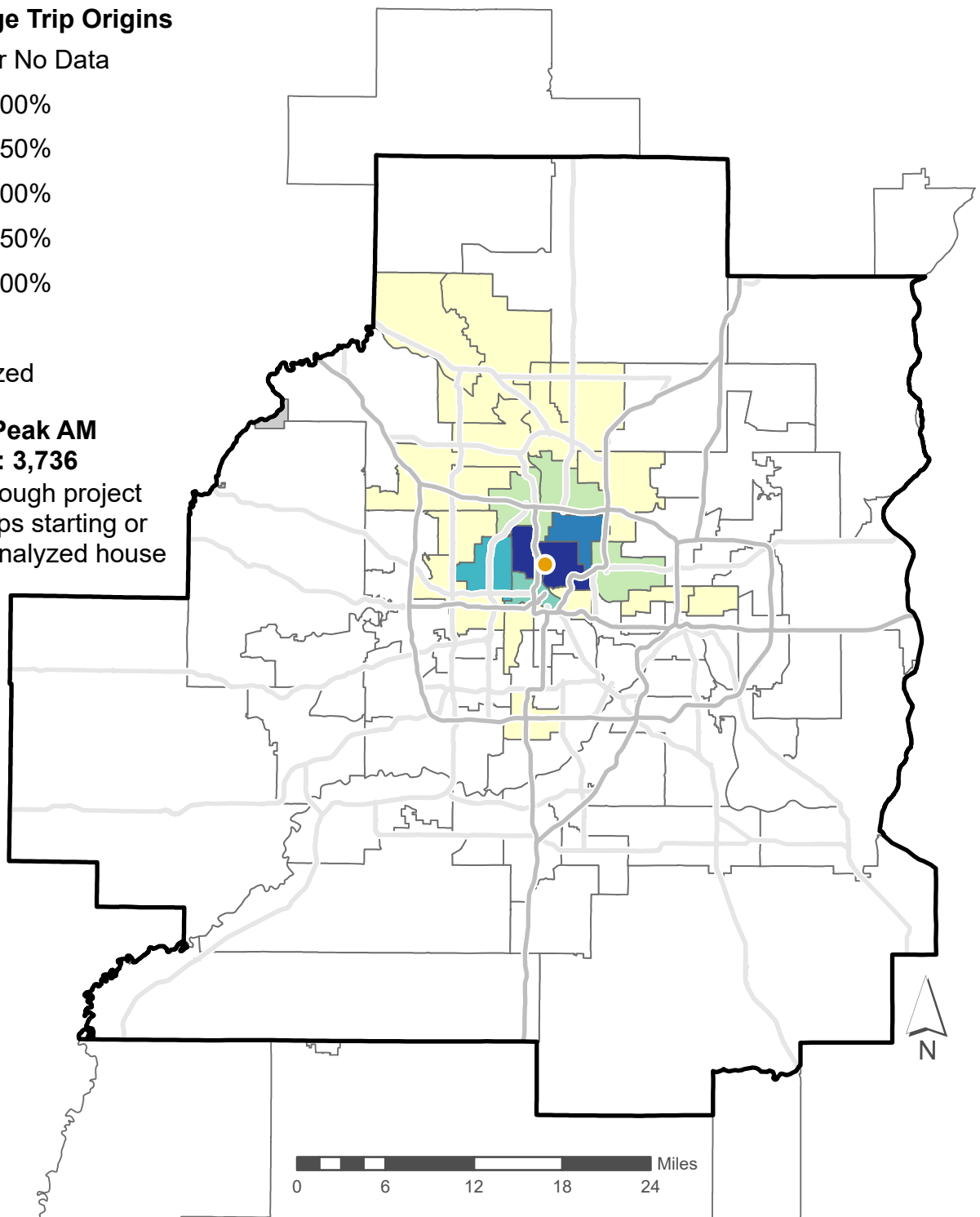Average Weekday Trips Through Project Area, 6am-10am

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.

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.

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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
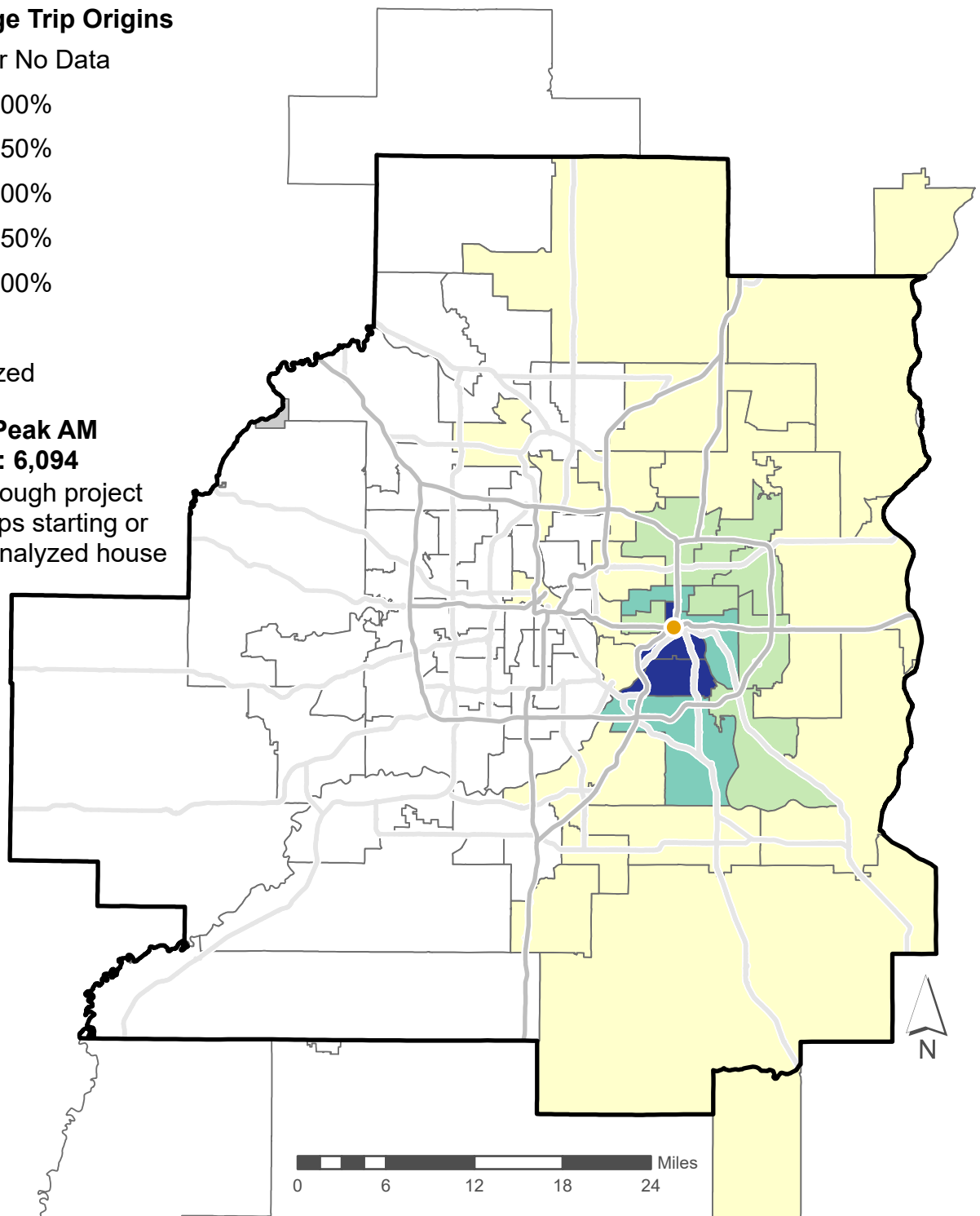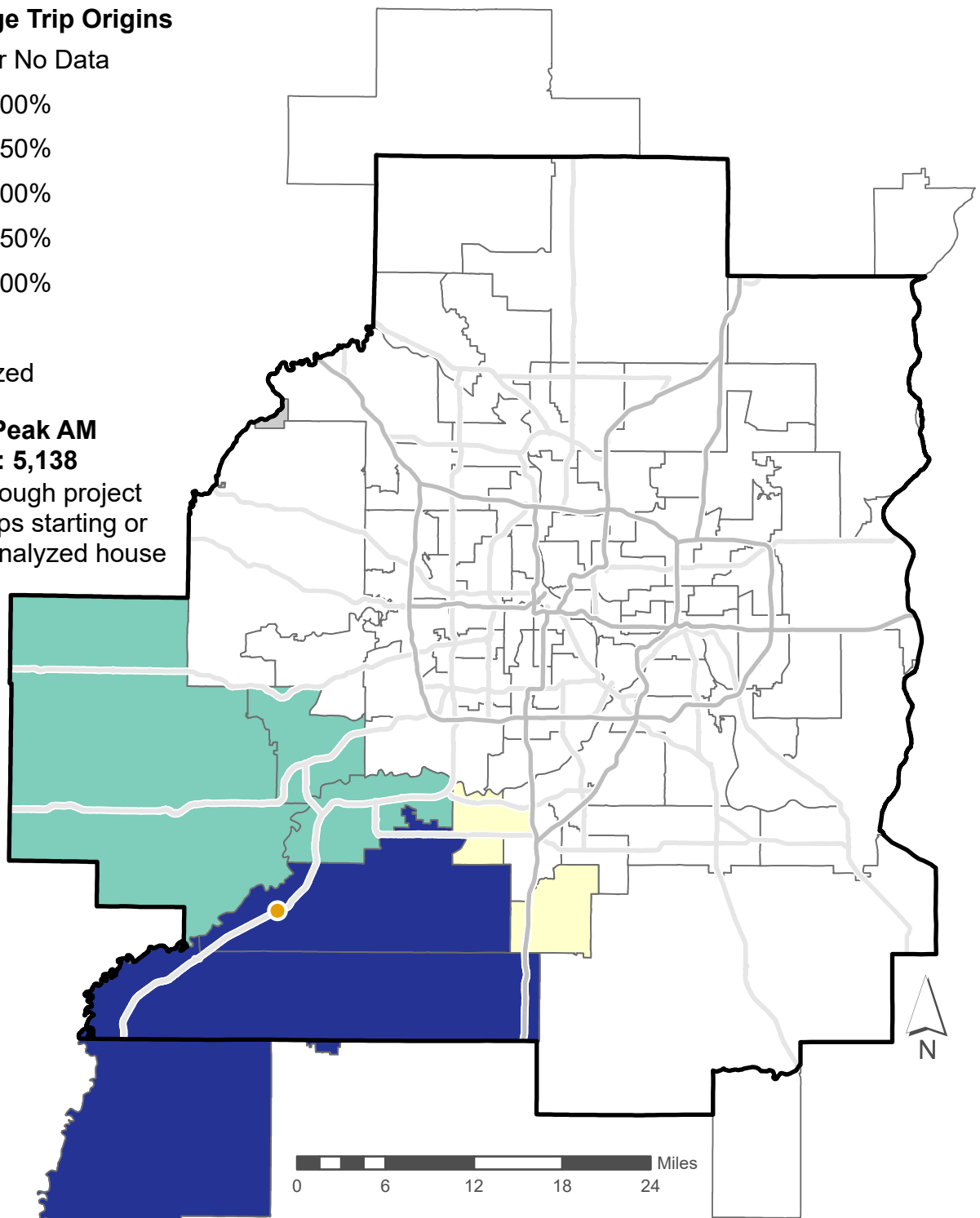
METROPOLITAN
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Share of Average Trip Origins

- ≤ 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

Miles
0   6   12   18   24

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.

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Figure 10. Origin of Trips by MN House District

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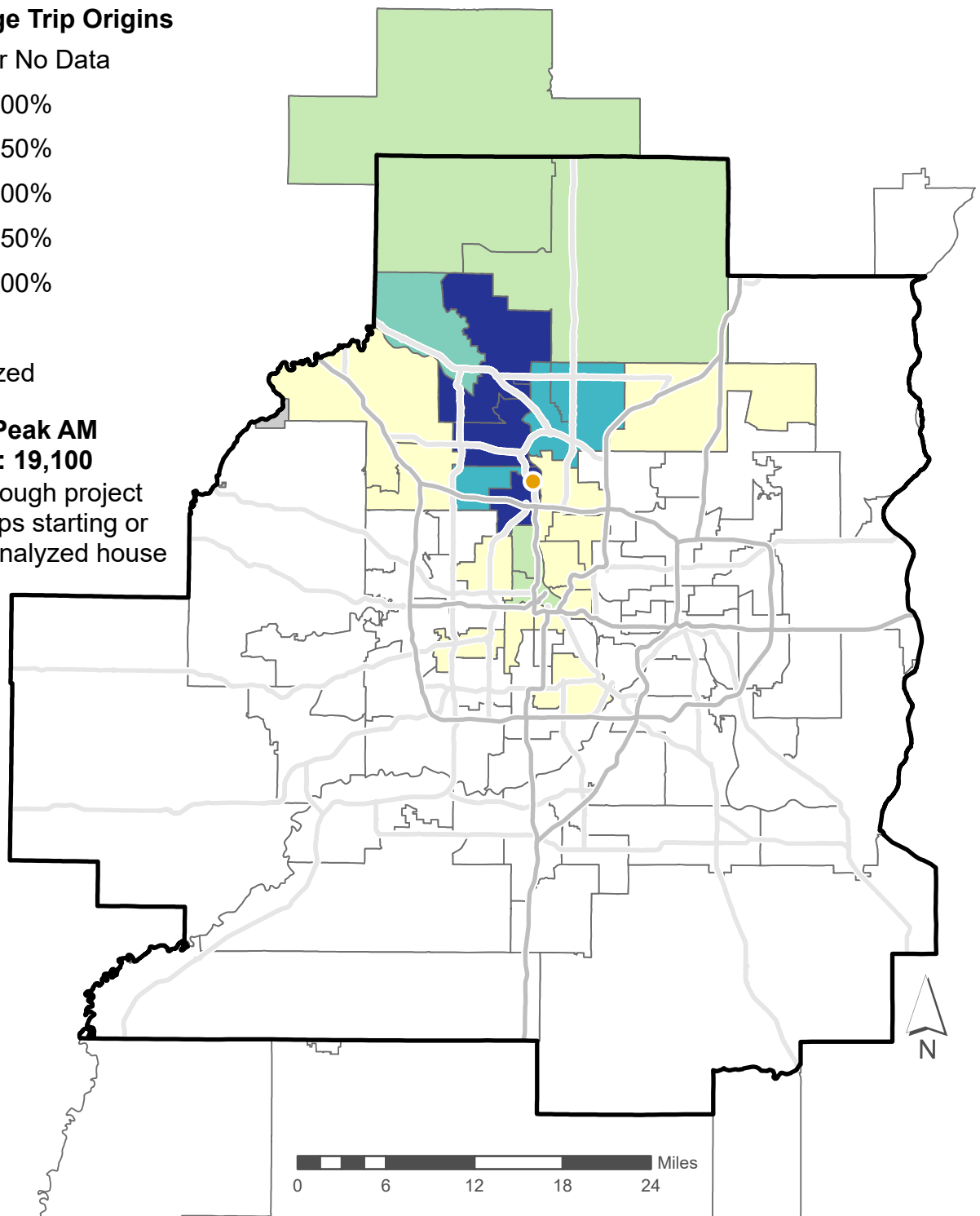Average Weekday Trips Through Project Area, 6am-10am

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

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Miles
0   6   12   18   24

N

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.

Figure 11. Origin of Trips by MN House District
US 212 and County 51 Intersection Safety (Application 14050)
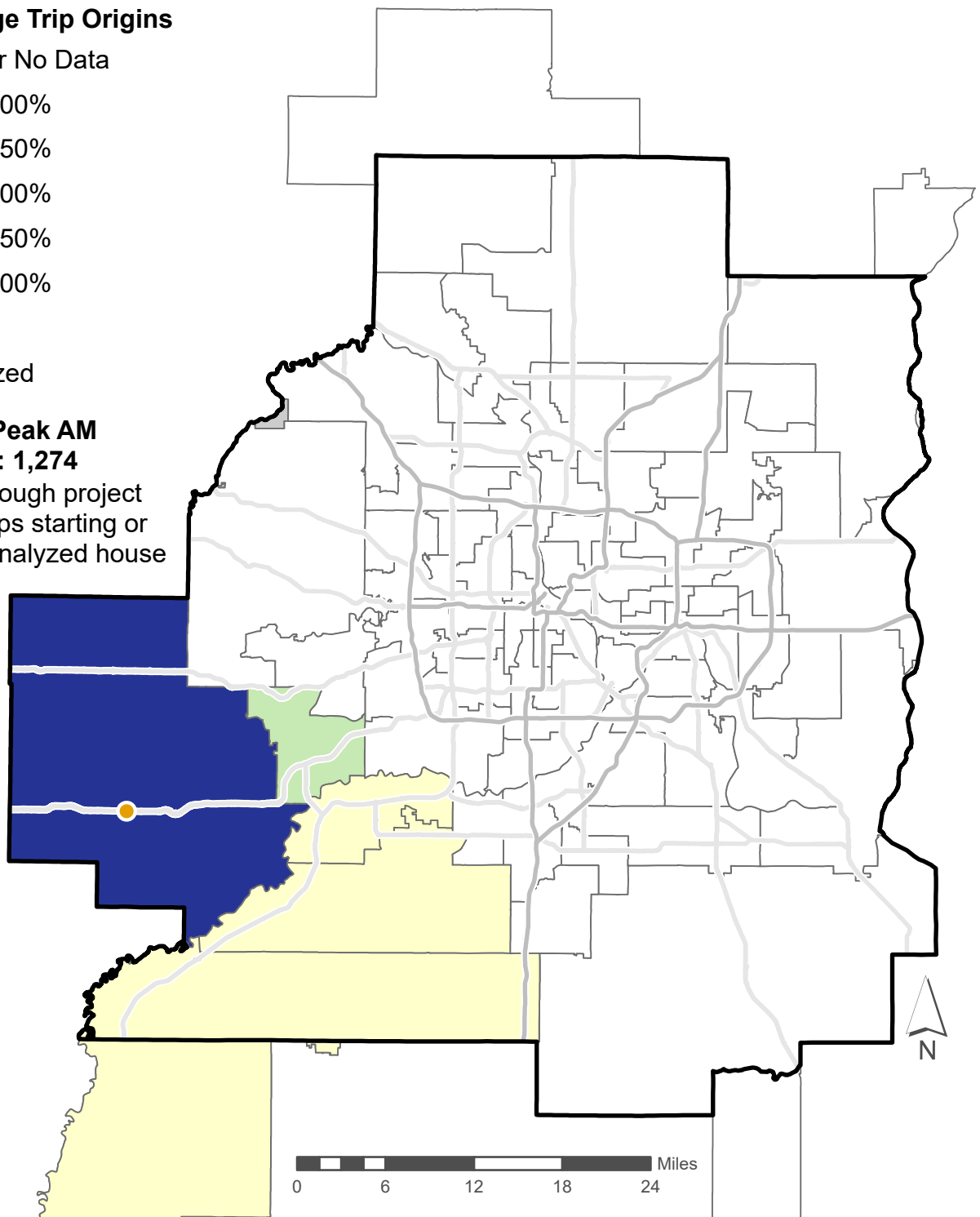## Average Weekday Trips Through Project Area, 6am-10am

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

Miles
0   6   12   18   24

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

Miles
0   6   12   18   24

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.

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Figure 13. Origin of Trips by MN House District

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

METROPOLITAN
C O U N C I L

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.

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Figure 14. Origin of Trips by MN House District

Hiawatha Ave/Lake St Safety (Application 14067)
Average Weekday Trips Through Project Area, 6am-10am
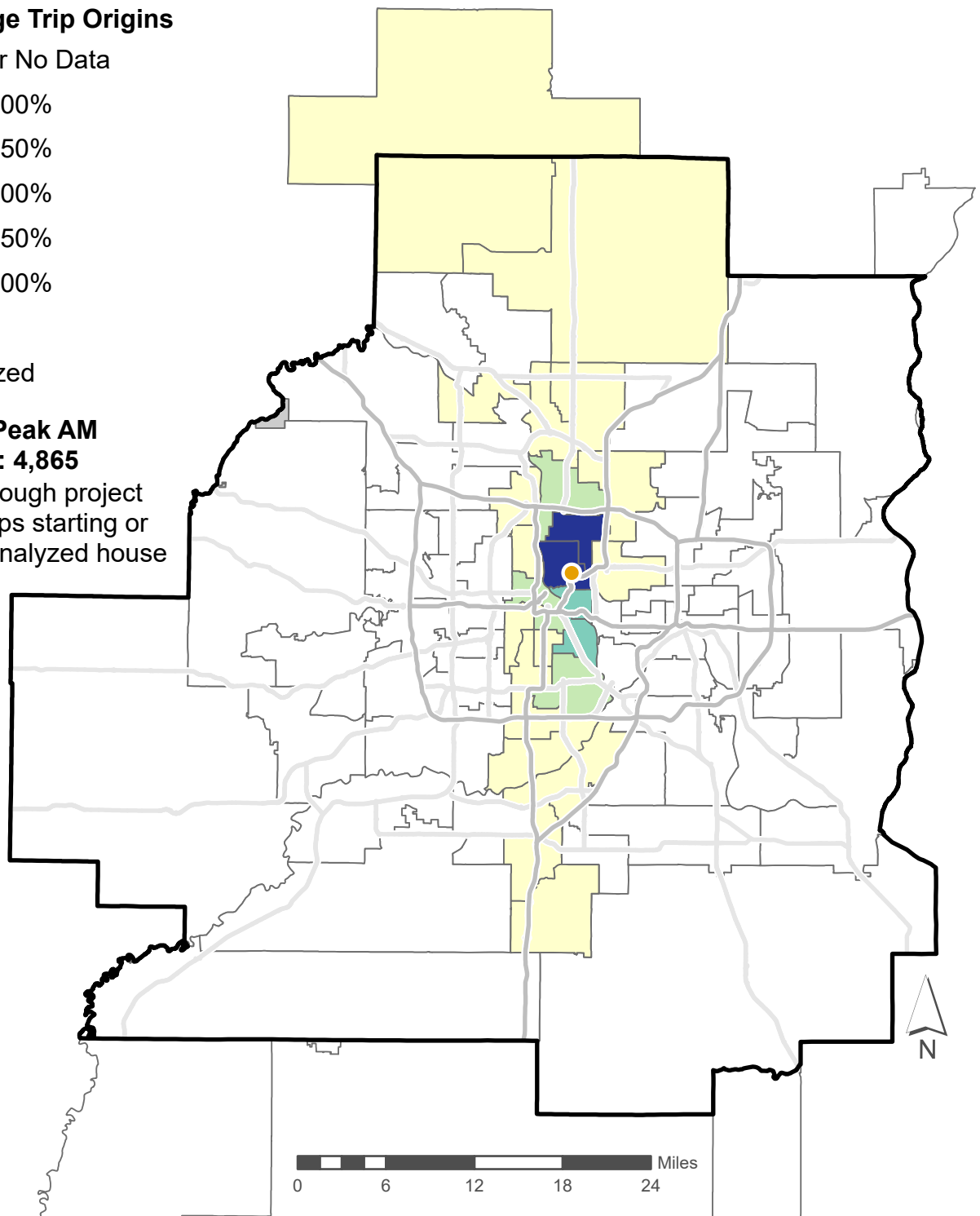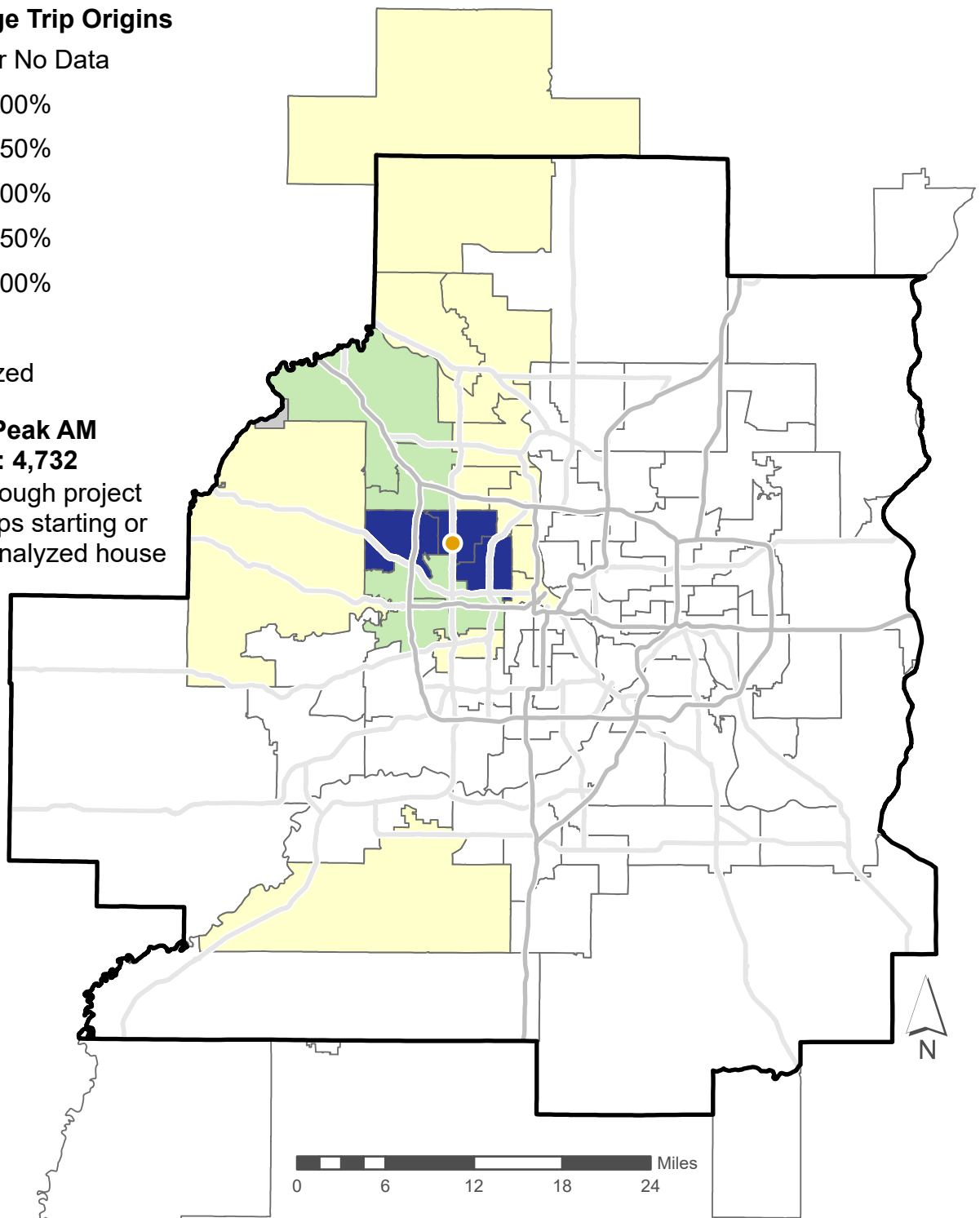
METROPOLITAN COUNCIL

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.

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Figure 15. Origin of Trips by MN House District

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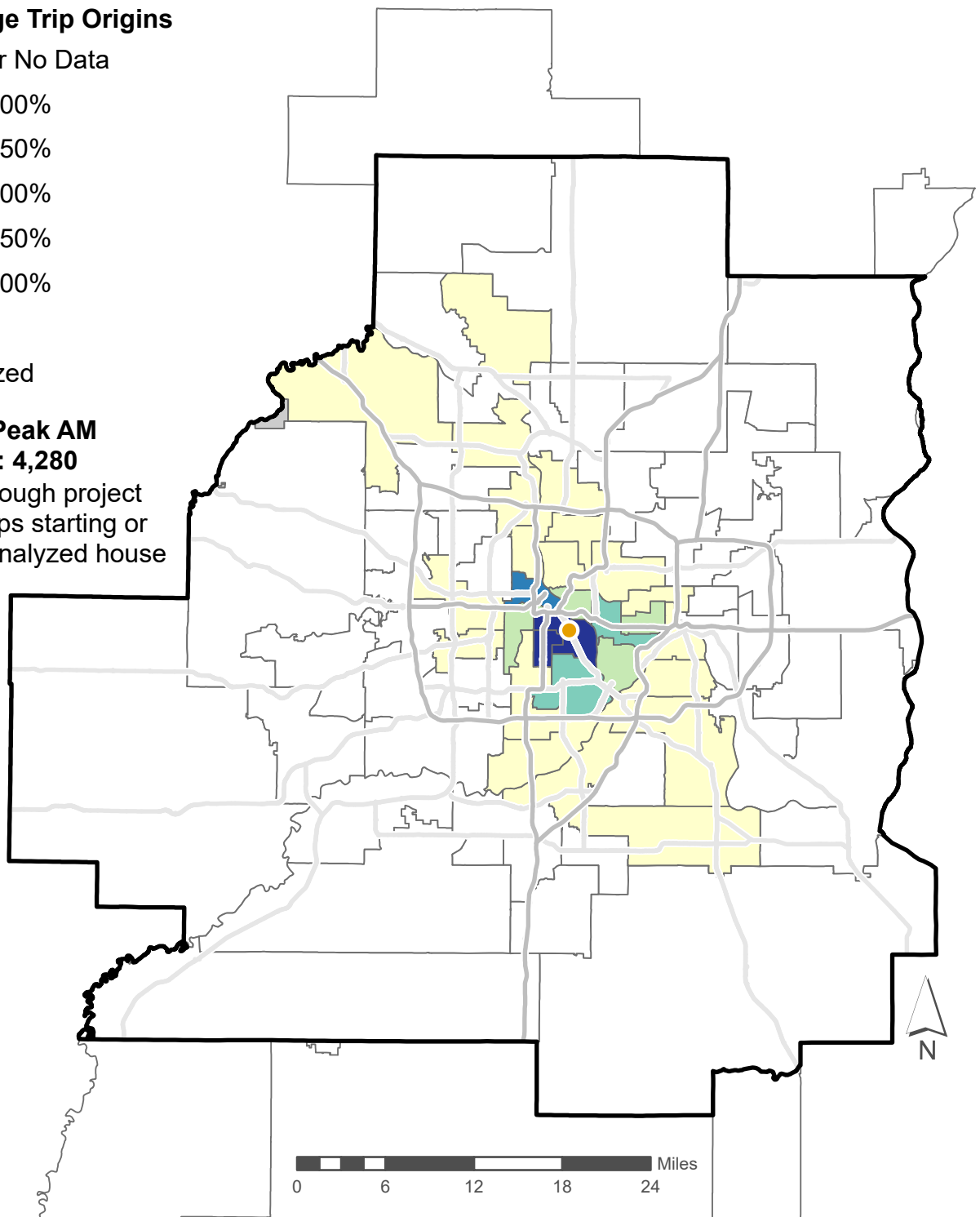Average Weekday Trips Through Project Area, 6am-10am

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.

Figure 16. Origin of Trips by MN House District

Ramsey Blvd/US 10 Interchange (Application 14139)
Average Weekday Trips Through Project Area, 6am-10am

METROPOLITAN
C O U N C I L

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.

Figure 17. Origin of Trips by MN House District
Hwy 65 at 99th Ave NE Grade Separation (Application 14165)
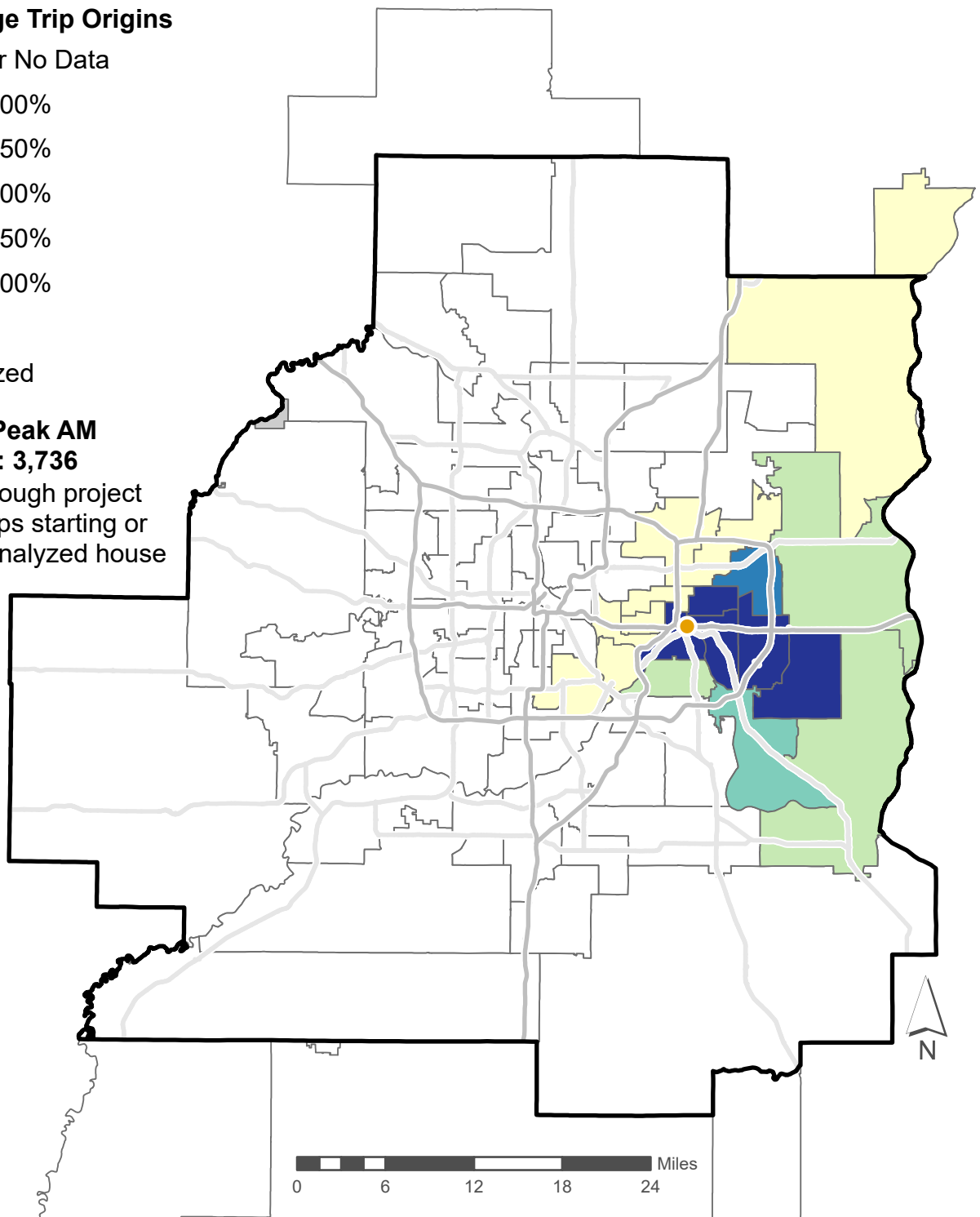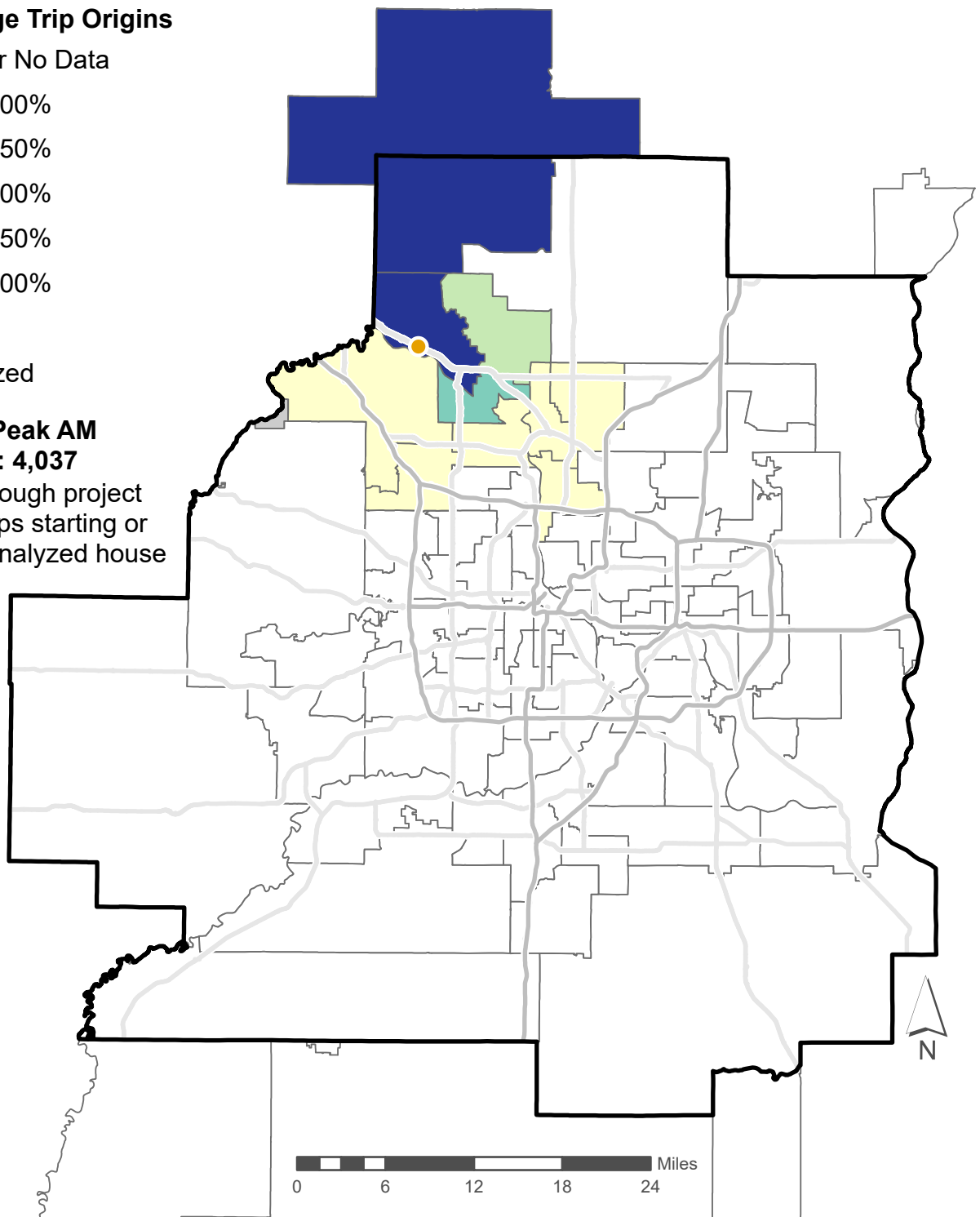Average Weekday Trips Through Project Area, 6am-10am

METROPOLITAN
COUNCIL

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.

Miles
0   6   12   18   24

N

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.

Figure 18. Origin of Trips by MN House District
County 11/Burnsville Pkwy Roundabout (Application 14198)
Average Weekday Trips Through Project Area, 6am-10am

METROPOLITAN
C O U N C I L

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.

Miles
0   6   12   18   24

N

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.

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
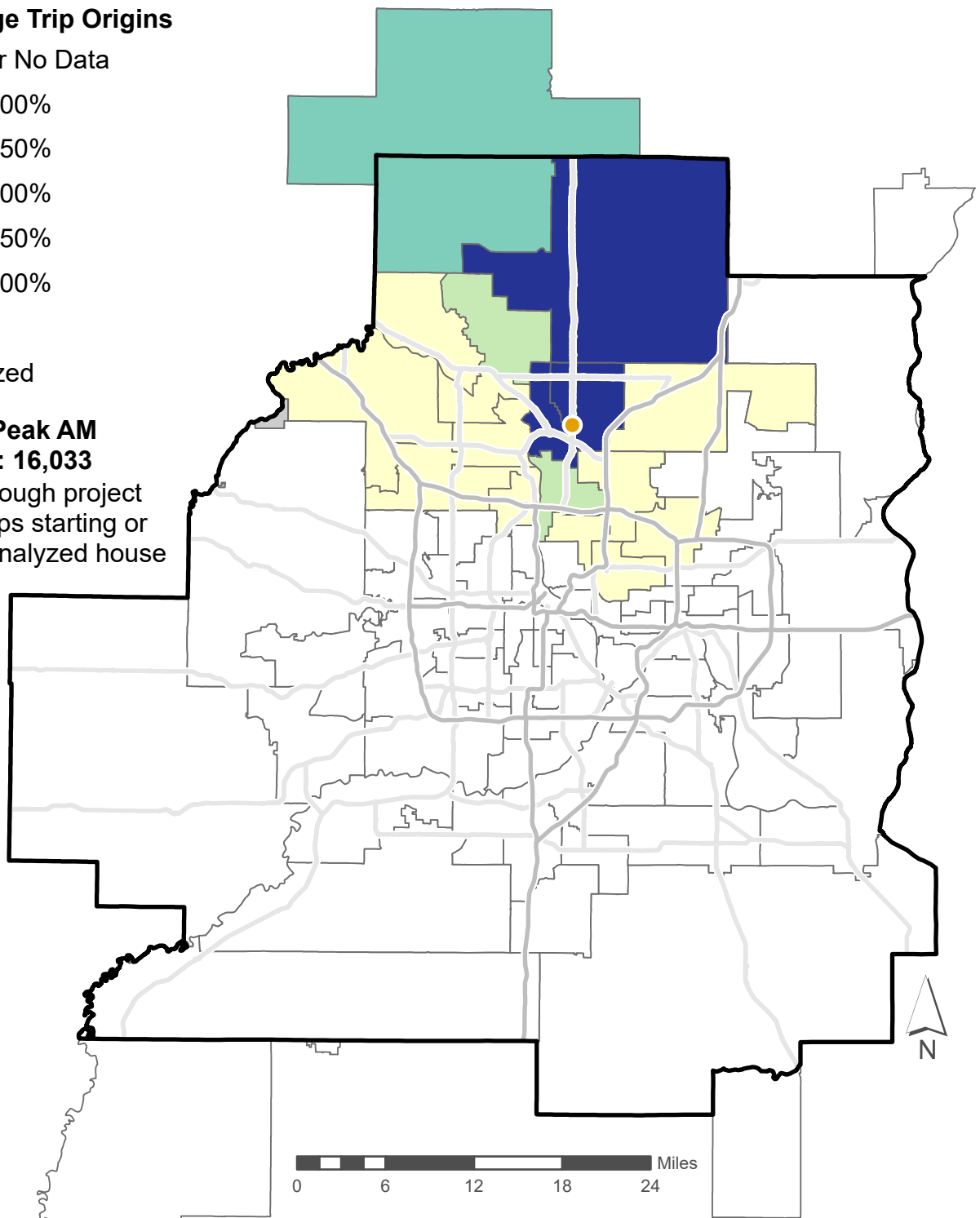
METROPOLITAN
C O U N C I L

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.

Miles
0   6   12   18   24

N

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.

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Figure 20. Origin of Trips by MN House District
Minnetonka Blvd Reconstruction (Application 14327)
Average Weekday Trips Through Project Area, 6am-10am
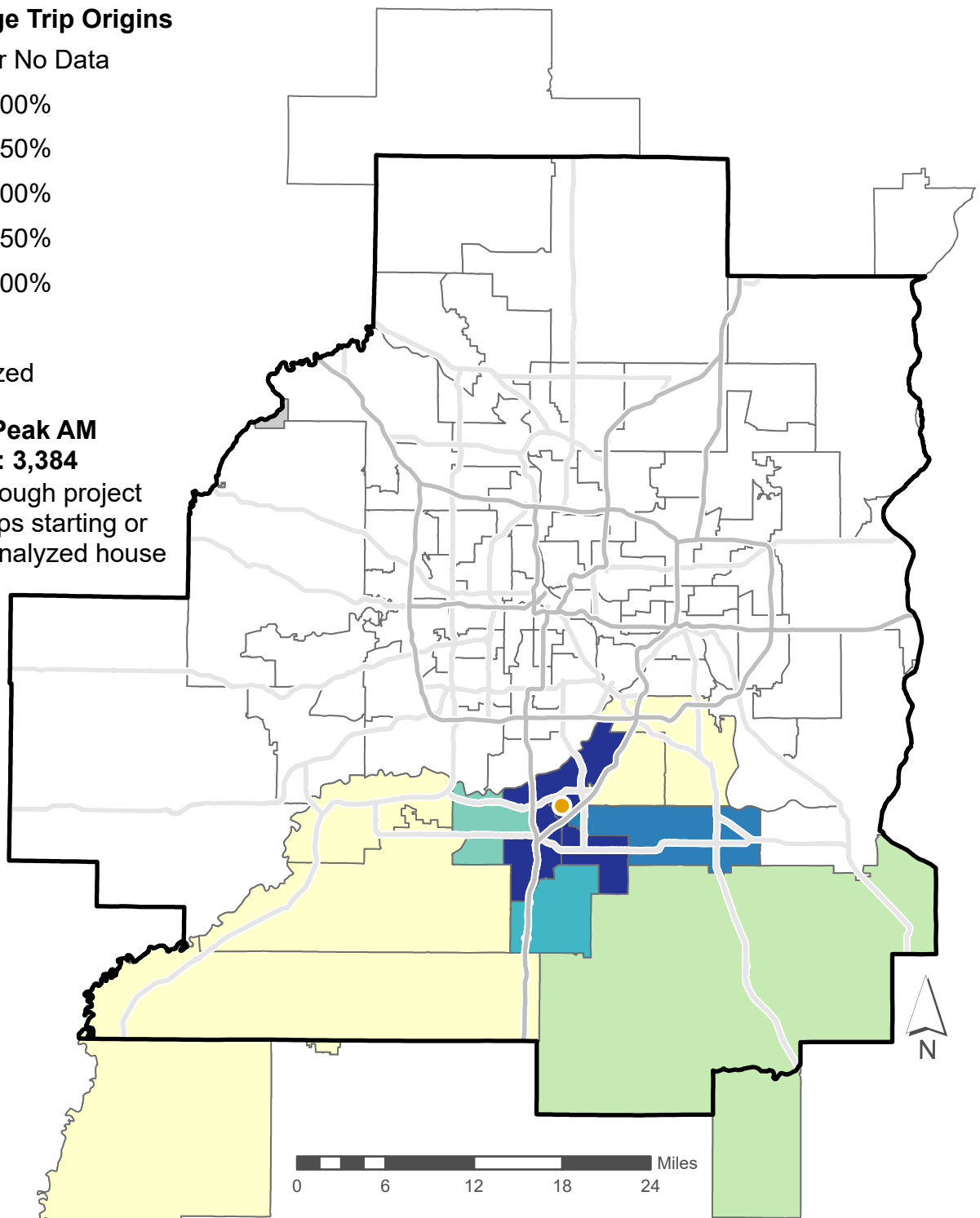
METROPOLITAN COUNCIL

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.

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Figure 21. Origin of Trips by MN House District

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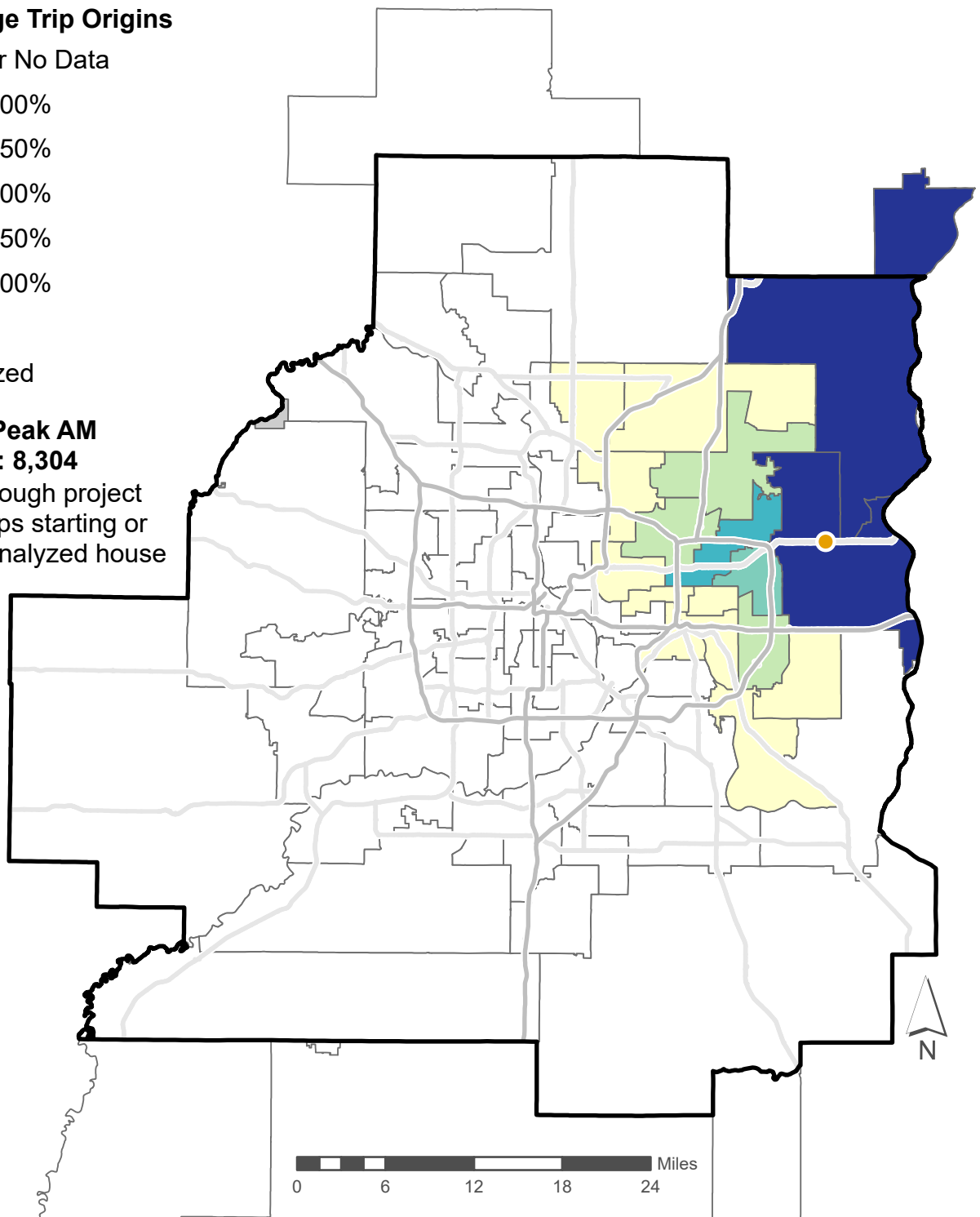Average Weekday Trips Through Project Area, 6am-10am

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.

Figure 22. Origin of Trips by MN House District

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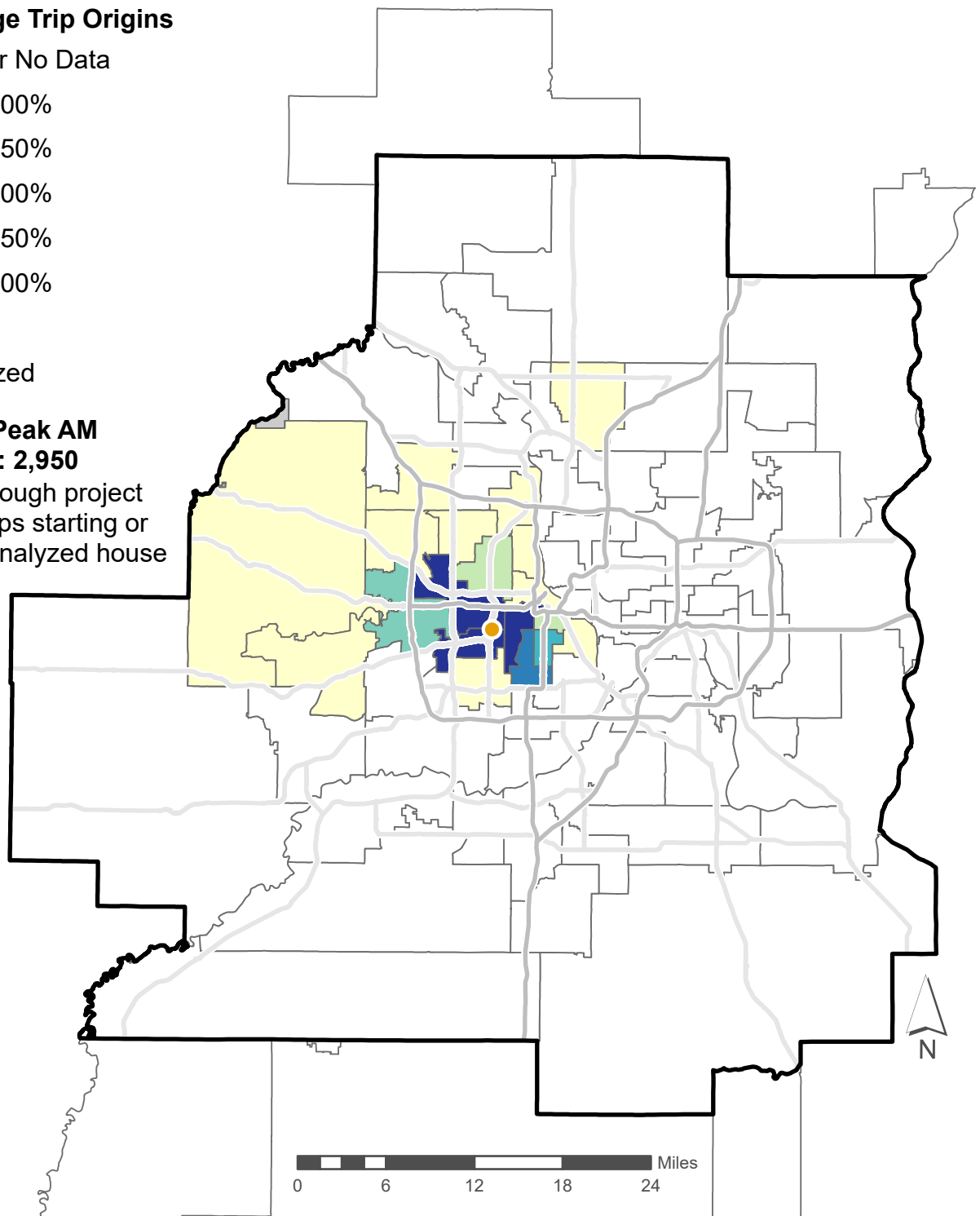Average Weekday Trips Through Project Area, 6am-10am

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.

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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%