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Date: March 13, 2020

Subject: Dakota County Multi-Modal Travel Demand Model Update

Introduction

This memorandum describes the modeling process used to develop the Dakota County Multi-Modal Travel Demand Model (TDM). The Dakota County TDM was developed to assist planning efforts at the County and local level for preparing and analyzing traffic impacts of potential land development and transportation scenarios. The primary applications for the model to be used by the County include:

- Estimating future traffic volumes to identify capacity deficiencies and facility needs
- Estimating the effect of long-range land use decisions
- Supporting local comprehensive plan updates and traffic studies by providing the opportunity for a consistent method of developing future traffic volumes
- Supporting future land use and transportation project planning

The Dakota County TDM was developed to align with the Metropolitan Council's Activity Based Model (ABM) and Thrive MSP demographic forecasts. It was refined to include sufficient detail to provide daily forecasts on County and local roadway segments. The structure of the model enables County staff to maintain existing and future year input data records.

The following scenarios were analyzed using the Dakota County TDM:

- Existing Year 2014
- Year 2040 Base
- Year 2040 Build

Table of Contents

Assumptions	1
Socioeconomic Data	1
Split TAZ Structure	1
Socioeconomic Data Allocation	1
Roadway Network Update.....	2
Model Development and Validation.....	3
Forecast Results	4
Year 2040 Daily Traffic Forecasts	4
Year 2040 Base Scenario Traffic Forecasts.....	4
Year 2040 Build Scenario Traffic Forecasts.....	5
Appendix A: Dakota County Transportation Analysis Zone (TAZ) Structure.....	
Appendix B: Year 2040 Scenario Assumptions Technical Memorandum.....	
Appendix C: Year 2040 Roadway Improvement Assumptions	
Appendix D: Socioeconomic Allocation by Transportation Analysis Zone (TAZ).....	
Appendix E: Model Development and Base Model Validation	
Appendix F: Year 2040 Base Scenario Traffic Forecasts.....	
Appendix G: Year 2040 Base Scenario Highlights of Transportation Forecasts	
Appendix H: Year 2040 Base Scenario Forecast Comment Response Memorandum	
Appendix I: Year 2040 Build Scenario Traffic Forecasts.....	
Appendix J: Year 2040 Build Scenario Forecast Comment Response Memorandum	

Assumptions

Model and alternative-specific input assumptions were developed for the County's model applications. The assumptions include socioeconomic data inputs and network inputs.

Socioeconomic Data

The year 2040 socioeconomic assumptions are based on the Metropolitan Council's adopted MSP Thrive 2040 forecasts for each community. County staff were involved in developing an updated Dakota County Traffic Analysis Zone (TAZ) structure and assisted with the allocation of 2014 and 2040 socioeconomic data.

Split TAZ Structure

The Dakota County TAZ structure was developed using the Metropolitan Council TAZ structure and the previous Dakota County TAZ structure. Additional refinement was made to the TAZ structure in Dakota County considering the following items:

- Existing municipal boundaries
- Existing and future roadway alignments were used when possible, but Met Council TAZ boundaries were maintained
- Travel shed delineations in local development areas
- Locations of published existing AADTs

The Dakota County TAZ structure is included in Appendix A.

Socioeconomic Data Allocation

Metropolitan Council Year 2014 and Year 2040 socioeconomic data based on the adopted MSP Thrive 2040 plan was allocated to the Dakota County TAZ structure for the Existing, Year 2040 Base, and Year 2040 Build Scenarios. The 2040 base scenario assumes anticipated regional growth as well as a cluster of dense growth in the UMore Development area. The 2040 Build scenario assumes redevelopment of the Burnsville Center in addition to the growth assumed for the base 2040 assumptions. Detailed scenario descriptions are described in the *Dakota County Multi-Modal Travel Demand Model Update: Year 2040 Scenario Assumptions Technical Memorandum*, dated July 19, 2019. This memorandum is included in Appendix B. Through discussion with County staff, the socioeconomic allocation and improvement assumptions in this memorandum were revised after July 19, 2019. The revised socioeconomic allocation and improvement assumptions are included in Table 1 below and Appendix C, respectively.

Socioeconomic data allocation by municipality for existing and future conditions are in Table 1 below. Socioeconomic Allocation by TAZ is included in Appendix D.

Table 1: Socioeconomic Data by Municipality

Muni	Existing Year 2014			Year 2040 Base			Year 2040 Build		
	Pop	HH	EMP	Pop	HH	EMP	Pop	HH	EMP
Apple Valley	50,330	19,340	14,435	63,595	24,900	17,100	63,595	24,900	17,100
Burnsville	61,640	24,875	33,010	68,500	27,595	41,895	71,510	28,810	40,550
Castle Rock Twp.	1,340	505	340	1,280	520	360	1,280	520	360
Coates	160	65	145	170	70	135	170	70	135
Douglas Twp.	715	260	135	750	320	145	750	320	145
Eagan	66,810	26,255	53,410	72,300	30,000	69,295	72,300	30,000	69,295
Empire Twp.	2,765	890	345	4,830	1,800	420	4,830	1,800	420
Eureka Township	1,430	525	320	1,670	700	460	1,670	700	460
Farmington	22,050	7,480	4,420	32,500	11,800	6,800	32,500	11,800	6,800
Greenvale Twp.	795	275	115	830	350	260	830	350	260
Hampton	1,715	620	200	1,820	750	300	1,820	750	300
Hastings	22,060	8,680	8,160	28,800	12,500	10,600	28,800	12,500	10,600
Inver Grove Heights	34,915	13,855	10,380	46,705	19,805	14,000	46,705	19,805	14,000
Lakeville	59,675	20,060	15,370	83,495	30,000	22,500	83,495	30,000	22,500
Lilydale	895	555	515	940	590	600	940	590	600
Marshan Twp.	1,150	415	285	1,260	520	350	1,260	520	350
Mendota	230	90	235	280	130	300	280	130	300
Mendota Heights	11,150	4,465	10,560	12,000	5,000	13,700	12,000	5,000	13,700
Miesville	130	55	120	140	60	130	140	60	130
New Trier	90	30	80	120	50	60	120	50	60
Nininger Twp.	1,315	485	185	960	400	250	960	400	250
Northfield	1,185	425	690	2,030	840	1,400	2,030	840	1,400
Randolph	1,085	415	205	1,100	460	290	1,100	460	290
Ravenna Twp.	2,340	790	55	2,500	1,000	60	2,500	1,000	60
Rosemount	23,480	8,190	7,860	38,000	14,000	13,100	38,000	14,000	13,100
Sciota Township	425	145	65	480	190	260	480	190	260
South St. Paul	20,080	8,300	6,655	21,800	9,400	10,700	21,800	9,400	10,700
Sunfish Lake	515	185	10	490	210	10	490	210	10
Vermillion City	1,680	595	380	1,690	680	360	1,690	680	360
Waterford Twp.	490	190	1,120	510	210	780	510	210	780
West St. Paul	19,850	8,660	8,005	23,110	10,100	9,300	23,110	10,100	9,300
County Total	412,490	157,675	177,810	514,655	204,950	235,920	517,665	206,165	234,575

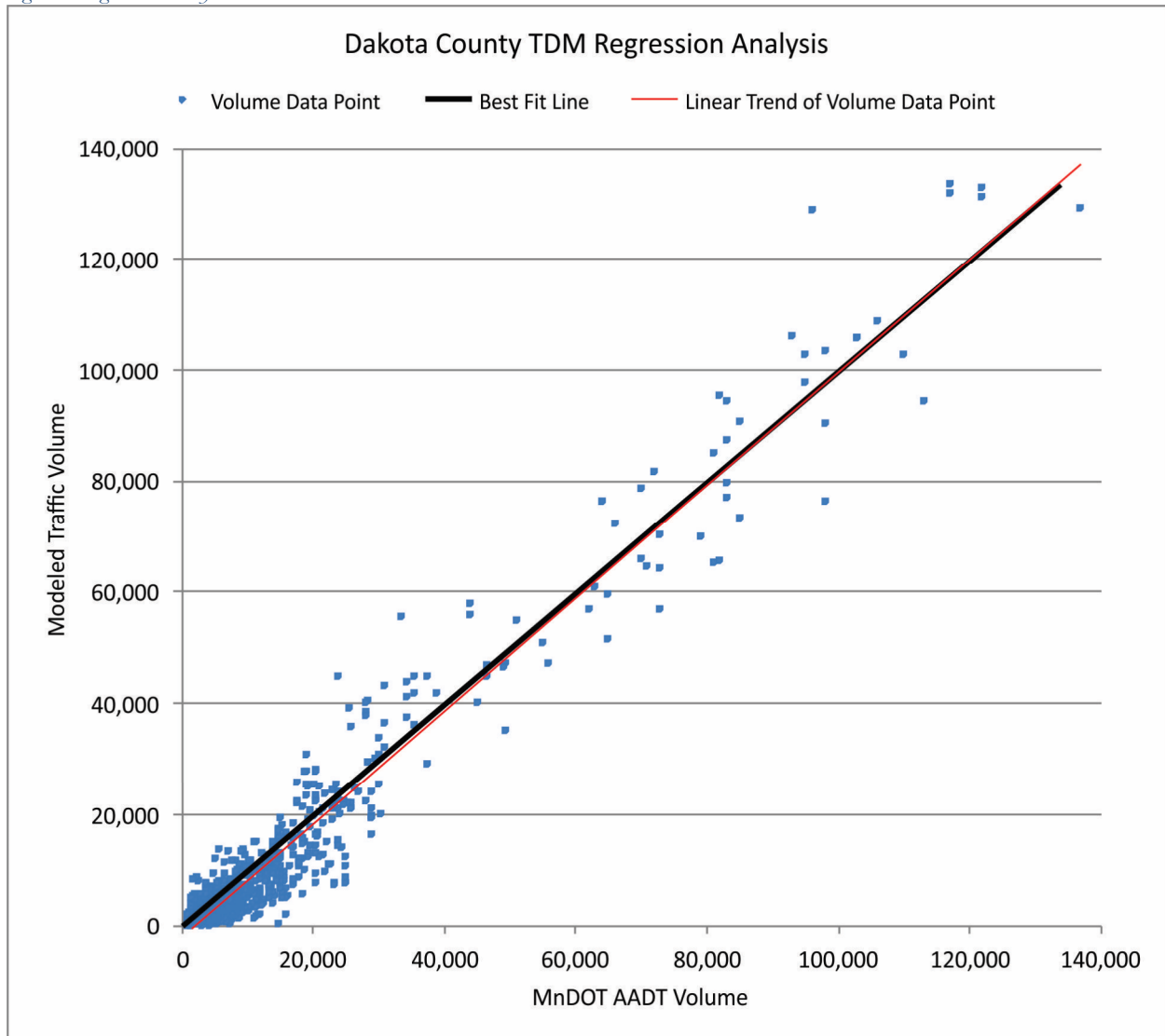
Roadway Network Update

Year 2040 Base Scenario forecasts assume both existing and committed projects identified in County and local Capital Improvement Programs (CIPs). Year 2040 Build Scenario forecasts include roadway network improvements identified from local transportation plans, previous roadway studies, and the County CIP. Scenario roadway network assumptions are included in Appendix C.

Model Development and Validation

The Dakota County TDM was developed based on the Metropolitan Council's Regional ABM. The TDM was designed to integrate the trip generation and distribution of the Regional ABM and the refined socioeconomic data and highway network of the Dakota County TDM. This model was validated against existing traffic conditions and evaluated for acceptable model performance. R-Squared (R^2) was one statistical metric used to evaluate the model's overall performance. The closer R-Squared is to 100% the closer the model correlates to the observed traffic counts. The Dakota County TDM performed with an R-Squared value of 95%, suggesting that this model performs at an acceptable level. As observed in the Figure 1 below, regression analysis revealed a strong correlation between the observed traffic counts and the modeled traffic volume.

Figure 1: Regression Analysis



For the complete report of model development and validation, refer to the *Dakota County Multi-Modal Travel Demand Model Update: Model Development and Base Model Validation* Memorandum dated November 14, 2019. This Memorandum is included as Appendix E.

Standard travel demand model forecasting practice recommends that an adjustment process be applied to model volumes to account for any residual error in the model. While the model is validated to existing counts, some discrepancies still occur and are adjusted to produce valid traffic forecasts. Forecast year volumes were adjusted on a link-by-link basis using methods described in the *National Cooperative Highway Research Program (NCHRP) 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design*.

Forecast Results

Year 2040 Daily Traffic Forecasts

Year 2040 daily traffic volumes were developed for both the base and build scenario input assumptions. In general, Dakota County traffic continues to grow but not as much as previously anticipated in the 2030 Comprehensive Plan. Current surveys of regional travel behavior reveal a change in travel habits in which people are traveling not as much or as far, resulting in lower growth and traffic volumes on many roadways. Expected regional socioeconomic development growth is also slower and concentrated in different regions influencing future traffic volumes. The 2040 forecasts account for these new behavior changes and are comparable to forecasts projected from recent historical traffic volume growth trends.

Year 2040 Base Scenario Traffic Forecasts

Year 2040 forecasts results show that regional development is expected to drive a 16% increase in County traffic volume by Year 2040, resulting in higher levels of congestion throughout Dakota County. Under current conditions, an estimated 275 lane-miles experience congestion. Traffic forecasts predict this will increase to approximately 480 congested lane-miles by year 2040, nearly a 75% increase. For this analysis, congestion was defined as a roadway segment that has a traffic volume greater than or equal to 0.8 of its daily planning capacity.

The forecasts suggest investment in roadway expansions and improvements is to be expected on major county roadways and most state/federal facilities. The corridors flagged for potential capacity improvements are generally consistent with those identified in the 2030 Comprehensive Plan and the county's roadway capacity needs map. Base scenario traffic forecasts maps are included in Appendix F.

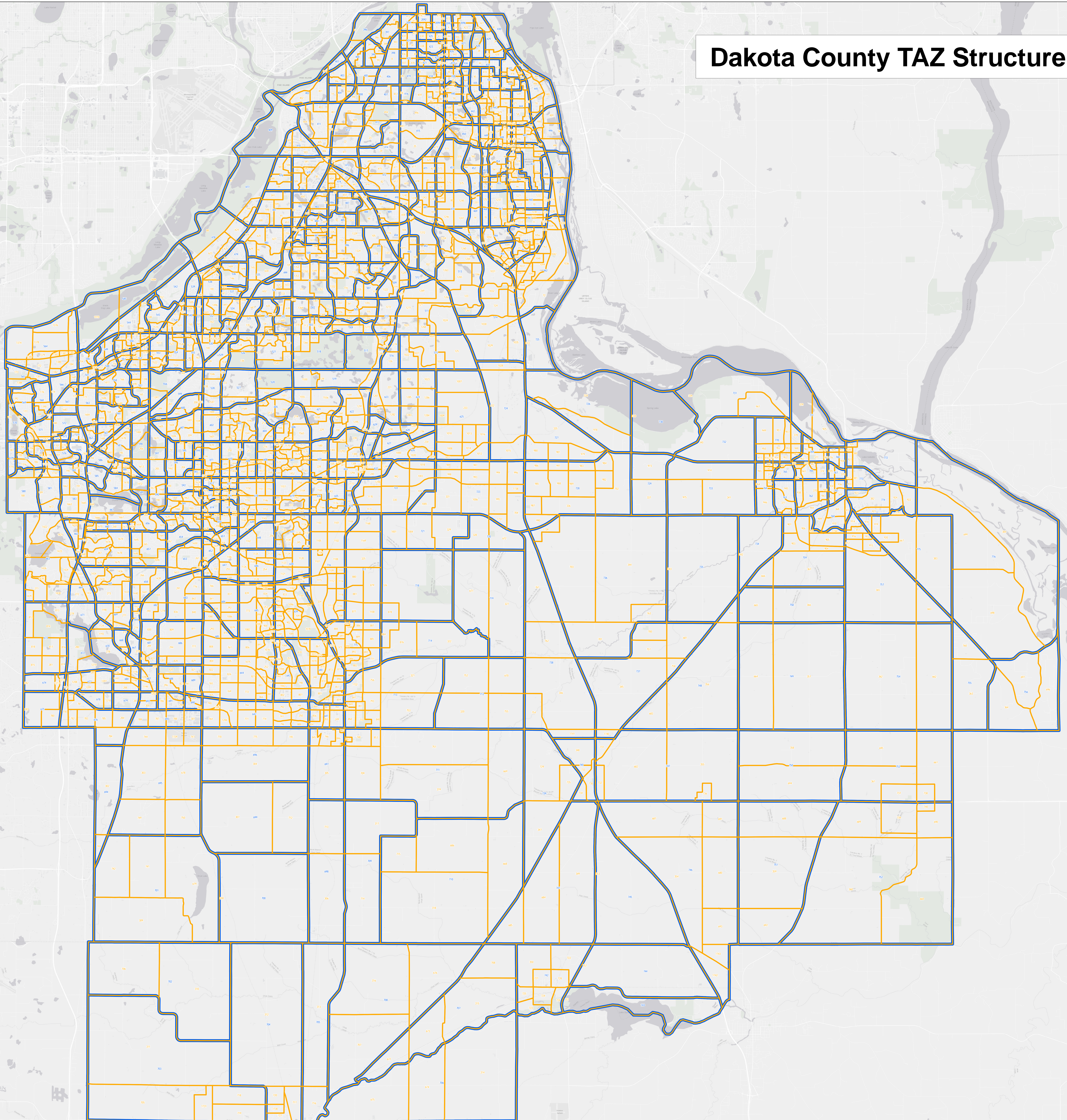
For additional report on year 2040 conditions, forecast trends and justifications, refer to Appendix G and Appendix H, respectively.

Year 2040 Build Scenario Traffic Forecasts

Year 2040 build scenario traffic forecast results show a similar magnitudes of traffic volume when compared to the base scenario forecasts. This in part can be explained in part by the consistent development assumptions between the two forecast scenarios which generate traffic similarly. The Burnsville redevelopment is the exception, which, due to the repurposing of land use, is anticipated to generate less traffic under build conditions than base conditions. New roadway construction and capacity improvements contribute to travel pattern shifts which can be observed in the year 2040 build scenario traffic forecast maps included in Appendix I. It should be noted, however, that the build scenario conditions assume heavy investment and a significant number of roadway construction projects and capacity improvements to roadways that were expected to have congestion issues under base 2040 conditions. Because of the added capacity on many roads, the travel pattern shifts are less than if there were a reduced number of projects, as there are multiple routes with new capacity. The number of predicted capacity deficiencies are less under build conditions as congested lane-miles are projected to be reduced by 15% compared to base conditions. Most of this reduced congestion will occur on county facilities. Capacity deficiencies on state and federal roadways are still expected to occur. For build scenario forecast trends and justifications, refer to the *Dakota County Multi-Modal Travel Demand Model Update: Year 2040 Build Scenario Forecast Comment Response* Memorandum in Appendix J.

Appendix A: Dakota County Transportation Analysis Zone (TAZ) Structure

Dakota County TAZ Structure



Appendix B: Year 2040 Scenario Assumptions Technical Memorandum



To: Scott Peters, Senior Transportation Planner
Dakota County

From: Steve Wilson, Principal
Krista Anderson, PE, Senior Engineer
Brett Gunderson, Engineer

Date: June 25, 2019

Subject: Dakota County Multi-Modal Travel Demand Model Update:
Year 2040 Scenario Assumptions

Introduction

This memorandum provides an update regarding the status of the Year 2040 Travel Demand Model scenario assumptions. The scenarios will be analyzed as a part of the Dakota County Travel Demand Model (TDM) update. The project team is scoped to analyze four future scenarios, including the base (no build) scenario. The future scenarios will include both roadway network and socioeconomic development assumptions.

Socioeconomic Development Assumptions

Base Scenario

The project team has developed a draft year 2040 socioeconomic development allocation by Transportation Analysis Zone (TAZ), consistent with the socioeconomic dataset provided by the County. Since the development of this allocation, the Metropolitan Council has released an updated socioeconomic dataset with revised community totals. Differences observed between the updated dataset provided by the Metropolitan Council and the County's allocation warrant adjustments in some communities. The socioeconomic differences by community are depicted in Table 1.

Seven communities were identified that will require an adjustment to the socioeconomic allocation. These communities are highlighted in Table 1, and include:

- Burnsville
- Eagan
- Hampton
- Hastings
- Lilydale
- Mendota Heights
- Rosemount

Table 1: Socioeconomic Data Differences by Community

Muni	County Assumptions			Updated Met Council Allocation			Difference		
	Pop	HH	EMP	Pop	HH	EMP	Pop	HH	EMP
Apple Valley	63,600	24,900	17,100	63,594	24,898	17,100	6	2	0
Burnsville	70,087	28,276	41,620	68,498	27,597	41,896	1,589	679	-276
Castle Rock Twp.	1,280	520	360	1,279	520	358	1	0	2
Coates	170	70	120	170	70	135	0	0	-15
Douglas Twp.	750	320	130	750	320	143	0	0	-13
Eagan	73,910	31,358	70,000	72,302	29,998	69,296	1,608	1,360	704
Empire Twp.	4,830	1,800	420	4,830	1,800	420	0	0	0
Eureka Township	1,670	700	460	1,670	700	460	0	0	0
Farmington	32,500	11,800	6,800	32,501	11,800	6,800	-1	0	0
Greenvale Twp.	830	350	260	830	350	260	0	0	0
Hampton	2,361	991	389	1,820	750	300	541	241	89
Hastings	29,472	12,780	10,572	28,801	12,498	10,598	671	282	-26
Inver Grove Heights	46,700	19,800	14,000	46,703	19,803	14,000	-3	-3	0
Lakeville	83,500	30,000	22,500	83,496	30,000	22,500	4	0	0
Lilydale	1,120	700	600	940	590	600	180	110	0
Marshan Twp.	1,260	520	350	1,260	520	350	0	0	0
Mendota	280	130	300	280	130	300	0	0	0
Mendota Heights	11,141	4,678	13,670	12,001	4,999	13,702	-860	-321	-32
Miesville	140	60	130	140	60	130	0	0	0
New Trier	120	50	60	120	50	60	0	0	0
Nininger Twp.	960	400	250	960	400	249	0	0	1
Northfield	2,030	840	1,400	2,030	840	1,400	0	0	0
Randolph	1,100	460	290	1,100	460	290	0	0	0
Ravenna Twp.	2,500	1,000	60	2,500	1,000	60	0	0	0
Rosemount*	39,123	14,421	13,492	38,001	13,999	13,100	1,122	422	392
Sciota Township	480	190	260	480	190	261	0	0	-1
South St. Paul	21,800	9,400	10,700	21,799	9,401	10,699	1	-1	1
Sunfish Lake	490	210	10	490	210	10	0	0	0
Vermillion City	1,690	680	360	1,690	679	360	0	1	0
Waterford Twp.	510	210	780	510	210	780	0	0	0
West St. Paul	23,156	10,098	9,300	23,110	10,098	9,300	46	0	0
County Total	519,560	207,712	236,743	514,655	204,940	235,917	4,905	2,772	826

*UMore full development assumed

The project team recommends that, for these six communities, the current draft allocation be simply factored up or down as needed to reach the new Met Council control total for each community unless the County is aware of a specific location for the development. This methodology will adjust

the community totals while still maintaining the refinement of growth areas identified by the County and local communities. In addition to this adjustment, the project team will include all feedback received by the County (i.e. dense cluster of growth in Rosemount, the switch from retail to non-retail employment, etc.)

Once the updates have been completed, this allocation will serve as the base year 2040 development assumptions.

Alternate Scenarios

Two additional development scenarios have been identified by the County, which include:

- Burnsville Center area to include the City’s redevelopment concept
- IGH/Eagan-CSAH 63 area

The County has communicated a desire to consider waiting on the IGH/Eagan-CSAH 63 area scenario until the second phase of the Regional Roadway Visioning Study is conducted for the area.

Before proceeding with any of the socioeconomic adjustments stated above, the project team would like a confirmation from the County. In order to stay on schedule, the project team requests that all feedback on the current and draft socioeconomic development allocation be provided by July 2nd, 2019.

Roadway Network Assumptions

A refined model roadway network with draft year 2040 roadway assumptions has been developed. This draft network includes only existing and committed projects which are included in the Dakota County Capital Improvement Program (CIP). Based on discussions with the County, the following future roadway network scenarios have been identified and are depicted in Table 2.

Table 2: Future Roadway Scenarios

Roadway Scenario	Scenario Assumptions
Year 2040 No Build	Existing and Committed (CIP) projects only
Year 2040 Build 1	Planned projects + Existing and Committed (CIP) projects
Year 2040 Build 2 – Enhanced Funding	Enhanced Funding projects + Planned projects + Existing and Committed (CIP) projects

Before proceed with updating the model roadway network, a list of projects to be assumed in the Year 2040 Build 1 and Build 2 scenarios will need to be approved by the County. The project team has identified a list of projects, including Metropolitan Council Transportation Policy Plan projects which are in Dakota County or major improvements outside of Dakota County which may affect

County travel patterns. The table of potential planned project included at the end of this memo. Additionally, the County will need to determine which socioeconomic development assumptions should be used for each of the build scenarios, if the assumptions are different that those depicted in Table 3.

Table 3: Year 2040 Model Scenarios

Year 2040 Model Scenario	Socioeconomic Assumption	Roadway Network Assumption
Year 2040 No Build	Base 2040 development assumptions – consistent with Met Council control totals	Existing and Committed (CIP) projects
Year 2040 Build 1	Burnsville Center area to include the City’s redevelopment concept	Planned projects + Existing and Committed (CIP) projects
Year 2040 Build 2 – Enhanced Funding	IGH/Eagan-CSAH 63 area	Enhanced Funding projects + Planned projects + Existing and Committed (CIP) projects

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Project Number	Jurisdiction	Roadway	Improvement	From	To	Source
1	Dakota County	CSAH 50 (202nd St)	Reconstruct to 2-lane divided roadway	Holyoke Ave	CSAH 23 (Cedar Ave)	STIP
2	Dakota County	CSAH 70	Expand to 4-lane divided roadway	East of Kensington Blvd	CSAH 23 (Cedar Ave)	2040 Lakeville Plan / STIP
4	Lakeville (Future Turnback to Dakota County)	179th St (Future CSAH 9)	Construct 4-lane divided roadway from CSAH 9 (Dodd Blvd) to CSAH 23 (Cedar Ave). Reconstruct and extend 2-lane divided roadway from CSAH 23 (Cedar Ave) to Future CSAH 33 (Diamond Path)	Dodd Blvd (CSAH 9)	CSAH 33 (Diamond Path) – (Future Alignment)	2040 Lakeville Plan
5	Lakeville	Hamburg Ave	Reconstruct from 2-lane undivided rural to 2-lane undivided urban	Lakeville Blvd	CSAH 50 (202ND ST)	2040 Lakeville Plan
6	Lakeville	CSAH 5 (Kenrick Ave)	Construct 2-lane undivided urban roadway	0.13 mi west of Kensington Blvd	CSAH 5 (Kenrick Ave)	2040 Lakeville Plan
7	Lakeville	Kenyon Ave	Reconstruct from 2-lane undivided rural to 2-lane undivided urban	0.25 mi south of 162nd St	162nd St	2040 Lakeville Plan
8	Dakota County	CSAH 33 (Diamond Path)	Extension	160th St (CSAH 46)	179th St (Future CSAH 9) – (Future Alignment)	2040 Lakeville Plan / 2040 Farmington Plan
9	Dakota County	CSAH 60 (185th St)	Extension	Dodd Blvd (CSAH 9)	CR 64 (200th St)	2040 Lakeville Plan / 2040 Farmington Plan
10	Dakota County	CSAH 70 (215th St)	Extension	Cedar Ave (CSAH 23)	Trunk Highway 3	2040 Lakeville Plan
11	Dakota County	210th St	Widening/Reconstruction	Kensington Blvd	Holyoke Ave	2040 Lakeville Plan
12	Dakota County (Future Turnback to Lakeville)	CSAH 9 (Dodd Blvd)	Reduction to 40 MPH, construct turn lanes at major intersections, remove existing road from Highview Ave to CSAH 23 (Cedar Ave)	Highview Ave	CSAH 31 (Pilot Knob Rd)	Current Project (12306)
15	Eagan, Apple Valley, Dakota Co, MnDOT	Trunk Highway 77	Add 3rd Northbound Lane	CSAH 30	CSAH 23 (Cedar Ave)	2040 Eagan Plan
16	MnDOT	I-35W	Widen river crossing bridge from 7 to 8 lanes			2040 Burnsville Plan
18	Apple Valley	Johnny Cake Ridge Road	Reconstruct from 4-lane to 3-lane	140th Street	Falcon Ridge Trail	2040 Apple Valley Plan
19	Apple Valley		Construct Traffic Signal - Johnny Cake Ridge Road and Upper 147th Street			2040 Apple Valley Plan
20	Apple Valley		Construct Traffic Signal - 132nd Street and Galaxie Avenue			2040 Apple Valley Plan
21	Apple Valley		Construct roundabout - 147th Street and Glazier Avenue			2040 Apple Valley Plan
22	Farmington	200th/203rd St	Extension	197th St	Trunk Highway 3	2040 Farmington Plan
23	Dakota county	CSAH 50 (202nd St)	Extension	CSAH 9	208th St	2040 Farmington Plan
24	Dakota county		Construct Roundabout - CSAH 26 (70th Street) and Trunk Highway 3 (South Robert Trail)			2040 IGH Plan / Dakota Co CIP
25	Dakota county	CSAH 26 (Lone Oak Road)	Expand to 4-lane divided roadway	Trunk Highway 55	Arlene Avenue	2040 IGH Plan / 2040 Eagan Plan / Dakota Co CIP
26	Dakota county	CSAH 63 (Argenta Trail)	Extension	Existing terminus	I-494	2040 IGH Plan / Dakota Co CIP
27	Dakota County / MnDOT		Construct New Interchange - I-494 and CSAH 63 (Argenta Trail)			2040 IGH Plan
28	Dakota county	CSAH 32 (Cliff Road)/110th	Realignment - 117th Avenue & Rich Valley			2040 IGH Plan

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Project Number	Jurisdiction	Roadway	Improvement	From	To	Source
29	Dakota county	CSAH 73 (Akron Ave)	Realignment	Bonaire Path (Rosemount)	Rich Valley	2040 IGH Plan
30	Inver Grove Heights	117th Avenue	Expand to 4-lane divided roadway	CSAH 71	Trunk Highway 52	2040 IGH Plan
31	Inver Grove Heights	65th Street	Construct New Roadway	CSAH 63 (Argenta Trail)	Babcock Trail	2040 IGH Plan
32	MnDOT	Trunk Highway 55	Construct Turn Lanes	CSAH 42 (145th Street East)	Fahey Avenue	2040 Rosemount Plan
33	Dakota county / MnDOT	CSAH 42 (145th Street East)	Expand to 4-lane divided roadway	0.5 mile east of CR 71	0.5 mile east of Trunk Highway 52	2040 Rosemount Plan / MnDOT CIP
34	Dakota county	CR 73 (Akron Ave)	Reconstruct as paved 2-lane roadway	CR 38 (Bonaire Path)	Rosemount/Inver Grove Heights city line	2040 Rosemount Plan / Dakota Co CIP
35	Dakota county		Construct Roundabout - CSAH 33 (Diamond Path) and 140th Street (Apple Valley) / Connemara Trail (Rosemount)			2040 Apple Valley Plan / 2040 Rosemount Plan / Dakota Co CIP
36	Dakota county/MnDOT	145th Street East	Intersection Improvements - Trunk Highway 55			2040 Rosemount Plan
37	Rosemount	CR 38 (Bonaire Path)	Reconstruct as paved 2-lane roadway	CR 73 (Akron Ave)	Anderson Drive	2040 Rosemount Plan
38	Rosemount	Biscayne Ave	Reconstruct to 3-lane roadway	Boulder Trail	160th Street West	2040 Rosemount Plan
39	MnDOT	I-494	Construct Auxiliary lanes on westbound I-494	Harman Ave	West of 7th Avenue	2040 South Saint Paul Plan, MnDOT CIP
40	Dakota County		Roundabout - Dodd Blvd and Flagstaff Ave			Dakota Co CIP
41	Dakota County		Construct Roundabout - CR 6 (Thompson Avenue) and CSAH 73 (Oakdale Avenue)			Dakota Co CIP
42	Dakota County		Construct multi-lane roundabout - CSAH 9 (Dodd Boulevard) and CSAH 50 (Kenwood Trail, 202nd Street)			Dakota Co CIP
43	Dakota County		Reconstruct to 3/4 intersection - CSAH 9 (Dodd Boulevard) and Icenic Trail, Heritage Drive			Dakota Co CIP
44	Dakota County		Construct roundabout or signal dependent on the outcome of the current study - CSAH 11 and Burnsville Parkway			Dakota Co CIP
46	Dakota County	CSAH 28 (80th Street East)	Construct 2-lane undivided urban roadway	Trunk Highway 3 (South Robert Trail)	0.62 mile east in Inver Grove Heights	2040 IGH Plan / Dakota Co CIP
47	Dakota County		Reconstruct the single left turn lanes to double left turn lanes - CSAH 31 (Pilot Knob Road) and CSAH 32 (Cliff Road)			Dakota Co CIP
48	Dakota County		Relocate the existing southbound 35W west ramp at Cliff Road to the south and construct a roundabout. Realign westerly leg of the roundabout to connect with DuPont Ave, south of the current intersection location (old Knox Lumber parcel).			Dakota Co CIP
49	Dakota County	CSAH 38 (McAndrews Road)	Reconstruct to a 3-lane roadway with right turn lanes at major intersections.	CSAH 31 (Pilot Knob Road)	Trunk Highway 3 (South Robert Trail)	2040 Apple Valley Plan / 2040 Rosemount Plan / Dakota Co CIP
50	Dakota County		Realign CSAH 62 (190th Street) approaching the intersection at CSAH 47 (Northfield Boulevard) in Vermillion Township. Construct turn lanes along CSAH 47.			Dakota Co CIP

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Project Number	Jurisdiction	Roadway	Improvement	From	To	Source
51	Dakota County	CSAH 71	Realign CSAH 71 approaches to Trunk Highway 3 (South Robert Trail). Construct turn lanes in Inver Grove Heights.			Dakota Co CIP
52	Dakota County	CSAH 78 (240th Street, Alverno Avenue, 245th Street)	Reconstruct as 2-lane with turn lanes	Trunk Highway 3 (Chippendale Avenue)	CSAH 79 (Blaine Avenue)	Dakota Co CIP
53	Dakota County	CSAH 78 (Chesley Trail, 240th Street)	Reconstruct as 2-lane with turn lanes	CSAH 79 (Blaine Avenue)	CSAH 47 (Northfield Boulevard)	Dakota Co CIP
54	Dakota County	CSAH 80 (255th Street)	Reconstruct as 2-lane with turn lanes	CSAH 23 (Galaxie Avenue)	Trunk Highway 3 (Chippendale Avenue)	Dakota Co CIP
55	Dakota County	CSAH 86 (280th Street)	Reconstruct as 2-lane with turn lanes	East of CSAH 23 (Foliage Avenue)	Trunk Highway 3	Dakota Co CIP
57	MnDOT		Construct turn lanes - Hwy 3 and CR 86			MnDOT CIP
58	MnDOT	Trunk Highway 52	Reconstruct with U-turns and left turn lanes	CSAH 86	CR 46	MnDOT CIP
59	Dakota County		Reconstruct to 3/4 intersection - CSAH 9 (Dodd Boulevard) and CSAH 23 (Cedar Ave)			

Appendix C: Year 2040 Roadway Improvement Assumptions

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Year 2040 Base Scenario

Project Number	Jurisdiction	Roadway	Improvement	From	To	Source
1	Dakota County	CSAH 50 (202nd St)	Reconstruct to 2-lane divided roadway	Holyoke Ave	CSAH 23 (Cedar Ave)	MnDOT STIP
2	Dakota County	CSAH 70	Expand to 4-lane divided roadway	East of Kensington Blvd	CSAH 23 (Cedar Ave)	Dakota County CIP
4	Lakeville (Future Turnback to Dakota County)	179th St (Future CSAH 9)	Construct 4-lane divided roadway from CSAH 9 (Dodd Blvd) to CSAH 23 (Cedar Ave). Reconstruct and extend 2-lane divided roadway from CSAH 23 (Cedar Ave) to CSAH 31 (Pilot Knob Rd)	Dodd Blvd (CSAH 9)	CSAH 31 (Pilot Knob Rd)	Dakota County CIP
5	Lakeville	Hamburg Ave	Reconstruct from 2-lane undivided rural to 2-lane undivided urban	Lakeville Blvd	CSAH 50 (202ND ST)	Lakeville CIP
6	Lakeville	CSAH 5 (Kenrick Ave)	Construct 2-lane undivided urban roadway	0.13 mi west of Kensington Blvd	CSAH 5 (Kenrick Ave)	Lakeville CIP
7	Lakeville	Kenyon Ave	Reconstruct from 2-lane undivided rural to 2-lane undivided urban	0.25 mi south of 162nd St	162nd St	Lakeville CIP
12	Dakota County (Future Turnback to Lakeville)	CSAH 9 (Dodd Blvd)	Reduction to 40 MPH, construct turn lanes at major intersections, remove existing road from Highview Ave to CSAH 23 (Cedar Ave)	Highview Ave	CSAH 31 (Pilot Knob Rd)	Dakota County CIP
16	MnDOT	I-35W	Widen river crossing bridge from 7 to 8 lanes			MnDOT STIP
18	Apple Valley	Johnny Cake Ridge Road	Reconstruct from 4-lane to 3-lane	140th Street	Falcon Ridge Trail	Apple Valley CIP
25	Dakota County	CSAH 26 (Lone Oak Road)	Expand to 4-lane divided roadway	Trunk Highway 55	Arlene Avenue	Dakota County CIP
26	Dakota County	CSAH 63 (Argenta Trail)	Extension	Existing terminus	65th Ave	Dakota Co CIP
30	Dakota County	117th Street (New CSAH 32)	Expand to 4-lane divided roadway	Rich Valley	TH 52	Dakota County CIP
31-A	Inver Grove Heights	65th Street	Construct New Roadway	Vikings Pkwy (Eagan)	TH 3	Inver Grove Heights CIP
34	Dakota County	CR 73 (Akron Ave)	Reconstruct as paved 2-lane roadway	CR 38 (Bonaire Path)	CSAH 32	Dakota County CIP
37	Rosemount	CR 38 (Bonaire Path)	Reconstruct as paved 2-lane roadway	CR 73 (Akron Ave)	Anderson Drive	Rosemount CIP
38	Rosemount	Biscayne Ave	Reconstruct to 3-lane roadway	Boulder Trail	160th Street West	Rosemount CIP
43	Dakota County		Reconstruct to 3/4 intersection - CSAH 9 (Dodd Boulevard) at Icenic Trail, Heritage Drive and CSAH 9 (Dodd Boulevard) at 94th/95th Street			Dakota Co CIP
49	Dakota County	CSAH 38 (McAndrews Road)	Reconstruct to a 3-lane roadway with right turn lanes at major intersections.	CSAH 31 (Pilot Knob Road)	Trunk Highway 3 (South Robert Trail)	Dakota Co CIP
52	Dakota County	CSAH 78 (240th Street, Alverno Avenue, 245th Street)	Reconstruct as 2-lane with turn lanes	Trunk Highway 3 (Chippendale Avenue)	CSAH 79 (Blaine Avenue)	Dakota Co CIP
55	Dakota County	CSAH 86 (280th Street)	Reconstruct as 2-lane with turn lanes	East of CSAH 23 (Foliage Avenue)	Trunk Highway 3	Dakota Co CIP
59	Dakota County		Reconstruct to 3/4 intersection - CSAH 9 (Dodd Boulevard) and CSAH 23 (Cedar Ave)			Dakota County CIP

DRAFT**Year 2040 Base Scenario**

Project Number	Jurisdiction	Roadway	Improvement	From	To	Source
60	Dakota County	CSAH 81	Reconstruct/realign CSAH 81 (Clayton Avenue) from CSAH 66 (200th Street) to CSAH 46 (Brandel Drive) in Empire and Vermillion Township			Dakota County CIP
61	Dakota County	CSAH 46	Expansion to 4-lane divided roadway	TH 3	TH 52	Dakota Co CIP
63	Dakota County	CSAH 14	Reconstruct to a 3-lane roadway	CSAH 14 (20th Ave)	14th Ave	Dakota CIP
64	Dakota County	CR 96 (320th Street)	Roadway Reconstruction	West Dakota County line	CSAH 23 (Foliage Avenue)	Dakota Co CIP
67	Dakota County	CSAH 50	Expand to 4-lane divided roadway	CSAH 60	CSAH 9	Dakota Co CIP
98	Dakota County	TH 77	Northbound MnPass Lane	140th Street	Old Shakopee Road	Dakota County CIP
99	Dakota County		Reconstruct to 3/4 intersection - CSAH 9 (Dodd Boulevard) at 194th/195th Street			Dakota Co CIP
100	Dakota County	CSAH 32	Expansion to a 3-Lane Roadway	CSAH 43	TH 3	Dakota Co CIP

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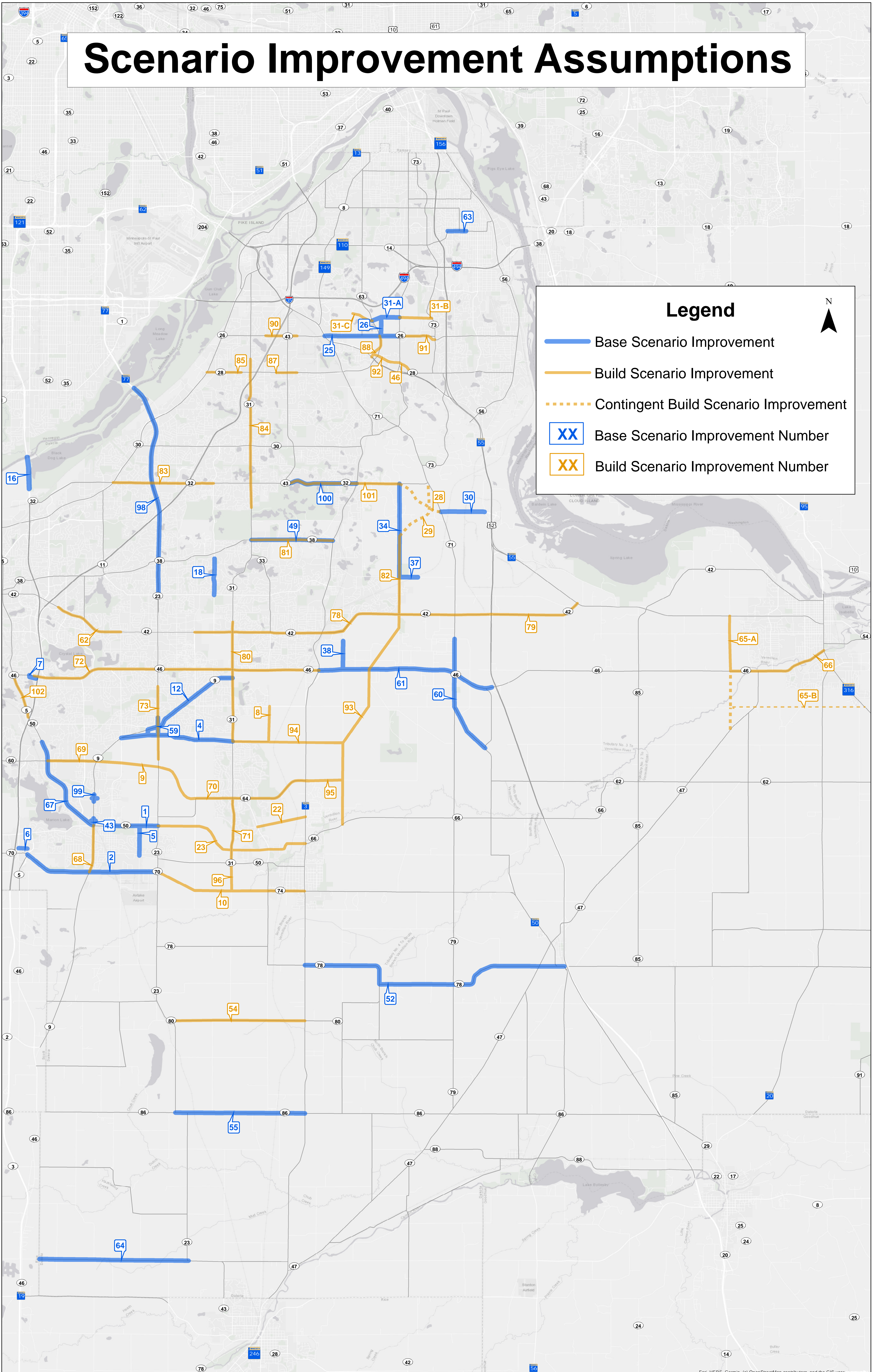
Year 2040 Build Scenario

Project Number	Jurisdiction	Roadway	Improvement	From	To	Source	Contingency
8	Dakota County	CSAH 33 (Diamond Path)	Extension	160th St (CSAH 46)	179th St (Future CSAH 9) – (Future Alignment)	2040 Lakeville Plan / 2040 Farmington Plan	
9	Dakota County	CSAH 60 (185th St)	Extension	Dodd Blvd (CSAH 9)	CR 64 (200th St)	2040 Lakeville Plan / 2040 Farmington Plan	
10	Dakota County	CSAH 70 (215th St)	Extension	Cedar Ave (CSAH 23)	Trunk Highway 3	2040 Lakeville Plan	
22	Farmington	200th/203rd St	Extension	197th St	Trunk Highway 3	2040 Farmington Plan	
23	City of Farmington / City of Lakeville	CSAH 50 (202nd St)	Extension as 2-Lane Major Collector	CSAH 9	TH 3	2040 Farmington Plan / Lakeville 2040 Plan	
28	Dakota county	CSAH 32 (Cliff Road)/110th	Realignment - 117th Avenue & Rich Valley			2040 Inver Grove Heights Plan	Only add to build scenario if >13,000 vehicles per day in base scenario
29	Dakota county	CSAH 73 (Akron Ave)	Realignment / Extension as 4-lane Divided Roadway	Bonaire Path (Rosemount)	Rich Valley	2040 Inver Grove Heights Plan	Only add to build scenario if >13,000 vehicles per day in base scenario
31-B	Inver Grove Heights	65th Street	Construct New Roadway	TH 3	Babcock	2040 Inver Grove Heights Plan	
31-C	IGH/Eagan	65th Street	Extension to Vikings Pkwy (Eagan)	CSAH 63 (Argenta Trail)	Vikings Pkwy (Eagan)	2040 Eagan Plan	
46	Dakota County	CSAH 28 (80th Street East)	Construct 2-lane undivided urban roadway	Trunk Highway 3 (South Robert Trail)	0.62 mile east in Inver Grove Heights	2040 IGH Plan / Dakota Co CIP	
54	Dakota County	CSAH 80 (255th Street)	Reconstruct as 2-lane with turn lanes	CSAH 23 (Galaxie Avenue)	Trunk Highway 3 (Chippendale Avenue)	Dakota Co CIP	
62	Dakota County	CSAH 42	Expansion to 6-lane divided roadway	Plymouth Ave	Garden View Dr	Greater Minnesota Sales and Use Tax-Eligible Projects / DC2040, Future County Needs Map	Only add to build scenario if >30,000 vehicles per day in base scenario
65-A	Dakota county	Jacob Ave	Reconstruct as 2-lane paved roadway	TH 55	CSAH 46	Hastings Roadway Study (2009)	
65-B	Dakota county	Hastings Bypass	Reconstruction and Realignment of CSAH 46 / 47	TH 55	US 61	Hastings Roadway Study (2009)	Only add to build scenario if CSAH 46/47 at TH 61 is > 15,000
66	CSAH 46	Recsonstruct to a 3-lane	Future CSAH 47	US 61	Jacob Ave	Hastings Roadway Study (2009)	
68	Dakota County	CSAH 9	Expand to 4-lane divided roadway	CSAH 50	CSAH 70	DC2040, Future County Needs Map	
69	Dakota County	CSAH 60	Expand to 4-lane divided roadway	CSAH 50	CSAH 9	DC2040, Future County Needs Map	
70	Dakota County	CSAH 64	Expand to 4-lane divided roadway	Flagstaff Ave	TH 3	DC2040, Future County Needs Map	
71	Dakota County	CSAH 31	Expand to 4-lane divided roadway	CSAH 64	CSAH 50	DC2040, Future County Needs Map	
72	Dakota County	CSAH 46	Expand to 6-lane divided roadway	I-35	TH 3	DC2040, Future County Needs Map	
73	Dakota County	CSAH 23	Expand to 6-lane divided roadway	CSAH 60	Griffon Trail	DC2040, Future County Needs Map	

DRAFT**Year 2040 Build Scenario**

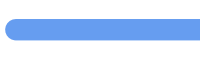




Project Number	Jurisdiction	Roadway	Improvement	From	To	Source	Contingency
78	Dakota County	CSAH 42	Expand to 6-lane divided roadway	Flagstaff Ave	TH 52	DC2040, Future County Needs Map	
79	Dakota County	CSAH 42	Expand to 4-lane divided roadway	TH 52	TH 55	DC2040, Future County Needs Map	
80	Dakota County	CSAH 31	Expand to 6-lane divided roadway	CSAH 9	Upper 147th St	DC2040, Future County Needs Map	
81	Dakota County	CSAH 38	Expand to 4-lane divided roadway	CSAH 31	TH 3	DC2040, Future County Needs Map	
82	Dakota County	CSAH 73	Expand to 4-lane divided roadway	CSAH 42	New Alignment	DC2040, Future County Needs Map	
83	Dakota County	CSAH 32	Expand to 6-lane divided roadway	TH 13	Johnny Cake Ridge Rd	DC2040, Future County Needs Map	
84	Dakota County	CSAH 31	Expand to 6-lane divided roadway	South of CSAH 32	Northwood Parkway	DC2040, Future County Needs Map	
85	Dakota County	CSAH 28	Expand to 6-lane divided roadway	TH 13	Central Parkway	DC2040, Future County Needs Map	
87	Dakota County	CSAH 28	Expand to 6-lane divided roadway	Promenade Ave	East of CSAH 43	DC2040, Future County Needs Map	
88	Dakota County	Argenta Trail	Expand to 4-lane divided roadway	TH 55	CSAH 26	DC2040, Future County Needs Map	
90	Dakota County	CSAH 26	Expand to 6-lane divided roadway	Eagandale Blvd	East of CSAH 43	DC2040, Future County Needs Map	
91	Dakota County	CSAH 26	Expand to 4-lane divided roadway	Lone Oak Dr	CSAH 73	DC2040, Future County Needs Map	
92	Dakota County	CSAH 28	Expand to 4-lane divided roadway	Argenta Trail	TH 3	DC2040, Future County Needs Map	
93	Dakota County	CSAH 29	Expand to 4-lane divided roadway	Argenta Trail	TH 4	DC2040, Future County Needs Map	
94	Dakota County	CSAH 9	2-lane divided roadway extension	Future Diamond Path	Future CSAH 73	DC2040, Future County Needs Map	
95	Dakota County	CSAH 64	4-lane divided roadway extension	TH 3	Future CSAH 73	DC2040, Future County Needs Map	
96	Dakota County	CSAH 31	4-lane divided roadway extension	CSAH 50	Future CSAH 70	DC2040, Future County Needs Map	
101	Dakota County	CSAH 32	Expansion to a 4-Lane Divided Roadway	CSAH 43	CSAH 73	Greater Minnesota Sales and Use Tax-Eligible Projects	Only add to build scenario if >13,000 vehicles per day in base scenario
102	Dakota County	CSAH 50	Expand to 4-lane divided roadway	CSAH 46	I-35	DC2040, Future County Needs Map	

Scenario Improvement Assumptions



Legend



-  Base Scenario Improvement
-  Build Scenario Improvement
-  Contingent Build Scenario Improvement
-  Base Scenario Improvement Number
-  Build Scenario Improvement Number

**Appendix D: Socioeconomic Allocation by Transportation Analysis Zone
(TAZ)**

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
			Population	Households	Retail Employment	Nonretail Employment	Total Employment	Population	Households	Retail Employment	Nonretail Employment	Total Employment	Population	Households	Retail Employment	Nonretail Employment	Total Employment
1	2091	West Saint Paul	341	137	18	32	50	470	207	14	32	46	470	207	14	32	46
2	2092	West Saint Paul	9	4	26	29	55	9	4	29	29	58	9	4	29	29	58
3	2094	West Saint Paul	447	170	0	0	0	447	170	8	9	17	447	170	8	9	17
4	2095	West Saint Paul	322	146	16	58	74	412	174	36	84	120	412	174	36	84	120
5	2096	West Saint Paul	340	127	47	139	186	353	133	24	46	70	353	133	24	46	70
6	396	Lilydale	16	7	0	0	0	16	7	0	0	0	16	7	0	0	0
7	397	Mendota Heights	588	231	0	0	0	588	231	2	106	108	588	231	2	106	108
8	398	Mendota Heights	0	0	23	49	72	0	0	15	88	103	0	0	15	88	103
9	399	Mendota Heights	282	104	0	0	0	289	122	0	9	9	289	122	0	9	9
10	400	Mendota Heights	237	91	11	23	34	349	137	7	134	141	349	137	7	134	141
11	401	Lilydale	284	178	27	80	107	257	166	43	68	111	257	166	43	68	111
12	402	Mendota	70	27	23	89	112	70	35	70	89	159	70	35	70	89	159
13	403	Mendota Heights	380	151	3	13	16	379	173	7	12	19	379	173	7	12	19
14	404	Mendota Heights	198	89	20	62	82	283	143	26	61	87	283	143	26	61	87
15	405	Mendota Heights	219	79	0	4	4	186	78	0	10	10	186	78	0	10	10
16	406	Mendota Heights	247	80	0	1	1	200	80	0	0	0	200	80	0	0	0
17	407	Mendota Heights	635	277	48	160	208	690	283	49	209	258	690	283	49	209	258
18	408	Mendota Heights	237	91	0	20	20	285	107	0	49	49	285	107	0	49	49
19	409	Mendota Heights	11	5	24	954	978	10	3	41	1101	1142	10	3	41	1101	1142
20	410	Mendota Heights	0	0	48	1895	1943	0	0	51	1925	1976	0	0	51	1925	1976
21	411	Mendota Heights	0	0	0	12	12	30	12	0	12	12	30	12	0	12	12
22	412	Mendota Heights	3	1	0	38	38	3	1	0	38	38	3	1	0	38	38
23	413	Mendota Heights	670	276	46	128	174	633	265	46	128	174	633	265	46	128	174
24	414	Mendota Heights	1005	421	0	0	0	1238	525	4	7	11	1238	525	4	7	11
25	415	Sunfish Lake	156	56	0	0	0	150	68	0	2	2	150	68	0	2	2
26	416	West Saint Paul	323	131	1	2	3	302	161	1	4	5	302	161	1	4	5
27	417	Inver Grove Heights	0	0	203	395	598	0	0	255	342	597	0	0	255	342	597
28	418	West Saint Paul	321	169	0	0	0	366	182	18	84	102	366	182	18	84	102
29	419	West Saint Paul	52	18	8	38	46	48	23	14	34	48	48	23	14	34	48
30	420	West Saint Paul	382	144	3	6	9	295	144	4	9	13	295	144	4	9	13
31	421	West Saint Paul	647	343	5	14	19	706	343	15	14	29	706	343	15	14	29
32	422	West Saint Paul	573	331	3	7	10	771	360	13	7	20	771	360	13	7	20
33	423	West Saint Paul	847	360	0	3	3	919	433	5	3	8	919	433	5	3	8
34	424	West Saint Paul	320	128	0	0	0	338	151	0	2	2	338	151	0	2	2
35	425	West Saint Paul	222	92	0	0	0	334	115	46	109	155	334	115	46	109	155
36	426	West Saint Paul	438	198	0	0	0	514	235	0	0	0	514	235	0	0	0
37	427	West Saint Paul	36	13	0	1	1	60	28	1	1	2	60	28	1	1	2
38	428	South Saint Paul	780	320	0	1	1	807	343	0	2	2	807	343	0	2	2
39	429	South Saint Paul	1000	419	1	74	75	1040	429	0	182	182	1040	429	0	182	182
40	430	South Saint Paul	9	4	160	50	210	9	4	195	87	282	9	4	195	87	282
41	431	South Saint Paul	778	366	3	11	14	778	366	8	20	28	778	366	8	20	28
42	432	South Saint Paul	1367	584	32	155	187	1653	721	78	326	404	1653	721	78	326	404
43	433	South Saint Paul	395	166	0	20	20	429	189	0	58	58	429	189	0	58	58
44	434	South Saint Paul	512	198	0	4	4	533	260	3	37	40	533	260	3	37	40
45	435	South Saint Paul	481	193	0	1	1	481	193	0	2	2	481	193	0	2	2
46	436	West Saint Paul	198	60	2	4	6	163	67	0	0	0	163	67	0	0	0
47	437	West Saint Paul	35	14	0	150	150	35	14	100	235	335	35	14	100	235	335
48	438	West Saint Paul	3	1	237	402	639	5	2	196	181	377	5	2	196	181	377
49	439	West Saint Paul	1487	626	9	18	27	1549	626	0	0	0	1549	626	0	0	0
50	440	West Saint Paul	0	0	2	5	7	0	0	2	5	7	0	0	2	5	7
51	441	Inver Grove Heights	2	1	149	85	234	5	2	152	85	237	5	2	152	85	237
52	442	Inver Grove Heights	470	192	0	0	0	372	153	0	0	0	372	153	0	0	0
53	443	South Saint Paul	527	203	0	0	0	570	260	0	3	3	570	260	0	3	3
54	444	South Saint Paul	795	344	5	8	13	795	344	5	117	122	795	344	5	117	122
55	445	South Saint Paul	0	0	284	867	1151	0	0	336	896	1232	0	0	336	896	1232
56	446	South Saint Paul	0	0	0	230	230	1	0	0	230	230	1	0	0	230	230
57	447	South Saint Paul	375	155	0	0	0	417	186	1	2	3	417	186	1	2	3
58	448	Inver Grove Heights	566	254	13	0	13	200	100	13	10	23	200	100	13	10	23
59	449	Inver Grove Heights	29	10	0	0	0	30	10	59	132	191	30	10	59	132	191
60	450	Inver Grove Heights	2787	1150	0	34	34	2802	1155	2	89	91	2802	1155	2	89	91
61	451	Inver Grove Heights	11	4	0	0	0	350	211	0	1	1	350	211	0	1	1
62	452	Inver Grove Heights	413	153	1	50	51	413	153	1	50	51	413	153	1	50	51
63	453	Inver Grove Heights	164	90	0	0	0	143	86	33	137	170	143	86	33	137	170

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
			Population	Households	Retail Employment	Nonretail Employment	Total Employment	Population	Households	Retail Employment	Nonretail Employment	Total Employment	Population	Households	Retail Employment	Nonretail Employment	Total Employment
64	454	Inver Grove Heights	433	199	14	83	97	445	202	36	86	122	445	202	36	86	122
65	455	Inver Grove Heights	63	27	0	0	0	72	33	12	17	29	72	33	12	17	29
66	456	Inver Grove Heights	363	170	2	31	33	373	174	2	61	63	373	174	2	61	63
67	457	South Saint Paul	0	0	0	24	24	0	0	0	24	24	0	0	0	24	24
68	458	Inver Grove Heights	454	166	29	15	44	509	181	20	30	50	509	181	20	30	50
69	459	Inver Grove Heights	298	112	53	68	121	322	116	67	88	155	322	116	67	88	155
70	460	Inver Grove Heights	655	245	0	0	0	681	245	0	0	0	681	245	0	0	0
71	461	Inver Grove Heights	345	130	0	0	0	353	130	0	1	1	353	130	0	1	1
72	462	Inver Grove Heights	138	53	0	0	0	138	64	1	1	2	138	64	1	1	2
73	463	Inver Grove Heights	323	127	4	2	6	323	129	3	3	6	323	129	3	3	6
74	464	Inver Grove Heights	431	214	0	0	0	548	266	0	1	1	548	266	0	1	1
75	465	Inver Grove Heights	2	1	21	312	333	3	2	30	311	341	3	2	30	311	341
76	466	Inver Grove Heights	156	72	0	164	164	126	58	1	163	164	126	58	1	163	164
77	467	Inver Grove Heights	628	265	0	0	0	634	264	8	13	21	634	264	8	13	21
78	468	Inver Grove Heights	305	102	6	12	18	315	102	6	12	18	315	102	6	12	18
79	469	Inver Grove Heights	470	168	0	0	0	470	169	0	0	0	470	169	0	0	0
80	470	Inver Grove Heights	73	44	0	9	9	334	192	1	11	12	334	192	1	11	12
81	471	Inver Grove Heights	7	2	0	1	1	790	466	1	1	2	790	466	1	1	2
82	472	Eagan	0	0	1	1716	1717	0	0	14	2107	2121	0	0	14	2107	2121
83	473	Eagan	0	0	74	3067	3141	0	0	53	3531	3584	0	0	53	3531	3584
84	474	Eagan	0	0	45	946	991	0	0	102	992	1094	0	0	102	992	1094
85	475	Eagan	0	0	37	2142	2179	0	0	91	1914	2005	0	0	91	1914	2005
86	476	Eagan	318	126	0	0	0	468	188	0	0	0	468	188	0	0	0
87	477	Eagan	0	0	17	186	203	0	0	13	283	296	0	0	13	283	296
88	478	Eagan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
89	479	Eagan	2238	885	106	100	206	2150	908	35	185	220	2150	908	35	185	220
90	480	Eagan	437	173	0	0	0	419	177	0	0	0	419	177	0	0	0
91	481	Eagan	2	1	15	204	219	426	205	143	204	347	426	205	143	204	347
92	482	Eagan	1344	532	0	0	0	1491	633	0	0	0	1491	633	0	0	0
93	483	Eagan	0	0	178	396	574	0	0	178	1104	1282	0	0	178	1104	1282
94	484	Eagan	0	0	630	142	772	1404	513	124	676	800	1404	513	124	676	800
95	485	Eagan	0	0	0	628	628	0	0	32	761	793	0	0	32	761	793
96	486	Eagan	0	0	0	643	643	0	0	24	674	698	0	0	24	674	698
97	487	Eagan	2	1	11	209	220	0	0	40	1405	1445	0	0	40	1405	1445
98	488	Eagan	0	0	12	224	236	0	0	12	379	391	0	0	12	379	391
99	489	Eagan	658	226	0	0	0	658	226	0	0	0	658	226	0	0	0
100	490	Eagan	35	14	92	41	133	38	16	700	838	1538	38	16	700	838	1538
101	491	Inver Grove Heights	34	12	0	0	0	421	172	0	121	121	421	172	0	121	121
102	492	Inver Grove Heights	235	68	2	4	6	821	336	10	52	62	821	336	10	52	62
103	493	Inver Grove Heights	62	25	2	11	13	280	115	2	13	15	280	115	2	13	15
104	494	Inver Grove Heights	5	2	2	11	13	28	11	256	0	256	28	11	256	0	256
105	495	Eagan	2	1	1	46	47	2	1	1	575	576	2	1	1	575	576
106	496	Eagan	635	251	0	4	4	775	358	0	10	10	775	358	0	10	10
107	497	Eagan	782	309	0	0	0	778	317	0	0	0	778	317	0	0	0
108	498	Eagan	0	0	714	246	960	0	0	376	424	800	0	0	376	424	800
109	499	Eagan	833	330	4	5	9	800	338	4	15	19	800	338	4	15	19
110	500	Eagan	254	101	0	0	0	249	115	0	0	0	249	115	0	0	0
111	501	Eagan	577	228	4	129	133	553	234	23	129	152	553	234	23	129	152
112	502	Eagan	98	39	0	0	0	94	40	0	0	0	94	40	0	0	0
113	503	Eagan	315	125	0	0	0	304	129	0	0	0	304	129	0	0	0
114	504	Eagan	120	47	0	0	0	176	78	0	0	0	176	78	0	0	0
115	505	Eagan	254	101	0	0	0	260	109	0	0	0	260	109	0	0	0
116	506	Eagan	2	1	25	200	225	2	1	26	272	298	2	1	26	272	298
117	507	Eagan	357	141	0	0	0	366	156	0	0	0	366	156	0	0	0
118	508	Eagan	266	105	0	0	0	255	108	0	0	0	255	108	0	0	0
119	509	Eagan	579	185	14	79	93	574	197	19	157	176	574	197	19	157	176
120	510	Eagan	303	120	0	0	0	303	124	0	0	0	303	124	0	0	0
121	511	Inver Grove Heights	229	64	0	0	0	295	90	2	27	29	295	90	2	27	29
122	512	Inver Grove Heights	158	44	1	4	5	160	45	1	5	6	160	45	1	5	6
123	513	Inver Grove Heights	158	53	0	0	0	175	58	0	1	1	175	58	0	1	1
124	514	Inver Grove Heights	76	27	0	0	0	90	30	0	0	0	90	30	0	0	0
125	515	Inver Grove Heights	46	13	1	14	15	46	16	1	15	16	46	16	1	15	16
126	516	Eagan	464	184	0	91	91	446	188	13	27	40	446	188	13	27	40

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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127	517	Eagan	188	74	0	0	0	214	91	0	0	0	214	91	0	0	0
128	518	Eagan	46	18	2	3	5	46	19	2	3	5	46	19	2	3	5
129	519	Rosemount	145	58	0	0	0	193	72	0	0	0	193	72	0	0	0
130	520	Apple Valley	4	1	0	0	0	13	7	0	12	12	13	7	0	12	12
131	521	Eagan	955	378	0	0	0	918	388	0	0	0	918	388	0	0	0
132	522	Eagan	95	38	0	9	9	92	53	3	7	10	92	53	3	7	10
133	523	Eagan	457	181	0	81	81	438	185	24	76	100	438	185	24	76	100
134	524	Eagan	633	250	0	0	0	607	257	0	0	0	607	257	0	0	0
135	525	Eagan	1097	434	0	0	0	1053	445	0	0	0	1053	445	0	0	0
136	526	Eagan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
137	527	Apple Valley	0	0	33	503	536	6	1	49	523	572	6	1	49	523	572
138	528	Apple Valley	1679	660	0	8	8	1679	661	0	11	11	1679	661	0	11	11
139	529	Eagan	535	212	0	0	0	513	217	0	0	0	513	217	0	0	0
140	530	Eagan	379	150	77	56	133	377	154	70	96	166	377	154	70	96	166
141	531	Eagan	337	133	71	155	226	323	137	83	157	240	323	137	83	157	240
142	532	Eagan	325	129	16	111	127	311	132	50	90	140	311	132	50	90	140
143	533	Eagan	0	0	463	237	700	0	0	249	451	700	0	0	249	451	700
144	534	Eagan	652	258	0	0	0	626	265	0	0	0	626	265	0	0	0
145	535	Eagan	474	187	0	0	0	454	192	0	0	0	454	192	0	0	0
146	536	Eagan	965	382	0	3	3	927	392	1	4	5	927	392	1	4	5
147	537	Eagan	1651	653	0	3	3	1586	670	0	5	5	1586	670	0	5	5
148	538	Eagan	963	381	12	45	57	959	391	12	46	58	959	391	12	46	58
149	539	Eagan	569	225	0	129	129	546	231	5	135	140	546	231	5	135	140
150	540	Eagan	1283	507	0	0	0	1231	520	0	0	0	1231	520	0	0	0
151	541	Burnsville	232	110	0	26	26	281	125	1	26	27	281	125	1	26	27
152	542	Burnsville	1312	452	3	30	33	1316	454	2	31	33	1316	454	2	31	33
153	544	Burnsville	0	0	150	1669	1819	0	0	127	1692	1819	0	0	127	1692	1819
154	546	Burnsville	0	0	23	527	550	0	0	30	590	620	0	0	30	590	620
155	547	Burnsville	117	75	57	510	567	642	285	39	767	806	642	285	39	767	806
156	548	Burnsville	968	552	25	161	186	1199	681	0	230	230	1199	681	0	230	230
157	549	Burnsville	204	73	53	417	470	171	73	59	456	515	171	73	59	456	515
158	550	Burnsville	0	0	6	507	513	0	0	6	533	539	0	0	6	533	539
159	551	Burnsville	739	323	29	0	29	740	324	17	0	17	740	324	17	0	17
160	552	Burnsville	133	58	0	0	0	135	60	0	0	0	135	60	0	0	0
161	553	Burnsville	588	233	0	0	0	588	233	3	7	10	588	233	3	7	10
162	554	Burnsville	870	362	0	0	0	863	362	0	6	6	863	362	0	6	6
163	555	Eagan	296	117	0	0	0	283	120	0	0	0	283	120	0	0	0
164	556	Burnsville	584	205	39	72	111	583	195	31	76	107	583	195	31	76	107
165	557	Burnsville	519	193	0	0	0	519	193	2	28	30	519	193	2	28	30
166	558	Burnsville	931	432	0	0	0	931	432	0	1	1	931	432	0	1	1
167	559	Burnsville	552	199	0	0	0	553	194	2	0	2	553	194	2	0	2
168	560	Burnsville	754	295	0	0	0	754	295	0	0	0	754	295	0	0	0
169	561	Burnsville	336	211	90	25	115	556	291	97	201	298	556	291	97	201	298
170	562	Burnsville	0	0	371	538	909	0	0	371	601	972	0	0	371	601	972
171	563	Burnsville	604	270	0	0	0	634	281	4	0	4	634	281	4	0	4
172	564	Burnsville	0	0	260	543	803	13	6	260	543	803	13	6	260	543	803
173	565	Burnsville	504	182	95	175	270	512	182	94	224	318	512	182	94	224	318
174	566	Burnsville	1453	540	41	88	129	1516	565	41	0	41	1516	565	41	0	41
175	567	Burnsville	1028	368	0	0	0	1351	492	4	20	24	1351	492	4	20	24
176	568	Burnsville	1871	677	10	83	93	1885	683	15	75	90	1885	683	15	75	90
177	569	Burnsville	901	314	1	5	6	904	315	2	4	6	904	315	2	4	6
178	570	Burnsville	789	264	0	318	318	789	264	31	287	318	789	264	31	287	318
179	571	Burnsville	1174	430	0	4	4	1315	479	24	213	237	1315	479	24	213	237
180	572	Burnsville	1786	624	0	0	0	1747	599	0	0	0	1747	599	0	0	0
181	573	Burnsville	0	0	277	64	341	0	0	251	132	383	0	0	251	132	383
182	574	Burnsville	0	0	557	72	629	0	0	494	135	629	0	0	494	135	629
183	575	Burnsville	0	0	1179	1153	2332	968	387	2168	1876	4044	4000	1600	825	1870	2695
184	576	Burnsville	1344	686	115	0	115	1514	796	541	383	924	1514	796	541	383	924
185	577	Burnsville	1	0	0	1691	1691	1	0	1	1690	1691	1	0	1	1690	1691
186	578	Burnsville	620	212	0	0	0	626	212	0	0	0	626	212	0	0	0
187	579	Burnsville	0	0	16	999	1015	30	12	16	1028	1044	30	12	16	1028	1044
188	580	Burnsville	356	138	0	5	5	401	156	0	5	5	401	156	0	5	5
189	581	Burnsville	416	168	0	5	5	439	176	0	46	46	439	176	0	46	46

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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190	582	Burnsville	516	182	6	1	7	516	182	180	32	212	516	182	180	32	212
191	583	Burnsville	1765	765	17	0	17	2059	903	33	34	67	2059	903	33	34	67
192	584	Burnsville	165	58	0	14	14	170	60	0	14	14	170	60	0	14	14
193	585	Burnsville	917	327	0	14	14	919	328	1	13	14	919	328	1	13	14
194	586	Burnsville	341	142	0	62	62	343	143	250	550	800	343	143	250	550	800
195	587	Burnsville	666	288	0	0	0	646	279	3	0	3	646	279	3	0	3
196	588	Burnsville	52	22	59	47	106	61	25	58	42	100	61	25	58	42	100
197	589	Burnsville	14	5	0	0	0	25	12	0	0	0	25	12	0	0	0
198	590	Apple Valley	370	129	0	0	0	370	164	4	19	23	370	164	4	19	23
199	591	Apple Valley	333	128	0	0	0	386	146	3	4	7	386	146	3	4	7
200	592	Apple Valley	1447	501	6	38	44	1418	526	11	38	49	1418	526	11	38	49
201	593	Apple Valley	1	0	452	125	577	0	0	435	220	655	0	0	435	220	655
202	594	Apple Valley	287	177	128	87	215	290	177	107	137	244	290	177	107	137	244
203	595	Apple Valley	0	0	66	59	125	112	34	67	109	176	112	34	67	109	176
204	596	Apple Valley	960	372	0	70	70	1003	409	0	73	73	1003	409	0	73	73
205	597	Apple Valley	1059	356	12	11	23	1051	398	16	20	36	1051	398	16	20	36
206	598	Burnsville	3	1	0	0	0	3	1	0	0	0	3	1	0	0	0
207	599	Apple Valley	1249	460	0	0	0	1417	544	0	4	4	1417	544	0	4	4
208	600	Apple Valley	758	302	0	0	0	837	333	0	1	1	837	333	0	1	1
209	601	Apple Valley	805	302	0	0	0	1069	434	1	5	6	1069	434	1	5	6
210	602	Apple Valley	585	202	0	0	0	589	204	2	7	9	589	204	2	7	9
211	603	Apple Valley	390	131	0	0	0	387	132	1	1	2	387	132	1	1	2
212	604	Apple Valley	779	295	0	0	0	980	340	0	0	0	980	340	0	0	0
213	605	Apple Valley	1098	411	0	0	0	1355	470	3	64	67	1355	470	3	64	67
214	606	Apple Valley	238	76	0	9	9	279	108	0	16	16	279	108	0	16	16
215	607	Apple Valley	254	105	0	0	0	275	109	0	2	2	275	109	0	2	2
216	608	Apple Valley	0	0	0	70	70	0	0	0	70	70	0	0	0	70	70
217	609	Apple Valley	0	0	0	107	107	80	34	4	109	113	80	34	4	109	113
218	610	Apple Valley	1024	340	0	0	0	1017	342	0	1	1	1017	342	0	1	1
219	611	Apple Valley	666	288	0	56	56	666	289	2	56	58	666	289	2	56	58
220	612	Apple Valley	0	0	603	356	959	0	0	901	356	1257	0	0	901	356	1257
221	613	Apple Valley	314	191	0	0	0	314	191	1	0	1	314	191	1	0	1
222	614	Apple Valley	722	235	0	0	0	894	366	14	5	19	894	366	14	5	19
223	615	Apple Valley	882	372	84	41	125	1551	641	99	43	142	1551	641	99	43	142
224	616	Apple Valley	791	352	0	0	0	791	352	1	0	1	791	352	1	0	1
225	617	Apple Valley	0	0	0	0	0	444	194	4	18	22	444	194	4	18	22
226	618	Apple Valley	618	283	0	0	0	618	284	0	0	0	618	284	0	0	0
227	619	Apple Valley	104	40	0	178	178	542	242	65	178	243	542	242	65	178	243
228	620	Rosemount	765	247	0	57	57	583	214	0	67	67	583	214	0	67	67
229	621	Rosemount	866	270	0	0	0	668	245	0	0	0	668	245	0	0	0
230	622	Rosemount	611	198	0	0	0	466	171	0	0	0	466	171	0	0	0
231	623	Rosemount	180	66	0	0	0	180	66	0	0	0	180	66	0	0	0
232	624	Rosemount	13	5	0	1	1	242	89	0	2	2	242	89	0	2	2
233	625	Rosemount	3	1	0	0	0	3	1	0	0	0	3	1	0	0	0
234	626	Rosemount	781	253	0	0	0	1175	431	0	0	0	1175	431	0	0	0
235	627	Rosemount	1025	294	0	0	0	694	255	0	0	0	694	255	0	0	0
236	628	Rosemount	345	117	0	3	3	767	282	0	3	3	767	282	0	3	3
237	629	Rosemount	670	298	0	2	2	1187	436	0	10	10	1187	436	0	10	10
238	630	Rosemount	442	189	17	232	249	760	279	46	324	370	760	279	46	324	370
239	631	Rosemount	700	251	0	188	188	589	216	0	208	208	589	216	0	208	208
240	632	Rosemount	131	58	27	0	27	501	184	105	219	324	501	184	105	219	324
241	633	Rosemount	331	130	0	0	0	291	107	0	0	0	291	107	0	0	0
242	634	Rosemount	248	121	0	80	80	400	147	0	114	114	400	147	0	114	114
243	635	Rosemount	1613	554	0	0	0	1313	482	0	0	0	1313	482	0	0	0
244	636	Rosemount	576	185	0	0	0	429	157	0	0	0	429	157	0	0	0
245	637	Lakeville	243	95	0	3	3	265	95	0	12	12	265	95	0	12	12
246	638	Lakeville	525	224	0	1	1	623	224	1	3	4	623	224	1	3	4
247	639	Farmington	546	164	0	0	0	546	166	0	0	0	546	166	0	0	0
248	640	Farmington	238	78	0	0	0	269	87	0	0	0	269	87	0	0	0
249	641	Farmington	643	288	6	294	300	691	299	16	413	429	691	299	16	413	429
250	642	Farmington	9	3	0	10	10	183	71	4	43	47	183	71	4	43	47
251	643	Farmington	245	94	0	0	0	250	94	0	1	1	250	94	0	1	1
252	644	Farmington	194	62	0	0	0	374	130	3	0	3	374	130	3	0	3

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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253	645	Farmington	854	269	0	0	0	1013	330	7	14	21	1013	330	7	14	21
254	646	Lakeville	634	205	0	0	0	812	328	15	25	40	812	328	15	25	40
255	647	Lakeville	763	263	0	0	0	917	328	0	63	63	917	328	0	63	63
256	648	Lakeville	1163	333	3	7	10	668	239	17	29	46	668	239	17	29	46
257	649	Lakeville	557	183	0	0	0	576	200	0	4	4	576	200	0	4	4
258	650	Lakeville	563	205	0	20	20	563	196	0	42	42	563	196	0	42	42
259	651	Lakeville	450	156	0	107	107	438	152	0	108	108	438	152	0	108	108
260	652	Lakeville	453	157	0	50	50	436	152	0	51	51	436	152	0	51	51
261	653	Lakeville	1619	506	1	77	78	2001	628	1	78	79	2001	628	1	78	79
262	654	Lakeville	1477	470	11	12	23	1466	460	9	9	18	1466	460	9	9	18
263	655	Lakeville	757	222	0	22	22	696	218	0	22	22	696	218	0	22	22
264	656	Lakeville	618	184	0	0	0	570	179	0	16	16	570	179	0	16	16
265	657	Lakeville	1014	297	0	0	0	898	282	0	0	0	898	282	0	0	0
266	658	Lakeville	1147	317	8	0	8	1147	360	3	5	8	1147	360	3	5	8
267	659	Lakeville	592	191	0	0	0	592	199	0	0	0	592	199	0	0	0
268	660	Lakeville	363	143	2	6	8	417	141	2	0	2	417	141	2	0	2
269	661	Burnsville	886	328	7	92	99	1518	545	12	132	144	1518	545	12	132	144
270	662	Lakeville	0	0	7	114	121	0	0	55	135	190	0	0	55	135	190
271	663	Lakeville	143	55	6	0	6	155	55	10	0	10	155	55	10	0	10
272	664	Lakeville	125	55	350	77	427	318	108	355	67	422	318	108	355	67	422
273	665	Lakeville	832	268	0	64	64	828	279	0	0	0	828	279	0	0	0
274	666	Lakeville	318	144	0	0	0	785	274	0	12	12	785	274	0	12	12
275	667	Lakeville	105	48	20	276	296	392	138	28	331	359	392	138	28	331	359
276	668	Lakeville	351	95	1	11	12	388	136	0	11	11	388	136	0	11	11
277	669	Lakeville	608	164	4	12	16	852	299	9	11	20	852	299	9	11	20
278	670	Lakeville	674	229	0	0	0	739	259	0	0	0	739	259	0	0	0
279	671	Lakeville	546	225	6	85	91	644	226	10	85	95	644	226	10	85	95
280	672	Lakeville	203	69	36	197	233	852	279	47	311	358	852	279	47	311	358
281	673	Lakeville	5	2	2	5	7	342	116	4	8	12	342	116	4	8	12
282	674	Lakeville	214	73	1	0	1	212	72	1	319	320	212	72	1	319	320
283	675	Lakeville	64	20	0	0	0	59	20	8	117	125	59	20	8	117	125
284	676	Lakeville	0	0	0	0	0	0	0	5	255	260	0	0	5	255	260
285	677	Lakeville	465	139	0	0	0	433	141	0	0	0	433	141	0	0	0
286	678	Lakeville	6	2	7	37	44	8	2	30	320	350	8	2	30	320	350
287	679	Lakeville	1198	347	6	36	42	802	262	9	85	94	802	262	9	85	94
288	680	Lakeville	806	237	0	0	0	742	242	0	45	45	742	242	0	45	45
289	681	Lakeville	428	165	1	472	473	520	229	3	470	473	520	229	3	470	473
290	682	Lakeville	19	8	0	0	0	551	243	0	0	0	551	243	0	0	0
291	683	Lakeville	4	1	0	0	0	1146	505	1	5	6	1146	505	1	5	6
292	684	Farmington	4	1	0	0	0	61	21	7	16	23	61	21	7	16	23
293	685	Lakeville	11	4	0	0	0	675	304	47	93	140	675	304	47	93	140
294	686	Lakeville	109	50	0	0	0	239	105	17	0	17	239	105	17	0	17
295	687	Lakeville	667	264	33	291	324	626	260	28	375	403	626	260	28	375	403
296	688	Lakeville	784	304	116	383	499	720	293	103	480	583	720	293	103	480	583
297	689	Lakeville	58	20	0	1	1	792	328	0	5	5	792	328	0	5	5
298	690	Lakeville	0	0	0	592	592	0	0	23	630	653	0	0	23	630	653
299	691	Lakeville	0	0	0	571	571	0	0	0	725	725	0	0	0	725	725
300	692	Lakeville	274	94	4	79	83	176	68	7	90	97	176	68	7	90	97
301	693	Lakeville	0	0	35	855	890	0	0	66	918	984	0	0	66	918	984
302	694	Eureka	111	41	0	16	16	112	47	0	18	18	112	47	0	18	18
303	695	Eureka	109	38	0	33	33	114	46	0	36	36	114	46	0	36	36
304	696	Eureka	67	27	0	19	19	75	31	0	22	22	75	31	0	22	22
305	697	Castle Rock	62	25	2	22	24	62	25	4	20	24	62	25	4	20	24
306	698	Castle Rock	142	56	10	119	129	138	57	16	111	127	138	57	16	111	127
307	699	Eureka	167	58	0	10	10	186	75	0	11	11	186	75	0	11	11
308	700	Eureka	128	45	1	60	61	170	70	1	79	80	170	70	1	79	80
309	701	Eureka	111	42	0	0	0	131	53	0	4	4	131	53	0	4	4
310	702	Greenvale	135	50	0	15	15	143	60	1	30	31	143	60	1	30	31
311	703	Greenvale	257	83	0	0	0	257	90	0	0	0	257	90	0	0	0
312	704	Greenvale	129	44	0	33	33	129	44	0	42	42	129	44	0	42	42
313	705	Waterford	87	33	6	250	256	87	36	0	264	264	87	36	0	264	264
314	706	Sciota	180	63	1	15	16	195	72	2	46	48	195	72	2	46	48
315	707	Sciota	123	39	1	19	20	126	45	2	47	49	126	45	2	47	49

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
			Population	Households	Retail Employment	Nonretail Employment	Total Employment	Population	Households	Retail Employment	Nonretail Employment	Total Employment	Population	Households	Retail Employment	Nonretail Employment	Total Employment
316	708	Waterford	62	25	0	0	0	71	30	0	2	2	71	30	0	2	2
317	709	Castle Rock	54	20	0	0	0	49	21	3	0	3	49	21	3	0	3
318	710	Castle Rock	110	44	0	17	17	111	45	2	24	26	111	45	2	24	26
319	711	Castle Rock	87	31	0	0	0	87	32	0	1	1	87	32	0	1	1
320	712	Empire	71	23	6	31	37	67	24	6	33	39	67	24	6	33	39
321	713	Empire	21	7	0	0	0	21	7	0	0	0	21	7	0	0	0
322	714	Empire	18	5	0	1	1	140	52	0	8	8	140	52	0	8	8
323	715	Empire	3	1	0	0	0	164	83	0	1	1	164	83	0	1	1
324	716	Empire	0	0	0	7	7	17	6	0	7	7	17	6	0	7	7
325	717	Empire	6	2	0	0	0	6	2	0	0	0	6	2	0	0	0
326	718	Empire	21	9	0	0	0	120	45	0	0	0	120	45	0	0	0
327	719	Empire	33	12	0	4	4	47	17	0	9	9	47	17	0	9	9
328	720	Empire	0	0	0	3	3	0	0	0	4	4	0	0	0	4	4
329	721	Empire	0	0	0	27	27	0	0	0	27	27	0	0	0	27	27
330	722	Rosemount	6	2	0	120	120	275	104	11	52	63	275	104	11	52	63
331	723	Rosemount	6	2	0	13	13	691	261	23	56	79	691	261	23	56	79
332	724	Rosemount	0	0	0	2330	2330	0	0	0	2157	2157	0	0	0	2157	2157
333	725	Inver Grove Heights	2	2	0	157	157	2	2	40	285	325	2	2	40	285	325
334	726	Rosemount	19	5	0	214	214	19	5	0	214	214	19	5	0	214	214
335	727	Rosemount	4	1	0	489	489	0	0	0	689	689	0	0	0	689	689
336	728	Rosemount	97	36	6	93	99	97	36	6	93	99	97	36	6	93	99
337	729	Nininger	221	72	0	0	0	191	73	0	10	10	191	73	0	10	10
338	730	Nininger	141	49	0	7	7	135	54	0	10	10	135	54	0	10	10
339	731	Nininger	209	83	0	50	50	210	84	0	51	51	210	84	0	51	51
340	732	Nininger	44	15	0	21	21	47	19	0	31	31	47	19	0	31	31
341	733	Nininger	80	31	0	1	1	77	32	0	1	1	77	32	0	1	1
342	734	Marshan	45	19	0	1	1	72	30	0	1	1	72	30	0	1	1
343	735	Vermillion	214	75	8	91	99	221	89	4	66	70	221	89	4	66	70
344	736	Vermillion	182	64	2	0	2	181	65	2	1	3	181	65	2	1	3
345	737	Vermillion	129	51	0	0	0	136	54	0	11	11	136	54	0	11	11
346	738	Vermillion	183	65	1	33	34	190	73	0	12	12	190	73	0	12	12
347	739	Hampton	69	25	0	1	1	78	32	0	0	0	78	32	0	0	0
348	740	Hampton	23	9	2	0	2	23	10	2	7	9	23	10	2	7	9
349	741	Hampton	105	38	1	8	9	103	43	0	8	8	103	43	0	8	8
350	742	Randolph	12	5	0	0	0	12	5	0	0	0	12	5	0	0	0
351	743	Randolph	390	153	11	54	65	390	161	14	57	71	390	161	14	57	71
352	744	Randolph	205	77	10	49	59	216	89	13	54	67	216	89	13	54	67
353	745	Hampton	91	33	0	0	0	95	39	0	0	0	95	39	0	0	0
354	746	Hampton	116	39	0	0	0	105	42	0	0	0	105	42	0	0	0
355	747	Hampton	142	51	0	0	0	224	85	4	10	14	224	85	4	10	14
356	748	Vermillion	204	64	0	2	2	195	67	0	2	2	195	67	0	2	2
357	749	Marshan	269	97	7	14	21	344	138	5	30	35	344	138	5	30	35
358	750	Douglas	74	28	0	0	0	74	32	0	0	0	74	32	0	0	0
359	751	Douglas	64	23	0	0	0	69	30	0	0	0	69	30	0	0	0
360	752	Douglas	132	47	0	0	0	140	60	1	0	1	140	60	1	0	1
361	753	Douglas	52	19	30	34	64	57	23	32	37	69	57	23	32	37	69
362	754	Marshan	189	68	26	143	169	157	69	12	150	162	157	69	12	150	162
363	755	Ravenna	254	86	0	0	0	269	111	1	0	1	269	111	1	0	1
364	756	Ravenna	215	74	0	21	21	233	95	0	22	22	233	95	0	22	22
365	757	Marshan	116	40	1	1	2	92	41	3	1	4	92	41	3	1	4
366	758	Marshan	81	32	15	34	49	111	45	11	51	62	111	45	11	51	62
367	759	Marshan	140	49	0	6	6	172	69	0	6	6	172	69	0	6	6
368	760	Hastings	379	151	16	0	16	479	202	30	7	37	479	202	30	7	37
369	761	Hastings	367	144	20	22	42	654	307	33	25	58	654	307	33	25	58
370	762	Hastings	133	50	67	0	67	133	50	81	2	83	133	50	81	2	83
371	763	Hastings	264	86	0	0	0	356	284	4	5	9	356	284	4	5	9
372	764	Hastings	360	156	0	0	0	553	239	21	24	45	553	239	21	24	45
373	765	Hastings	912	368	0	0	0	1095	467	21	3	24	1095	467	21	3	24
374	766	Hastings	427	209	1	46	47	427	209	6	58	58	427	209	6	52	58
375	767	Hastings	317	125	124	177	301	437	193	187	185	372	437	193	187	185	372
376	768	Hastings	534	195	0	40	40	618	332	0	41	41	618	332	0	41	41
377	769	Hastings	408	187	6	117	123	408	187	0	164	164	408	187	0	164	164
378	770	Hastings	567	206	0	0	0	620	229	14	132	146	620	229	14	132	146

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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379	771	Nininger	330	100	0	0	0	348	168	1	0	1	348	168	1	0	1
380	772	Hastings	643	286	10	60	70	796	344	17	163	180	796	344	17	163	180
381	773	Hastings	348	140	0	125	125	341	143	0	184	184	341	143	0	184	184
382	774	Hastings	87	28	123	530	653	87	28	197	604	801	87	28	197	604	801
383	775	Marshan	9	3	0	3	3	7	3	0	3	3	7	3	0	3	3
384	776	Ravenna	144	47	0	7	7	170	80	0	8	8	170	80	0	8	8
385	396	Lilydale	310	190	138	165	303	282	170	183	182	365	282	170	183	182	365
386	397	Mendota Heights	156	61	0	0	0	199	87	2	107	109	199	87	2	107	109
387	397	Mendota Heights	448	176	0	0	0	448	176	2	108	110	448	176	2	108	110
388	397	Mendota Heights	149	58	15	34	49	226	100	17	141	158	226	100	17	141	158
389	399	Mendota Heights	151	56	9	19	28	153	64	3	29	32	153	64	3	29	32
390	400	Mendota Heights	174	67	0	0	0	367	145	0	0	0	367	145	0	0	0
391	399	Mendota Heights	158	58	0	0	0	155	62	0	9	9	155	62	0	9	9
392	399	Mendota Heights	268	98	0	0	0	254	98	0	10	10	254	98	0	10	10
393	398	Mendota Heights	361	123	0	0	0	339	137	0	47	47	339	137	0	47	47
394	401	Lilydale	284	178	27	80	107	257	166	43	68	111	257	166	43	68	111
395	403	Mendota Heights	261	104	15	41	56	281	140	20	38	58	281	140	20	38	58
396	403	Mendota Heights	217	86	0	0	0	224	106	4	0	4	224	106	4	0	4
397	405	Mendota Heights	285	104	0	4	4	284	102	0	11	11	284	102	0	11	11
398	408	Mendota Heights	106	41	0	0	0	106	41	0	1	1	106	41	0	1	1
399	404	Mendota Heights	373	167	0	0	0	373	167	6	1	7	373	167	6	1	7
400	404	Mendota Heights	216	97	0	0	0	216	97	6	0	6	216	97	6	0	6
401	402	Mendota Heights	367	154	20	60	80	466	226	25	60	85	466	226	25	60	85
402	402	Mendota	162	64	36	89	125	210	95	55	86	141	210	95	55	86	141
403	411	Mendota Heights	0	0	34	796	830	0	0	31	1827	1858	0	0	31	1827	1858
404	411	Mendota Heights	190	85	50	95	145	210	85	50	96	146	210	85	50	96	146
405	411	Mendota Heights	9	4	13	493	506	9	4	10	495	505	9	4	10	495	505
406	411	Mendota Heights	0	0	6	180	186	0	0	6	242	248	0	0	6	242	248
407	411	Mendota Heights	259	117	9	368	377	279	117	4	374	378	279	117	4	374	378
408	412	Mendota Heights	18	6	0	6	6	49	22	0	7	7	49	22	0	7	7
409	412	Mendota Heights	255	83	0	0	0	243	83	0	1	1	243	83	0	1	1
410	412	Mendota Heights	315	103	0	0	0	324	115	0	1	1	324	115	0	1	1
411	412	Mendota Heights	9	3	8	738	746	9	3	8	876	884	9	3	8	876	884
412	2091	West Saint Paul	683	276	71	73	144	721	311	55	73	128	721	311	55	73	128
413	2091	West Saint Paul	246	99	0	0	0	246	99	0	0	0	246	99	0	0	0
414	2091	West Saint Paul	166	67	30	41	71	166	67	20	40	60	166	67	20	40	60
415	2092	West Saint Paul	514	215	13	18	31	669	272	13	17	30	669	272	13	17	30
416	2092	West Saint Paul	610	255	5	6	11	623	258	2	10	12	623	258	2	10	12
417	2092	West Saint Paul	107	45	0	0	0	107	45	0	5	5	107	45	0	5	5
418	2092	West Saint Paul	150	63	0	0	0	150	63	0	4	4	150	63	0	4	4
419	2094	West Saint Paul	403	153	1	2	3	410	196	8	10	18	410	196	8	10	18
420	2094	West Saint Paul	83	32	14	25	39	83	32	33	62	95	83	32	33	62	95
421	2094	West Saint Paul	177	67	7	0	7	177	67	27	46	73	177	67	27	46	73
422	2095	West Saint Paul	613	278	9	16	25	691	310	38	57	95	691	310	38	57	95
423	2096	West Saint Paul	752	282	0	0	0	752	283	0	0	0	752	283	0	0	0
424	2096	West Saint Paul	247	92	0	0	0	307	172	0	0	0	307	172	0	0	0
425	2096	West Saint Paul	399	150	0	0	0	399	150	0	0	0	399	150	0	0	0
426	429	South Saint Paul	104	43	0	0	0	131	50	0	2	2	131	50	0	2	2
427	429	South Saint Paul	511	214	3	4	7	526	218	3	82	85	526	218	3	82	85
428	429	South Saint Paul	422	177	12	7	19	492	194	10	8	18	492	194	10	8	18
429	429	South Saint Paul	193	81	0	247	247	193	81	0	248	248	193	81	0	248	248
430	425	West Saint Paul	229	95	6	11	17	348	120	53	122	175	348	120	53	122	175
431	425	West Saint Paul	71	30	72	173	245	136	47	156	385	541	136	47	156	385	541
432	424	West Saint Paul	254	102	0	0	0	272	125	1	3	4	272	125	1	3	4
433	424	West Saint Paul	298	119	36	83	119	316	142	36	85	121	316	142	36	85	121
434	424	West Saint Paul	291	116	0	0	0	310	138	1	2	3	310	138	1	2	3
435	420	West Saint Paul	172	65	4	10	14	130	65	5	12	17	130	65	5	12	17
436	420	West Saint Paul	180	68	0	0	0	328	138	1	2	3	328	138	1	2	3
437	420	West Saint Paul	142	54	0	0	0	109	54	1	2	3	109	54	1	2	3
438	423	West Saint Paul	326	138	0	0	0	333	156	2	0	2	333	156	2	0	2
439	423	West Saint Paul	182	78	65	150	215	205	96	64	153	217	205	96	64	153	217
440	422	West Saint Paul	0	0	101	238	339	0	0	104	243	347	0	0	104	243	347
441	422	West Saint Paul	120	69	0	0	0	150	70	2	0	2	150	70	2	0	2

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442	426	West Saint Paul	604	274	2	11	13	707	322	2	0	2	707	322	2	0	2
443	426	West Saint Paul	292	132	0	0	0	349	158	0	0	0	349	158	0	0	0
444	426	West Saint Paul	5	2	26	93	119	5	2	26	75	101	5	2	26	75	101
445	426	West Saint Paul	169	77	16	104	120	209	95	26	85	111	209	95	26	85	111
446	427	West Saint Paul	58	20	4	21	25	45	20	5	19	24	45	20	5	19	24
447	427	West Saint Paul	215	75	0	0	0	167	75	0	1	1	167	75	0	1	1
448	427	West Saint Paul	196	68	0	0	0	142	71	0	0	0	142	71	0	0	0
449	428	South Saint Paul	97	40	0	2	2	124	63	0	3	3	124	63	0	3	3
450	426	West Saint Paul	0	0	60	302	362	0	0	63	277	340	0	0	63	277	340
451	437	West Saint Paul	24	9	80	2	82	639	281	117	55	172	639	281	117	55	172
452	438	West Saint Paul	0	0	256	644	900	2	1	256	644	900	2	1	256	644	900
453	438	West Saint Paul	1	0	149	178	327	3	1	149	98	247	3	1	149	98	247
454	421	West Saint Paul	643	340	7	26	33	859	371	17	26	43	859	371	17	26	43
455	421	West Saint Paul	0	0	169	360	529	0	0	169	386	555	0	0	169	386	555
456	421	West Saint Paul	0	0	64	173	237	0	0	82	207	289	0	0	82	207	289
457	407	Mendota Heights	0	0	63	214	277	0	0	64	259	323	0	0	64	259	323
458	416	West Saint Paul	236	95	0	0	0	236	95	1	1	2	236	95	1	1	2
459	417	West Saint Paul	345	165	0	0	0	534	238	0	1	1	534	238	0	1	1
460	417	West Saint Paul	429	205	0	0	0	538	239	0	1	1	538	239	0	1	1
461	417	West Saint Paul	0	0	143	301	444	0	0	143	306	449	0	0	143	306	449
462	417	West Saint Paul	0	0	177	299	476	0	0	177	304	481	0	0	177	304	481
463	417	West Saint Paul	0	0	55	133	188	0	0	66	135	201	0	0	66	135	201
464	418	West Saint Paul	185	97	0	0	0	229	110	10	48	58	229	110	10	48	58
465	418	West Saint Paul	0	0	12	58	70	43	13	12	58	70	43	13	12	58	70
466	418	West Saint Paul	0	0	103	556	659	43	13	252	561	813	43	13	252	561	813
467	418	West Saint Paul	220	116	19	0	19	264	129	32	62	94	264	129	32	62	94
468	439	West Saint Paul	12	5	0	0	0	12	5	0	0	0	12	5	0	0	0
469	439	West Saint Paul	446	187	106	203	309	581	235	108	173	281	581	235	108	173	281
470	439	West Saint Paul	0	0	78	148	226	0	0	80	115	195	0	0	80	115	195
471	435	South Saint Paul	775	312	0	1	1	838	386	0	3	3	838	386	0	3	3
472	433	South Saint Paul	592	248	1	0	1	626	271	14	39	53	626	271	14	39	53
473	433	South Saint Paul	390	163	10	68	78	424	186	10	107	117	424	186	10	107	117
474	433	South Saint Paul	231	97	0	0	0	265	120	0	38	38	265	120	0	38	38
475	434	South Saint Paul	627	242	5	42	47	627	242	8	75	83	627	242	8	75	83
476	432	South Saint Paul	31	13	0	0	0	31	13	0	170	170	31	13	0	170	170
477	432	South Saint Paul	0	0	0	113	113	0	0	0	283	283	0	0	0	283	283
478	431	South Saint Paul	214	101	0	2	2	472	173	5	2	7	472	173	5	2	7
479	431	South Saint Paul	12	6	0	0	0	12	6	5	0	5	12	6	5	0	5
480	431	South Saint Paul	4	2	12	0	12	4	2	17	188	205	4	2	17	188	205
481	431	South Saint Paul	335	158	9	191	200	335	158	14	308	322	335	158	14	308	322
482	445	South Saint Paul	0	0	227	83	310	0	0	278	142	420	0	0	278	142	420
483	445	South Saint Paul	0	0	13	150	163	0	0	64	302	366	0	0	64	302	366
484	445	South Saint Paul	0	0	0	0	0	0	0	51	0	51	0	0	51	0	51
485	445	South Saint Paul	0	0	54	180	234	0	0	105	467	572	0	0	105	467	572
486	445	South Saint Paul	0	0	43	1147	1190	0	0	94	1872	1966	0	0	94	1872	1966
487	445	South Saint Paul	0	0	0	161	161	0	0	51	167	218	0	0	51	167	218
488	446	South Saint Paul	0	0	0	120	120	1	0	0	120	120	1	0	0	120	120
489	446	South Saint Paul	0	0	0	11	11	1	0	0	40	40	1	0	0	40	40
490	446	South Saint Paul	130	58	0	11	11	131	58	0	62	62	131	58	0	62	62
491	446	South Saint Paul	0	0	0	98	98	1	0	0	105	105	1	0	0	105	105
492	413	Mendota Heights	0	0	0	59	59	36	18	84	232	316	36	18	84	232	316
493	413	Mendota Heights	189	78	56	167	223	216	94	56	167	223	216	94	56	167	223
494	413	Mendota Heights	71	29	1	7	8	73	31	1	7	8	73	31	1	7	8
495	413	Mendota Heights	381	157	0	0	0	360	150	0	0	0	360	150	0	0	0
496	415	Sunfish Lake	161	58	0	4	4	159	62	0	6	6	159	62	0	6	6
497	415	Sunfish Lake	161	58	0	0	0	154	71	0	2	2	154	71	0	2	2
498	414	Mendota Heights	541	227	15	52	67	541	227	19	59	78	541	227	19	59	78
499	440	West Saint Paul	0	0	46	70	116	0	0	60	63	123	0	0	60	63	123
500	440	West Saint Paul	1012	571	0	0	0	1319	595	0	0	0	1319	595	0	0	0
501	440	West Saint Paul	0	0	58	126	184	0	0	58	120	178	0	0	58	120	178
502	410	Mendota Heights	0	0	13	727	740	0	0	15	727	742	0	0	15	727	742
503	410	Mendota Heights	0	0	69	2338	2407	0	0	71	2653	2724	0	0	71	2653	2724
504	410	Mendota Heights	0	0	0	166	166	0	0	3	460	463	0	0	3	460	463

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
			Population	Households	Retail Employment	Nonretail Employment	Total Employment	Population	Households	Retail Employment	Nonretail Employment	Total Employment	Population	Households	Retail Employment	Nonretail Employment	Total Employment
505	411	Mendota Heights	509	229	0	18	18	529	229	0	24	24	529	229	0	24	24
506	441	Inver Grove Heights	72	36	0	0	0	86	40	9	0	9	86	40	9	0	9
507	441	Inver Grove Heights	960	479	68	38	106	1068	530	131	68	199	1068	530	131	68	199
508	441	Inver Grove Heights	0	0	300	171	471	2	1	302	171	473	2	1	302	171	473
509	441	Inver Grove Heights	0	0	37	21	58	2	1	39	21	60	2	1	39	21	60
510	441	Inver Grove Heights	0	0	0	0	0	2	1	2	0	2	2	1	2	0	2
511	442	Inver Grove Heights	0	0	3	2	5	0	0	3	2	5	0	0	3	2	5
512	443	South Saint Paul	368	142	0	0	0	370	140	0	4	4	370	140	0	4	4
513	443	South Saint Paul	177	68	0	0	0	180	60	0	4	4	180	60	0	4	4
514	443	South Saint Paul	270	104	0	0	0	330	195	0	4	4	330	195	0	4	4
515	443	South Saint Paul	561	216	94	137	231	565	215	73	159	232	565	215	73	159	232
516	443	South Saint Paul	658	253	20	57	77	660	250	18	57	75	660	250	18	57	75
517	443	South Saint Paul	309	119	0	0	0	315	120	0	3	3	315	120	0	3	3
518	444	South Saint Paul	124	54	114	127	241	124	54	139	237	376	124	54	139	237	376
519	444	South Saint Paul	414	179	112	420	532	697	320	112	529	641	697	320	112	529	641
520	444	South Saint Paul	1019	441	15	16	31	1131	497	15	125	140	1131	497	15	125	140
521	444	South Saint Paul	678	293	21	19	40	699	303	21	128	149	699	303	21	128	149
522	444	South Saint Paul	211	91	85	97	182	211	91	85	206	291	211	91	85	206	291
523	444	South Saint Paul	185	80	0	0	0	206	90	0	109	109	206	90	0	109	109
524	444	South Saint Paul	100	43	0	0	0	100	43	0	109	109	100	43	0	109	109
525	443	South Saint Paul	66	25	0	0	0	72	25	0	4	4	72	25	0	4	4
526	443	Inver Grove Heights	3	1	0	0	0	1	0	0	9	9	1	0	0	9	9
527	443	Inver Grove Heights	85	36	0	0	0	28	14	1	9	10	28	14	1	9	10
528	443	Inver Grove Heights	776	331	0	0	0	258	129	4	16	20	258	129	4	16	20
529	443	Inver Grove Heights	403	172	9	16	25	134	67	11	28	39	134	67	11	28	39
530	443	Inver Grove Heights	388	165	0	0	0	129	64	2	12	14	129	64	2	12	14
531	450	Inver Grove Heights	23	9	1	151	152	23	9	2	156	158	23	9	2	156	158
532	450	Inver Grove Heights	0	0	8	1041	1049	0	0	9	1046	1055	0	0	9	1046	1055
533	450	Inver Grove Heights	0	0	2	242	244	0	0	3	247	250	0	0	3	247	250
534	449	Inver Grove Heights	0	0	24	72	96	0	0	24	81	105	0	0	24	81	105
535	449	Inver Grove Heights	0	0	71	72	143	0	0	71	72	143	0	0	71	72	143
536	449	Inver Grove Heights	0	0	60	72	132	0	0	60	72	132	0	0	60	72	132
537	448	Inver Grove Heights	379	170	0	0	0	134	67	3	3	6	134	67	3	3	6
538	448	Inver Grove Heights	0	0	88	282	370	0	0	88	284	372	0	0	88	284	372
539	448	Inver Grove Heights	10	5	100	0	100	4	2	103	0	103	4	2	103	0	103
540	448	Inver Grove Heights	51	23	0	0	0	18	9	0	5	5	18	9	0	5	5
541	448	South Saint Paul	299	114	0	0	0	290	126	0	1	1	290	126	0	1	1
542	448	South Saint Paul	330	125	3	5	8	324	136	4	5	9	324	136	4	5	9
543	447	South Saint Paul	188	78	0	0	0	200	86	1	1	2	200	86	1	1	2
544	447	South Saint Paul	127	53	0	0	0	127	53	1	1	2	127	53	1	1	2
545	447	South Saint Paul	192	80	0	0	0	196	83	1	1	2	196	83	1	1	2
546	447	South Saint Paul	366	151	2	44	46	366	151	3	45	48	366	151	3	45	48
547	447	South Saint Paul	361	150	0	0	0	365	153	1	2	3	365	153	1	2	3
548	447	South Saint Paul	195	81	3	0	3	222	101	4	2	6	222	101	4	2	6
549	447	South Saint Paul	0	0	126	10	136	0	0	128	12	140	0	0	128	12	140
550	447	South Saint Paul	273	113	8	141	149	354	172	9	142	151	354	172	9	142	151
551	457	South Saint Paul	271	100	0	0	0	271	110	1	0	1	271	110	1	0	1
552	457	South Saint Paul	309	114	0	0	0	309	124	0	0	0	309	124	0	0	0
553	457	South Saint Paul	155	57	21	0	21	155	65	21	0	21	155	65	21	0	21
554	457	South Saint Paul	42	15	0	0	0	45	20	1	1	2	45	20	1	1	2
555	457	Inver Grove Heights	23	8	62	68	130	48	19	63	69	132	48	19	63	69	132
556	457	Inver Grove Heights	235	78	0	0	0	494	180	7	8	15	494	180	7	8	15
557	457	Inver Grove Heights	452	150	0	0	0	947	347	13	15	28	947	347	13	15	28
558	458	Inver Grove Heights	162	60	29	41	70	162	69	25	60	85	162	69	25	60	85
559	448	South Saint Paul	145	55	0	0	0	140	65	0	0	0	140	65	0	0	0
560	454	Inver Grove Heights	0	0	71	405	476	0	0	89	403	492	0	0	89	403	492
561	454	Inver Grove Heights	348	160	0	0	0	359	164	21	5	26	359	164	21	5	26
562	454	Inver Grove Heights	378	174	2	13	15	397	186	23	18	41	397	186	23	18	41
563	455	Inver Grove Heights	111	48	0	0	0	130	56	15	31	46	130	56	15	31	46
564	455	Inver Grove Heights	144	62	23	131	154	170	71	40	155	195	170	71	40	155	195
565	452	Inver Grove Heights	187	69	1	50	51	245	94	1	50	51	245	94	1	50	51
566	452	Inver Grove Heights	296	109	0	0	0	296	109	0	0	0	296	109	0	0	0
567	453	Inver Grove Heights	0	0	13	78	91	5	2	16	78	94	5	2	16	78	94

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568	453	Inver Grove Heights	13	7	0	0	0	21	9	11	11	22	21	9	11	11	22
569	453	Inver Grove Heights	48	26	0	0	0	56	26	16	40	56	56	26	16	40	56
570	451	Inver Grove Heights	236	85	0	0	0	236	122	1	14	15	236	122	1	14	15
571	451	Inver Grove Heights	141	51	0	0	0	218	121	0	9	9	218	121	0	9	9
572	451	Inver Grove Heights	5	2	0	0	0	232	140	1	0	1	232	140	1	0	1
573	451	Inver Grove Heights	8	3	0	0	0	169	101	1	0	1	169	101	1	0	1
574	451	Inver Grove Heights	0	0	1	0	1	2	1	2	0	2	2	1	2	0	2
575	451	Inver Grove Heights	117	42	0	0	0	140	75	0	7	7	140	75	0	7	7
576	451	Inver Grove Heights	8	3	0	54	54	430	260	0	181	181	430	260	0	181	181
577	456	Inver Grove Heights	0	0	10	168	178	1	1	10	168	178	1	1	10	168	178
578	456	Inver Grove Heights	497	233	9	158	167	510	238	9	186	195	510	238	9	186	195
579	456	Inver Grove Heights	93	44	33	618	651	96	45	104	616	720	96	45	104	616	720
580	456	Inver Grove Heights	89	42	0	3	3	92	43	1	10	11	92	43	1	10	11
581	456	Inver Grove Heights	52	25	0	0	0	54	26	3	3	6	54	26	3	3	6
582	456	Inver Grove Heights	2	1	6	99	105	3	2	6	99	105	3	2	6	99	105
583	456	Inver Grove Heights	309	145	2	34	36	317	149	4	57	61	317	149	4	57	61
584	456	Inver Grove Heights	427	200	0	0	0	438	205	3	32	35	438	205	3	32	35
585	456	Inver Grove Heights	0	0	13	186	199	1	1	13	186	199	1	1	13	186	199
586	476	Eagan	2	1	50	1108	1158	2	1	8	1382	1390	2	1	8	1382	1390
587	476	Eagan	51	20	1	18	19	51	21	0	30	30	51	21	0	30	30
588	476	Eagan	225	89	0	0	0	248	103	0	0	0	248	103	0	0	0
589	475	Eagan	204	72	0	0	0	170	72	0	0	0	170	72	0	0	0
590	475	Eagan	0	0	0	0	0	18	7	2	0	2	18	7	2	0	2
591	475	Eagan	0	0	36	2122	2158	0	0	91	1914	2005	0	0	91	1914	2005
592	475	Eagan	0	0	18	1037	1055	0	0	44	918	962	0	0	44	918	962
593	475	Eagan	0	0	19	1100	1119	0	0	50	1053	1103	0	0	50	1053	1103
594	475	Eagan	28	10	16	945	961	24	10	41	861	902	24	10	41	861	902
595	477	Eagan	2	1	42	461	503	2	1	36	751	787	2	1	36	751	787
596	477	Eagan	0	0	48	528	576	0	0	31	664	695	0	0	31	664	695
597	481	Eagan	342	135	0	0	0	340	139	0	0	0	340	139	0	0	0
598	481	Eagan	1945	769	7	94	101	1937	789	3	108	111	1937	789	3	108	111
599	481	Eagan	156	62	53	734	787	155	63	31	1064	1095	155	63	31	1064	1095
600	481	Eagan	1666	659	28	390	418	1659	676	13	439	452	1659	676	13	439	452
601	474	Eagan	15	6	11	230	241	15	6	25	235	260	15	6	25	235	260
602	474	Eagan	0	0	14	296	310	0	0	42	402	444	0	0	42	402	444
603	474	Eagan	0	0	15	313	328	0	0	47	446	493	0	0	47	446	493
604	474	Eagan	264	104	0	0	0	254	107	0	0	0	254	107	0	0	0
605	474	Eagan	0	0	14	299	313	0	0	37	359	396	0	0	37	359	396
606	474	Eagan	2	1	2	38	40	2	1	4	38	42	2	1	4	38	42
607	473	Eagan	0	0	6	244	250	0	0	6	671	677	0	0	6	671	677
608	472	Eagan	9	3	0	457	457	406	147	4	575	579	406	147	4	575	579
609	472	Eagan	2	1	0	0	0	2	1	10	1294	1304	2	1	10	1294	1304
610	472	Inver Grove Heights	54	21	0	0	0	85	33	191	0	191	85	33	191	0	191
611	472	Eagan	0	0	0	91	91	0	0	2	263	265	0	0	2	263	265
612	472	Eagan	2	1	0	686	686	2	1	24	3541	3565	2	1	24	3541	3565
613	472	Inver Grove Heights	5	2	0	0	0	5	2	196	0	196	5	2	196	0	196
614	472	Eagan	0	0	1	1258	1259	0	0	9	1258	1267	0	0	9	1258	1267
615	472	Eagan	0	0	0	246	246	1582	568	4	584	588	1582	568	4	584	588
616	472	Eagan	2	1	1	1084	1085	2	1	8	1084	1092	2	1	8	1084	1092
617	471	Inver Grove Heights	4	1	0	0	0	10	4	1	321	322	10	4	1	321	322
618	471	Inver Grove Heights	49	16	0	4	4	710	417	0	5	5	710	417	0	5	5
619	471	Sunfish Lake	35	13	0	1	1	47	19	0	2	2	47	19	0	2	2
620	471	Inver Grove Heights	25	8	2	2	2	135	72	0	3	3	135	72	0	3	3
621	471	Inver Grove Heights	14	4	0	1	1	250	145	0	2	2	250	145	0	2	2
622	471	Inver Grove Heights	7	2	0	1	1	245	142	1	1	2	245	142	1	1	2
623	478	Eagan	523	207	21	482	503	502	212	89	627	716	502	212	89	627	716
624	478	Eagan	0	0	79	1803	1882	0	0	239	1801	2040	0	0	239	1801	2040
625	478	Eagan	0	0	19	427	446	0	0	59	427	486	0	0	59	427	486
626	480	Eagan	0	0	48	1630	1678	0	0	42	1851	1893	0	0	42	1851	1893
627	480	Eagan	1976	782	3	109	112	1899	802	3	117	120	1899	802	3	117	120
628	480	Eagan	110	43	8	273	281	105	44	8	480	488	105	44	8	480	488
629	480	Eagan	200	79	0	0	0	192	81	0	0	0	192	81	0	0	0
630	535	Eagan	291	115	0	0	0	279	118	0	0	0	279	118	0	0	0

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631	535	Eagan	672	266	64	98	162	677	284	0	150	150	677	284	0	150	150
632	523	Eagan	735	291	0	0	0	705	298	0	0	0	705	298	0	0	0
633	523	Eagan	215	85	0	0	0	206	87	0	0	0	206	87	0	0	0
634	523	Eagan	0	0	0	159	159	0	0	43	137	180	0	0	43	137	180
635	524	Eagan	735	291	31	52	83	705	298	30	61	91	705	298	30	61	91
636	524	Eagan	29	12	14	23	37	28	12	13	27	40	28	12	13	27	40
637	524	Eagan	195	77	0	0	0	188	79	0	0	0	188	79	0	0	0
638	522	Eagan	261	103	0	0	0	260	106	0	0	0	260	106	0	0	0
639	522	Eagan	330	130	1	36	37	329	134	11	29	40	329	134	11	29	40
640	522	Eagan	528	209	0	0	0	526	214	0	0	0	526	214	0	0	0
641	524	Eagan	0	0	61	102	163	0	0	61	135	196	0	0	61	135	196
642	524	Eagan	0	0	66	109	175	0	0	64	128	192	0	0	64	128	192
643	525	Eagan	327	129	57	229	286	315	133	94	216	310	315	133	94	216	310
644	483	Eagan	0	0	4	9	13	0	0	3	17	20	0	0	3	17	20
645	483	Eagan	120	47	240	534	774	114	48	150	686	836	114	48	150	686	836
646	486	Eagan	0	0	0	263	263	0	0	13	381	394	0	0	13	381	394
647	483	Eagan	0	0	178	396	574	0	0	120	542	662	0	0	120	542	662
648	483	Eagan	0	0	17	39	56	0	0	11	50	61	0	0	11	50	61
649	484	Eagan	694	274	144	33	177	690	281	29	161	190	690	281	29	161	190
650	482	Eagan	882	349	45	137	182	878	358	23	177	200	878	358	23	177	200
651	482	Eagan	381	151	50	152	202	380	155	26	194	220	380	155	26	194	220
652	482	Eagan	0	0	12	35	47	0	0	6	44	50	0	0	6	44	50
653	481	Eagan	0	0	0	0	0	0	0	0	798	798	0	0	0	798	798
654	487	Eagan	0	0	31	490	521	0	0	31	537	568	0	0	31	537	568
655	488	Eagan	0	0	20	383	403	0	0	21	524	545	0	0	21	524	545
656	488	Eagan	2	1	11	209	220	2	1	9	241	250	2	1	9	241	250
657	489	Eagan	634	218	6	30	36	634	218	0	20	20	634	218	0	20	20
658	489	Inver Grove Heights	151	56	4	8	12	393	245	7	33	40	393	245	7	33	40
659	489	Eagan	0	0	37	187	224	0	0	0	100	100	0	0	0	100	100
660	752	Douglas	60	21	22	24	46	64	27	24	26	50	64	27	24	26	50
661	753	Douglas	26	10	0	0	0	28	12	0	0	0	28	12	0	0	0
662	754	Marshan	71	25	0	0	0	59	25	0	6	6	59	25	0	6	6
663	757	Marshan	42	14	1	8	9	32	14	2	7	9	32	14	2	7	9
664	749	Marshan	73	26	7	14	21	96	38	5	30	35	96	38	5	30	35
665	758	Marshan	22	9	0	0	0	31	13	0	18	18	31	13	0	18	18
666	759	Marshan	3	1	0	0	0	3	1	0	0	0	3	1	0	0	0
667	775	Marshan	23	9	0	1	1	19	9	0	2	2	19	9	0	2	2
668	710	Castle Rock	82	33	0	0	0	83	34	2	6	8	83	34	2	6	8
669	711	Castle Rock	81	29	0	0	0	81	30	0	1	1	81	30	0	1	1
670	712	Empire	16	5	0	0	0	12	6	0	4	4	12	6	0	4	4
671	719	Empire	15	5	0	3	3	29	10	0	9	9	29	10	0	9	9
672	720	Empire	16	3	0	0	0	14	4	0	1	1	14	4	0	1	1
673	707	Sciota	10	3	0	2	2	14	9	1	2	3	14	9	1	2	3
674	706	Sciota	11	4	0	0	0	27	15	0	32	32	27	15	0	32	32
675	706	Waterford	60	23	3	34	37	62	25	2	36	38	62	25	2	36	38
676	708	Sciota	68	25	2	19	21	81	32	0	95	95	81	32	0	95	95
677	707	Waterford	25	9	0	0	0	26	11	0	0	0	26	11	0	0	0
678	695	Eureka	52	18	2	0	2	56	26	2	20	22	56	26	2	20	22
679	701	Eureka	177	67	0	17	17	197	78	0	20	20	197	78	0	20	20
680	746	Hampton	41	14	21	13	34	38	14	19	13	32	38	14	19	13	32
681	737	Vermillion	78	30	11	106	117	85	33	11	114	125	85	33	11	114	125
682	747	Hampton	104	37	0	0	0	162	62	3	7	10	162	62	3	7	10
683	748	Vermillion	18	6	0	0	0	9	9	1	0	1	9	9	1	0	1
684	741	Hampton	39	14	1	0	1	38	16	1	0	1	38	16	1	0	1
685	741	Castle Rock	5	1	0	1	1	5	1	0	2	2	5	1	0	2	2
686	710	Castle Rock	61	24	0	0	0	62	25	2	7	9	62	25	2	7	9
687	746	Hampton	94	31	0	0	0	85	33	0	0	0	85	33	0	0	0
688	751	Douglas	51	18	0	0	0	55	23	0	0	0	55	23	0	0	0
689	752	Douglas	23	8	0	0	0	24	10	0	0	0	24	10	0	0	0
690	752	Douglas	17	6	0	0	0	18	7	0	0	0	18	7	0	0	0
691	746	Hampton	66	22	16	10	26	62	23	12	11	23	62	23	12	11	23
692	751	Douglas	24	8	0	0	0	26	11	0	0	0	26	11	0	0	0
693	746	Randolph	0	0	0	0	0	11	10	0	0	0	11	10	0	0	0

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694	750	Douglas	157	59	12	14	26	158	67	15	15	30	158	67	15	15	30
695	753	Douglas	34	13	0	0	0	37	16	0	0	0	37	16	0	0	0
696	756	Ravenna	313	108	0	0	0	330	128	0	0	0	330	128	0	0	0
697	756	Ravenna	294	102	0	0	0	311	122	0	0	0	311	122	0	0	0
698	776	Ravenna	622	203	0	0	0	648	236	0	0	0	648	236	0	0	0
699	776	Ravenna	130	42	0	7	7	156	75	0	7	7	156	75	0	7	7
700	736	Vermillion	161	57	5	0	5	147	65	5	1	6	147	65	5	1	6
701	736	Vermillion	58	21	0	31	31	57	22	0	31	31	57	22	0	31	31
702	728	Rosemount	102	38	6	0	6	102	38	6	0	6	102	38	6	0	6
703	736	Vermillion	55	19	1	68	69	54	20	2	67	69	54	20	2	67	69
704	723	Coates	30	11	0	42	42	25	11	0	30	30	25	11	0	30	30
705	703	Greenvale	46	15	0	55	55	48	22	0	87	87	48	22	0	87	87
706	702	Greenvale	143	54	0	14	14	151	64	1	29	30	151	64	1	29	30
707	708	Waterford	143	57	28	318	346	152	62	28	325	353	152	62	28	325	353
708	707	Sciota	34	11	0	5	5	37	17	1	33	34	37	17	1	33	34
709	711	Castle Rock	64	23	0	0	0	64	24	0	1	1	64	24	0	1	1
710	713	Farmington	422	144	0	0	0	510	168	0	0	0	510	168	0	0	0
711	715	Empire	406	128	0	14	14	525	192	0	15	15	525	192	0	15	15
712	699	Eureka	25	9	0	9	9	44	26	0	9	9	44	26	0	9	9
713	698	Castle Rock	121	47	0	9	9	117	48	5	0	5	117	48	5	0	5
714	709	Castle Rock	146	54	4	53	57	141	55	6	44	50	141	55	6	44	50
715	710	Castle Rock	46	18	0	0	0	47	19	2	6	8	47	19	2	6	8
716	705	Waterford	112	42	53	430	483	112	46	20	790	810	112	46	20	790	810
717	704	Greenvale	14	5	0	0	0	49	23	0	17	17	49	23	0	17	17
718	703	Greenvale	13	4	0	0	0	49	22	0	36	36	49	22	0	36	36
719	703	Northfield	55	7	0	0	0	199	81	2	0	2	199	81	2	0	2
720	704	Greenvale	56	19	0	0	0	83	35	0	20	20	83	35	0	20	20
721	704	Northfield	1033	384	0	9	9	1358	584	0	10	10	1358	584	0	10	10
722	742	Randolph	9	3	3	0	3	9	3	3	1	4	9	3	3	1	4
723	742	Randolph	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
724	742	Randolph	97	37	2	7	9	88	39	6	21	27	88	39	6	21	27
725	742	Randolph	3	1	0	0	0	3	1	0	0	0	3	1	0	0	0
726	742	Randolph	58	22	0	0	0	49	24	4	13	17	49	24	4	13	17
727	742	Randolph	191	73	1	27	28	182	75	5	41	46	182	75	5	41	46
728	742	Randolph	121	46	8	31	39	112	48	12	47	59	112	48	12	47	59
729	739	Hampton	72	26	0	1	1	80	33	0	0	0	80	33	0	0	0
730	740	Hampton	333	127	12	67	79	336	136	17	82	99	336	136	17	82	99
731	747	Hampton	3	1	0	0	0	7	2	0	0	0	7	2	0	0	0
732	747	Hampton	3	1	13	14	27	-7	11	13	35	48	-7	11	13	35	48
733	740	Hampton	44	17	0	3	3	48	23	4	13	17	48	23	4	13	17
734	740	Hampton	102	39	0	0	0	105	45	4	11	15	105	45	4	11	15
735	739	Hampton	188	67	0	1	1	214	85	0	0	0	214	85	0	0	0
736	747	New Trier	90	31	38	40	78	90	35	45	33	78	90	35	45	33	78
737	753	Miesville	31	14	0	33	33	35	15	2	31	33	35	15	2	31	33
738	753	Miesville	26	12	30	0	30	30	13	31	0	31	30	13	31	0	31
739	752	Miesville	47	18	24	4	28	47	19	24	4	28	47	19	24	4	28
740	752	Miesville	26	10	3	26	29	28	13	3	26	29	28	13	3	26	29
741	701	Eureka	82	31	0	0	0	102	42	0	3	3	102	42	0	3	3
742	701	Eureka	71	27	0	0	0	91	38	0	3	3	91	38	0	3	3
743	694	Eureka	17	7	0	0	0	18	13	0	2	2	18	13	0	2	2
744	695	Eureka	16	6	0	0	0	20	13	0	20	20	20	13	0	20	20
745	696	Eureka	13	5	0	0	0	21	9	0	3	3	21	9	0	3	3
746	697	Castle Rock	21	8	1	7	8	21	8	2	7	9	21	8	2	7	9
747	695	Eureka	0	0	0	144	144	4	7	0	170	170	4	7	0	170	170
748	711	Farmington	151	51	3	78	81	151	51	4	78	82	151	51	4	78	82
749	695	Eureka	243	85	0	0	0	249	93	4	0	4	249	93	4	0	4
750	695	Eureka	22	8	0	0	0	26	14	0	18	18	26	14	0	18	18
751	711	Castle Rock	260	94	6	87	93	260	95	6	88	94	260	95	6	88	94
752	712	Empire	71	23	0	0	0	67	24	0	2	2	67	24	0	2	2
753	713	Empire	5	2	0	0	0	5	2	0	0	0	5	2	0	0	0
754	738	Vermillion	22	8	1	0	1	27	14	1	0	1	27	14	1	0	1
755	712	Empire	50	16	0	0	0	46	17	0	3	3	46	17	0	3	3
756	713	Empire	90	31	4	24	28	110	43	4	24	28	110	43	4	24	28

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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757	737	Vermillion	17	7	0	0	0	22	10	0	7	7	22	10	0	7	7
758	737	Vermillion	35	13	0	0	0	40	15	0	7	7	40	15	0	7	7
759	748	Vermillion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
760	755	Ravenna	370	126	0	22	22	385	151	1	21	22	385	151	1	21	22
761	738	Vermillion	60	21	1	0	1	66	27	0	0	0	66	27	0	0	0
762	738	Vermillion	104	37	1	10	11	110	44	0	2	2	110	44	0	2	2
763	736	Vermillion	161	57	1	8	9	147	66	1	9	10	147	66	1	9	10
764	642	Lakeville	34	14	0	6	6	34	14	0	179	179	34	14	0	179	179
765	644	Lakeville	606	200	0	2	2	1182	490	0	215	215	1182	490	0	215	215
766	684	Lakeville	69	20	0	1	1	747	322	66	85	151	747	322	66	85	151
767	685	Farmington	14	4	0	0	0	703	257	0	28	28	703	257	0	28	28
768	642	Farmington	61	24	0	0	0	61	24	22	235	257	61	24	22	235	257
769	644	Farmington	8	2	0	0	0	15	4	0	0	0	15	4	0	0	0
770	696	Eureka	0	0	0	0	0	8	4	0	3	3	8	4	0	3	3
771	642	Farmington	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
772	644	Farmington	15	5	0	100	100	20	5	1	100	101	20	5	1	100	101
773	645	Farmington	34	11	0	0	0	74	43	4	8	12	74	43	4	8	12
774	642	Farmington	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
775	696	Eureka	9	4	0	0	0	17	8	0	3	3	17	8	0	3	3
776	683	Lakeville	2	1	0	79	79	77	34	0	80	80	77	34	0	80	80
777	686	Lakeville	34	15	0	0	0	161	70	25	65	90	161	70	25	65	90
778	676	Lakeville	0	0	0	47	47	0	0	66	123	189	0	0	66	123	189
779	677	Lakeville	0	0	29	41	70	0	0	40	42	82	0	0	40	42	82
780	675	Lakeville	34	11	8	15	23	31	11	11	73	84	31	11	11	73	84
781	676	Lakeville	0	0	0	63	63	0	0	0	195	195	0	0	0	195	195
782	676	Lakeville	15	7	0	146	146	31	9	0	226	226	31	9	0	226	226
783	676	Lakeville	0	0	0	0	0	0	0	0	245	245	0	0	0	245	245
784	676	Eureka	12	5	2	9	11	30	10	2	9	11	30	10	2	9	11
785	676	Lakeville	0	0	0	0	0	0	0	0	235	235	0	0	0	235	235
786	691	Lakeville	179	67	0	397	397	169	66	0	411	411	169	66	0	411	411
787	693	Lakeville	0	0	13	313	326	0	0	24	333	357	0	0	24	333	357
788	693	Lakeville	0	0	27	661	688	0	0	51	721	772	0	0	51	721	772
789	693	Lakeville	0	0	20	477	497	0	0	37	535	572	0	0	37	535	572
790	642	Lakeville	0	0	0	14	14	0	0	19	58	77	0	0	19	58	77
791	641	Farmington	276	124	71	269	340	231	124	78	331	409	231	124	78	331	409
792	642	Farmington	0	0	0	0	0	22	8	33	0	33	22	8	33	0	33
793	713	Farmington	3	1	0	0	0	559	332	0	0	0	559	332	0	0	0
794	642	Farmington	35	14	0	17	17	35	14	13	152	165	35	14	13	152	165
795	642	Farmington	35	14	0	0	0	35	14	13	135	148	35	14	13	135	148
796	642	Farmington	0	0	0	0	0	212	83	0	0	0	212	83	0	0	0
797	642	Farmington	0	0	0	0	0	264	104	2	0	2	264	104	2	0	2
798	643	Farmington	95	36	0	0	0	120	47	0	0	0	120	47	0	0	0
799	642	Farmington	9	3	8	56	64	9	3	32	89	121	9	3	32	89	121
800	642	Farmington	26	10	0	0	0	170	66	10	100	110	170	66	10	100	110
801	640	Farmington	14	5	0	244	244	14	5	0	120	120	14	5	0	120	120
802	643	Farmington	0	0	44	519	563	0	0	65	519	584	0	0	65	519	584
803	644	Farmington	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
804	644	Lakeville	0	0	0	0	0	488	203	0	0	0	488	203	0	0	0
805	644	Farmington	4	1	0	0	0	8	2	0	0	0	8	2	0	0	0
806	644	Farmington	8	2	0	0	0	15	4	0	0	0	15	4	0	0	0
807	643	Farmington	3	1	3	21	24	2	1	3	263	266	2	1	3	263	266
808	685	Lakeville	14	5	0	0	0	676	305	0	0	0	676	305	0	0	0
809	686	Lakeville	377	171	0	0	0	558	245	5	0	5	558	245	5	0	5
810	685	Farmington	9	3	0	0	0	452	193	0	28	28	452	193	0	28	28
811	686	Lakeville	1	1	0	0	0	123	54	47	93	140	123	54	47	93	140
812	673	Lakeville	20	8	0	0	0	438	148	0	4	4	438	148	0	4	4
813	673	Lakeville	24	9	0	0	0	277	94	0	2	2	277	94	0	2	2
814	673	Lakeville	5	2	0	0	0	53	18	0	0	0	53	18	0	0	0
815	673	Lakeville	42	15	0	0	0	387	131	0	3	3	387	131	0	3	3
816	673	Lakeville	0	0	0	0	0	127	43	0	1	1	127	43	0	1	1
817	673	Lakeville	11	4	0	0	0	275	93	0	2	2	275	93	0	2	2
818	673	Lakeville	21	8	2	4	6	373	126	2	7	9	373	126	2	7	9
819	673	Lakeville	0	0	0	0	0	79	27	4	1	5	79	27	4	1	5

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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820	688	Lakeville	235	91	0	260	260	215	88	0	288	288	215	88	0	288	288
821	689	Lakeville	28	10	0	22	22	448	185	0	24	24	448	185	0	24	24
822	644	Lakeville	0	0	0	44	44	482	200	0	185	185	482	200	0	185	185
823	688	Lakeville	631	244	1	381	382	577	235	1	455	456	577	235	1	455	456
824	689	Lakeville	22	8	3	8	11	108	45	9	8	17	108	45	9	8	17
825	644	Lakeville	0	0	4	0	4	0	0	57	61	118	0	0	57	61	118
826	644	Farmington	4	1	0	0	0	8	2	0	383	383	8	2	0	383	383
827	644	Farmington	15	5	0	0	0	29	11	0	0	0	29	11	0	0	0
828	686	Lakeville	43	19	3	20	23	44	19	6	20	26	44	19	6	20	26
829	686	Lakeville	73	33	0	0	0	152	67	6	0	6	152	67	6	0	6
830	681	Lakeville	142	55	0	13	13	325	143	0	13	13	325	143	0	13	13
831	681	Lakeville	109	42	26	141	167	125	55	118	143	261	125	55	118	143	261
832	681	Lakeville	7	3	71	20	91	7	3	324	20	344	7	3	324	20	344
833	639	Farmington	847	255	2	0	2	847	260	2	0	2	847	260	2	0	2
834	645	Farmington	556	175	0	0	0	660	215	3	7	10	660	215	3	7	10
835	682	Lakeville	2	1	0	0	0	445	196	0	0	0	445	196	0	0	0
836	683	Lakeville	17	6	0	0	0	996	439	0	0	0	996	439	0	0	0
837	684	Farmington	4	1	0	0	0	61	21	7	16	23	61	21	7	16	23
838	684	Lakeville	0	0	0	0	0	858	368	0	0	0	858	368	0	0	0
839	645	Farmington	0	0	0	0	0	0	0	4	8	12	0	0	4	8	12
840	683	Lakeville	12	4	0	0	0	525	231	0	0	0	525	231	0	0	0
841	684	Lakeville	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
842	683	Lakeville	0	0	0	0	0	344	152	0	0	0	344	152	0	0	0
843	684	Lakeville	68	21	0	0	0	68	21	0	0	0	68	21	0	0	0
844	645	Lakeville	144	45	0	0	0	224	83	0	0	0	224	83	0	0	0
845	697	Farmington	0	0	7	173	180	0	0	9	219	228	0	0	9	219	228
846	697	Farmington	641	252	7	14	21	926	385	10	20	30	926	385	10	20	30
847	713	Farmington	974	332	0	0	0	1207	407	0	0	0	1207	407	0	0	0
848	713	Empire	1	1	0	0	0	2	1	0	32	32	2	1	0	32	32
849	713	Farmington	102	35	0	372	372	117	37	0	295	295	117	37	0	295	295
850	713	Farmington	1001	341	27	19	46	1163	370	15	0	15	1163	370	15	0	15
851	713	Farmington	327	111	0	0	0	396	130	0	0	0	396	130	0	0	0
852	713	Farmington	218	74	0	0	0	264	87	0	0	0	264	87	0	0	0
853	711	Farmington	0	0	1	0	1	76	43	6	164	170	76	43	6	164	170
854	641	Farmington	470	211	0	19	19	526	226	8	114	122	526	226	8	114	122
855	641	Farmington	291	130	16	34	50	248	130	34	104	138	248	130	34	104	138
856	641	Farmington	0	0	0	514	514	0	0	0	545	545	0	0	0	545	545
857	640	Empire	53	19	0	1	1	69	23	0	1	1	69	23	0	1	1
858	640	Farmington	360	118	96	173	269	398	128	40	50	90	398	128	40	50	90
859	640	Farmington	486	159	6	463	469	538	173	0	266	266	538	173	0	266	266
860	641	Farmington	177	80	0	40	40	147	80	3	95	98	147	80	3	95	98
861	641	Farmington	45	20	57	126	183	37	20	60	162	222	37	20	60	162	222
862	711	Farmington	0	0	0	0	0	0	0	53	43	96	0	0	53	43	96
863	697	Farmington	30	12	7	0	7	30	12	9	1	10	30	12	9	1	10
864	644	Farmington	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
865	644	Farmington	0	0	0	20	20	0	0	0	20	20	0	0	0	20	20
866	644	Farmington	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
867	640	Farmington	107	35	0	0	0	285	119	0	0	0	285	119	0	0	0
868	640	Farmington	84	27	0	0	0	107	36	0	0	0	107	36	0	0	0
869	640	Farmington	75	24	0	0	0	105	37	0	0	0	105	37	0	0	0
870	640	Farmington	187	61	0	20	20	228	76	0	0	0	228	76	0	0	0
871	640	Empire	162	58	0	2	2	210	71	0	2	2	210	71	0	2	2
872	640	Farmington	23	8	2	0	2	33	13	0	0	0	33	13	0	0	0
873	640	Empire	0	0	0	0	0	65	31	0	0	0	65	31	0	0	0
874	640	Farmington	19	6	0	0	0	21	7	0	0	0	21	7	0	0	0
875	640	Empire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
876	714	Empire	18	5	0	1	1	140	52	0	9	9	140	52	0	9	9
877	717	Empire	6	2	0	0	0	276	102	0	0	0	276	102	0	0	0
878	718	Empire	0	0	0	0	0	99	36	0	0	0	99	36	0	0	0
879	717	Empire	6	2	0	0	0	6	2	0	0	0	6	2	0	0	0
880	717	Empire	10	4	0	0	0	170	64	0	1	1	170	64	0	1	1
881	717	Empire	0	0	0	0	0	68	26	0	0	0	68	26	0	0	0
882	715	Empire	146	46	0	5	5	189	69	0	5	5	189	69	0	5	5

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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883	715	Empire	10	3	0	0	0	13	5	1	0	1	13	5	1	0	1
884	714	Empire	7	2	0	0	0	129	49	1	0	1	129	49	1	0	1
885	715	Empire	3	1	0	0	0	4	2	1	0	1	4	2	1	0	1
886	715	Empire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
887	715	Empire	3	1	0	0	0	4	2	1	0	1	4	2	1	0	1
888	715	Farmington	30	10	0	0	0	634	254	0	0	0	634	254	0	0	0
889	715	Empire	215	68	0	8	8	278	102	0	8	8	278	102	0	8	8
890	715	Empire	122	38	0	4	4	158	57	0	5	5	158	57	0	5	5
891	715	Empire	80	25	0	3	3	108	40	0	3	3	108	40	0	3	3
892	715	Empire	403	126	0	14	14	521	189	0	14	14	521	189	0	14	14
893	715	Empire	170	53	0	6	6	220	80	0	6	6	220	80	0	6	6
894	715	Empire	309	97	0	11	11	400	146	0	11	11	400	146	0	11	11
895	715	Empire	95	30	0	3	3	123	45	0	3	3	123	45	0	3	3
896	640	Empire	59	21	0	1	1	75	25	0	1	1	75	25	0	1	1
897	644	Farmington	419	133	0	0	0	807	281	1	3	4	807	281	1	3	4
898	645	Farmington	390	123	0	0	0	463	152	3	7	10	463	152	3	7	10
899	645	Farmington	240	75	0	0	0	284	91	4	8	12	284	91	4	8	12
900	645	Farmington	307	97	0	0	0	364	119	4	7	11	364	119	4	7	11
901	645	Farmington	92	29	0	0	0	109	35	4	8	12	109	35	4	8	12
902	639	Farmington	549	165	0	0	0	549	172	0	0	0	549	172	0	0	0
903	759	Marshan	3	1	0	0	0	3	1	0	0	0	3	1	0	0	0
904	759	Marshan	0	0	0	0	0	2	1	1	1	2	2	1	1	1	2
905	759	Marshan	0	0	0	0	0	0	0	1	1	2	0	0	1	1	2
906	759	Marshan	12	4	0	1	1	15	6	1	2	3	15	6	1	2	3
907	759	Marshan	0	0	0	0	0	0	0	1	1	2	0	0	1	1	2
908	759	Hastings	362	125	3	7	10	619	297	5	11	16	619	297	5	11	16
909	760	Hastings	558	222	0	0	0	1152	521	14	7	21	1152	521	14	7	21
910	760	Hastings	983	390	0	41	41	1312	555	14	48	62	1312	555	14	48	62
911	760	Hastings	187	74	40	116	156	203	82	53	123	176	203	82	53	123	176
912	757	Marshan	1	0	0	0	0	2	0	1	3	4	2	0	1	3	4
913	757	Hastings	131	46	0	0	0	-2	61	4	13	17	-2	61	4	13	17
914	757	Hastings	250	88	91	420	511	267	100	107	425	532	267	100	107	425	532
915	757	Hastings	1	0	0	0	0	1	0	4	11	15	1	0	4	11	15
916	757	Marshan	0	0	0	0	0	0	0	1	3	4	0	0	1	3	4
917	757	Hastings	806	285	0	0	0	845	324	3	17	20	845	324	3	17	20
918	775	Hastings	668	258	1	3	4	518	300	1	4	5	518	300	1	4	5
919	775	Hastings	552	213	1	2	3	576	221	1	3	4	576	221	1	3	4
920	775	Hastings	571	220	1	3	4	597	228	1	19	20	597	228	1	19	20
921	774	Hastings	0	0	98	316	414	0	0	98	340	438	0	0	98	340	438
922	774	Hastings	17	5	0	24	24	17	5	0	24	24	17	5	0	24	24
923	774	Hastings	447	144	0	144	144	447	144	0	144	144	447	144	0	144	144
924	774	Hastings	428	138	0	0	0	385	141	0	0	0	385	141	0	0	0
925	771	Nininger	26	11	1	4	5	26	11	2	33	35	26	11	2	33	35
926	772	Hastings	5	2	43	77	120	5	2	64	293	357	5	2	64	293	357
927	772	Hastings	415	184	17	149	166	474	206	38	149	187	474	206	38	149	187
928	772	Hastings	163	72	32	270	302	163	72	53	305	358	163	72	53	305	358
929	768	Hastings	197	72	0	0	0	197	72	0	0	0	197	72	0	0	0
930	768	Hastings	342	125	22	310	332	369	170	5	327	332	369	170	5	327	332
931	768	Hastings	81	30	35	0	35	81	30	35	123	158	81	30	35	123	158
932	773	Hastings	296	119	66	87	153	289	122	66	87	153	289	122	66	87	153
933	773	Hastings	195	79	52	328	380	188	82	103	328	431	188	82	103	328	431
934	761	Hastings	290	114	0	25	25	290	114	0	28	28	290	114	0	28	28
935	767	Hastings	373	147	5	197	202	493	215	68	205	273	493	215	68	205	273
936	761	Hastings	407	160	17	61	78	694	323	44	64	108	694	323	44	64	108
937	761	Hastings	367	144	0	0	0	367	144	0	3	3	367	144	0	3	3
938	762	Hastings	796	297	0	0	0	796	297	13	2	15	796	297	13	2	15
939	766	Hastings	174	85	0	0	0	174	85	0	6	6	174	85	0	6	6
940	762	Hastings	281	105	0	184	184	281	105	13	187	200	281	105	13	187	200
941	766	Hastings	677	331	5	55	60	1414	595	26	61	87	1414	595	26	61	87
942	766	Hastings	173	84	6	93	99	173	84	70	99	169	173	84	70	99	169
943	762	Hastings	320	119	0	0	0	320	119	14	2	16	320	119	14	2	16
944	762	Hastings	210	78	0	10	10	1074	531	13	13	26	1074	531	13	13	26
945	763	Hastings	1118	366	10	23	33	1118	366	11	29	40	1118	366	11	29	40

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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946	764	Nininger	4	2	0	0	0	6	2	0	0	0	6	2	0	0	0
947	731	Nininger	27	11	0	10	10	50	20	0	45	45	50	20	0	45	45
948	770	Hastings	238	87	0	6	6	790	358	2	54	56	790	358	2	54	56
949	770	Nininger	17	6	0	0	0	17	6	3	0	3	17	6	3	0	3
950	770	Nininger	6	2	0	0	0	6	2	1	0	1	6	2	1	0	1
951	770	Nininger	3	1	0	0	0	5	2	1	0	1	5	2	1	0	1
952	770	Hastings	10	4	0	0	0	11	4	1	3	4	11	4	1	3	4
953	770	Hastings	0	0	0	1083	1083	0	0	0	1083	1083	0	0	0	1083	1083
954	770	Hastings	0	0	174	0	174	0	0	174	0	174	0	0	174	0	174
955	770	Hastings	261	95	0	0	0	286	106	5	46	51	286	106	5	46	51
956	770	Hastings	458	167	0	0	0	503	186	7	107	114	503	186	7	107	114
957	770	Nininger	8	3	2	16	18	8	3	6	16	22	8	3	6	16	22
958	769	Hastings	0	0	66	692	758	0	0	55	740	795	0	0	55	740	795
959	769	Hastings	402	184	0	0	0	425	195	0	48	48	425	195	0	48	48
960	769	Hastings	190	87	0	0	0	190	87	0	49	49	190	87	0	49	49
961	769	Hastings	101	46	0	0	0	101	46	0	48	48	101	46	0	48	48
962	769	Hastings	541	248	85	161	246	572	263	50	209	259	572	263	50	209	259
963	769	Hastings	123	56	0	0	0	888	427	0	49	49	888	427	0	49	49
964	764	Nininger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
965	764	Nininger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
966	764	Nininger	102	62	0	0	0	148	65	0	0	0	148	65	0	0	0
967	764	Hastings	0	0	102	0	102	0	0	102	39	141	0	0	102	39	141
968	765	Hastings	0	0	39	115	154	183	99	59	119	178	183	99	59	119	178
969	766	Hastings	0	0	19	76	95	0	0	67	82	149	0	0	67	82	149
970	766	Hastings	282	138	18	125	143	501	217	49	131	180	501	217	49	131	180
971	766	Hastings	0	0	108	62	170	0	0	108	68	176	0	0	108	68	176
972	764	Hastings	0	0	0	245	245	0	0	11	245	256	0	0	11	245	256
973	729	Nininger	35	11	36	39	75	5	12	21	44	65	5	12	21	44	65
974	733	Nininger	18	7	0	0	0	15	8	0	0	0	15	8	0	0	0
975	733	Nininger	26	10	0	0	0	23	11	0	0	0	23	11	0	0	0
976	770	Nininger	0	0	0	0	0	5	2	0	14	14	5	2	0	14	14
977	770	Nininger	3	1	0	0	0	5	2	1	0	1	5	2	1	0	1
978	726	Rosemount	13	4	1	142	143	6	2	0	308	308	6	2	0	308	308
979	727	Rosemount	12	3	0	100	100	0	0	71	407	478	0	0	71	407	478
980	727	Rosemount	0	0	2	150	152	0	0	88	350	438	0	0	88	350	438
981	727	Rosemount	0	0	0	0	0	0	0	60	250	310	0	0	60	250	310
982	728	Rosemount	8	3	0	0	0	420	154	30	48	78	420	154	30	48	78
983	728	Rosemount	0	0	0	0	0	0	0	57	200	257	0	0	57	200	257
984	728	Rosemount	3	1	0	0	0	411	151	30	48	78	411	151	30	48	78
985	728	Rosemount	8	3	0	0	0	1662	610	0	0	0	1662	610	0	0	0
986	728	Rosemount	0	0	0	0	0	0	0	56	200	256	0	0	56	200	256
987	728	Coates	70	30	8	32	40	71	29	5	30	35	71	29	5	30	35
988	728	Rosemount	5	2	0	0	0	1659	609	0	0	0	1659	609	0	0	0
989	728	Rosemount	5	2	0	0	0	1659	609	0	0	0	1659	609	0	0	0
990	728	Coates	60	25	4	58	62	71	29	3	41	44	71	29	3	41	44
991	728	Rosemount	5	2	0	0	0	5	2	56	200	256	5	2	56	200	256
992	722	Rosemount	0	0	0	0	0	1045	395	0	0	0	1045	395	0	0	0
993	723	Rosemount	0	0	0	0	0	172	65	0	47	47	172	65	0	47	47
994	723	Rosemount	20	8	0	0	0	0	0	52	248	300	0	0	52	248	300
995	723	Rosemount	4	1	0	0	0	0	0	79	326	405	0	0	79	326	405
996	723	Rosemount	0	0	0	70	70	0	0	0	300	300	0	0	0	300	300
997	723	Rosemount	0	0	0	0	0	85	32	0	91	91	85	32	0	91	91
998	723	Rosemount	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
999	723	Rosemount	0	0	9	719	728	0	0	0	850	850	0	0	0	850	850
1000	626	Rosemount	856	278	7	94	101	629	231	7	94	101	629	231	7	94	101
1001	721	Empire	0	0	0	13	13	0	0	0	13	13	0	0	0	13	13
1002	722	Rosemount	0	0	0	0	0	90	34	0	29	29	90	34	0	29	29
1003	722	Rosemount	0	0	0	0	0	548	207	22	18	40	548	207	22	18	40
1004	721	Empire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1005	723	Rosemount	0	0	0	0	0	0	0	0	46	46	0	0	0	46	46
1006	723	Rosemount	10	4	0	12	12	693	262	12	31	43	693	262	12	31	43
1007	625	Rosemount	2	1	0	0	0	2	1	0	0	0	2	1	0	0	0
1008	625	Rosemount	58	21	0	20	20	986	363	0	20	20	986	363	0	20	20

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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1009	625	Rosemount	8	3	0	0	0	78	29	0	0	0	78	29	0	0	0
1010	625	Rosemount	5	2	0	0	0	933	343	0	0	0	933	343	0	0	0
1011	625	Rosemount	5	3	0	0	0	5	3	65	90	155	5	3	65	90	155
1012	625	Rosemount	14	5	0	0	0	0	0	0	18	18	0	0	0	18	18
1013	625	Rosemount	8	3	0	0	0	8	3	0	0	0	8	3	0	0	0
1014	625	Rosemount	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	724	Rosemount	44	16	0	100	100	40	14	4	219	223	40	14	4	219	223
1016	625	Rosemount	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1017	722	Rosemount	0	0	0	0	0	0	0	35	34	69	0	0	35	34	69
1018	722	Rosemount	0	0	0	0	0	548	207	22	18	40	548	207	22	18	40
1019	626	Rosemount	0	0	0	0	0	0	0	44	52	96	0	0	44	52	96
1020	626	Rosemount	276	90	1	16	17	366	135	1	16	17	366	135	1	16	17
1021	511	Inver Grove Heights	136	53	2	28	30	240	74	6	63	69	240	74	6	63	69
1022	515	Inver Grove Heights	408	118	0	0	0	502	142	0	0	0	502	142	0	0	0
1023	624	Rosemount	83	28	0	0	0	245	90	0	0	0	245	90	0	0	0
1024	511	Inver Grove Heights	229	64	0	0	0	304	93	2	27	29	304	93	2	27	29
1025	515	Inver Grove Heights	289	84	0	0	0	343	101	0	0	0	343	101	0	0	0
1026	515	Inver Grove Heights	77	22	0	0	0	77	27	0	0	0	77	27	0	0	0
1027	515	Inver Grove Heights	67	19	0	0	0	67	23	0	0	0	67	23	0	0	0
1028	724	Inver Grove Heights	0	0	0	234	234	2	1	0	15	15	2	1	0	15	15
1029	514	Inver Grove Heights	12	4	0	124	124	14	4	0	125	125	14	4	0	125	125
1030	514	Inver Grove Heights	96	34	0	31	31	96	38	0	31	31	96	38	0	31	31
1031	514	Inver Grove Heights	216	76	0	87	87	221	84	0	88	88	221	84	0	88	88
1032	514	Inver Grove Heights	129	45	0	0	0	153	49	0	0	0	153	49	0	0	0
1033	514	Inver Grove Heights	33	12	0	70	70	39	13	0	70	70	39	13	0	70	70
1034	514	Inver Grove Heights	0	0	0	63	63	0	0	6	63	69	0	0	6	63	69
1035	514	Inver Grove Heights	15	5	0	165	165	18	5	0	166	166	18	5	0	166	166
1036	462	Inver Grove Heights	42	16	0	91	91	46	16	0	92	92	46	16	0	92	92
1037	462	Inver Grove Heights	196	75	24	56	80	213	77	25	59	84	213	77	25	59	84
1038	462	Inver Grove Heights	355	135	0	0	0	383	140	1	5	6	383	140	1	5	6
1039	462	Inver Grove Heights	170	65	0	0	0	184	67	0	1	1	184	67	0	1	1
1040	462	Inver Grove Heights	20	7	0	0	0	21	7	0	1	1	21	7	0	1	1
1041	462	Inver Grove Heights	20	7	0	0	0	21	7	0	1	1	21	7	0	1	1
1042	462	Inver Grove Heights	223	85	0	0	0	241	88	1	4	5	241	88	1	4	5
1043	462	Inver Grove Heights	9	3	6	10	16	10	3	6	10	16	10	3	6	10	16
1044	462	Inver Grove Heights	72	28	0	0	0	78	29	0	1	1	78	29	0	1	1
1045	462	Inver Grove Heights	48	18	0	0	0	52	18	0	1	1	52	18	0	1	1
1046	462	Inver Grove Heights	0	0	139	384	523	0	0	145	384	529	0	0	145	384	529
1047	462	Inver Grove Heights	18	7	2	56	58	19	7	9	56	65	19	7	9	56	65
1048	462	Inver Grove Heights	22	8	6	10	16	22	8	6	10	16	22	8	6	10	16
1049	464	Inver Grove Heights	252	125	0	0	0	320	156	0	3	3	320	156	0	3	3
1050	466	Inver Grove Heights	128	59	0	0	0	112	52	1	0	1	112	52	1	0	1
1051	464	Inver Grove Heights	3	1	3	25	28	5	2	2	30	32	5	2	2	30	32
1052	466	Inver Grove Heights	2	1	1	295	296	48	21	1	295	296	48	21	1	295	296
1053	464	Inver Grove Heights	0	0	17	5	22	2	1	17	8	25	2	1	17	8	25
1054	464	Inver Grove Heights	370	183	0	0	0	470	228	0	3	3	470	228	0	3	3
1055	464	Inver Grove Heights	423	210	0	0	0	537	261	0	3	3	537	261	0	3	3
1056	463	Inver Grove Heights	491	193	4	2	6	500	195	3	3	6	500	195	3	3	6
1057	463	Inver Grove Heights	144	56	4	2	6	144	57	3	3	6	144	57	3	3	6
1058	463	Inver Grove Heights	144	56	4	2	6	144	57	3	3	6	144	57	3	3	6
1059	463	Inver Grove Heights	128	50	4	2	6	128	51	3	3	6	128	51	3	3	6
1060	463	Inver Grove Heights	366	144	4	2	6	366	146	4	3	7	366	146	4	3	7
1061	463	Inver Grove Heights	169	66	4	2	6	169	67	4	3	7	169	67	4	3	7
1062	463	Inver Grove Heights	634	249	4	2	6	656	252	3	3	6	656	252	3	3	6
1063	643	Farmington	0	0	2	15	17	0	0	12	190	202	0	0	12	190	202
1064	643	Farmington	220	84	0	0	0	230	88	0	1	1	230	88	0	1	1
1065	643	Farmington	849	325	0	0	0	800	325	0	1	1	800	325	0	1	1
1066	643	Farmington	278	106	0	0	0	275	106	0	0	0	275	106	0	0	0
1067	643	Farmington	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1068	643	Farmington	724	277	0	0	0	696	277	0	1	1	696	277	0	1	1
1069	643	Farmington	294	113	0	0	0	300	113	0	1	1	300	113	0	1	1
1070	640	Farmington	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1071	640	Farmington	19	6	0	0	0	48	20	0	0	0	48	20	0	0	0

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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1135	637	Lakeville	40	16	0	0	0	2153	767	0	19	19	2153	767	0	19	19
1136	637	Lakeville	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1137	637	Lakeville	184	72	0	0	0	201	72	0	0	0	201	72	0	0	0
1138	637	Lakeville	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1139	637	Lakeville	277	109	0	0	0	302	109	0	0	0	302	109	0	0	0
1140	637	Lakeville	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1141	637	Lakeville	164	64	0	0	0	178	64	0	0	0	178	64	0	0	0
1142	648	Lakeville	979	280	1	3	4	583	208	12	19	31	583	208	12	19	31
1143	649	Lakeville	345	113	2	6	8	378	131	0	10	10	378	131	0	10	10
1144	649	Lakeville	438	144	0	2	2	454	158	0	4	4	454	158	0	4	4
1145	649	Lakeville	177	58	0	0	0	183	64	0	1	1	183	64	0	1	1
1146	618	Apple Valley	0	0	0	0	0	566	208	64	0	64	566	208	64	0	64
1147	618	Apple Valley	0	0	0	0	0	0	0	0	3	3	0	0	0	3	3
1148	618	Apple Valley	4	2	0	0	0	4	2	0	1	1	4	2	0	1	1
1149	618	Apple Valley	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1
1150	618	Apple Valley	2	1	11	5	16	2	1	11	14	25	2	1	11	14	25
1151	618	Apple Valley	0	0	0	0	0	0	0	0	5	5	0	0	0	5	5
1152	618	Apple Valley	0	0	0	0	0	0	0	0	5	5	0	0	0	5	5
1153	618	Apple Valley	9	4	0	0	0	208	77	0	0	0	208	77	0	0	0
1154	618	Apple Valley	2	1	0	0	0	2	1	0	2	2	2	1	0	2	2
1155	618	Apple Valley	360	165	0	0	0	453	200	0	0	0	453	200	0	0	0
1156	618	Apple Valley	43	20	0	0	0	88	37	0	0	0	88	37	0	0	0
1157	619	Apple Valley	3	1	0	0	0	813	375	0	0	0	813	375	0	0	0
1158	619	Apple Valley	873	335	38	0	38	877	337	53	0	53	877	337	53	0	53
1159	619	Apple Valley	614	236	0	0	0	644	250	0	0	0	644	250	0	0	0
1160	619	Apple Valley	0	0	0	0	0	382	176	0	21	21	382	176	0	21	21
1161	619	Apple Valley	0	0	322	0	322	0	0	380	0	380	0	0	380	0	380
1162	619	Apple Valley	1044	401	0	0	0	1194	470	0	0	0	1194	470	0	0	0
1163	619	Apple Valley	198	76	0	0	0	269	109	0	0	0	269	109	0	0	0
1164	636	Rosemount	412	133	0	0	0	309	113	0	0	0	309	113	0	0	0
1165	636	Rosemount	660	212	0	0	0	490	180	0	0	0	490	180	0	0	0
1166	636	Rosemount	426	135	0	0	0	318	117	0	0	0	318	117	0	0	0
1167	636	Rosemount	151	48	0	0	0	151	48	0	0	0	151	48	0	0	0
1168	717	Empire	0	0	0	85	85	0	0	0	85	85	0	0	0	85	85
1169	717	Empire	12	5	0	0	0	12	5	0	0	0	12	5	0	0	0
1170	722	Rosemount	5	2	10	30	40	0	0	26	324	350	0	0	26	324	350
1171	722	Rosemount	0	0	0	100	100	0	0	0	150	150	0	0	0	150	150
1172	634	Rosemount	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1173	634	Rosemount	146	71	237	389	626	168	62	237	390	627	168	62	237	390	627
1174	635	Rosemount	0	0	84	164	248	0	0	83	164	247	0	0	83	164	247
1175	635	Rosemount	0	0	84	163	247	0	0	82	163	245	0	0	82	163	245
1176	635	Rosemount	403	139	0	0	0	403	139	0	0	0	403	139	0	0	0
1177	635	Rosemount	245	84	0	0	0	119	44	0	0	0	119	44	0	0	0
1178	639	Lakeville	0	0	0	0	0	128	50	0	0	0	128	50	0	0	0
1179	639	Lakeville	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1180	639	Lakeville	558	168	0	0	0	676	232	0	0	0	676	232	0	0	0
1181	639	Farmington	58	17	0	0	0	58	17	0	0	0	58	17	0	0	0
1182	639	Farmington	708	213	0	0	0	708	219	0	0	0	708	219	0	0	0
1183	645	Lakeville	9	3	1	1	2	9	3	2	0	2	9	3	2	0	2
1184	645	Farmington	144	45	4	6	10	170	55	8	13	21	170	55	8	13	21
1185	647	Lakeville	189	65	0	0	0	222	80	0	14	14	222	80	0	14	14
1186	647	Lakeville	985	340	0	0	0	1176	421	0	78	78	1176	421	0	78	78
1187	647	Lakeville	569	197	8	188	196	674	241	39	238	277	674	241	39	238	277
1188	647	Lakeville	45	16	70	2	72	55	20	198	24	222	55	20	198	24	222
1189	647	Lakeville	375	129	0	0	0	443	159	0	28	28	443	159	0	28	28
1190	669	Lakeville	376	101	0	46	46	601	211	0	46	46	601	211	0	46	46
1191	669	Lakeville	110	29	0	0	0	149	52	0	0	0	149	52	0	0	0
1192	669	Lakeville	54	14	0	0	0	150	53	0	0	0	150	53	0	0	0
1193	670	Lakeville	43	15	4	56	60	47	16	0	60	60	47	16	0	60	60
1194	680	Lakeville	17	5	0	103	103	16	5	0	105	105	16	5	0	105	105
1195	680	Lakeville	282	83	20	10	30	259	85	38	31	69	259	85	38	31	69
1196	680	Lakeville	302	89	0	1	1	278	91	0	18	18	278	91	0	18	18
1197	680	Lakeville	516	152	0	0	0	475	155	0	29	29	475	155	0	29	29

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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1198	680	Lakeville	130	38	0	0	0	120	39	0	7	7	120	39	0	7	7
1199	687	Lakeville	534	211	0	2	2	501	208	0	2	2	501	208	0	2	2
1200	687	Lakeville	388	154	0	2	2	364	151	0	2	2	364	151	0	2	2
1201	686	Lakeville	125	57	1	9	10	128	57	3	17	20	128	57	3	17	20
1202	692	Lakeville	458	157	1	33	34	311	120	3	33	36	311	120	3	33	36
1203	691	Lakeville	0	0	50	262	312	0	0	105	335	440	0	0	105	335	440
1204	690	Lakeville	0	0	24	1	25	0	0	24	6	30	0	0	24	6	30
1205	642	Lakeville	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1206	642	Farmington	9	3	0	0	0	9	3	4	33	37	9	3	4	33	37
1207	677	Lakeville	1138	340	0	0	0	1060	346	0	0	0	1060	346	0	0	0
1208	677	Lakeville	136	41	98	280	378	129	42	132	412	544	129	42	132	412	544
1209	677	Lakeville	4	1	0	377	377	4	1	0	800	800	4	1	0	800	800
1210	678	Lakeville	1	1	7	39	46	2	1	8	40	48	2	1	8	40	48
1211	676	Lakeville	0	0	45	0	45	0	0	46	0	46	0	0	46	0	46
1212	674	Lakeville	0	0	94	155	249	0	0	55	194	249	0	0	55	194	249
1213	674	Lakeville	0	0	67	158	225	0	0	39	198	237	0	0	39	198	237
1214	672	Lakeville	760	257	0	4	4	1098	359	0	58	58	1098	359	0	58	58
1215	668	Lakeville	37	10	0	0	0	54	19	0	0	0	54	19	0	0	0
1216	670	Lakeville	8	3	0	0	0	8	3	0	24	24	8	3	0	24	24
1217	669	Lakeville	197	53	0	0	0	241	84	0	0	0	241	84	0	0	0
1218	682	Lakeville	6	3	0	2	2	388	171	0	1	1	388	171	0	1	1
1219	459	Inver Grove Heights	39	15	53	78	131	40	23	56	81	137	40	23	56	81	137
1220	459	Inver Grove Heights	23	9	0	0	0	23	17	2	2	4	23	17	2	2	4
1221	460	Inver Grove Heights	457	171	5	16	21	451	171	5	17	22	451	171	5	17	22
1222	460	Inver Grove Heights	543	204	1	2	3	551	204	1	2	3	551	204	1	2	3
1223	460	Inver Grove Heights	356	133	0	0	0	334	133	0	0	0	334	133	0	0	0
1224	460	Inver Grove Heights	457	171	1	5	6	451	171	1	6	7	451	171	1	6	7
1225	459	Inver Grove Heights	329	124	0	13	13	357	127	16	35	51	357	127	16	35	51
1226	462	Inver Grove Heights	355	135	0	0	0	383	140	1	5	6	383	140	1	5	6
1227	461	Inver Grove Heights	507	192	0	0	0	536	192	0	1	1	536	192	0	1	1
1228	461	Inver Grove Heights	127	48	0	0	0	105	48	0	1	1	105	48	0	1	1
1229	461	Inver Grove Heights	41	15	7	22	29	7	15	6	22	28	7	15	6	22	28
1230	461	Inver Grove Heights	621	235	12	36	48	666	235	12	36	48	666	235	12	36	48
1231	461	Inver Grove Heights	236	89	0	0	0	229	89	0	0	0	229	89	0	0	0
1232	461	Inver Grove Heights	73	28	0	0	0	43	28	0	1	1	43	28	0	1	1
1233	461	Inver Grove Heights	362	137	1	1	2	371	137	1	2	3	371	137	1	2	3
1234	461	Inver Grove Heights	0	0	28	84	112	0	0	28	84	112	0	0	28	84	112
1235	463	Inver Grove Heights	134	52	4	2	6	134	53	3	3	6	134	53	3	3	6
1236	467	Inver Grove Heights	55	23	11	25	36	47	24	12	27	39	47	24	12	27	39
1237	467	Inver Grove Heights	980	414	0	0	0	995	412	11	21	32	995	412	11	21	32
1238	490	Inver Grove Heights	5	2	2	0	2	192	81	16	65	81	192	81	16	65	81
1239	490	Inver Grove Heights	20	8	10	5	15	493	204	18	2	20	493	204	18	2	20
1240	490	Inver Grove Heights	13	5	6	2	8	406	169	18	1	19	406	169	18	1	19
1241	491	Inver Grove Heights	126	45	0	0	0	369	146	0	1	1	369	146	0	1	1
1242	491	Inver Grove Heights	12	4	0	101	101	12	4	0	142	142	12	4	0	142	142
1243	491	Inver Grove Heights	80	29	0	0	0	601	244	0	22	22	601	244	0	22	22
1244	491	Inver Grove Heights	23	8	0	0	0	23	8	0	17	17	23	8	0	17	17
1245	470	Inver Grove Heights	28	17	0	24	24	46	30	0	25	25	46	30	0	25	25
1246	470	Inver Grove Heights	39	24	2	0	2	1229	674	2	2	4	1229	674	2	2	4
1247	470	Inver Grove Heights	78	48	0	0	0	145	91	1	3	4	145	91	1	3	4
1248	470	Inver Grove Heights	11	7	2	35	37	11	7	2	117	119	11	7	2	117	119
1249	470	Inver Grove Heights	17	10	0	9	9	270	149	0	10	10	270	149	0	10	10
1250	469	Inver Grove Heights	132	47	0	0	0	132	47	0	0	0	132	47	0	0	0
1251	469	Inver Grove Heights	177	63	0	1	1	177	63	0	0	0	177	63	0	0	0
1252	468	Inver Grove Heights	240	80	0	0	0	230	80	0	0	0	230	80	0	0	0
1253	467	Inver Grove Heights	103	43	0	0	0	97	44	1	3	4	97	44	1	3	4
1254	467	Inver Grove Heights	73	31	0	0	0	66	32	1	2	3	66	32	1	2	3
1255	467	Inver Grove Heights	0	0	43	71	114	0	0	43	71	114	0	0	43	71	114
1256	470	Inver Grove Heights	22	14	0	0	0	33	22	8	1	9	33	22	8	1	9
1257	465	Inver Grove Heights	6	4	0	0	0	5	3	7	134	141	5	3	7	134	141
1258	513	Inver Grove Heights	3	1	0	80	80	4	1	0	372	372	4	1	0	372	372
1259	513	Inver Grove Heights	195	66	0	0	0	215	72	0	1	1	215	72	0	1	1
1260	513	Inver Grove Heights	2	1	0	0	0	2	1	1	0	1	2	1	1	0	1

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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1261	513	Inver Grove Heights	53	18	0	0	0	58	20	0	1	1	58	20	0	1	1
1262	513	Inver Grove Heights	70	23	0	0	0	76	25	0	0	0	76	25	0	0	0
1263	513	Inver Grove Heights	70	23	0	0	0	70	25	0	0	0	70	25	0	0	0
1264	513	Inver Grove Heights	2	1	0	0	0	4	2	1	0	1	4	2	1	0	1
1265	513	Inver Grove Heights	136	46	0	0	0	150	50	0	1	1	150	50	0	1	1
1266	513	Inver Grove Heights	53	18	0	0	0	53	20	0	1	1	53	20	0	1	1
1267	513	Inver Grove Heights	79	27	0	0	0	86	29	0	1	1	86	29	0	1	1
1268	511	Inver Grove Heights	366	102	1	0	1	470	143	3	29	32	470	143	3	29	32
1269	511	Inver Grove Heights	533	149	1	0	1	685	209	3	30	33	685	209	3	30	33
1270	511	Inver Grove Heights	0	0	0	56	56	0	0	2	83	85	0	0	2	83	85
1271	511	Inver Grove Heights	0	0	0	0	0	0	0	2	27	29	0	0	2	27	29
1272	510	Eagan	655	259	0	37	37	668	287	19	31	50	668	287	19	31	50
1273	510	Eagan	354	140	0	0	0	353	144	0	0	0	353	144	0	0	0
1274	510	Eagan	134	53	0	0	0	146	62	0	0	0	146	62	0	0	0
1275	510	Eagan	0	0	0	14	14	0	0	6	9	15	0	0	6	9	15
1276	517	Eagan	227	90	0	0	0	226	92	0	0	0	226	92	0	0	0
1277	519	Rosemount	50	20	0	24	24	54	20	0	26	26	54	20	0	26	26
1278	622	Rosemount	86	28	0	0	0	67	25	0	0	0	67	25	0	0	0
1279	516	Eagan	335	132	0	0	0	322	136	0	0	0	322	136	0	0	0
1280	517	Eagan	110	43	0	5	5	161	66	1	4	5	161	66	1	4	5
1281	517	Eagan	125	49	0	0	0	124	50	0	0	0	124	50	0	0	0
1282	623	Rosemount	15	6	0	14	14	355	131	0	12	12	355	131	0	12	12
1283	624	Rosemount	14	5	0	0	0	509	187	0	0	0	509	187	0	0	0
1284	624	Rosemount	3	1	0	0	0	592	217	0	0	0	592	217	0	0	0
1285	624	Rosemount	10	3	0	0	0	364	134	0	0	0	364	134	0	0	0
1286	624	Rosemount	7	3	0	0	0	384	141	0	0	0	384	141	0	0	0
1287	623	Rosemount	168	62	0	0	0	191	71	0	0	0	191	71	0	0	0
1288	623	Rosemount	62	23	0	0	0	77	29	0	0	0	77	29	0	0	0
1289	628	Rosemount	536	181	0	0	0	420	154	0	0	0	420	154	0	0	0
1290	628	Rosemount	114	38	0	4	4	175	64	0	11	11	175	64	0	11	11
1291	622	Rosemount	115	37	0	0	0	87	32	0	0	0	87	32	0	0	0
1292	631	Rosemount	149	53	0	0	0	126	46	0	0	0	126	46	0	0	0
1293	631	Rosemount	264	95	0	0	0	224	82	0	0	0	224	82	0	0	0
1294	633	Rosemount	340	133	21	80	101	323	119	22	112	134	323	119	22	112	134
1295	622	Rosemount	740	240	0	0	0	566	208	0	0	0	566	208	0	0	0
1296	627	Rosemount	148	42	2	29	31	97	35	2	29	31	97	35	2	29	31
1297	632	Rosemount	431	189	0	50	50	446	164	0	44	44	446	164	0	44	44
1298	722	Rosemount	0	0	0	200	200	0	0	0	265	265	0	0	0	265	265
1299	626	Rosemount	3	1	0	0	0	3	1	0	73	73	3	1	0	73	73
1300	631	Rosemount	277	99	41	118	159	486	179	41	118	159	486	179	41	118	159
1301	631	Rosemount	22	8	23	4	27	22	8	0	171	171	22	8	0	171	171
1302	633	Rosemount	285	112	0	0	0	250	92	0	0	0	250	92	0	0	0
1303	631	Rosemount	494	177	0	0	0	414	152	0	0	0	414	152	0	0	0
1304	633	Rosemount	667	262	6	21	27	586	215	6	28	34	586	215	6	28	34
1305	633	Rosemount	447	176	8	39	47	447	176	8	39	47	447	176	8	39	47
1306	632	Rosemount	299	131	120	251	371	541	199	72	230	302	541	199	72	230	302
1307	633	Rosemount	52	21	3	21	24	52	21	40	50	90	52	21	40	50	90
1308	633	Rosemount	195	77	0	0	0	285	105	0	0	0	285	105	0	0	0
1309	633	Rosemount	118	47	6	33	39	126	42	8	63	71	126	42	8	63	71
1310	632	Rosemount	256	112	0	75	75	791	291	0	66	66	791	291	0	66	66
1311	493	Inver Grove Heights	944	383	2	0	2	944	383	1	1	2	944	383	1	1	2
1312	492	Inver Grove Heights	57	17	2	11	13	429	200	4	33	37	429	200	4	33	37
1313	493	Inver Grove Heights	2	1	2	11	13	419	151	2	14	16	419	151	2	14	16
1314	492	Inver Grove Heights	49	14	0	0	0	411	192	2	21	23	411	192	2	21	23
1315	492	Inver Grove Heights	61	18	2	11	13	438	203	5	33	38	438	203	5	33	38
1316	494	Eagan	1	1	311	1424	1735	2	1	33	1702	1735	2	1	33	1702	1735
1317	495	Eagan	0	0	67	6022	6089	0	0	26	6936	6962	0	0	26	6936	6962
1318	495	Eagan	371	147	0	0	0	357	151	0	0	0	357	151	0	0	0
1319	493	Inver Grove Heights	25	10	2	11	13	25	10	2	14	16	25	10	2	14	16
1320	509	Inver Grove Heights	390	113	0	17	17	707	400	1	23	24	707	400	1	23	24
1321	509	Inver Grove Heights	0	0	4	17	21	0	0	3	25	28	0	0	3	25	28
1322	509	Eagan	724	231	0	0	0	724	231	0	0	0	724	231	0	0	0
1323	485	Eagan	0	0	0	209	209	0	0	10	220	230	0	0	10	220	230

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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1324	496	Eagan	796	315	0	0	0	792	323	0	0	0	792	323	0	0	0
1325	506	Eagan	222	88	0	0	0	213	90	0	0	0	213	90	0	0	0
1326	496	Eagan	1305	516	0	0	0	1299	529	0	0	0	1299	529	0	0	0
1327	496	Eagan	408	161	0	0	0	406	165	0	0	0	406	165	0	0	0
1328	496	Eagan	567	224	0	0	0	565	230	0	0	0	565	230	0	0	0
1329	496	Eagan	963	381	0	0	0	959	391	0	0	0	959	391	0	0	0
1330	496	Eagan	210	83	1	46	47	205	96	0	50	50	205	96	0	50	50
1331	506	Eagan	435	172	0	0	0	418	176	0	0	0	418	176	0	0	0
1332	506	Eagan	562	222	2	17	19	540	228	3	27	30	540	228	3	27	30
1333	506	Eagan	520	206	0	0	0	500	211	0	0	0	500	211	0	0	0
1334	506	Eagan	437	173	1	4	5	420	177	1	4	5	420	177	1	4	5
1335	507	Eagan	442	175	0	0	0	440	179	0	0	0	440	179	0	0	0
1336	507	Eagan	220	87	0	0	0	229	98	0	0	0	229	98	0	0	0
1337	508	Eagan	332	131	0	0	0	320	135	0	0	0	320	135	0	0	0
1338	506	Eagan	144	57	0	0	0	138	58	0	0	0	138	58	0	0	0
1339	497	Eagan	276	109	147	395	542	437	201	324	369	693	437	201	324	369	693
1340	498	Eagan	0	0	111	38	149	0	0	94	106	200	0	0	94	106	200
1341	497	Eagan	603	239	102	275	377	601	245	194	216	410	601	245	194	216	410
1342	497	Eagan	806	319	0	0	0	802	327	0	0	0	802	327	0	0	0
1343	497	Eagan	0	0	78	210	288	0	0	146	164	310	0	0	146	164	310
1344	500	Eagan	0	0	0	0	0	89	37	0	0	0	89	37	0	0	0
1345	500	Eagan	198	78	0	0	0	197	80	0	0	0	197	80	0	0	0
1346	500	Eagan	647	256	0	0	0	645	263	0	0	0	645	263	0	0	0
1347	500	Eagan	164	65	0	0	0	163	66	0	0	0	163	66	0	0	0
1348	500	Eagan	186	73	139	92	231	185	75	114	136	250	185	75	114	136	250
1349	501	Eagan	2	1	2	54	56	2	1	9	54	63	2	1	9	54	63
1350	501	Eagan	435	172	0	0	0	418	176	0	0	0	418	176	0	0	0
1351	501	Eagan	344	136	0	9	9	331	140	2	9	11	331	140	2	9	11
1352	501	Eagan	44	17	4	103	107	42	18	18	103	121	42	18	18	103	121
1353	501	Eagan	90	36	0	0	0	87	37	0	0	0	87	37	0	0	0
1354	501	Eagan	0	0	5	154	159	0	0	30	164	194	0	0	30	164	194
1355	505	Eagan	520	206	3	11	14	500	211	6	14	20	500	211	6	14	20
1356	505	Eagan	193	76	3	8	11	185	78	4	11	15	185	78	4	11	15
1357	505	Eagan	220	87	68	207	275	211	89	103	247	350	211	89	103	247	350
1358	505	Eagan	183	72	0	0	0	176	74	0	0	0	176	74	0	0	0
1359	505	Eagan	83	33	0	0	0	80	34	0	0	0	80	34	0	0	0
1360	505	Eagan	313	124	0	0	0	301	127	0	0	0	301	127	0	0	0
1361	505	Eagan	425	168	0	0	0	408	172	0	0	0	408	172	0	0	0
1362	504	Eagan	313	124	0	0	0	312	125	0	0	0	312	125	0	0	0
1363	504	Eagan	132	52	0	0	0	131	53	0	0	0	131	53	0	0	0
1364	502	Eagan	738	292	0	19	19	708	299	7	13	20	708	299	7	13	20
1365	503	Eagan	308	122	0	0	0	296	125	0	0	0	296	125	0	0	0
1366	518	Eagan	198	78	0	0	0	346	143	0	0	0	346	143	0	0	0
1367	502	Eagan	242	96	0	0	0	232	98	0	0	0	232	98	0	0	0
1368	503	Eagan	142	56	0	0	0	136	57	0	0	0	136	57	0	0	0
1369	502	Eagan	203	80	0	0	0	195	82	0	0	0	195	82	0	0	0
1370	503	Eagan	247	98	0	9	9	237	100	2	8	10	237	100	2	8	10
1371	518	Eagan	337	133	0	0	0	336	137	0	0	0	336	137	0	0	0
1372	503	Eagan	86	34	0	0	0	82	35	0	0	0	82	35	0	0	0
1373	518	Eagan	181	72	0	0	0	180	73	0	0	0	180	73	0	0	0
1374	564	Burnsville	0	0	3	0	3	13	6	14	0	14	13	6	14	0	14
1375	564	Burnsville	0	0	16	43	59	13	6	16	441	457	13	6	16	441	457
1376	564	Burnsville	0	0	0	4	4	13	6	5	4	9	13	6	5	4	9
1377	564	Burnsville	0	0	52	253	305	13	6	57	253	310	13	6	57	253	310
1378	564	Burnsville	0	0	0	1	1	13	6	9	1	10	13	6	9	1	10
1379	564	Burnsville	0	0	0	0	0	13	6	0	1	1	13	6	0	1	1
1380	564	Burnsville	0	0	54	390	444	13	6	54	394	448	13	6	54	394	448
1381	564	Burnsville	0	0	1	6	7	13	6	1	37	38	13	6	1	37	38
1382	564	Burnsville	0	0	60	0	60	13	6	357	8	365	13	6	357	8	365
1383	564	Burnsville	0	0	0	0	0	13	6	11	0	11	13	6	11	0	11
1384	564	Burnsville	0	0	150	158	308	13	6	150	293	443	13	6	150	293	443
1385	564	Burnsville	0	0	45	0	45	13	6	54	0	54	13	6	54	0	54
1386	564	Burnsville	0	0	0	0	0	13	6	11	0	11	13	6	11	0	11

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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1387	565	Burnsville	164	59	29	167	196	167	59	38	264	302	167	59	38	264	302
1388	565	Burnsville	161	58	0	2	2	216	85	8	2	10	216	85	8	2	10
1389	568	Burnsville	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1390	568	Burnsville	669	242	0	0	0	669	242	5	0	5	669	242	5	0	5
1391	569	Burnsville	337	118	1	5	6	337	118	2	4	6	337	118	2	4	6
1392	569	Burnsville	538	188	1	5	6	538	188	1	5	6	538	188	1	5	6
1393	543	Burnsville	0	0	0	145	145	0	0	0	145	145	0	0	0	145	145
1394	544	Burnsville	675	227	0	0	0	675	227	0	0	0	675	227	0	0	0
1395	550	Burnsville	0	0	71	0	71	0	0	71	23	94	0	0	71	23	94
1396	552	Burnsville	439	194	22	0	22	458	201	22	0	22	458	201	22	0	22
1397	556	Burnsville	126	44	0	0	0	122	52	0	4	4	122	52	0	4	4
1398	557	Burnsville	370	138	0	0	0	436	166	2	20	22	436	166	2	20	22
1399	599	Apple Valley	418	154	21	50	71	463	176	12	54	66	463	176	12	54	66
1400	600	Apple Valley	296	118	0	0	0	296	119	0	1	1	296	119	0	1	1
1401	544	Burnsville	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1402	550	Burnsville	0	0	0	254	254	0	0	0	280	280	0	0	0	280	280
1403	550	Burnsville	0	0	0	520	520	0	0	0	546	546	0	0	0	546	546
1404	550	Burnsville	0	0	0	397	397	0	0	0	423	423	0	0	0	423	423
1405	550	Burnsville	469	261	0	3	3	469	261	0	10	10	469	261	0	10	10
1406	550	Burnsville	0	0	7	121	128	0	0	7	148	155	0	0	7	148	155
1407	550	Burnsville	0	0	22	33	55	0	0	22	55	77	0	0	22	55	77
1408	549	Burnsville	204	73	53	692	745	237	73	59	725	784	237	73	59	725	784
1409	545	Burnsville	0	0	15	158	173	0	0	16	198	214	0	0	16	198	214
1410	546	Burnsville	0	0	77	166	243	0	0	82	222	304	0	0	82	222	304
1411	546	Burnsville	0	0	28	649	677	0	0	40	696	736	0	0	40	696	736
1412	548	Burnsville	283	162	107	211	318	468	200	81	224	305	468	200	81	224	305
1413	551	Burnsville	393	172	0	82	82	393	172	0	93	93	393	172	0	93	93
1414	551	Burnsville	220	96	0	0	0	220	96	0	0	0	220	96	0	0	0
1415	547	Burnsville	117	75	187	221	408	642	285	150	343	493	642	285	150	343	493
1416	547	Burnsville	117	75	14	0	14	642	285	14	0	14	642	285	14	0	14
1417	558	Burnsville	429	199	1	16	17	430	200	1	16	17	430	200	1	16	17
1418	558	Burnsville	821	381	0	0	0	821	381	0	0	0	821	381	0	0	0
1419	557	Burnsville	887	331	0	0	0	887	331	3	48	51	887	331	3	48	51
1420	663	Lakeville	564	217	0	0	0	625	217	0	0	0	625	217	0	0	0
1421	663	Lakeville	265	102	46	3	49	287	102	61	0	61	287	102	61	0	61
1422	663	Lakeville	517	199	0	320	320	581	202	0	320	320	581	202	0	320	320
1423	663	Lakeville	176	68	0	0	0	196	69	0	0	0	196	69	0	0	0
1424	663	Lakeville	237	91	0	0	0	259	91	0	0	0	259	91	0	0	0
1425	663	Lakeville	15	6	61	46	107	16	6	80	30	110	16	6	80	30	110
1426	663	Lakeville	532	205	0	0	0	584	205	0	0	0	584	205	0	0	0
1427	663	Lakeville	781	301	0	0	0	841	301	0	0	0	841	301	0	0	0
1428	663	Lakeville	128	49	4	13	17	128	49	17	0	17	128	49	17	0	17
1429	663	Lakeville	138	53	0	0	0	150	53	0	0	0	150	53	0	0	0
1430	663	Lakeville	551	212	0	38	38	593	212	0	38	38	593	212	0	38	38
1431	664	Lakeville	359	157	295	218	513	670	228	300	193	493	670	228	300	193	493
1432	664	Lakeville	144	63	0	112	112	574	195	0	98	98	574	195	0	98	98
1433	664	Lakeville	1	1	0	0	0	2	1	0	0	0	2	1	0	0	0
1434	665	Lakeville	117	38	262	106	368	125	42	269	87	356	125	42	269	87	356
1435	665	Lakeville	300	96	0	0	0	297	100	0	0	0	297	100	0	0	0
1436	665	Lakeville	363	117	0	0	0	359	121	0	0	0	359	121	0	0	0
1437	665	Lakeville	279	90	5	0	5	280	94	5	0	5	280	94	5	0	5
1438	665	Lakeville	347	111	0	0	0	344	116	0	0	0	344	116	0	0	0
1439	658	Lakeville	715	197	0	120	120	715	225	0	122	122	715	225	0	122	122
1440	658	Lakeville	55	15	0	182	182	55	17	0	184	184	55	17	0	184	184
1441	658	Lakeville	35	10	83	31	114	51	16	35	96	131	51	16	35	96	131
1442	666	Lakeville	1	1	3	45	48	3	1	10	45	55	3	1	10	45	55
1443	666	Lakeville	188	85	0	0	0	507	177	0	9	9	507	177	0	9	9
1444	610	Apple Valley	292	97	6	0	6	113	118	78	16	94	113	118	78	16	94
1445	615	Apple Valley	900	379	0	0	0	1569	649	16	2	18	1569	649	16	2	18
1446	616	Apple Valley	192	86	222	109	331	1751	669	284	115	399	1751	669	284	115	399
1447	617	Apple Valley	224	84	0	0	0	224	85	63	0	63	224	85	63	0	63
1448	650	Lakeville	466	170	0	0	0	467	162	0	17	17	467	162	0	17	17
1449	651	Lakeville	419	146	0	0	0	408	141	0	0	0	408	141	0	0	0

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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1450	610	Apple Valley	0	0	24	753	777	0	0	24	753	777	0	0	24	753	777
1451	593	Apple Valley	1	0	199	627	826	0	0	67	760	827	0	0	67	760	827
1452	607	Apple Valley	707	292	0	0	0	735	295	0	5	5	735	295	0	5	5
1453	608	Apple Valley	0	0	73	740	813	0	0	73	743	816	0	0	73	743	816
1454	609	Apple Valley	0	0	30	0	30	80	34	34	0	34	80	34	34	0	34
1455	611	Apple Valley	0	0	0	709	709	0	0	110	711	821	0	0	110	711	821
1456	610	Apple Valley	0	0	104	0	104	0	0	104	0	104	0	0	104	0	104
1457	610	Apple Valley	0	0	140	351	491	0	0	140	351	491	0	0	140	351	491
1458	608	Apple Valley	486	203	0	0	0	513	205	1	35	36	513	205	1	35	36
1459	609	Apple Valley	0	0	0	0	0	80	34	4	29	33	80	34	4	29	33
1460	610	Apple Valley	0	0	7	0	7	0	0	7	6	13	0	0	7	6	13
1461	608	Apple Valley	589	246	0	6	6	620	248	1	48	49	620	248	1	48	49
1462	596	Apple Valley	661	256	105	22	127	704	293	96	66	162	704	293	96	66	162
1463	591	Apple Valley	453	174	0	0	0	506	192	3	4	7	506	192	3	4	7
1464	591	Apple Valley	318	122	0	0	0	371	140	4	4	8	371	140	4	4	8
1465	591	Apple Valley	932	358	0	0	0	985	376	5	5	10	985	376	5	5	10
1466	591	Apple Valley	261	100	0	0	0	314	118	3	5	8	314	118	3	5	8
1467	590	Apple Valley	569	198	159	118	277	570	198	202	138	340	570	198	202	138	340
1468	590	Apple Valley	33	12	0	0	0	33	12	0	16	16	33	12	0	16	16
1469	590	Apple Valley	306	107	0	0	0	306	107	3	18	21	306	107	3	18	21
1470	584	Burnsville	482	170	0	0	0	482	170	0	0	0	482	170	0	0	0
1471	584	Burnsville	958	338	0	15	15	958	338	0	16	16	958	338	0	16	16
1472	589	Burnsville	526	173	0	10	10	510	164	0	10	10	510	164	0	10	10
1473	588	Burnsville	912	386	0	0	0	912	386	7	0	7	912	386	7	0	7
1474	588	Burnsville	333	141	0	0	0	333	141	4	0	4	333	141	4	0	4
1475	588	Burnsville	438	185	43	88	131	438	185	43	80	123	438	185	43	80	123
1476	588	Burnsville	173	73	0	0	0	173	73	4	0	4	173	73	4	0	4
1477	586	Burnsville	0	0	46	0	46	0	0	305	45	350	0	0	305	45	350
1478	587	Burnsville	699	302	0	0	0	675	291	2	0	2	675	291	2	0	2
1479	587	Burnsville	259	112	141	0	141	278	121	160	0	160	278	121	160	0	160
1480	587	Burnsville	708	307	0	0	0	683	296	2	0	2	683	296	2	0	2
1481	587	Burnsville	559	242	0	0	0	550	238	2	0	2	550	238	2	0	2
1482	587	Burnsville	0	0	87	432	519	41	19	87	405	492	41	19	87	405	492
1483	598	Burnsville	134	50	91	248	339	140	45	186	245	431	140	45	186	245	431
1484	598	Burnsville	1104	412	0	0	0	1155	374	33	53	86	1155	374	33	53	86
1485	561	Burnsville	13	8	34	2346	2380	28	11	37	2378	2415	28	11	37	2378	2415
1486	561	Burnsville	225	141	0	822	822	332	194	3	910	913	332	194	3	910	913
1487	562	Burnsville	729	305	0	38	38	729	305	0	38	38	729	305	0	38	38
1488	562	Burnsville	0	0	32	253	285	0	0	32	253	285	0	0	32	253	285
1489	536	Eagan	1380	546	0	0	0	1326	560	0	0	0	1326	560	0	0	0
1490	536	Eagan	347	137	0	0	0	334	141	0	0	0	334	141	0	0	0
1491	537	Eagan	447	177	0	0	0	429	181	0	0	0	429	181	0	0	0
1492	538	Eagan	0	0	160	589	749	0	0	166	643	809	0	0	166	643	809
1493	538	Eagan	0	0	0	0	0	651	238	0	30	30	651	238	0	30	30
1494	538	Eagan	0	0	12	35	47	388	141	12	58	70	388	141	12	58	70
1495	538	Eagan	0	0	6	22	28	0	0	6	34	40	0	0	6	34	40
1496	532	Eagan	689	273	0	0	0	663	280	0	0	0	663	280	0	0	0
1497	534	Eagan	376	149	0	9	9	362	153	0	10	10	362	153	0	10	10
1498	534	Eagan	789	312	0	0	0	757	320	0	0	0	757	320	0	0	0
1499	534	Eagan	486	192	0	0	0	467	197	0	0	0	467	197	0	0	0
1500	533	Eagan	173	69	0	0	0	166	70	0	0	0	166	70	0	0	0
1501	532	Eagan	596	236	1	7	8	573	242	3	6	9	573	242	3	6	9
1502	532	Eagan	293	116	9	60	69	282	119	25	45	70	282	119	25	45	70
1503	532	Eagan	0	0	43	293	336	0	0	107	193	300	0	0	107	193	300
1504	525	Eagan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1505	540	Eagan	0	0	0	75	75	0	0	0	80	80	0	0	0	80	80
1506	540	Eagan	169	67	0	9	9	162	68	0	10	10	162	68	0	10	10
1507	531	Eagan	5	2	26	57	83	5	2	31	59	90	5	2	31	59	90
1508	543	Burnsville	463	178	0	0	0	464	178	0	0	0	464	178	0	0	0
1509	543	Burnsville	463	178	0	0	0	463	178	0	0	0	463	178	0	0	0
1510	543	Burnsville	1617	622	20	76	96	1617	622	19	78	97	1617	622	19	78	97
1511	541	Burnsville	590	280	7	0	7	600	288	9	0	9	600	288	9	0	9
1512	541	Burnsville	0	0	0	88	88	0	0	0	88	88	0	0	0	88	88

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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1513	541	Burnsville	155	64	0	0	0	155	64	0	1	1	155	64	0	1	1
1514	541	Burnsville	474	225	0	67	67	495	236	0	122	122	495	236	0	122	122
1515	541	Burnsville	272	129	65	41	106	317	144	66	88	154	317	144	66	88	154
1516	552	Burnsville	0	0	65	218	283	0	0	65	260	325	0	0	65	260	325
1517	553	Burnsville	1067	422	47	87	134	1067	422	53	135	188	1067	422	53	135	188
1518	552	Burnsville	12	5	2	32	34	12	5	2	36	38	12	5	2	36	38
1519	552	Burnsville	465	205	0	0	0	483	212	0	0	0	483	212	0	0	0
1520	552	Burnsville	279	123	0	0	0	291	128	0	1	1	291	128	0	1	1
1521	553	Burnsville	72	29	0	0	0	78	31	0	0	0	78	31	0	0	0
1522	553	Burnsville	226	90	0	0	0	226	90	1	2	3	226	90	1	2	3
1523	554	Burnsville	198	82	13	38	51	200	82	11	42	53	200	82	11	42	53
1524	554	Burnsville	442	184	0	0	0	450	185	0	2	2	450	185	0	2	2
1525	554	Burnsville	47	19	34	49	83	37	19	36	60	96	37	19	36	60	96
1526	554	Burnsville	235	98	0	0	0	240	98	0	2	2	240	98	0	2	2
1527	555	Eagan	371	147	0	0	0	357	151	0	0	0	357	151	0	0	0
1528	555	Eagan	310	123	0	0	0	320	134	0	0	0	320	134	0	0	0
1529	555	Eagan	0	0	1	36	37	0	0	2	38	40	0	0	2	38	40
1530	555	Eagan	0	0	8	191	199	0	0	9	191	200	0	0	9	191	200
1531	530	Eagan	0	0	231	167	398	0	0	197	269	466	0	0	197	269	466
1532	530	Eagan	37	14	63	46	109	539	198	63	173	236	539	198	63	173	236
1533	530	Eagan	20	8	11	8	19	465	171	11	105	116	465	171	11	105	116
1534	530	Eagan	24	10	146	105	251	24	10	121	166	287	24	10	121	166	287
1535	529	Eagan	86	34	2	361	363	82	35	18	372	390	82	35	18	372	390
1536	529	Eagan	120	47	0	0	0	114	48	0	0	0	114	48	0	0	0
1537	526	Eagan	413	163	0	0	0	396	167	0	0	0	396	167	0	0	0
1538	526	Eagan	652	258	0	0	0	627	265	0	0	0	627	265	0	0	0
1539	526	Eagan	173	69	0	0	0	166	70	0	0	0	166	70	0	0	0
1540	521	Eagan	391	155	0	0	0	376	159	0	0	0	376	159	0	0	0
1541	521	Eagan	423	167	0	0	0	406	171	0	0	0	406	171	0	0	0
1542	521	Eagan	210	83	0	0	0	202	85	0	0	0	202	85	0	0	0
1543	521	Eagan	259	102	2	3	5	262	110	0	5	5	262	110	0	5	5
1544	521	Eagan	110	43	0	0	0	105	44	0	0	0	105	44	0	0	0
1545	528	Apple Valley	21	8	0	0	0	187	98	0	3	3	187	98	0	3	3
1546	528	Apple Valley	316	124	0	0	0	316	124	0	3	3	316	124	0	3	3
1547	528	Apple Valley	948	373	0	9	9	1537	696	0	13	13	1537	696	0	13	13
1548	527	Apple Valley	431	159	0	0	0	441	162	16	17	33	441	162	16	17	33
1549	527	Apple Valley	96	36	0	0	0	103	37	16	19	35	103	37	16	19	35
1550	519	Apple Valley	30	13	0	0	0	30	10	0	20	20	30	10	0	20	20
1551	520	Apple Valley	362	122	0	0	0	374	126	0	12	12	374	126	0	12	12
1552	520	Apple Valley	242	82	0	5	5	253	87	0	17	17	253	87	0	17	17
1553	605	Apple Valley	0	0	2	120	122	0	0	4	182	186	0	0	4	182	186
1554	605	Apple Valley	1005	377	0	0	0	1145	410	2	65	67	1145	410	2	65	67
1555	621	Apple Valley	786	260	2	10	12	990	330	0	0	0	990	330	0	0	0
1556	621	Rosemount	235	73	0	0	0	195	72	0	0	0	195	72	0	0	0
1557	621	Rosemount	991	309	0	0	0	764	281	0	0	0	764	281	0	0	0
1558	621	Rosemount	544	169	0	0	0	466	171	0	0	0	466	171	0	0	0
1559	622	Rosemount	74	24	0	0	0	56	20	0	0	0	56	20	0	0	0
1560	622	Rosemount	248	80	0	0	0	189	70	0	0	0	189	70	0	0	0
1561	622	Rosemount	38	12	0	0	0	29	11	0	0	0	29	11	0	0	0
1562	622	Rosemount	97	31	0	0	0	306	112	0	0	0	306	112	0	0	0
1563	606	Apple Valley	655	210	0	9	9	666	218	1	15	16	666	218	1	15	16
1564	606	Apple Valley	189	61	0	9	9	189	61	0	17	17	189	61	0	17	17
1565	606	Apple Valley	258	83	0	9	9	258	83	0	16	16	258	83	0	16	16
1566	606	Apple Valley	189	61	0	9	9	244	106	0	17	17	244	106	0	17	17
1567	606	Apple Valley	135	43	0	9	9	135	43	0	16	16	135	43	0	16	16
1568	607	Apple Valley	108	45	5	128	133	129	49	6	130	136	129	49	6	130	136
1569	607	Apple Valley	14	6	8	0	8	25	10	8	1	9	25	10	8	1	9
1570	607	Apple Valley	245	101	0	0	0	266	105	0	2	2	266	105	0	2	2
1571	607	Apple Valley	556	230	0	0	0	580	233	0	4	4	580	233	0	4	4
1572	607	Apple Valley	599	247	0	0	0	625	250	0	5	5	625	250	0	5	5
1573	607	Apple Valley	179	74	0	0	0	200	78	0	2	2	200	78	0	2	2
1574	607	Apple Valley	271	112	0	0	0	292	116	0	2	2	292	116	0	2	2
1575	607	Apple Valley	66	27	0	218	218	87	31	0	219	219	87	31	0	219	219

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
			Population	Households	Retail Employment	Nonretail Employment	Total Employment	Population	Households	Retail Employment	Nonretail Employment	Total Employment	Population	Households	Retail Employment	Nonretail Employment	Total Employment
1576	607	Apple Valley	193	80	0	0	0	214	84	0	1	1	214	84	0	1	1
1577	607	Apple Valley	0	0	0	0	0	10	4	0	1	1	10	4	0	1	1
1578	607	Apple Valley	82	34	0	0	0	103	38	0	2	2	103	38	0	2	2
1579	607	Apple Valley	339	140	0	0	0	360	144	0	3	3	360	144	0	3	3
1580	620	Rosemount	779	251	0	0	0	592	217	0	0	0	592	217	0	0	0
1581	620	Rosemount	263	85	0	60	60	257	94	0	70	70	257	94	0	70	70
1582	620	Rosemount	213	68	0	0	0	160	59	0	0	0	160	59	0	0	0
1583	607	Apple Valley	285	118	0	0	0	306	122	0	2	2	306	122	0	2	2
1584	607	Apple Valley	582	240	0	0	0	605	243	0	4	4	605	243	0	4	4
1585	608	Apple Valley	5	2	0	1121	1121	5	2	0	1127	1127	5	2	0	1127	1127
1586	608	Apple Valley	0	0	0	0	0	12	5	0	41	41	12	5	0	41	41
1587	609	Apple Valley	0	0	0	9	9	80	34	4	13	17	80	34	4	13	17
1588	609	Apple Valley	0	0	0	0	0	80	34	4	20	24	80	34	4	20	24
1589	603	Apple Valley	709	238	1	34	35	706	239	2	35	37	706	239	2	35	37
1590	603	Apple Valley	292	98	0	0	0	289	99	1	0	1	289	99	1	0	1
1591	603	Apple Valley	478	160	0	0	0	475	161	1	0	1	475	161	1	0	1
1592	603	Apple Valley	408	137	0	0	0	405	138	1	0	1	405	138	1	0	1
1593	603	Apple Valley	390	131	0	0	0	387	132	1	1	2	387	132	1	1	2
1594	603	Apple Valley	236	79	0	0	0	233	80	1	1	2	233	80	1	1	2
1595	603	Apple Valley	62	21	0	0	0	59	22	1	0	1	59	22	1	0	1
1596	603	Apple Valley	573	192	1	20	21	570	193	2	21	23	570	193	2	21	23
1597	603	Apple Valley	201	67	0	0	0	198	68	1	0	1	198	68	1	0	1
1598	603	Apple Valley	195	65	0	0	0	192	66	1	0	1	192	66	1	0	1
1599	602	Apple Valley	300	104	0	0	0	301	105	3	6	9	301	105	3	6	9
1600	602	Apple Valley	319	110	0	0	0	319	110	3	6	9	319	110	3	6	9
1601	602	Apple Valley	321	111	2	83	85	321	111	4	89	93	321	111	4	89	93
1602	600	Apple Valley	89	35	12	29	41	89	35	7	30	37	89	35	7	30	37
1603	600	Apple Valley	119	47	0	0	0	258	93	0	1	1	258	93	0	1	1
1604	601	Apple Valley	291	109	0	0	0	307	117	1	6	7	307	117	1	6	7
1605	601	Apple Valley	698	261	0	59	59	698	261	1	64	65	698	261	1	64	65
1606	601	Apple Valley	534	200	0	0	0	625	245	1	6	7	625	245	1	6	7
1607	601	Apple Valley	432	162	0	0	0	432	162	1	6	7	432	162	1	6	7
1608	595	Apple Valley	543	246	0	0	0	658	276	7	7	14	658	276	7	7	14
1609	594	Apple Valley	300	184	0	26	26	770	253	0	27	27	770	253	0	27	27
1610	611	Apple Valley	237	102	26	0	26	237	102	26	0	26	237	102	26	0	26
1611	597	Apple Valley	533	179	0	0	0	526	220	4	9	13	526	220	4	9	13
1612	597	Apple Valley	240	81	0	0	0	233	122	3	9	12	233	122	3	9	12
1613	598	Burnsville	466	174	104	121	225	389	208	123	120	243	389	208	123	120	243
1614	611	Apple Valley	259	112	157	188	345	259	112	157	188	345	259	112	157	188	345
1615	611	Apple Valley	0	0	66	735	801	0	0	66	738	804	0	0	66	738	804
1616	611	Apple Valley	466	201	242	472	714	1498	497	243	472	715	1498	497	243	472	715
1617	612	Apple Valley	0	0	331	104	435	200	80	382	161	543	200	80	382	161	543
1618	613	Apple Valley	0	0	355	158	513	0	0	355	158	513	0	0	355	158	513
1619	613	Apple Valley	185	112	56	45	101	185	112	56	45	101	185	112	56	45	101
1620	617	Apple Valley	0	0	37	127	164	0	0	37	127	164	0	0	37	127	164
1621	617	Apple Valley	2	1	224	1	225	2	1	260	1	261	2	1	260	1	261
1622	616	Apple Valley	476	212	0	0	0	476	212	0	0	0	476	212	0	0	0
1623	616	Apple Valley	732	326	0	0	0	732	326	0	0	0	732	326	0	0	0
1624	592	Apple Valley	0	0	295	218	513	0	0	331	304	635	0	0	331	304	635
1625	593	Apple Valley	1	0	201	0	201	0	0	184	95	279	0	0	184	95	279
1626	592	Apple Valley	227	79	46	0	46	212	94	47	0	47	212	94	47	0	47
1627	613	Apple Valley	0	0	0	0	0	1381	477	150	25	175	1381	477	150	25	175
1628	655	Lakeville	294	86	17	71	88	270	84	15	71	86	270	84	15	71	86
1629	655	Lakeville	298	87	0	0	0	273	86	0	0	0	273	86	0	0	0
1630	655	Lakeville	263	77	0	0	0	242	76	0	0	0	242	76	0	0	0
1631	655	Lakeville	236	69	1	0	1	217	68	1	0	1	217	68	1	0	1
1632	655	Lakeville	0	0	78	21	99	0	0	69	21	90	0	0	69	21	90
1633	650	Lakeville	249	91	12	0	12	250	87	19	11	30	250	87	19	11	30
1634	650	Lakeville	2	1	0	0	0	2	1	0	1	1	2	1	0	1	1
1635	650	Lakeville	0	0	0	97	97	0	0	0	98	98	0	0	0	98	98
1636	650	Lakeville	0	0	21	4	25	0	0	35	7	42	0	0	35	7	42
1637	650	Lakeville	271	94	29	0	29	264	91	29	33	62	264	91	29	33	62
1638	650	Lakeville	358	130	0	0	0	359	125	0	13	13	359	125	0	13	13

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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1639	652	Lakeville	370	128	0	0	0	356	124	0	0	0	356	124	0	0	0
1640	652	Lakeville	90	31	0	0	0	87	30	0	0	0	87	30	0	0	0
1641	652	Lakeville	39	13	17	12	29	37	13	14	52	66	37	13	14	52	66
1642	651	Lakeville	162	56	0	0	0	158	55	0	0	0	158	55	0	0	0
1643	614	Apple Valley	565	184	14	7	21	736	314	29	12	41	736	314	29	12	41
1644	591	Apple Valley	753	290	52	38	90	806	308	56	44	100	806	308	56	44	100
1645	657	Lakeville	472	138	0	0	0	418	131	0	0	0	418	131	0	0	0
1646	657	Lakeville	504	147	0	0	0	442	139	0	0	0	442	139	0	0	0
1647	657	Lakeville	2	1	50	187	237	2	1	21	219	240	2	1	21	219	240
1648	657	Lakeville	0	0	1	3	4	0	0	0	4	4	0	0	0	4	4
1649	657	Lakeville	408	119	0	1	1	362	114	0	1	1	362	114	0	1	1
1650	653	Lakeville	379	119	2	7	9	470	147	1	7	8	470	147	1	7	8
1651	653	Lakeville	567	177	0	0	0	720	226	0	0	0	720	226	0	0	0
1652	653	Lakeville	643	201	0	0	0	801	252	0	0	0	801	252	0	0	0
1653	653	Lakeville	0	0	69	0	69	590	260	64	0	64	590	260	64	0	64
1654	656	Lakeville	179	53	0	0	0	165	52	0	5	5	165	52	0	5	5
1655	656	Lakeville	590	176	0	0	0	544	171	0	15	15	544	171	0	15	15
1656	656	Lakeville	0	0	8	29	37	0	0	9	29	38	0	0	9	29	38
1657	683	Lakeville	6	2	16	28	44	110	49	102	28	130	110	49	102	28	130
1658	652	Lakeville	0	0	0	0	0	0	0	0	94	94	0	0	0	94	94
1659	662	Lakeville	519	178	83	30	113	937	322	100	35	135	937	322	100	35	135
1660	662	Lakeville	3	1	2	1	3	3	1	3	1	4	3	1	3	1	4
1661	662	Lakeville	6	2	240	0	240	6	2	277	0	277	6	2	277	0	277
1662	583	Burnsville	212	92	0	0	0	239	101	2	4	6	239	101	2	4	6
1663	583	Burnsville	565	245	12	0	12	647	276	17	13	30	647	276	17	13	30
1664	583	Lakeville	447	192	9	21	30	608	211	94	113	207	608	211	94	113	207
1665	583	Burnsville	456	197	16	108	124	517	216	20	109	129	517	216	20	109	129
1666	661	Lakeville	180	64	3	0	3	232	79	4	21	25	232	79	4	21	25
1667	661	Lakeville	559	199	0	41	41	705	239	15	101	116	705	239	15	101	116
1668	660	Lakeville	0	0	81	25	106	0	0	85	25	110	0	0	85	25	110
1669	660	Lakeville	0	0	91	149	240	0	0	95	137	232	0	0	95	137	232
1670	660	Lakeville	456	179	24	1	25	525	177	25	0	25	525	177	25	0	25
1671	660	Lakeville	15	6	66	321	387	17	6	68	321	389	17	6	68	321	389
1672	581	Burnsville	128	52	0	0	0	128	52	0	13	13	128	52	0	13	13
1673	659	Lakeville	447	144	47	2	49	446	150	49	0	49	446	150	49	0	49
1674	659	Lakeville	1078	348	0	10	10	1079	364	0	10	10	1079	364	0	10	10
1675	659	Lakeville	652	210	0	192	192	652	220	0	192	192	652	220	0	192	192
1676	659	Lakeville	735	237	0	127	127	732	247	0	127	127	732	247	0	127	127
1677	659	Lakeville	154	50	37	28	65	158	53	39	26	65	158	53	39	26	65
1678	659	Lakeville	653	211	0	0	0	650	219	0	0	0	650	219	0	0	0
1679	659	Lakeville	234	75	0	0	0	234	79	0	0	0	234	79	0	0	0
1680	659	Lakeville	5	2	105	0	105	5	2	107	0	107	5	2	107	0	107
1681	566	Burnsville	523	195	106	284	390	523	195	157	284	441	523	195	157	284	441
1682	567	Burnsville	0	0	13	69	82	31	16	15	71	86	31	16	15	71	86
1683	567	Burnsville	563	202	0	0	0	776	289	2	11	13	776	289	2	11	13
1684	563	Burnsville	567	254	0	0	0	1138	488	4	0	4	1138	488	4	0	4
1685	563	Burnsville	1529	685	50	350	400	1604	712	48	412	460	1604	712	48	412	460
1686	559	Burnsville	0	0	40	283	323	0	0	40	280	320	0	0	40	280	320
1687	559	Burnsville	0	0	0	301	301	0	0	0	300	300	0	0	0	300	300
1688	559	Burnsville	115	42	0	16	16	113	47	1	16	17	113	47	1	16	17
1689	559	Burnsville	410	148	0	0	0	410	147	2	0	2	410	147	2	0	2
1690	557	Burnsville	164	61	0	0	0	164	61	0	9	9	164	61	0	9	9
1691	557	Burnsville	43	16	8	121	129	43	16	12	159	171	43	16	12	159	171
1692	560	Burnsville	734	287	2	29	31	734	287	2	30	32	734	287	2	30	32
1693	560	Burnsville	266	104	0	0	0	268	106	0	1	1	268	106	0	1	1
1694	560	Burnsville	321	125	7	103	110	321	125	7	102	109	321	125	7	102	109
1695	563	Burnsville	119	53	33	0	33	124	55	33	37	70	124	55	33	37	70
1696	574	Burnsville	0	0	301	0	301	0	0	215	86	301	0	0	215	86	301
1697	574	Burnsville	0	0	88	145	233	0	0	4	229	233	0	0	4	229	233
1698	582	Burnsville	0	0	279	49	328	0	0	334	58	392	0	0	334	58	392
1699	582	Burnsville	0	0	115	20	135	0	0	183	38	221	0	0	183	38	221
1700	576	Burnsville	3	1	73	82	155	3	1	97	128	225	3	1	97	128	225
1701	576	Burnsville	731	373	115	0	115	837	433	363	241	604	837	433	363	241	604

Dakota County TAZ	Met Council TAZ	Municipality	Existing Year 2014					Year 2040 Base					Year 2040 Build				
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1702	576	Burnsville	0	0	171	103	274	74	0	365	139	504	74	0	365	139	504
1703	576	Burnsville	0	0	0	280	280	74	0	0	286	286	74	0	0	286	286
1704	578	Burnsville	0	0	15	955	970	0	0	15	955	970	0	0	15	955	970
1705	578	Burnsville	181	62	0	0	0	169	62	0	0	0	169	62	0	0	0
1706	577	Burnsville	1	0	0	1216	1216	1	0	1	1249	1250	1	0	1	1249	1250
1707	577	Burnsville	1	0	114	0	114	1	0	305	40	345	1	0	305	40	345
1708	577	Burnsville	1	0	0	0	0	1	0	1	17	18	1	0	1	17	18
1709	581	Burnsville	694	281	2	152	154	694	281	3	232	235	694	281	3	232	235
1710	581	Burnsville	95	38	0	0	0	95	38	0	9	9	95	38	0	9	9
1711	581	Burnsville	78	32	0	0	0	78	32	0	8	8	78	32	0	8	8
1712	581	Burnsville	83	34	0	0	0	83	35	0	8	8	83	35	0	8	8
1713	580	Burnsville	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1714	580	Burnsville	77	30	0	5	5	77	30	0	5	5	77	30	0	5	5
1715	579	Burnsville	953	290	0	0	0	916	275	0	0	0	916	275	0	0	0
1716	578	Burnsville	625	214	0	0	0	631	214	0	0	0	631	214	0	0	0
1717	571	Burnsville	0	0	87	0	87	0	0	221	0	221	0	0	221	0	221
1718	571	Burnsville	347	127	0	134	134	367	142	0	167	167	367	142	0	167	167
1719	570	Burnsville	0	0	82	340	422	0	0	82	303	385	0	0	82	303	385
1720	571	Burnsville	0	0	0	557	557	0	0	0	557	557	0	0	0	557	557
1721	577	Burnsville	1	0	0	178	178	1	0	1	213	214	1	0	1	213	214
1722	572	Burnsville	0	0	28	154	182	27	20	32	150	182	27	20	32	150	182
1723	492	Inver Grove Heights	0	0	0	0	0	303	155	1	13	14	303	155	1	13	14
1724	670	Lakeville	172	58	0	0	0	184	64	0	0	0	184	64	0	0	0
1725	763	Nininger	16	6	0	0	0	16	6	0	0	0	16	6	0	0	0
1726	464	Inver Grove Heights	0	0	105	34	139	2	1	98	34	132	2	1	98	34	132
1727	494	Eagan	2	1	72	189	261	2	1	6	313	319	2	1	6	313	319
1728	645	Farmington	33	10	0	0	0	79	47	4	7	11	79	47	4	7	11
1729	695	Lakeville	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	704	Northfield	89	33	0	1	1	308	131	0	1	1	308	131	0	1	1
1731	703	Northfield	8	1	0	681	681	87	35	2	693	695	87	35	2	693	695
1732	713	Farmington	417	142	37	19	56	698	282	25	0	25	698	282	25	0	25
1733	715	Farmington	0	0	0	0	0	49	20	0	0	0	49	20	0	0	0
1734	639	Farmington	3	1	0	0	0	718	248	0	0	0	718	248	0	0	0
1735	645	Farmington	68	21	0	0	0	81	26	4	7	11	81	26	4	7	11
1736	644	Farmington	0	0	20	83	103	0	0	20	83	103	0	0	20	83	103
1737	723	Empire	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1
1738	723	Rosemount	0	0	0	0	0	0	0	0	100	100	0	0	0	100	100
1739	736	Coates	0	0	0	0	0	0	0	1	2	3	0	0	1	2	3
1740	737	Hampton	23	9	2	15	17	23	9	4	14	18	23	9	4	14	18
1741	738	Hampton	13	5	0	0	0	14	6	0	0	0	14	6	0	0	0
1742	746	Hampton	44	15	0	0	0	44	15	0	0	0	44	15	0	0	0
1743	746	Randolph	0	0	0	0	0	11	10	0	0	0	11	10	0	0	0
1744	759	Hastings	694	240	3	7	10	794	276	7	17	24	794	276	7	17	24
1745	764	Hastings	175	76	0	0	0	201	93	17	39	56	201	93	17	39	56
1746	770	Nininger	0	0	0	0	0	5	2	0	14	14	5	2	0	14	14
1747	775	Marshan	49	18	0	0	0	44	18	1	0	1	44	18	1	0	1
1748	611	Apple Valley	0	0	94	142	236	0	0	94	146	240	0	0	94	146	240
1749	573	Burnsville	0	0	163	37	200	0	0	122	105	227	0	0	122	105	227
1750	553	Burnsville	110	43	0	0	0	114	45	0	1	1	114	45	0	1	1
1751	550	Burnsville	198	110	0	0	0	198	112	0	7	7	198	112	0	7	7
1752	571	Burnsville	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1753	570	Burnsville	85	29	0	0	0	85	29	17	0	17	85	29	17	0	17
1754	570	Burnsville	436	146	0	0	0	457	154	23	0	23	457	154	23	0	23
1755	480	Eagan	0	0	24	824	848	0	0	20	888	908	0	0	20	888	908
1756	502	Eagan	0	0	0	9	9	0	0	3	7	10	0	0	3	7	10
1757	499	Eagan	0	0	7	10	17	0	0	5	15	20	0	0	5	15	20
1758	499	Eagan	0	0	128	181	309	0	0	95	256	351	0	0	95	256	351
1759	659	Lakeville	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1760	633	Rosemount	52	21	2	21	23	52	21	2	21	23	52	21	2	21	23
1761	596	Apple Valley	770	300	0	0	0	813	337	0	0	0	813	337	0	0	0
1762	538	Eagan	469	186	0	10	10	1243	482	0	129	129	1243	482	0	129	129
1763	462	Inver Grove Heights	340	130	0	0	0	340	154	0	1	1	340	154	0	1	1

Appendix E: Model Development and Base Model Validation



MEMORANDUM

To: Steve Wilson, PTP Krista Anderson, PE
Brett Gunderson, Engineer SRF Consulting Group

From: Haifeng Xiao, PE, PTOE HFTE Inc

Date: November 14, 2019

Subject: Dakota County Multi-Modal Travel Demand Model Update Model Development and Base Model Validation

The purpose of this memorandum is to document the Dakota County Multi-Modal Travel Demand Model (DCTDM) development methodology and the base model validation results. The development of the DCTDM is largely based on the Metropolitan Council's 2018 Activity Based Model (ABM). It is an integrated component of the ABM with more refined socioeconomic data inputs and highway network within Dakota County.

1. DAKOTA COUNTY MODEL DEVELOPMENT

1.1. MODEL APPLICATIONS DEVELOPMENT IN CUBE

The DCTDM was developed from the regional ABM splitting and re-allocating the auto trip tables into refined traffic analysis zones (TAZs) and reassigning the auto trips onto the refined the highway network within Dakota County. The level of detail for the TAZs and roadway network located outside of Dakota County and the transit component of the ABM remained unchanged. The county TDM is integrated with the ABM modeling process and therefore begins with a complete ABM run to produce new trip tables if the socioeconomic data at regional TAZ level is revised. **Figure 1** illustrates the flow chart of the DCTDM in the full ABM modeling process.

The DCTDM was developed as a standalone catalog in CUBE, the travel demand modeling software used in the ABM. The catalog includes two separate applications for splitting trips and trip assignment. **Figure 2** illustrates the catalog window screen capture and the main flow chart for the trips split and assignment applications in CUBE.

1.2. SOCIO-ECONOMIC DATA DEVELOPMENT

The ABM uses individual person and household databases along with zonal socioeconomic data to develop individual trip tours and then aggregates those individual trips into zonal trip tables for assignment. The major zonal SE data used in the ABM includes household, population, retail and non- retail employment.

The socioeconomic data was prepared in two steps. The first step was to refine and subdivide the original ABM

TAZs within the County into smaller TAZs to better represent the existing and future development characteristics. This step was accomplished in ArcGIS based on the TAZs in the County's previous model and local comprehensive plan forecasts. The second step was to split and reallocate the SE data for each ABM TAZ into their corresponding subdivided TAZs. This step was to develop more detailed land uses data at subdivided TAZ level using the most recent land uses plan from the county and cities. Existing SE data was kept consistent with base Metropolitan Council TAZ totals unless determined to be incorrect, and future SE totals were allocated according to local comprehensive plans. Municipal totals were maintained consistent with regional forecasts or revised local comprehensive plan forecasts.

1.3. NETWORK DEVELOPMENT

The original geodatabase used for developing the ABM networks was obtained from the Met Council and it was used to develop the geodatabase network for the DCTDM. The roadway network in the County was refined, while the roadway network elsewhere in the metro remained unchanged. The roadway network in the county area from the previous model was used to replace the roadway network in the ABM and it was then updated accordingly based on the latest transportation plans to develop the highway network for the DCTDM.

1.4. ABM TRIPS VERSUS ZONAL SE DATA REGRESSION ANALYSIS

The auto trips for each TAZ within the county area from the original ABM were split based on the subdivided socioeconomic variables and the coefficients that were established based on the regression analysis between the origin and destination trip ends and zonal SE data from the ABM. There are four primary trip categories in the ABM and thus in the DCTDM: highway auto trips, truck trips, external auto trips, and special generator auto trips. Each category has various subcategories and they are summarized as follows:

- Highway auto trips: total of thirty-two subcategories depending on vehicle occupancy (Drive Alone, HOV2 and HOV3+), paying/nonpaying, work/nonwork and five income levels. The nonpaying SOV trips for the income level 2 to 5 are combined in the ABM.
- Truck trips: total of two subcategories including single unit and combo.
- External auto trips: total of three subcategories depending on vehicle occupancy (Drive Alone, HOV2 and HOV3+)
- Special generator auto trips (Minneapolis - St Paul International Airport): total of three subcategories depending on vehicle occupancy (Drive Alone, HOV2 and HOV3+)

All different category trips are grouped into eleven time periods for traffic assignment in the ABM. These time periods are AM1 (6-7am), AM2 (7-8am), AM3 (8-9am), AM4 (9-10am), PM1 (3-4pm), PM2 (4-5pm), PM3 (5-6pm), PM4 (6-7pm), Midday (10am-3pm), EV (6pm-0am), ON (12am-6am).

An extensive linear regression analysis was conducted using the origin or destination zonal trip ends in the different categories and time periods as dependent variable, and socioeconomic data (including household, retail and/or non-retail employment data) as independent variables until satisfactory results were achieved. The process included combining the different trip categories if the coefficients for the socioeconomic data were similar during the regression analysis process.

Tables 1.1 through 1.4 show the regression coefficients for independent variables and R-squared results for the highway auto trips for different time periods and different subcategories.

Table 2 show the regression coefficients for independent variables and R-squared results for truck trips for different time periods and different subcategories.

Table 3 show the regression coefficients for independent variables and R-squared results for external trips for different time periods and different subcategories.

Table 4 show the regression coefficients for independent variables and R-squared results for special generator (Minneapolis - St Paul International Airport) trips for different time periods and different subcategories.

The regression analysis R-squared results reveal that most of the highway auto and truck trips have strong linear relationship with the household, retail and non-retail employment data while the external and special generator trips do not show strong linear relationship. It is noted that the percentage of the combined external and special generator trips amounts to only about three percent of the total trips in the ABM or Dakota County TDM , thus lower R-squared values for reallocated external and special generator trips for subdivided TAZs has a minimal impact on overall roadway volume. Also, trips in the DCTDM correctly sum to the ABM TAZ level.

Table 1.1
Socio-Economic Data Regression Analysis: Coefficients and R²
Highway Auto Trips (Willing-to-Pay SOV and HOV2 Work Trips for All Income Levels)

Time Period	Willing-to-Pay SOV Work (Income 1-5)							
	Origin Trips				Destination Trips			
	NonRetail	Retail	HH	R ²	NonRetail	Retail	HH	R ²
AM1	0.00008	0.00204	0.01028	0.48	0.00720	0.00684	0.00225	0.91
AM2	0.00010	0.00342	0.02052	0.48	0.01479	0.01398	0.00358	0.93
AM3	0.00024	0.00382	0.01691	0.51	0.01271	0.01054	0.00300	0.94
AM4	0.00055	0.00255	0.00643	0.54	0.00453	0.00494	0.00195	0.89
PM1	0.00643	0.00955	0.00343	0.89	0.00083	0.00616	0.00967	0.56
PM2	0.01079	0.01571	0.00570	0.93	0.00107	0.00945	0.01660	0.59
PM3	0.01112	0.01752	0.00671	0.91	0.00072	0.00972	0.01866	0.56
PM4	0.00540	0.00995	0.00368	0.89	0.00050	0.00583	0.00940	0.57
MD	0.01023	0.01952	0.01371	0.86	0.00764	0.01874	0.01637	0.79
EV	0.00713	0.01089	0.00401	0.92	0.00041	0.00445	0.01181	0.52
ON	0.00073	0.00231	0.00577	0.57	0.00339	0.00433	0.00273	0.84
Time Period	Willing-to-Pay HOV2 Work (Income 1-5)							
	Origin Trips				Destination Trips			
	NonRetail	Retail	HH	R ²	NonRetail	Retail	HH	R ²
AM1	0.00044	0.00245	0.01440	0.88	0.00658	0.00894	0.00722	0.88
AM2	0.00067	0.00365	0.02781	0.90	0.01341	0.01551	0.01312	0.91
AM3	0.00067	0.00289	0.01798	0.91	0.00952	0.01059	0.00789	0.93
AM4	0.00058	0.00164	0.00521	0.87	0.00270	0.00364	0.00271	0.92
PM1	0.00713	0.01499	0.00695	0.95	0.00126	0.01057	0.01376	0.91
PM2	0.01134	0.02319	0.01067	0.95	0.00181	0.01778	0.02149	0.92
PM3	0.01061	0.02212	0.01003	0.95	0.00138	0.01324	0.02102	0.93
PM4	0.00515	0.01126	0.00552	0.93	0.00067	0.00612	0.01093	0.91
MD	0.01055	0.02441	0.01544	0.96	0.00561	0.02121	0.02112	0.94
EV	0.00610	0.01129	0.00514	0.94	0.00067	0.00508	0.01174	0.91
ON	0.00074	0.00237	0.00824	0.87	0.00329	0.00476	0.00547	0.85

Table 1.2
Socio-Economic Data Regression Analysis: Coefficients and R²
Highway Auto Trips (Willing-to-Pay HOV3 Work and SOV NonWork Trips for All Income Levels)

Time Period	Willing-to-Pay HOV3 Work (Income 1-5)							
	Origin Trips				Destination Trips			
	NonRetail	Retail	HH	R ²	NonRetail	Retail	HH	R ²
AM1	0.00030	0.00153	0.00929	0.89	0.00332	0.00406	0.00492	0.89
AM2	0.00047	0.00225	0.01767	0.91	0.00672	0.00646	0.00940	0.91
AM3	0.00049	0.00167	0.01177	0.90	0.00467	0.00481	0.00621	0.92
AM4	0.00043	0.00129	0.00339	0.86	0.00145	0.00219	0.00213	0.90
PM1	0.00530	0.01002	0.00436	0.96	0.00162	0.00833	0.00751	0.91
PM2	0.00785	0.01608	0.00674	0.96	0.00233	0.01299	0.01138	0.93
PM3	0.00758	0.01538	0.00634	0.96	0.00195	0.01019	0.01131	0.93
PM4	0.00377	0.00775	0.00357	0.95	0.00102	0.00484	0.00594	0.91
MD	0.00778	0.01650	0.01009	0.96	0.00444	0.01528	0.01245	0.94
EV	0.00435	0.00768	0.00343	0.95	0.00116	0.00454	0.00634	0.90
ON	0.00056	0.00168	0.00545	0.88	0.00152	0.00279	0.00364	0.85
Time Period	Willing-to-Pay SOV NonWork (Income 1-5)							
	Origin Trips				Destination Trips			
	NonRetail	Retail	HH	R ²	NonRetail	Retail	HH	R ²
AM1	0.00011	0.00132	0.00159	0.45	0.00017	0.00141	0.00150	0.47
AM2	0.00015	0.00178	0.00339	0.48	0.00038	0.00292	0.00290	0.44
AM3	0.00018	0.00252	0.00387	0.47	0.00037	0.00471	0.00322	0.51
AM4	0.00018	0.00489	0.00434	0.55	0.00040	0.00712	0.00367	0.61
PM1	0.00032	0.00732	0.00464	0.58	0.00023	0.00669	0.00487	0.56
PM2	0.00026	0.00741	0.00479	0.60	0.00013	0.00727	0.00491	0.58
PM3	0.00027	0.00765	0.00600	0.58	0.00035	0.00880	0.00578	0.61
PM4	0.00022	0.00716	0.00643	0.59	0.00027	0.00952	0.00595	0.63
MD	0.00397	0.04773	0.02342	0.72	0.00355	0.04814	0.02366	0.70
EV	0.00121	0.02456	0.01449	0.69	0.00028	0.01479	0.01717	0.58
ON	0.00009	0.00092	0.00198	0.47	0.00020	0.00155	0.00174	0.52

Table 1.3
Socio-Economic Data Regression Analysis: Coefficients and R²
Highway Auto Trips (Willing-to-Pay HOV2 and HOV3 NonWork Trips for All Income Levels)

Time Period	Willing-to-Pay HOV2 NonWork (Income 1-5)							
	Origin Trips				Destination Trips			
	NonRetail	Retail	HH	R ²	NonRetail	Retail	HH	R ²
AM1	0.00055	0.00230	0.00713	0.86	0.00082	0.00370	0.00671	0.85
AM2	0.00066	0.00345	0.01583	0.89	0.00156	0.00725	0.01429	0.72
AM3	0.00066	0.00655	0.01613	0.90	0.00175	0.01133	0.01437	0.79
AM4	0.00114	0.01079	0.01698	0.91	0.00199	0.01778	0.01487	0.90
PM1	0.00187	0.02353	0.02338	0.89	0.00164	0.02017	0.02436	0.92
PM2	0.00210	0.02223	0.02439	0.92	0.00212	0.02327	0.02400	0.93
PM3	0.00203	0.02325	0.02825	0.93	0.00287	0.02753	0.02642	0.94
PM4	0.00198	0.02362	0.03230	0.94	0.00366	0.03496	0.02803	0.94
MD	0.01087	0.11825	0.09725	0.94	0.01169	0.12333	0.09540	0.94
EV	0.00906	0.08965	0.06949	0.95	0.00546	0.05285	0.08097	0.95
ON	0.00063	0.00393	0.00929	0.89	0.00123	0.00510	0.00849	0.88
Time Period	Willing-to-Pay HOV3 NonWork (Income 1-5)							
	Origin Trips				Destination Trips			
	NonRetail	Retail	HH	R ²	NonRetail	Retail	HH	R ²
AM1	0.00043	0.00250	0.00763	0.88	0.00057	0.00410	0.00713	0.76
AM2	0.00042	0.00295	0.02601	0.89	0.00168	0.00626	0.02437	0.50
AM3	0.00049	0.00488	0.02740	0.89	0.00179	0.01041	0.02519	0.55
AM4	0.00094	0.01030	0.01950	0.91	0.00185	0.01729	0.01740	0.81
PM1	0.00223	0.02305	0.03658	0.69	0.00122	0.01941	0.03809	0.91
PM2	0.00182	0.02403	0.03024	0.85	0.00169	0.02494	0.03002	0.92
PM3	0.00185	0.02521	0.03143	0.91	0.00243	0.03130	0.02933	0.93
PM4	0.00185	0.02726	0.03734	0.93	0.00372	0.04265	0.03202	0.94
MD	0.01032	0.11756	0.09865	0.92	0.00997	0.12238	0.09813	0.94
EV	0.00991	0.11568	0.08150	0.95	0.00484	0.06691	0.09635	0.95
ON	0.00071	0.00542	0.01128	0.90	0.00103	0.00597	0.01090	0.85

Table 1.4
Socio-Economic Data Regression Analysis: Coefficients and R²
Highway Auto Trips (Non-Transponder SOV Trips for All Income Levels)

Time Period	SOV NonTransponder (Income 1-5)							
	Origin Trips				Destination Trips			
	NonRetail	Retail	HH	R ²	NonRetail	Retail	HH	R ²
AM1	0.00450	0.02412	0.13130	0.94	0.07997	0.09988	0.04063	0.98
AM2	0.00685	0.03882	0.25337	0.94	0.16008	0.18132	0.07035	0.97
AM3	0.00910	0.05287	0.22276	0.95	0.13478	0.18358	0.07023	0.97
AM4	0.01402	0.08341	0.13055	0.95	0.05989	0.15701	0.07019	0.97
PM1	0.07332	0.19971	0.09530	0.96	0.01697	0.14530	0.16214	0.96
PM2	0.11441	0.27083	0.11560	0.97	0.01886	0.19228	0.22651	0.96
PM3	0.11536	0.28478	0.14024	0.97	0.01926	0.20380	0.25247	0.96
PM4	0.05931	0.19189	0.11380	0.97	0.01554	0.15467	0.16424	0.96
MD	0.18314	0.85680	0.47901	0.96	0.15341	0.84472	0.50886	0.96
EV	0.09723	0.39401	0.20370	0.97	0.01731	0.21362	0.31693	0.95
ON	0.01107	0.03239	0.09284	0.95	0.04715	0.07317	0.04872	0.97

Table 2
Socio-Economic Data Regression Analysis: Coefficients and R²
Truck Trips

Time Period	Truck-SU							
	Origin/Destination Trips				Destination Trips			
	NonRetail	Retail	HH	R ²	NonRetail	Retail	HH	R ²
AM1	0.00607	0.01354	0.00307	0.88	0.00609	0.01350	0.00304	0.88
AM2	0.00767	0.01714	0.00434	0.88	0.00770	0.01709	0.00430	0.88
AM3	0.00841	0.01879	0.00495	0.88	0.00844	0.01874	0.00490	0.88
AM4	0.00841	0.01879	0.00495	0.88	0.00844	0.01874	0.00490	0.88
PM1	0.00878	0.01962	0.00525	0.88	0.00881	0.01956	0.00520	0.88
PM2	0.00755	0.01687	0.00424	0.88	0.00758	0.01682	0.00420	0.88
PM3	0.00595	0.01326	0.00298	0.88	0.00597	0.01322	0.00294	0.88
PM4	0.00446	0.00993	0.00189	0.87	0.00447	0.00990	0.00186	0.87
MD	0.04399	0.09834	0.03601	0.90	0.04414	0.09812	0.03576	0.90
EV	0.00988	0.02210	0.00617	0.89	0.00992	0.02205	0.00610	0.89
ON	0.00792	0.01770	0.00454	0.88	0.00795	0.01765	0.00450	0.88
Time Period	Truck-Combo							
	Origin/Destination Trips				Destination Trips			
	NonRetail	Retail	HH	R ²	NonRetail	Retail	HH	R ²
AM1	0.00145	0.00223	0.00016	0.53	0.00145	0.00223	0.00016	0.53
AM2	0.00182	0.00283	0.00030	0.55	0.00182	0.00283	0.00030	0.55
AM3	0.00205	0.00321	0.00041	0.56	0.00205	0.00321	0.00041	0.56
AM4	0.00228	0.00360	0.00052	0.56	0.00228	0.00360	0.00052	0.56
PM1	0.00219	0.00345	0.00047	0.56	0.00219	0.00345	0.00047	0.56
PM2	0.00200	0.00314	0.00039	0.56	0.00200	0.00314	0.00039	0.56
PM3	0.00177	0.00276	0.00028	0.55	0.00177	0.00276	0.00029	0.55
PM4	0.00154	0.00238	0.00020	0.54	0.00154	0.00238	0.00020	0.54
MD	0.01368	0.02338	0.00975	0.66	0.01368	0.02337	0.00975	0.66
EV	0.00659	0.01103	0.00345	0.63	0.00659	0.01103	0.00345	0.63
ON	0.00602	0.01006	0.00301	0.63	0.00602	0.01005	0.00301	0.63

Table 3
Socio-Economic Data Regression Analysis Results: Coefficients and R²
External Trips

TimePeriod	External_DA				External_SR2				External_SR3			
	Origin/Destination Trips				Origin/Destination Trips				Origin/Destination Trips			
	Non-Retail	Retail	HH	R ²	Non-Retail	Retail	HH	R ²	Non-Retail	Retail	HH	R ²
AM1	0.00011	0.00022	0.00096	0.22	0.00002	0.00004	0.00018	0.20	0.00008	0.00015	0.00060	0.25
AM2	0.00022	0.00046	0.00203	0.23	0.00005	0.00009	0.00040	0.22	0.00018	0.00032	0.00131	0.27
AM3	0.00019	0.00041	0.00180	0.23	0.00004	0.00008	0.00035	0.21	0.00016	0.00029	0.00115	0.27
AM4	0.00013	0.00027	0.00118	0.23	0.00002	0.00005	0.00022	0.20	0.00010	0.00018	0.00074	0.26
PM1	0.00020	0.00042	0.00189	0.23	0.00004	0.00009	0.00038	0.22	0.00016	0.00030	0.00122	0.27
PM2	0.00025	0.00051	0.00229	0.23	0.00005	0.00011	0.00046	0.22	0.00020	0.00036	0.00148	0.27
PM3	0.00026	0.00055	0.00243	0.23	0.00006	0.00011	0.00049	0.22	0.00021	0.00038	0.00157	0.27
PM4	0.00021	0.00043	0.00192	0.23	0.00004	0.00009	0.00038	0.22	0.00017	0.00030	0.00124	0.27
MD	0.00070	0.00147	0.00653	0.23	0.00016	0.00032	0.00145	0.25	0.00057	0.00102	0.00423	0.27
EV	0.00042	0.00088	0.00392	0.23	0.00009	0.00018	0.00081	0.23	0.00034	0.00062	0.00253	0.27
ON	0.00009	0.00018	0.00081	0.22	0.00002	0.00004	0.00016	0.20	0.00007	0.00013	0.00052	0.25

Table 4
Socio-Economic Data Regression Analysis Results : Coefficients and R²
Special Generator Trips (Minneapolis-St Paul International Airport)

Time Period	Special Generator_DA			Special Generator_SR2			Special Generator_SR3		
	Origin/Destination Trips			Origin/Destination Trips			Origin/Destination Trips		
	Non-Retail	Retail	R ²	Non-Retail	Retail	R ²	Non-Retail	Retail	R ²
AM1	0.00038	0.00348	0.05	0.00096	0.00871	0.05	0.00027	0.00243	0.05
AM2	0.00048	0.00435	0.05	0.00120	0.01089	0.05	0.00033	0.00304	0.05
AM3	0.00052	0.00475	0.05	0.00131	0.01189	0.05	0.00036	0.00332	0.05
AM4	0.00052	0.00475	0.05	0.00131	0.01189	0.05	0.00036	0.00332	0.05
PM1	0.00044	0.00398	0.05	0.00100	0.00906	0.05	0.00028	0.00251	0.05
PM2	0.00038	0.00344	0.05	0.00086	0.00784	0.05	0.00024	0.00217	0.05
PM3	0.00030	0.00275	0.05	0.00069	0.00625	0.05	0.00019	0.00173	0.05
PM4	0.00023	0.00210	0.05	0.00053	0.00478	0.05	0.00015	0.00132	0.05
MD	0.00325	0.02948	0.05	0.00658	0.05976	0.05	0.00182	0.01658	0.05
EV	0.00107	0.00968	0.05	0.00215	0.01953	0.05	0.00059	0.00540	0.05
ON	0.00086	0.00781	0.05	0.00174	0.01577	0.05	0.00048	0.00436	0.05

2. BASE MODEL VALIDATION

As previously noted, The Dakota County TDM uses output from the base regional ABM and reassigns the auto trips at the subdivided (county) TAZ level onto the refined network in the county area. Where individual regional TAZ inputs vary from the DCTDM totals for that TAZ, the entire regional ABM is rerun and then the county process is applied. Since the trip generation and distribution were validated for the regional ABM with minimal changes within Dakota County, their validations were not conducted. Validation was conducted for the traffic assignment in two steps. First, the daily volume outputs from the DCTDM were compared to those from the regional ABM and the 2014 actual counts to ensure the DCTDM performs consistently, if not better, than the regional ABM. This validation was accomplished for predefined screenlines on the major roadways across the county. Second, the daily volume outputs from the model were compared to the 2014 actual counts for all those roadways where the actual counts were available. This validation was accomplished for individual roadway segments and the statistics were developed for different roadway facility types.

2.1. NETWORK VALIDATION

During the validation process, following parameters were reviewed and modified or added as needed to improve the traffic assignment results.

- Speed look up table
- Alpha and beta look up tables
- Center left turn lane (Added new link attribute, used to modify link capacity)
- Intersection control type (Incorporated from 2030 DCTDM, but not used because previous data could not be verified; scripts reserved for future use)
- Approach link geometry (Incorporated from 2030 DCTDM, but not used because previous data could not be verified; scripts reserved for future use)
- Approach link priority (Incorporated from 2030 DCTDM, but not used because previous data could not be verified; scripts reserved for future use)
-

2.2. SCREENLINE VALIDATION RESULTS

The screenline validation involved summarizing daily traffic assignment results from both DCM and ABM and corresponding actual counts to screenlines. Existing ADT counts for major roadways were available from MnDOT's GIS database. The count data were spatially joined and incorporated into the model geodatabase network. Five north-south and five east-west screenlines were defined for this study. The east-west screenlines were used to validate the major north-south roadways crossing the screenlines while the north-south screenlines were used to validate the major east-west roadways crossing the screenlines. **Figure 3** illustrates the screenlines and their locations. These screenlines include:

North-South Screen lines (for East-West Roadways):

- West of US 61 between 2nd Street and 295th Street
- West of US 52 between Butler Avenue and 290th Street
- West of Robert Street/County Road 3 between Butler Avenue and 320th Street
- West of Cedar Avenue/County Road 23 between Diffley Road and 320th Street
- West of I-35W/I-35 between Cliff Road and 210th Street

East-West Screen lines (for North-South Roadways):

- North of TH 62 between TH 13 and Concord Street
- North of Cliff Road between I-35W and US 52
- North of County Road 46 between County Road 5 and Ravenna Trail

- North of 210th Street/Lakeville Blvd/County Road 50 between I-35 and Red Wing Blvd
- North of 280th Street between Galaxie Avenue and Cannon Falls Blvd

Table 5 summarizes the screenline comparison results of the regional ABM and DCTDM daily volume outputs with the actual counts. The deviations are compared with the estimated maximum desirable thresholds in the NCHRP Report 255 as shown in **Figure 4**. The table and figure show that:

- The regional (ABM) and county (DCTDM) outputs on the screenlines are generally consistent. The differences on eight screenlines are less than 10%, while the other two are respectively -13% and -11%. These results are within permissible error tolerances.
- The deviations on the east-west screenlines (north-south roadways) are generally lower, meaning better results, than those on the north-west screenlines (east-west roadways). Nevertheless, all screenlines are matched well and the differences between the DCM results and the actual counts are within the maximum desirable deviations defined in NCHRP Report 255 (*Highway Traffic Data for Urbanized Area Project Planning and Design, Transportation Research Board (1982)*).

Table 5
Dakota County Travel Demand Model Daily Traffic Outputs Screen Line Comparison

Screenline Location		Traffic Counts	ABM Outputs	Model Diff in %	DCTDM Outputs	Count Diff in %	Model Diff in %	DCTDM Within Allowable Deviation?	
North-South Screen Lines (East-West Roadways)	NS1	West of US 61	41,700	32,322	-22%	28,897	-31%	-11%	Yes
	NS2	West of US 52	244,995	227,522	-7%	228,915	-7%	1%	Yes
	NS3	West of CR 3/Robert St	276,090	240,551	-13%	248,163	-10%	3%	Yes
	NS4	West of Cedar Ave	160,065	137,080	-14%	128,186	-20%	-6%	Yes
	NS5	West of I-35W/I-35	190,250	174,571	-8%	169,226	-11%	-3%	Yes
	Average		182,620	162,409	-11%	160,677	-12%	-1%	Yes
East-West Screen Lines (North-South Roadways)	EW1	North of TH 62	206,000	210,332	2%	211,664	3%	1%	Yes
	EW2	North of Cliff Road	378,250	403,534	7%	400,477	6%	-1%	Yes
	EW3	North of CR 46	286,800	277,240	-3%	270,231	-6%	-3%	Yes
	EW4	North of 210th St	167,400	151,380	-10%	159,671	-5%	5%	Yes
	EW5	North of 280th St	38,950	51,242	32%	49,051	26%	-4%	Yes
	Average		215,480	218,746	2%	218,219	1%	0%	Yes

2.3. TRAFFIC ASSIGNMENT VALIDATION RESULTS BY FACILITY TYPE

Existing ADT counts for major roadways were available from: MnDOT's GIS Database. The count data were spatially joined and incorporated into the model geodatabase network. Manual checks were conducted to ensure the count locations were correctly joined with the links in the model network. After the manual check, there were a total of 1,237 valid count locations and they were well distributed by roadway facility types except for the ramp meters where there were no data. Therefore, the model daily volume outputs were compared against the counts for all the facility types. Table 6 summarizes the comparison results between observed and model outputs by facility type. The table shows that:

- The model volumes and actual counts were matched well on the major interstate, trunk highway expressways and divided arterials. The differences between the model outputs and actual counts were within five percent. These results were consistent with the screenlines comparison results, which conducted primarily for major roadways across the county.
- The model outputs on other facility types appeared to be lower than actual counts. We recommend future attempts be made to incorporate more detailed link attributes including turn lanes, signal control and timings to improve the model assignment results for those facility types.

The differences between the base model outputs and the existing counts were subsequently used in the post-process to develop 2040 traffic forecasts. Adjustment were made based on recommended practices from NCHRP 255, and included using the average adjustment calculated using absolute numeric difference and percentage difference except in cases of extreme growth or modeling error. The modeling scripts are included within the model.

Table 6
Model Vs. Observed Daily Traffic Volumes Comparison By Facility Type

Facility Type	# counts	Observed	Modeled	% Diff	ABM Results*
Interstate & Trunk Highway Expressway	81	4,802,300	5,008,211	4%	-3.5%
Trunk Highway - Divided Arterial	34	962,500	976,766	1%	-2.2%
Trunk Highway - Arterial	16	216,550	180,094	-17%	-3.1%
Primary Road - Divided Arterial	74	1,235,150	977,517	-21%	-8.5%
Primary Road - Arterial	182	1,460,395	1,317,128	-10%	0.1%
Major Road - Divided Arterial	29	342,600	246,098	-28%	-29.3%
Major Road - Arterial	175	1,251,200	756,550	-40%	-22.9%
Major Road - Collector	246	770,960	432,720	-44%	-31.1%
Residential - Arterial	14	38,180	20,758	-46%	-13.5%
Residential - Collector	334	1,103,300	556,788	-50%	-47.5%
Ramp - UnMetered	0	0	0	N/A	-14.7%
Ramp - Metered	0	0	0	N/A	-22.9%
Gravel - Collector	52	15,820	8,970	-43%	N/A
Total	1,237	12,183,135	10,472,630	-14%	-7.1%

Source: Model Estimation and Validation Report by Cambridge Systematics, Inc, July 30, 2015. They were metro-wide results,

Figure 1
Dakota County Model Flow Chart and Integration with Regional ABM

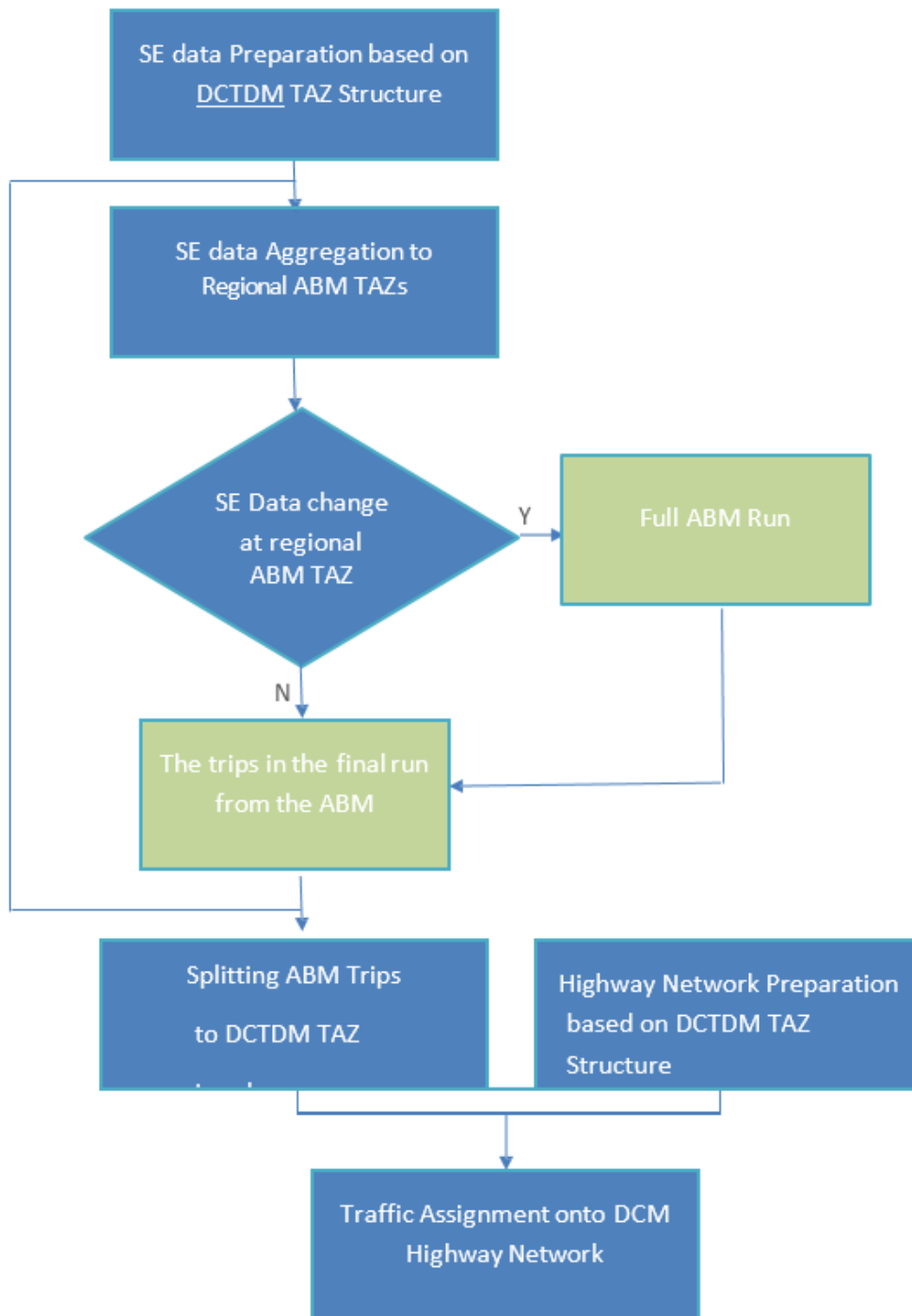


Figure 2
 Dakota County Model Cube Catalog and Main Application Flow Chart

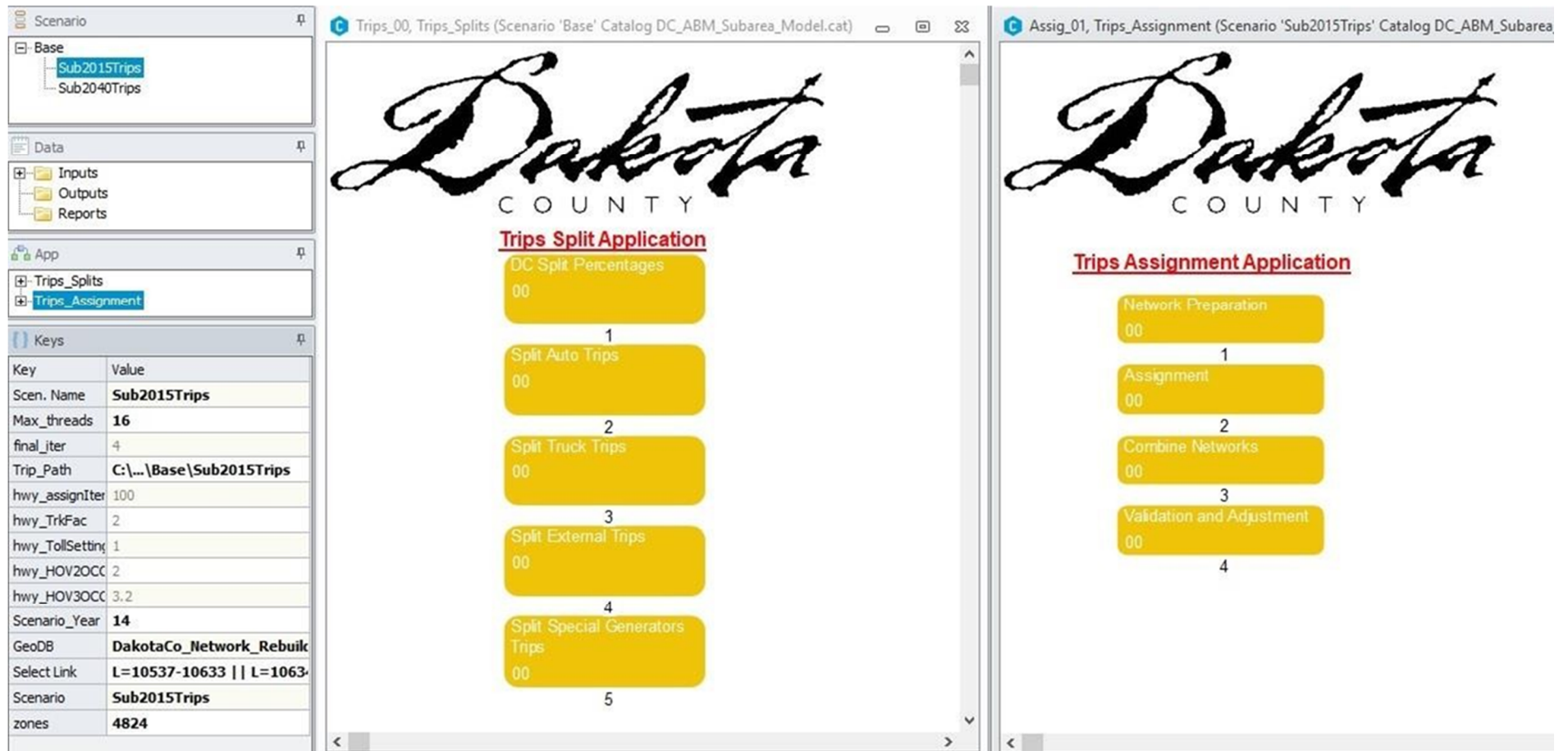


Figure 3
Screen lines for Dakota County Travel Demand Model Traffic Assignment
Validation

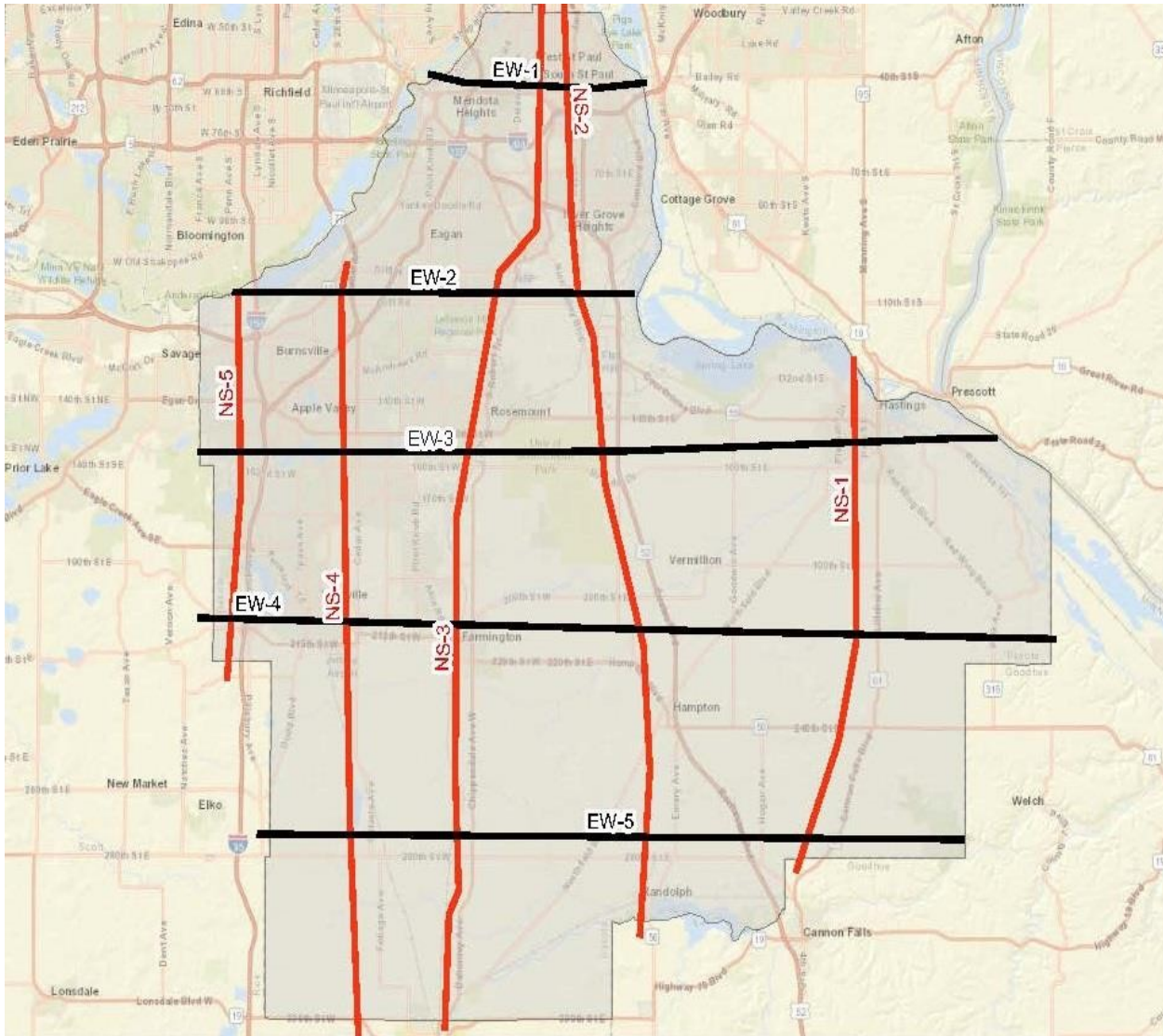
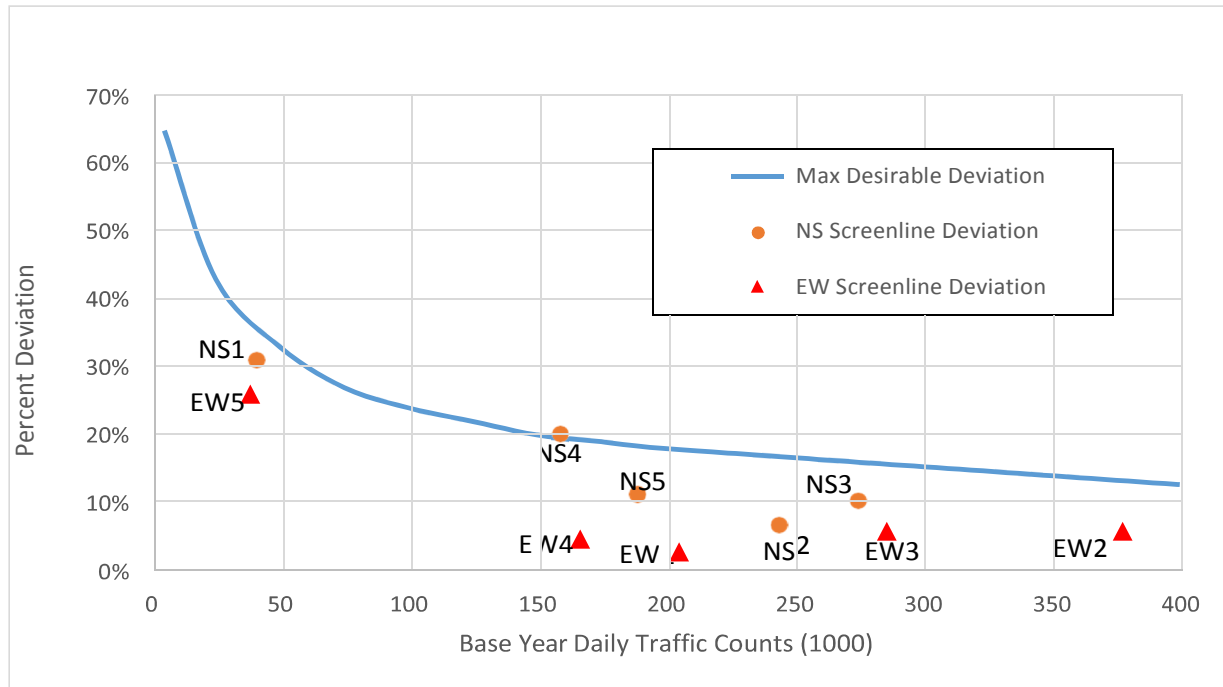


Figure 4
Screen line Check Base Year Counts and Dakota County Travel Demand Model Traffic Assignments



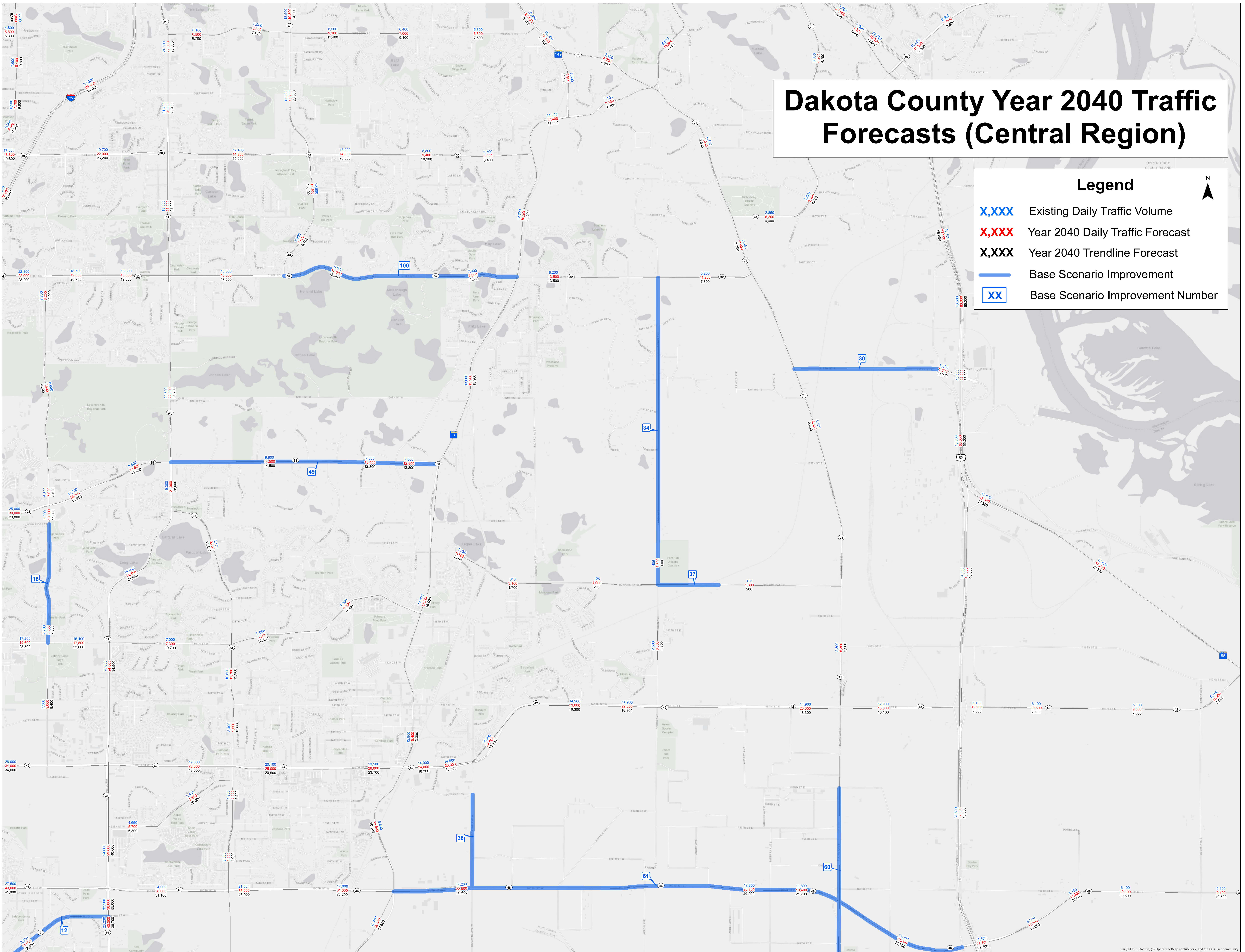
(Estimated Desirable Deviations Source: Figure A-101, NCHRP 255)

Appendix F: Year 2040 Base Scenario Traffic Forecasts

Dakota County Year 2040 Traffic Forecasts (Central Region)

Legend

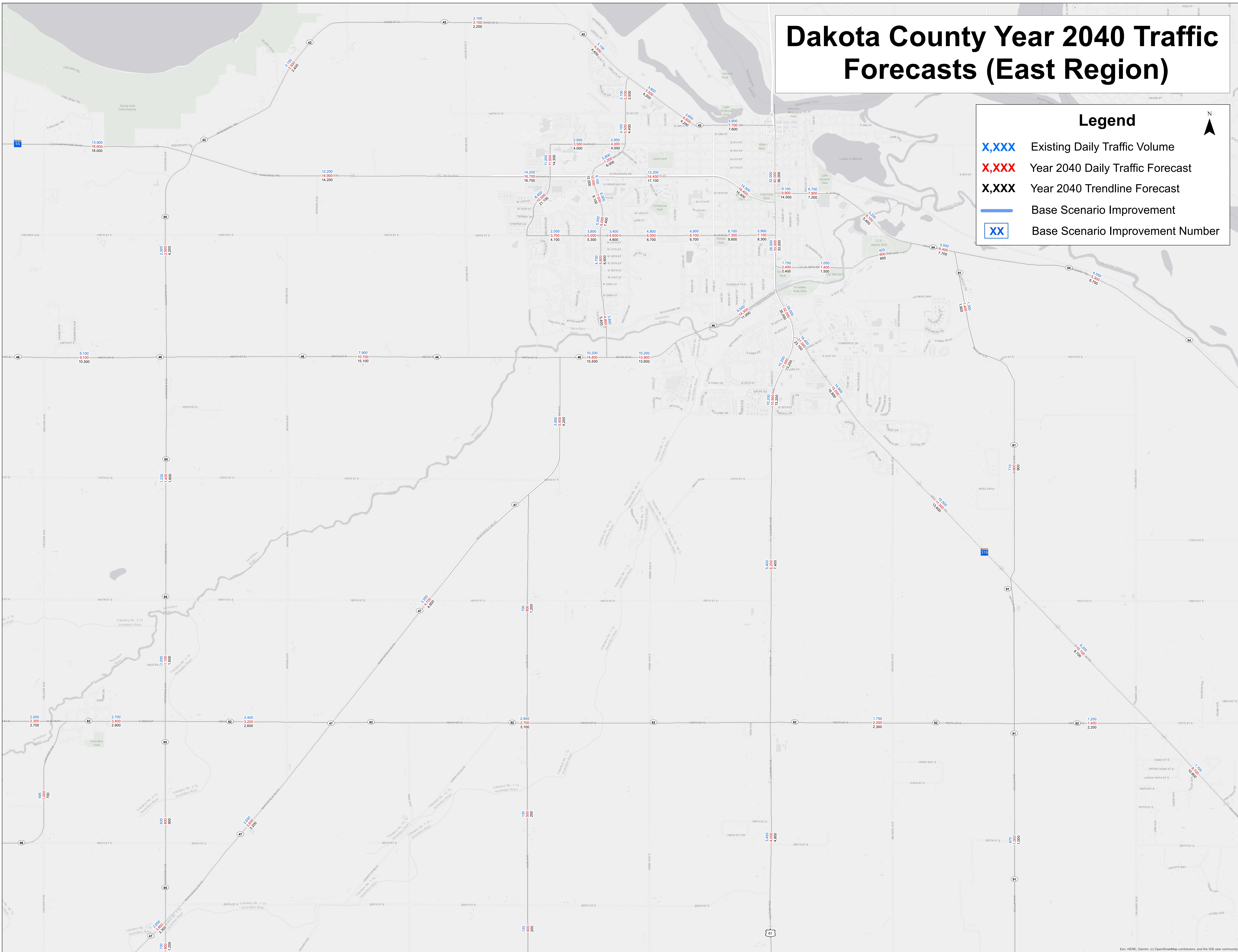
- X,XXX Existing Daily Traffic Volume
- X,XXX Year 2040 Daily Traffic Forecast
- X,XXX Year 2040 Trendline Forecast
- Base Scenario Improvement
- XX Base Scenario Improvement Number



Dakota County Year 2040 Traffic Forecasts (East Region)

Legend

- X,XXX Existing Daily Traffic Volume
- X,XXX Year 2040 Daily Traffic Forecast
- X,XXX Year 2040 Trendline Forecast
- Base Scenario Improvement
- XX Base Scenario Improvement Number

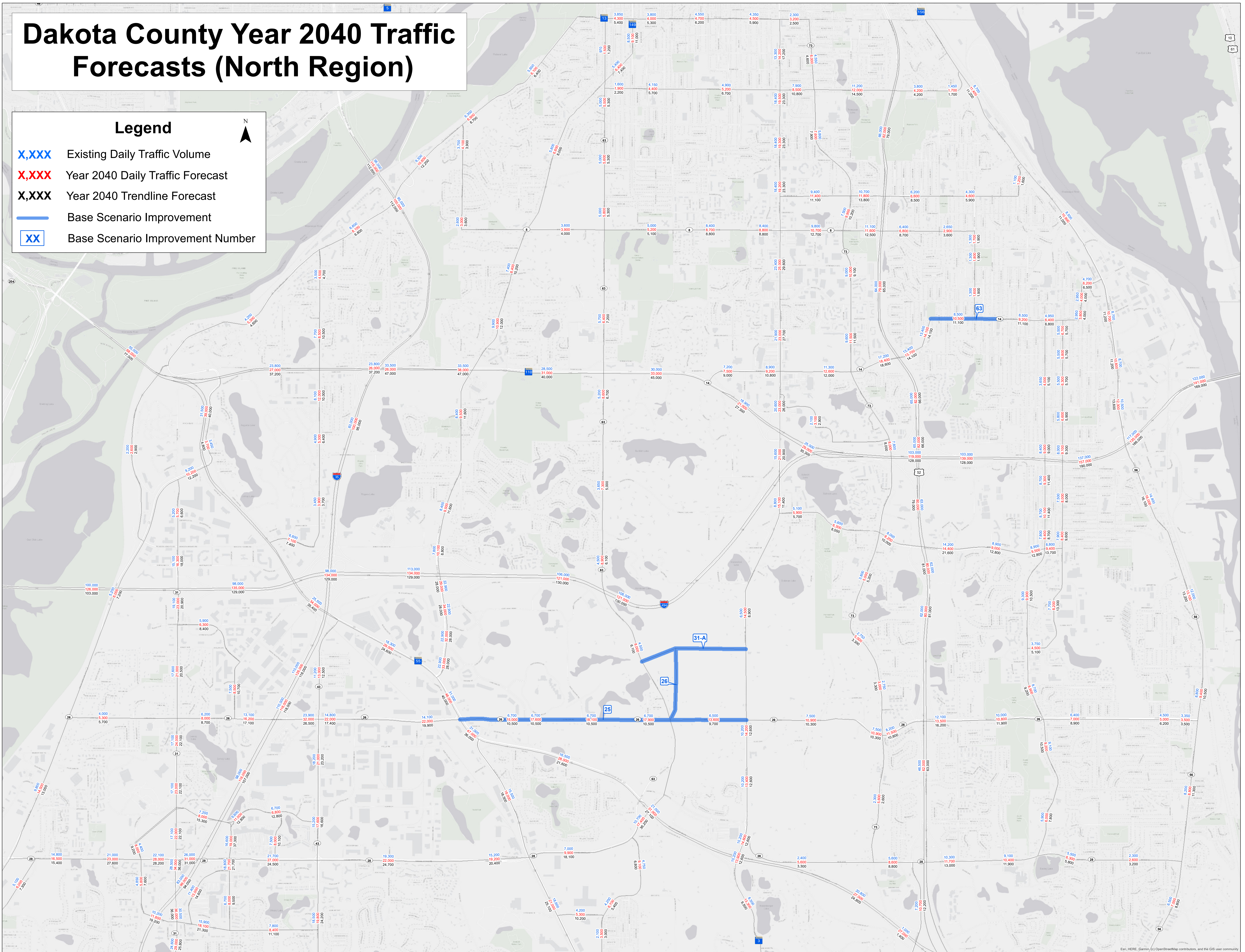


Dakota County Year 2040 Traffic Forecasts (North Region)

Legend



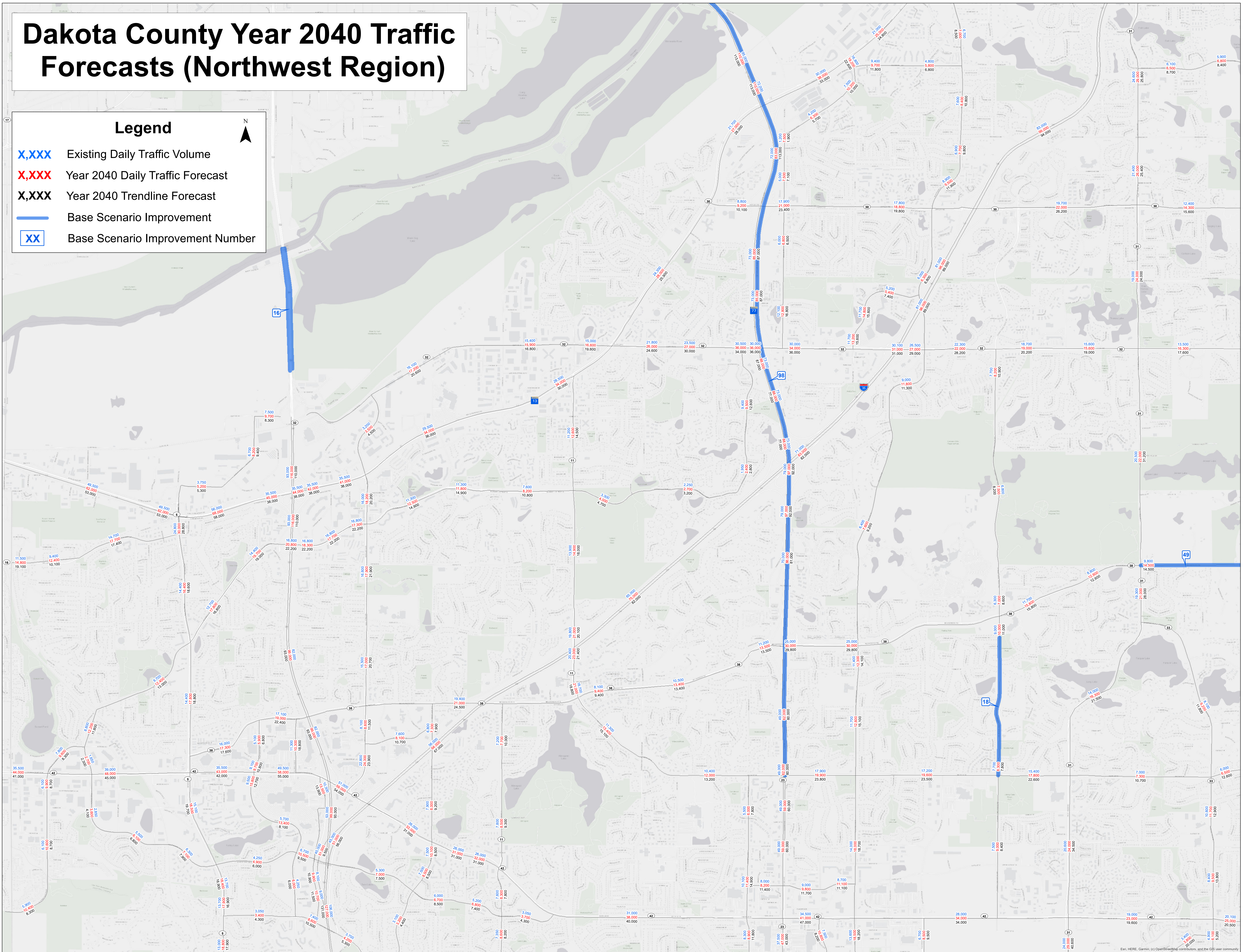
- X,XXX** Existing Daily Traffic Volume
- X,XXX** Year 2040 Daily Traffic Forecast
- X,XXX** Year 2040 Trendline Forecast
- Base Scenario Improvement
- Base Scenario Improvement Number



Dakota County Year 2040 Traffic Forecasts (Northwest Region)

Legend

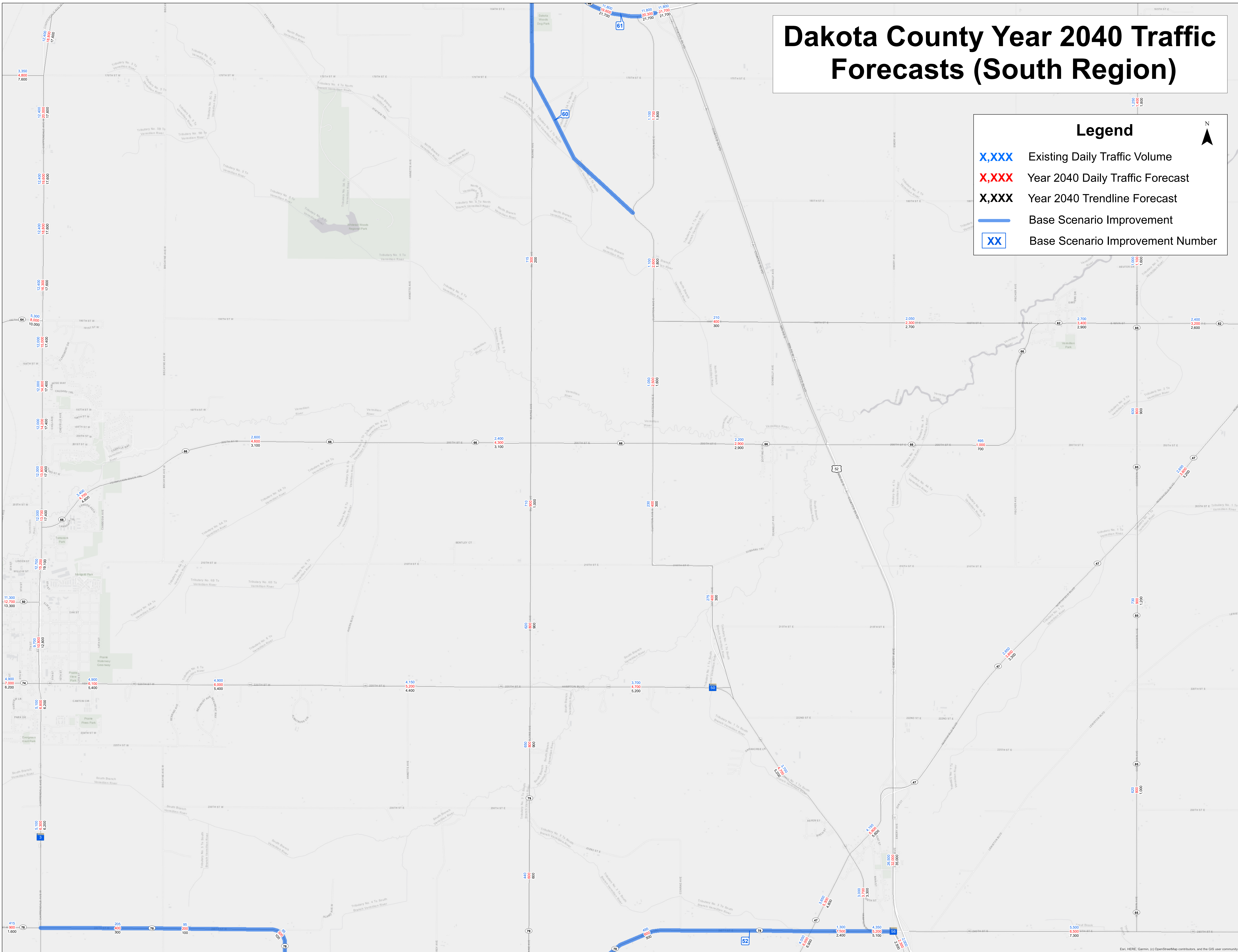
- X,XXX Existing Daily Traffic Volume
- X,XXX Year 2040 Daily Traffic Forecast
- X,XXX Year 2040 Trendline Forecast
- Base Scenario Improvement
- XX Base Scenario Improvement Number

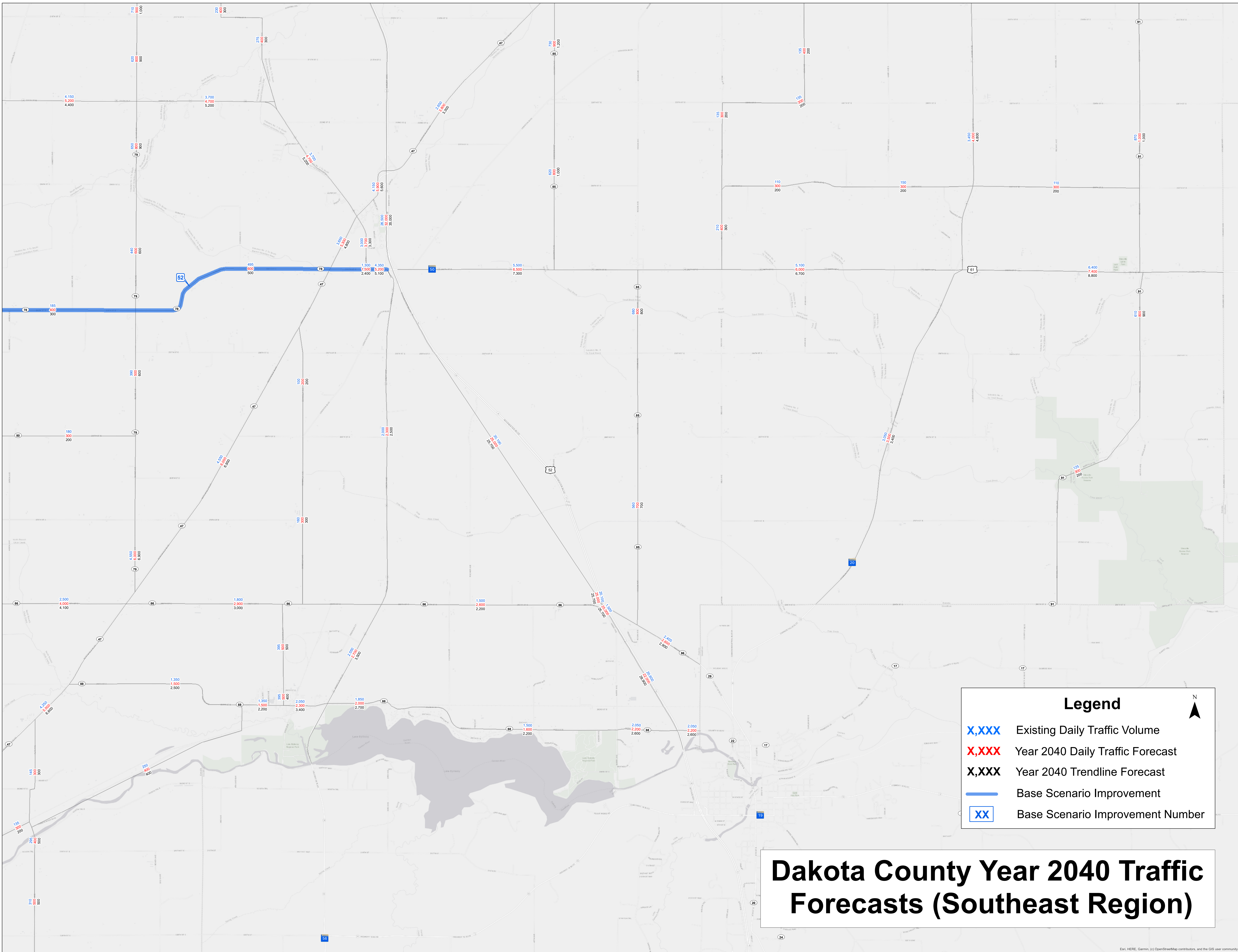


Dakota County Year 2040 Traffic Forecasts (South Region)

Legend

- X,XXX Existing Daily Traffic Volume
- X,XXX Year 2040 Daily Traffic Forecast
- X,XXX Year 2040 Trendline Forecast
- Base Scenario Improvement
- XX Base Scenario Improvement Number





Legend

X,XXX Existing Daily Traffic Volume

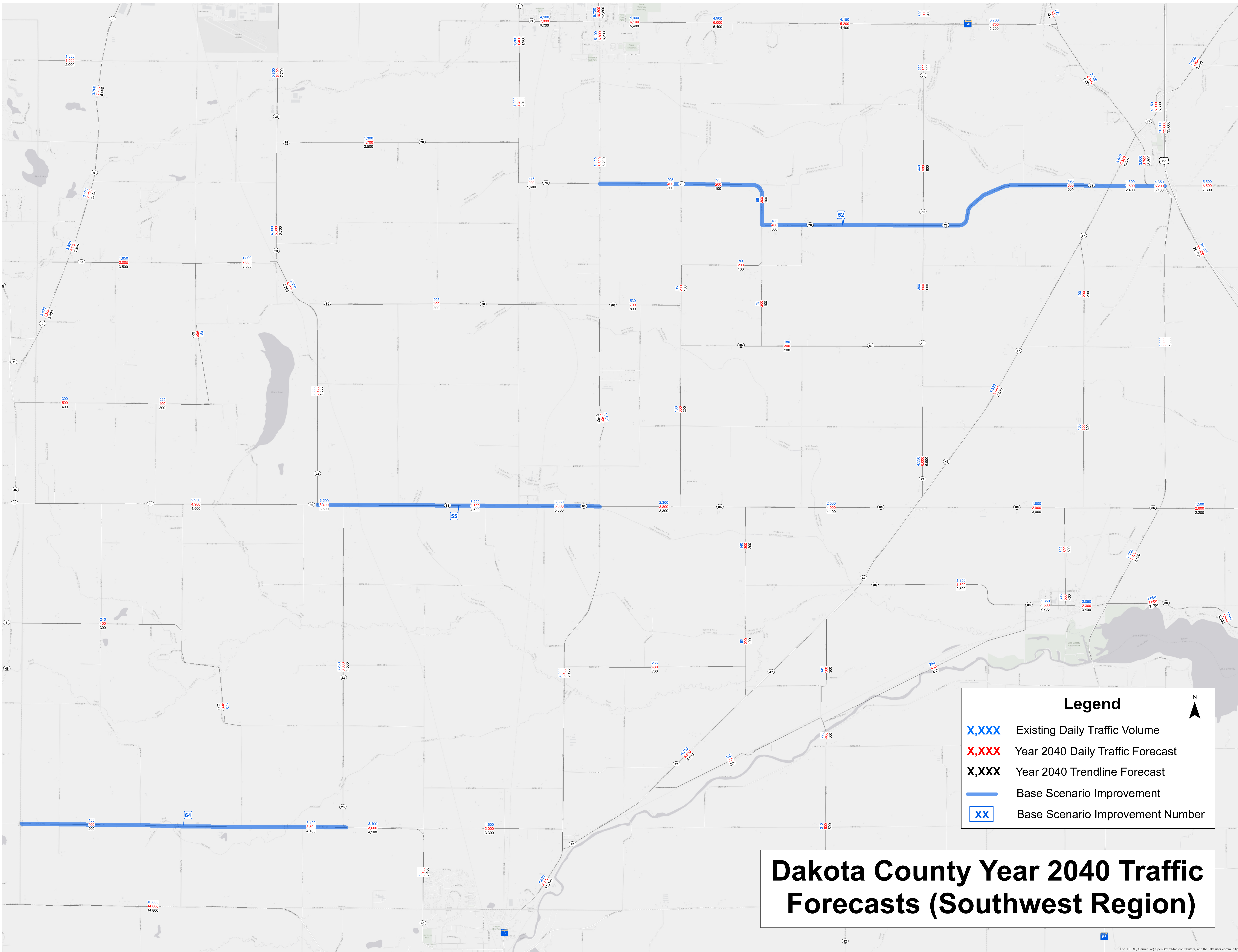
X,XXX Year 2040 Daily Traffic Forecast

X,XXX Year 2040 Trendline Forecast

— Base Scenario Improvement

XX Base Scenario Improvement Number

Dakota County Year 2040 Traffic Forecasts (Southeast Region)



Legend

X,XXX Existing Daily Traffic Volume

X,XXX Year 2040 Daily Traffic Forecast

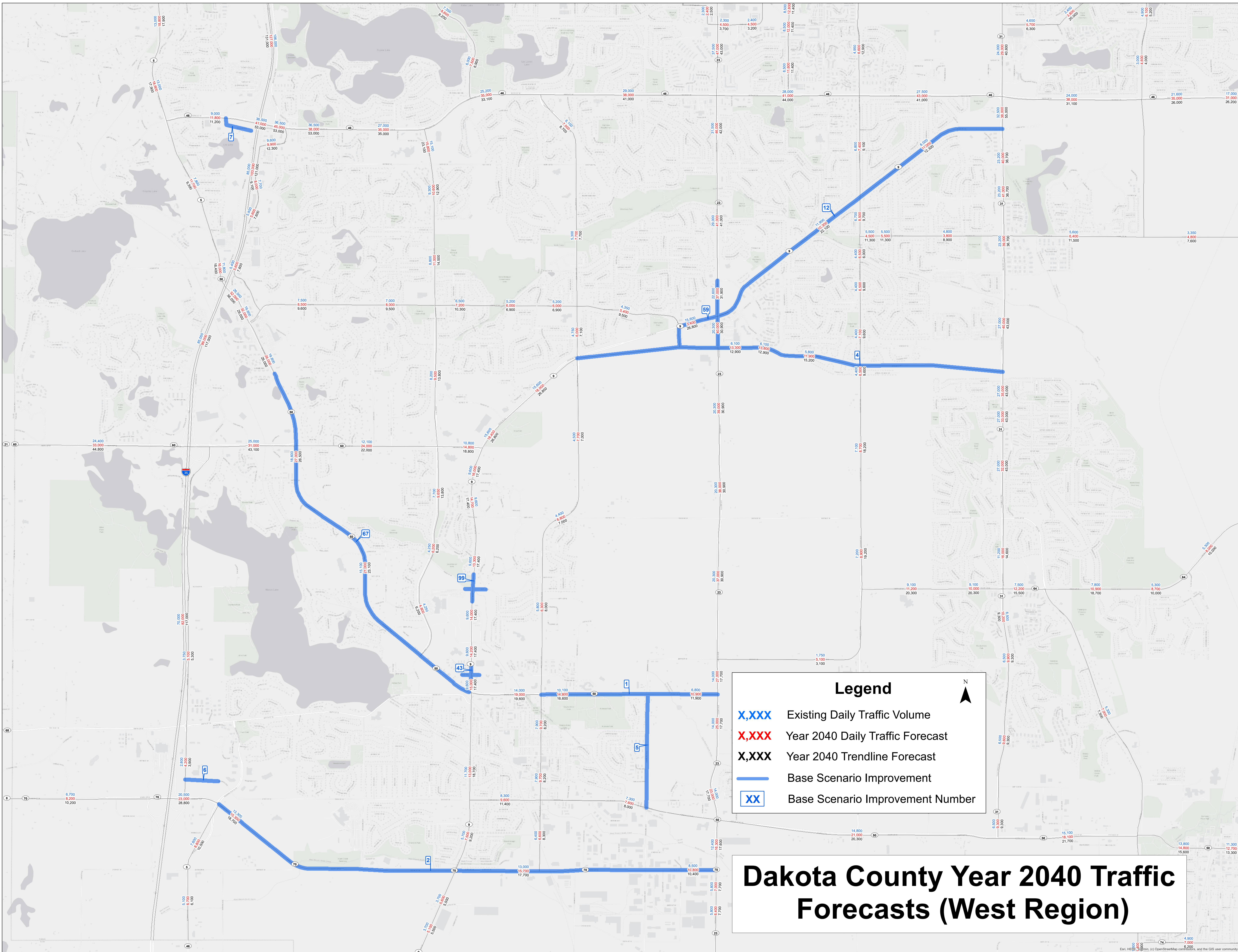
X,XXX Year 2040 Trendline Forecast

— Base Scenario Improvement

XX Base Scenario Improvement Number



Dakota County Year 2040 Traffic Forecasts (Southwest Region)



Legend

X,XXX Existing Daily Traffic Volume

X,XXX Year 2040 Daily Traffic Forecast

X,XXX Year 2040 Trendline Forecast

— Base Scenario Improvement

XX Base Scenario Improvement Number



Dakota County Year 2040 Traffic Forecasts (West Region)

Appendix G: Year 2040 Base Scenario Highlights of Transportation Forecasts



Dakota County Travel Demand Model Highlights of Transportation Forecasts (to-date)

- Dakota County traffic continues to grow, but generally not as fast as previously anticipated in 2030 Comprehensive Plan
- Travel habits are changing, and people are not traveling as much or as far (for a variety of reasons)
- Some communities in Dakota County are growing faster than previously anticipated (e.g., Lakeville) but many are no longer expected to grow as fast compared to the previous 2030 projections (Rosemount, with less development in the UMore Park area)
- Overall, the year 2040 Base scenario daily traffic projections are similar to or lower than the previously published 2030 daily traffic volumes. This is due to the changes in development growth assumptions, regional travel behavior changes, and roadway network improvement assumptions.
- The year 2040 Base scenario daily traffic forecasts are significantly lower than the previously published 2030 daily traffic projections at the following locations:
 - TH 3: Between TH 149 and CSAH 38 <generally because of changes in how TH 3 is connected to the regional roadway network, and the reduction of intensity of the development along the corridor>
 - CSAH 70: Between Scott County and I-35W <Lakeville’s 2040 Comprehensive Plan anticipates less development in that corridor>
- Base 2040 scenario completed to-date incorporates many previously planned and programmed roadway improvements. Some roadway network improvements were identified in the 2030 Transportation Plan may no longer be needed based on the projected year 2040 conditions:
 - CSAH 42 from US 2 to TH 55 was previously identified as a 4-lane need
 - CSAH 26 from CSAH 63 (Argenta Trail) to CSAH 73 was previously identified as a 4-lane need
 - CSAH 31 from CSAH 50 to CSAH 64 was previously identified as a 4-lane need
- Many planned 2030 roadway network improvements are still warranted with the year 2040 Base scenario traffic projections:
 - CSAH 46 between I-35 and TH 3 is expected to have a 6-lane need
 - CSAH 31 between CSAH 64 and CSAH 42 is expected to have a 6-lane need
 - CSAH 42 from the county border to CSAH 31 is expected to have a 6-lane need
 - CSAH 23 from future CSAH 60 to TH 77 is expected to have a 6-lane/greater than 6-lane need
 - CSAH 60 between CSAH 9 and CSAH 50 is expected to have a 4-lane need
 - CSAH 50 between CSAH 9 and CSAH 23 is expected to have a 4-lane need
 - CSAH 32 between TH 77 and I-35 is expected to have a 6-lane need
- The next step in the project includes developing forecasts for a Build scenario, which will be used to assist the County in identifying additional long-term capacity improvements to meet expected transportation demand in Dakota County.

**Appendix H: Year 2040 Base Scenario Forecast Comment Response
Memorandum**



To: Scott Peters, Senior Transportation Planner
Dakota County

From: Steve Wilson, Principal
Krista Anderson, PE, Senior Engineer
Brett Gunderson, Engineer

Date: September 19, 2019

Subject: Dakota County Multi-Modal Travel Demand Model Update:
Year 2040 Base Scenario Forecast Comment Response

Introduction

This memorandum provides a response to the feedback received from the County regarding the Year 2040 Base scenario forecasts.

Overall, the year 204 Base scenario forecasts are lower than the previously published 2030 forecasts. This is due to the change in development growth assumptions, regional travel behavior changes, and roadway network assumptions.

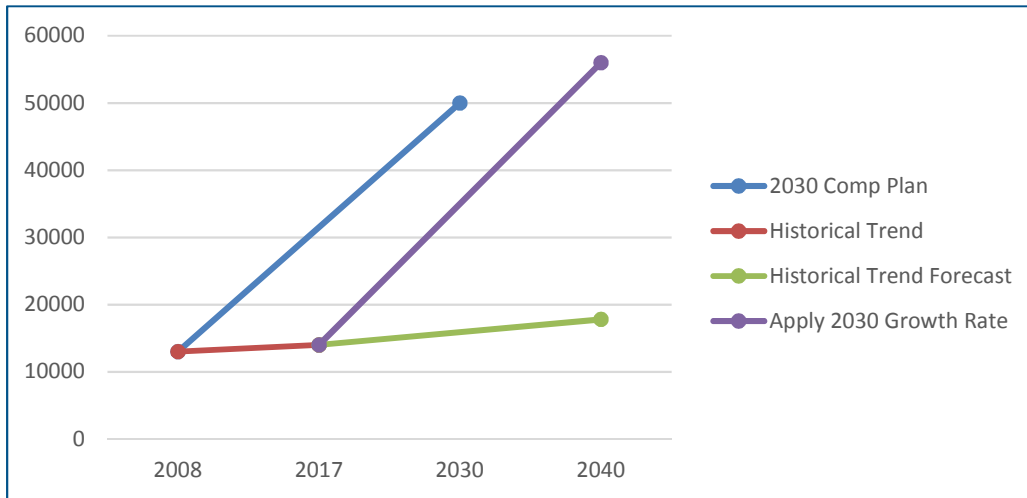
Year 2040 Base Scenario Forecast Comments/Responses

The County noted that projections for the following roads seem low compared to the 2030 projections or County staff knowledge of the specific area.

TH 3: Between TH 149 and CSAH 38

Location	Current Volume	Draft 2040 Forecast	2040 Linear Projection	2030 Comp Plan Forecast
North of CSAH 30	14,000	17,400	18,000	50,000
North of CSAH 32	12,800	16,200	15,000	45,000

The previous growth rate along TH 3 was 13%, while the historical growth rate is 0.85%. Based on development growth assumption changes, the updated forecasts of 16,200 and 17,000 are reasonable.



Recommended Action: no change required, use draft forecasts at this location

CR 73: Between CSAH 32 and CSAH 42

Location	Current Volume	Draft 2040 Forecast	2040 Linear Projection	2030 Comp Plan Forecast
South of CSAH 32	405	3,800	600	9,900
North of CSAH 42	2,500	7,700	4,300	9,900

Original improvement assumption consistent with CIP and assumed the section construction and paving on CR 73 (Akron Ave) from Bonaire Path to Rosemount/Inver Grove Heights city line. Based on our discussion with the County, we changed assumption to paved from Bonaire Path to CR 32 in Inver Grove Heights.

Recommended Action: increase forecast north of CSAH 42 to 8,000 and increase forecast South of CSAH 32 to 7,500

CSAH 32: West of CSAH 72

Location	Current Volume	Draft 2040 Forecast	2040 Linear Projection	2030 Comp Plan Forecast
West of CSAH 71	5,200	9,100	7,800	9,500
East of TH 3	8,200	10,200	13,500	14,000

- Development growth is situated further east in 2040 assumptions than what was assumed in 2030.
- Traffic volumes could be impacted by improvement assumption on CSAH 73 (Akron Ave)

Recommended Action: increase forecast east of TH 3 to 13,500

CSAH 38: Between CSAH 11 and CSAH 23

Location	Current Volume	Draft 2040 Forecast	2040 Linear Projection	2030 Comp Plan Forecast
East of CSAH 11	8,100	8,900	9,400	17,000
West of CSAH 23	11,200	11,900	13,500	17,000

- Different regional travel behavior and growth assumptions
- 2040 local trip growth is approximately 70% less than the 2030 trip growth assumptions in the area

Recommended Action: increase 2040 forecast volumes to 2040 linear projections

CSAH 38: East of CSAH 31

Location	Current Volume	Draft 2040 Forecast	2040 Linear Projection	2030 Comp Plan Forecast
East of CSAH 23	9,800	12,200	14,500	20,000

- Different regional travel behavior and growth assumptions
- 2040 local trip growth is approximately 15% less than the 2030 trip growth assumptions in the area

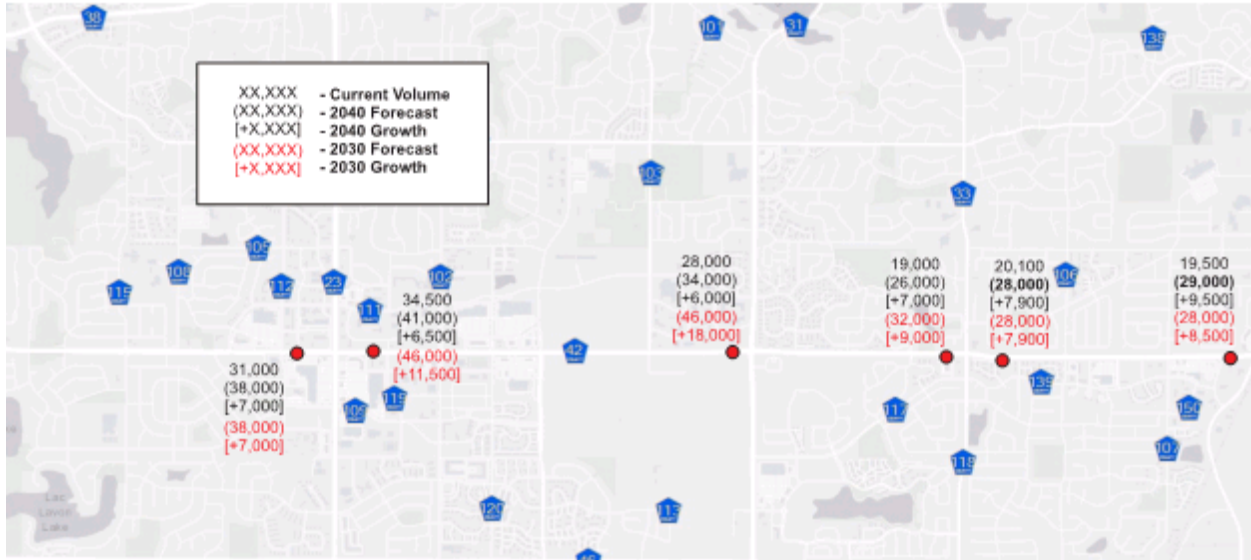
Recommended Action: increase 2040 forecast volume to 2040 linear projection

CSAH 42: Between CSAH 23 and CSAH 33

Location	Current Volume	Draft 2040 Forecast	2040 Linear Projection	2030 Comp Plan Forecast
East of CSAH 23	34,500	41,000	47,000	46,000
West of CSAH 31	28,000	34,000	34,000	32,000
West of CSAH 33	19,000	26,000	19,600	28,000

- Different regional travel behavior and growth assumptions
- New development trip growth using CSAH 42 is approximately 15% less than 2030 comprehensive plan
 - Development growth further east (closer to TH 3) than what was assumed in 2030
- Possible decreases due to the reconstruction of 179th Ave (future CSAH 9)
- 2040 forecasts reflect a more consistent growth pattern along the corridor.

Recommended Action: Decrease forecasts on CR 42 east of CSAH 33 and west of TH 3 to 28,000 to 29,000 respectively:



CSAH 70: Between Scott County and I-35W

Location	Current Volume	Draft 2040 Forecast	2040 Linear Projection	2030 Comp Plan Forecast
West of I-35W	6,700	8,200	10,200	19,000

- Different regional travel behavior and growth assumptions
- 2030 comp plan assumed retail development growth of 445 employees
 - 2040 local trip growth is approximately 85% less
- Scott County forecasts
 - 8,000 (CIP scenario)
 - 9,600 (Planned Improvements Scenario)

Recommended Action: no change required, use draft forecasts at this location

CSAH 70: Between CSAH 9 and CSAH 23

Location	Current Volume	Draft 2040 Forecast	2040 Linear Projection	2030 Comp Plan Forecast
East of CSAH 23	13,000	15,700	17,700	20,000
West of CSAH 31	8,500	10,800	10,400	15,000

- Different regional travel behavior and growth assumptions
- Approximately 40% less development along corridor

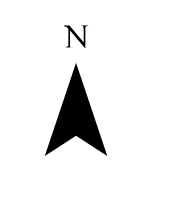
Recommended Action: no change required, use draft forecasts at this location

Appendix I: Year 2040 Build Scenario Traffic Forecasts

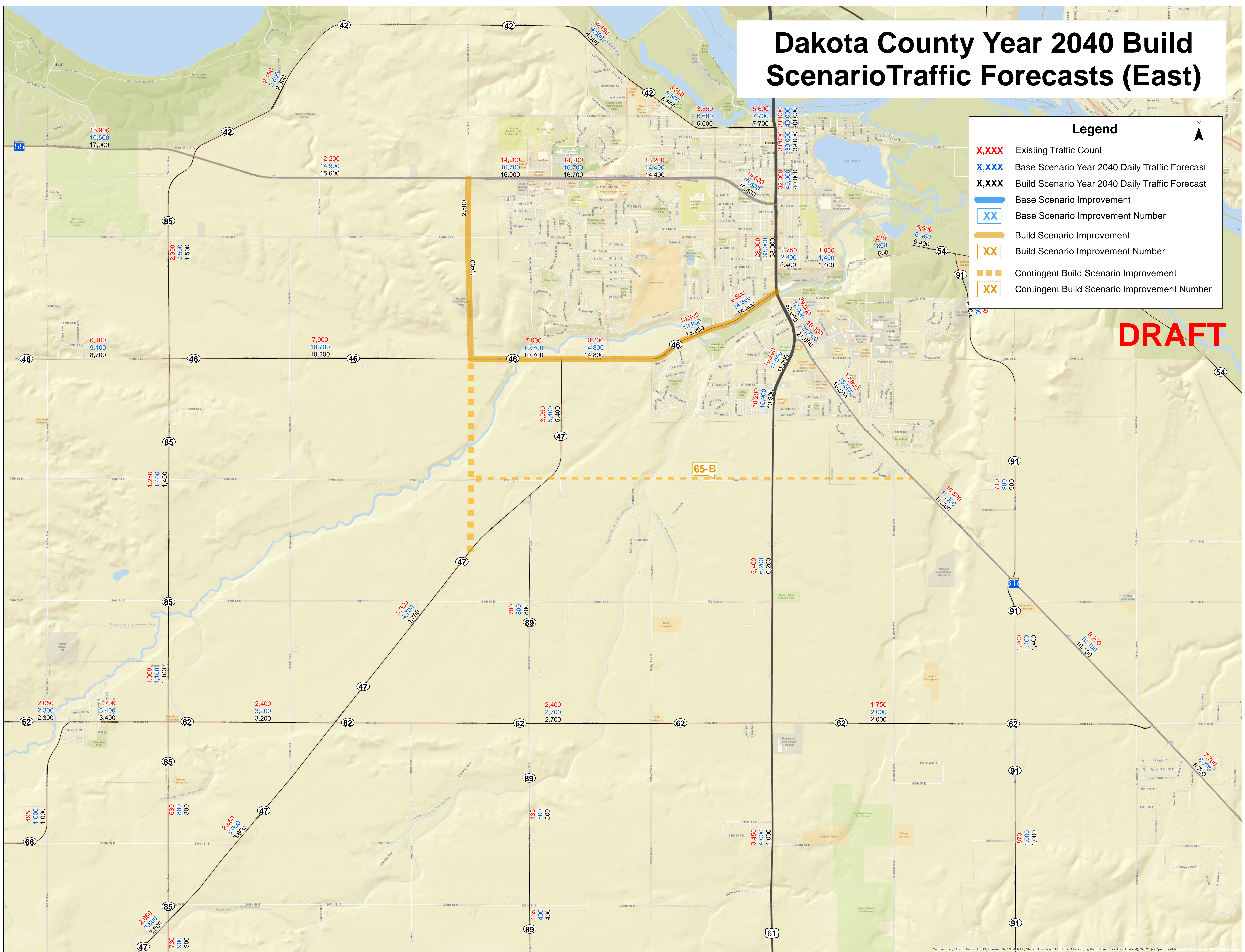
Dakota County Year 2040 Build Scenario Traffic Forecasts (East)

Legend

- X,XXX Existing Traffic Count
- X,XXX Base Scenario Year 2040 Daily Traffic Forecast
- X,XXX Build Scenario Year 2040 Daily Traffic Forecast
- Base Scenario Improvement
- XX Base Scenario Improvement Number
- Build Scenario Improvement
- XX Build Scenario Improvement Number
- Contingent Build Scenario Improvement
- XX Contingent Build Scenario Improvement Number



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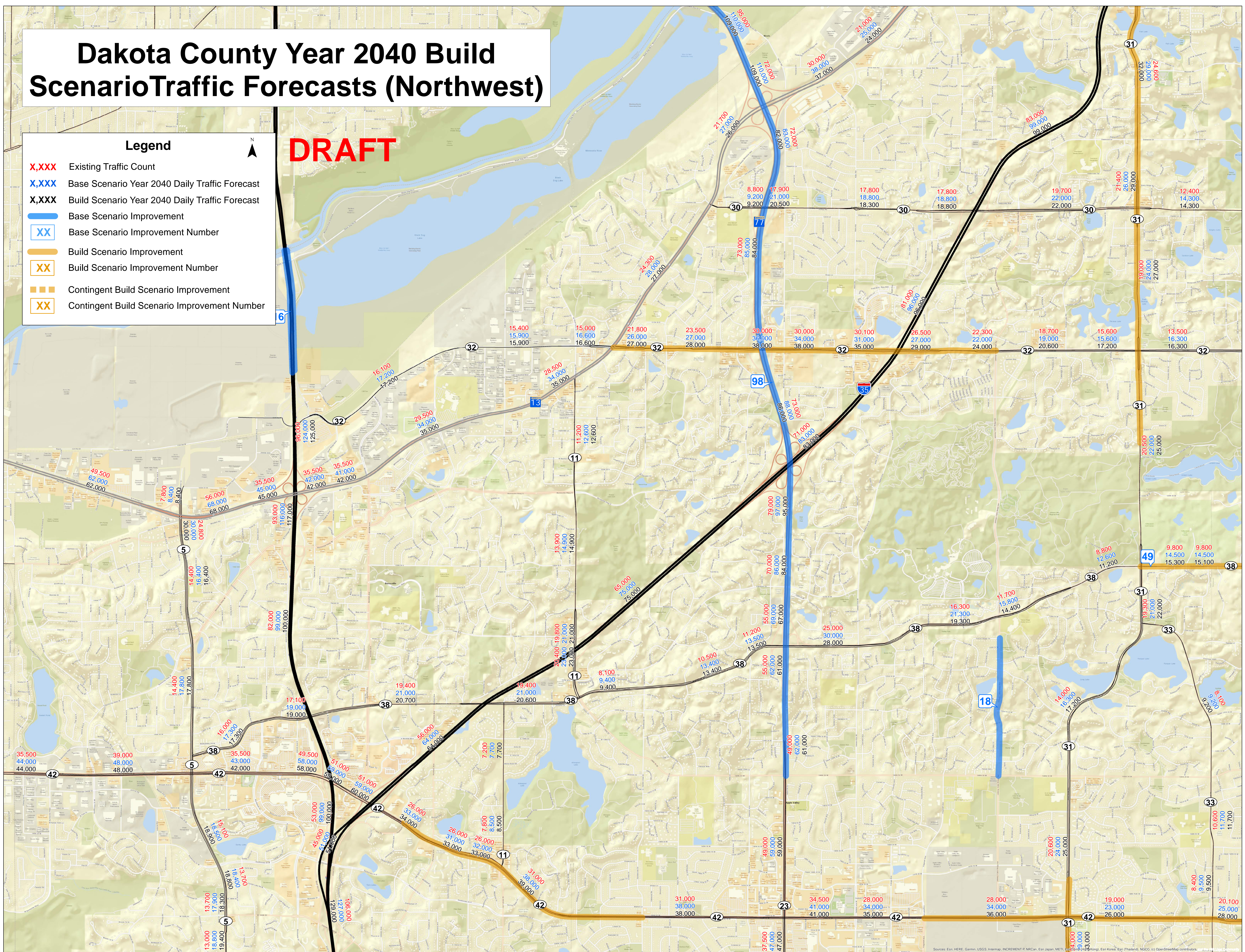
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NOAA, (c) OpenStreetMap

Dakota County Year 2040 Build Scenario Traffic Forecasts (Northwest)

DRAFT

Legend

- X,XXX Existing Traffic Count
- X,XXX Base Scenario Year 2040 Daily Traffic Forecast
- X,XXX Build Scenario Year 2040 Daily Traffic Forecast
- XX Base Scenario Improvement
- XX Build Scenario Improvement
- XX Contingent Build Scenario Improvement



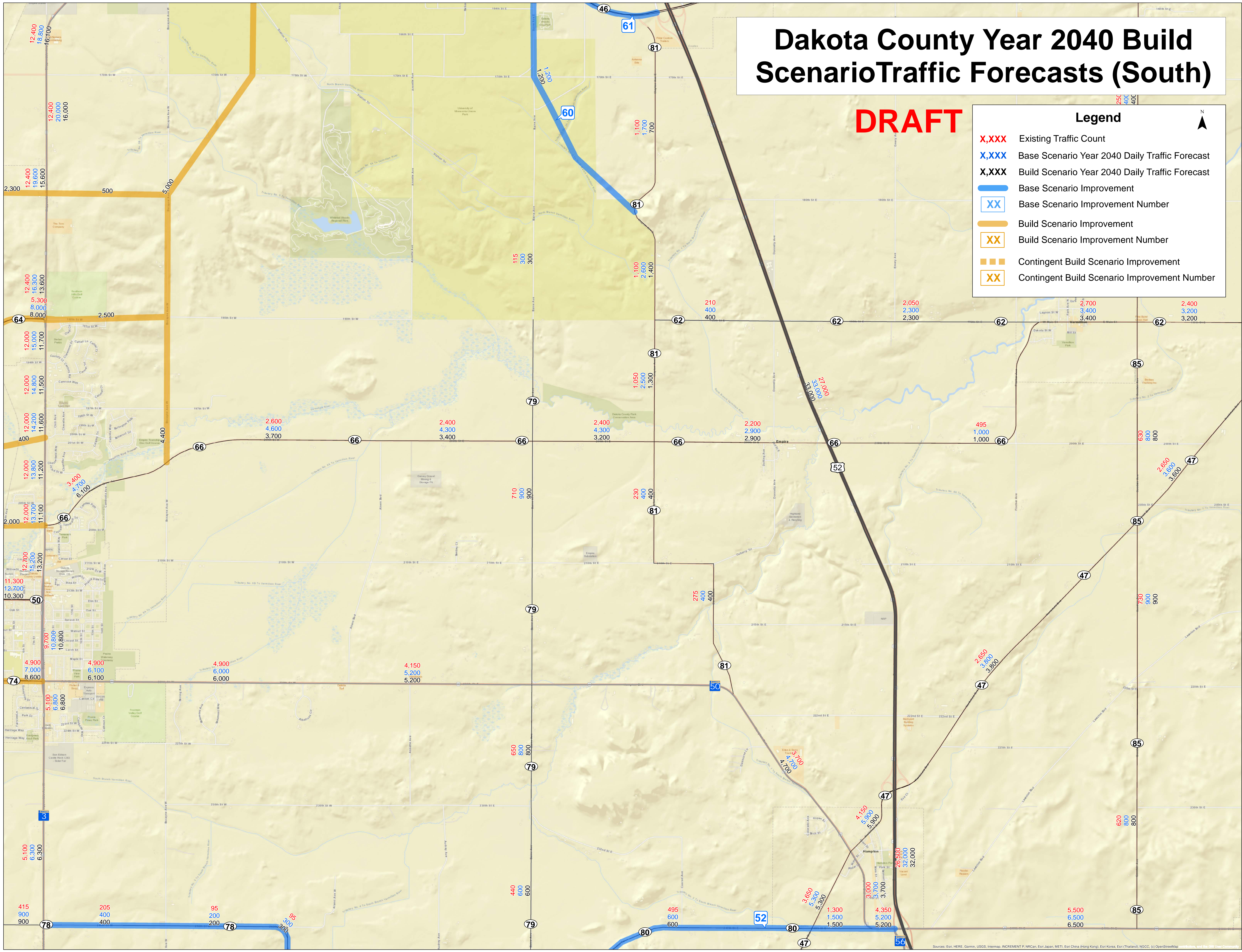
Sources: Esri, HERE, Garmin, USGS, Inrap, INCORPORA, P, NRCAN, Esri Japan, METI, Esri Korea, Esri (Thailand), NOAA, CC BY-SA, OpenStreetMap contributors.

Dakota County Year 2040 Build Scenario Traffic Forecasts (South)

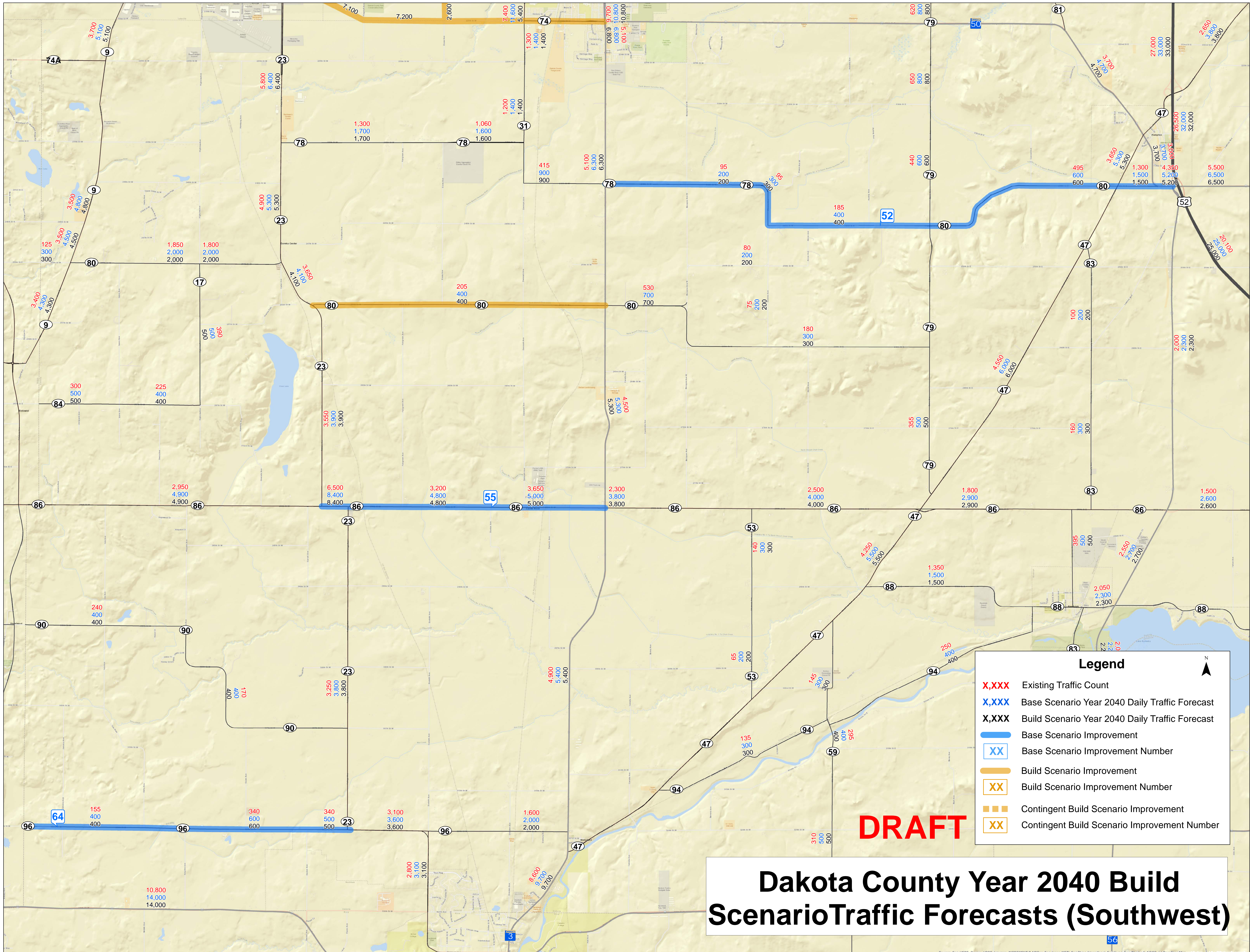
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Legend

- X,XXX Existing Traffic Count
- X,XXX Base Scenario Year 2040 Daily Traffic Forecast
- X,XXX Build Scenario Year 2040 Daily Traffic Forecast
- Blue line Base Scenario Improvement
- XX Base Scenario Improvement Number
- Orange line Build Scenario Improvement
- XX Build Scenario Improvement Number
- Orange dashed line Contingent Build Scenario Improvement
- XX Contingent Build Scenario Improvement Number



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NOAA, (c) OpenStreetMap contributors, and the GIS User Community



Legend

- X,XXX Existing Traffic Count
- X,XXX Base Scenario Year 2040 Daily Traffic Forecast
- X,XXX Build Scenario Year 2040 Daily Traffic Forecast
- Base Scenario Improvement
- XX Base Scenario Improvement Number
- Build Scenario Improvement
- XX Build Scenario Improvement Number
- Contingent Build Scenario Improvement
- XX Contingent Build Scenario Improvement Number

DRAFT

Dakota County Year 2040 Build Scenario Traffic Forecasts (Southwest)

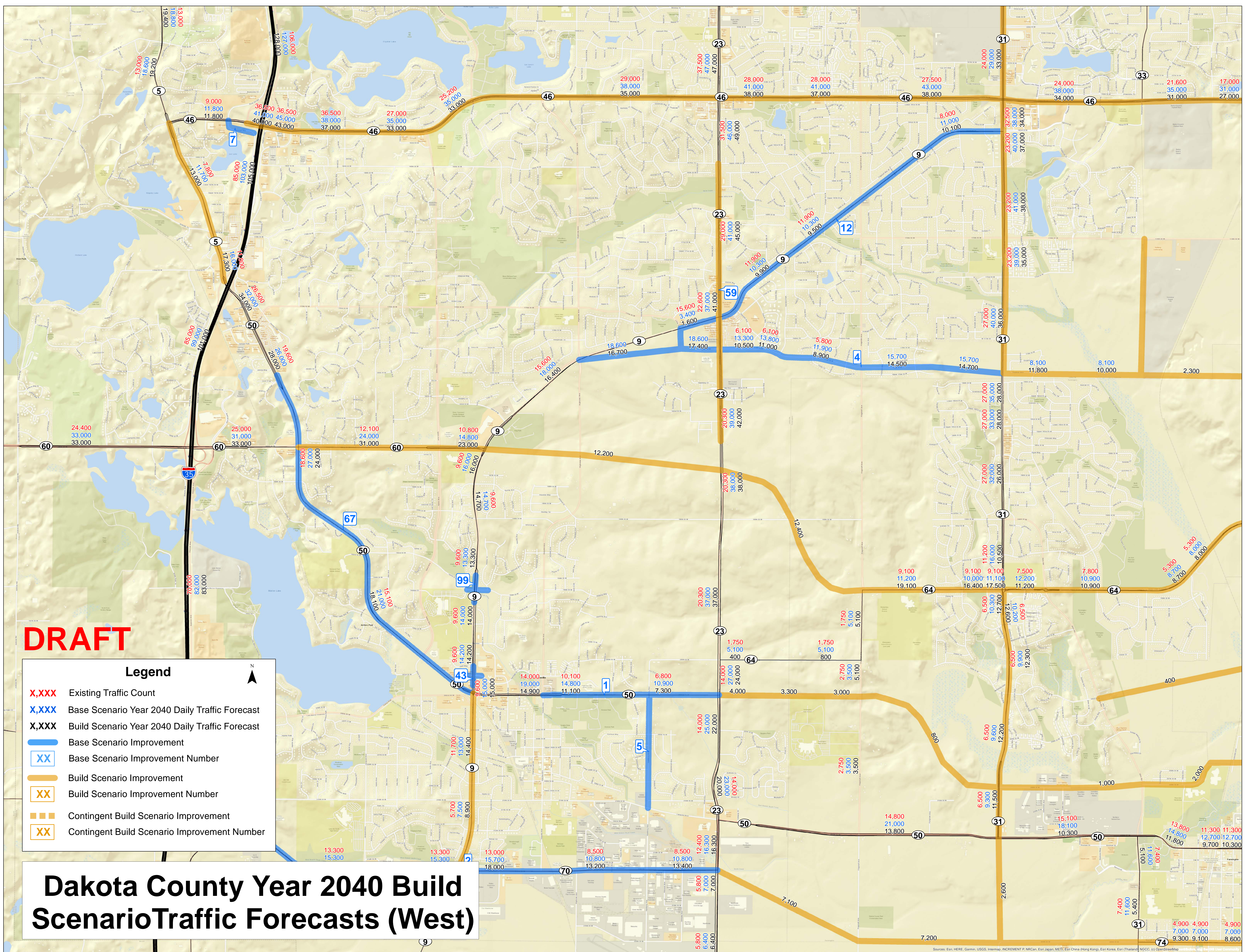
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Swis, Korea, Esri (Thailand), NOAA, (c) OpenStreetMap

DRAFT

Legend

- X,XXX Existing Traffic Count
- X,XXX Base Scenario Year 2040 Daily Traffic Forecast
- X,XXX Build Scenario Year 2040 Daily Traffic Forecast
- Base Scenario Improvement
- XX Base Scenario Improvement Number
- Build Scenario Improvement
- XX Build Scenario Improvement Number
- Contingent Build Scenario Improvement
- XX Contingent Build Scenario Improvement Number

Dakota County Year 2040 Build Scenario Traffic Forecasts (West)



Sources: Esri, HERE, Garmin, USGS, IntraMap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NOAA, (c) OpenStreetMap

**Appendix J: Year 2040 Build Scenario Forecast Comment Response
Memorandum**



To: Scott Peters, Senior Transportation Planner
Dakota County

From: Steve Wilson, Principal
Krista Anderson, PE, Senior Engineer
Brett Gunderson, Engineer

Date: December 12, 2019

Subject: Dakota County Multi-Modal Travel Demand Model Update:
Year 2040 Build Scenario Results (Draft)

Introduction

This memorandum provides an update regarding the status of the Year 2040 Dakota County Travel Demand Model (TDM) Build scenario analysis. To date, three scenarios have been completed using the updated TDM. These scenarios include:

- Existing Year Validation
- Year 2040 Base Scenario
- Year 2040 Build Scenario

Build Scenario Assumptions

The Build scenario will be used to assist the County in identifying additional long-term capacity improvements to meet expected transportation demand in Dakota County.

Roadway Network Assumptions

Roadway network improvements included in the Build scenario were identified from the following sources:

- Dakota County CIP
- Dakota County DC 2040, Future Needs Map
- Greater Minnesota Sales and Use Tax-Eligible Projects identified by County Staff
- 2040 Eagan Transportation Plan
- 2040 Farmington Transportation Plan
- 2040 Inver Grove Heights Transportation Plan
- 2040 Lakeville Transportation Plan
- Hastings Roadway Study (2009)

All roadway network improvements included in the Base scenario were maintained in the Build scenario. The list of roadway network improvement assumptions and corresponding map for both scenarios are attached to this memorandum.

Socioeconomic Development Assumptions

Build scenario socioeconomic development was assumed to be consistent with the Base scenario throughout the County, except for one model zone (TAZ). The Burnsville Center redevelopment assumptions approved by County staff were included in the Build scenario for Dakota County TAZ 183. The following assumptions were incorporated in the Build Scenario:

Dakota County TAZ 183	2040 Households	2040 Retail Employment	2040 Non-Retail Employment
Base Scenario	387	2,168	1,876
Build Scenario	1,600	825	1,870

Year 2040 Build Scenario Daily Traffic Forecasts

The draft Build scenario daily traffic forecast figures are attached to this memorandum. The following roadways were approaching capacity in the Base scenario and are now under capacity in the Build scenario:

- CSAH 42 from Flagstaff Ave to CSAH 31 (Improvement 78)
- CSAH 31 from CSAH 42 to CSAH 46 (Improvement 80)
- CSAH 38 from CSAH 31 to Shannon Parkway (Improvement 81)
- CSAH 32 from TH 77 to I-35 (Improvement 83)
- CSAH 32 from TH 3 to CR 73 (Improvement 32)
- CSAH 31 from Duckwood Drive to Deerwood Drive (Improvement 84)
- CSAH 9 from CSAH 50 to CSAH 70 (Improvement 68)

The following roadways were over capacity in the Base scenario and are approaching capacity in the Build Scenario:

- CSAH 60 from CSAH 50 to CSAH 9 (Improvement 69)
- CSAH 23 from CSAH 46 to CSAH 60 (Improvement 73)

The following roadways were over capacity in the Base scenario and are under capacity in the Build Scenario:

- CSAH 46 from I-35 to TH 3 (Improvement 72)
- CSAH 31 from CSAH 46 to future CSAH 9 extension (Improvement 80)

It should be noted that while CSAH 46 was expanded to six lanes in the Build scenario, the corridor is decreasing in volume from the Base scenario. This is due to expansions on parallel routes drawing trips which were previously using CSAH 46.

The following roadways were over capacity in the Base scenario and are remain over capacity in the Build Scenario:

- CSAH 42 from I-35 to west Dakota County border
- CSAH 42 from Garden View Drive to Flagstaff Ave
- CSAH 23 from CSAH 42 to TH 77
- CR 4 from US 52 to CR 73
- CR 6 From US 52 to South Robert Street
- CSAH 14 from CR 73 to Southview Boulevard

There are several segments of roadways on the state system which are over capacity in the Build scenario, including:

- I-35
- TH 3
- TH 55