

Chapter 3

Transportation System Influences

3.1. People

The Rochester-Olmsted Council of Governments (ROCOG) Metropolitan Transportation Plan (MTP) represents a 25-year planning horizon that integrates connectivity, land use development, and community needs to promote safe, equitable, and effective multi-modal transportation throughout Olmsted County.

3.1.1 Population

Continued community growth will greatly affect the development of our transportation network, impacting those who live, work, and play in Olmsted County.

Olmsted County is the 7th largest County in Minnesota, with

a population of approximately 162,800 (U.S. Census 2020). Table 1 provides a look at the share and rate of growth from 1990 to 2020.

3.1.1.1 Primary population findings

- Until 2010 the ROCOG MPO area saw an approximate rate of growth of 16%, however growth slowed between 2010 to 2020, to approximately 12.42%.
- The largest share of population growth occurred in the City of Rochester.
- Greater Olmsted cities almost doubled in population and their share of growth continues to increase.
- Due to annexation activity, suburban townships show a

Table 1: Population Trends 1990-2020

Source: U.S. Census Bureau

Area	Olmsted County Population				Share of Growth				Rate of Growth		
	1990	2000	2010	2020	1990	2000	2010	2020	2000	2010	2020
Greater Olmsted Cities	10,722	13,131	15,751	19,637	10%	11%	11%	12%	22.47	19.95	24.67
Rochester	71,590	85,806	106,769	121,395	67%	69%	74%	75%	19.86	24.43	13.70
Municipal Totals	82,312	98,937	122,520	141,032	77%	80%	85%	87%	20.20	23.84	
Suburban Townships	14,961	16,098	11,812	12,906	14%	13%	8%	8%	7.60	-26.62	9.26
Exurban Townships	4,428	4,547	4,292	4,438	4%	4%	3%	3%	2.69	-5.61	3.40
Rural Townships	4,769	4,695	4,624	3,790	4%	4%	3%	2%	-1.55	-1.51	-18.04
Township Totals	24,158	25,340	20,728	21,134	23%	20%	14%	13%	4.89	-18.20	1.96
Olmsted County Totals	106,470	124,277	144,248	162,166					16.72	16.07	12.42
Suburban Townships: Cascade, Haverhill, Marion, Rochester, & Oronoco											
Exurban Townships: Kalmar, New Haven, High Forest, & Salem											
Rural Townships All Other											

decline in their share of growth between 2000 and 2010 which has now stabilized.

- For exurban and rural townships, the share of growth has remained stable, with the rate of growth increased slightly in 2020.

3.1.1.2 Population projections

Olmsted County is expected to continue growing, with the total county population projected to be 209,523 residents by 2050, representing a growth rate of 29%. Table 2 provides the population projections for each of Olmsted County's cities and townships.

3.1.1.3 Primary projection findings

- The City of Rochester's population is projected to grow to 158,887 by 2025.
- Collectively, Greater Olmsted's cities are projected to grow to 26,602 by 2050.
- Byron and Stewartville will be growth leaders, with share of growth at 6% and 6%, respectively.
- Oronoco and Eyota will see a 3% and 2% share of growth, respectively.
- Suburban and Exurban Townships are projected to show minimally growth till 2050.
- Rural townships will see a slight decline in growth.

Table 2: ROCOG Population Projections

Source: U.S. Census Bureau

	2020	2030	2040	2050	Growth 2020-2050	Share of Growth
	2020	2030	2040	2050		
Rochester	121,395	131,987	145,437	158,887	37,492	31%
Byron	6,312	7,113	8,212	9,310	2,998	48%
Chatfield (Olm)	1,163	1,303	1,364	1,425	262	22%
Dover (city)	782	816	898	980	198	25%
Eyota (city)	2,006	2,465	2,741	3,017	1,011	50%
Oronoco (city)	1,802	2,490	2,882	3,274	1,472	82%
Pine Island (Olm)	885	863	1,006	1,149	264	30%
Stewartville	6,687	7,754	8,601	9,447	2,760	41%
Municipal Totals	141,032	154,792	171,141	187,489	46,457	33%
Suburban Townships	12,906	13,263	13,170	12,992	86	1%
Exurban Townships	4,438	4,670	4,436	4,875	437	10%
Rural Townships	3,790	4,377	4,257	4,167	377	10%
Township totals	21,134	22,310	21,863	22,034	900	4%
Olmsted County Totals	162,166	177,102	193,003	209,523	47,357	29%
Suburban Townships: Cascade, Haverhill, Marion, Rochester, & Oronoco						
Exurban Townships: Kalmar, New Haven, High Forest, & Salem						
Rural Townships All Other						

Per the Minnesota State Economic Development Office, while Olmsted County experienced natural population growth (more births than deaths) between 2020 and 2023, it also experienced a net out-migration (more people moving out than in). The net out-migration was predominately due to loss of domestic residents, as Olmsted County saw a positive increase in the number of residents originating from overseas. Nevertheless, Olmsted County's projected population growth is driven by the expectation of strong employment growth and various strategic economic development efforts including Destination Medical Center, Mayo Clinic's Bold. Forward. Unbound initiative,

Rochester Area Economic Development Investment, and the Community Economic Development Association.

For over 170 years, the city of Rochester has remained the regional center for industry and commerce. As such, Olmsted County draws a significant number of workers from surrounding communities and counties. Additionally, a large proportion of Olmsted County's retailing activity occurs within the City of Rochester. These factors along with the desire to live near jobs, retail, and community amenities support Rochester's population growth.

Table 3: Population Change 2020-2023

Source: U.S. Census Bureau

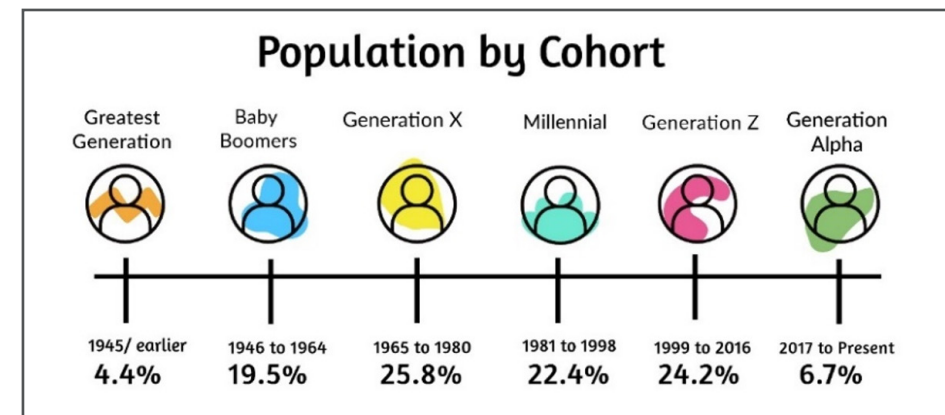
Cumulative Estimates of the Components of Population Change, 2020-2023						
April 1, 2020 to July 1, 2023						
Total Population Change	Natural Increase	Vital Events		Net Migration		
		Birth	Death	Total	International	Domestic
1,934	2,339	6,462	4,123	-548	1,423	-1,971
Source: U.S. Census Bureau, Population Estimates Program						

In addition, our Greater Olmsted cities also offer attractive options for households due to their convenient commuting distances to the Rochester job market, great schools, and attractive quality of life amenities for those desiring to live in a smaller community.

To successfully meet the MTP goals, it is critical that the MTP coordinates with our partnership agencies, through coordination of municipal transportation and community development planning and continue close working relationships with all of Olmsted County's Communities.

3.1.2 Age

A top priority for our community should be enhancing and supporting the mobility of residents of all ages.



3.1.2.1 Primary findings

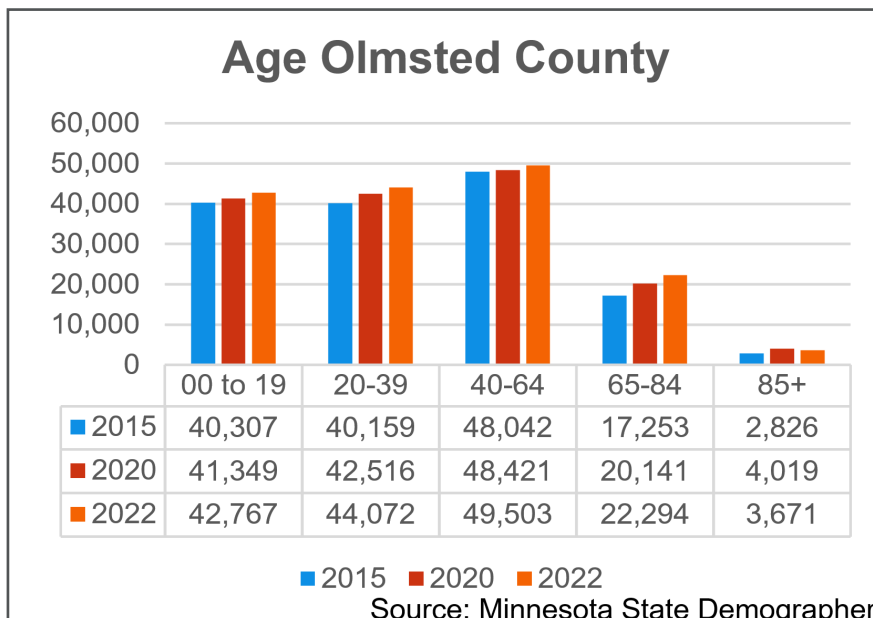
- The median age of Olmsted County is younger (37.7) than the median age of the State of Minnesota (39.1).
- The percentage of people aged 65 or older is on par with the rest of the state.

- Currently the largest age cohort in Olmsted County is 40–64-year-olds, making up at least 30% of the total county population.
- The second largest age cohorts are 20–39-year-olds followed by 0–19 year olds.
- The smallest age cohort is 85+.

3.1.2.2 Changes to population age between 2015-2020

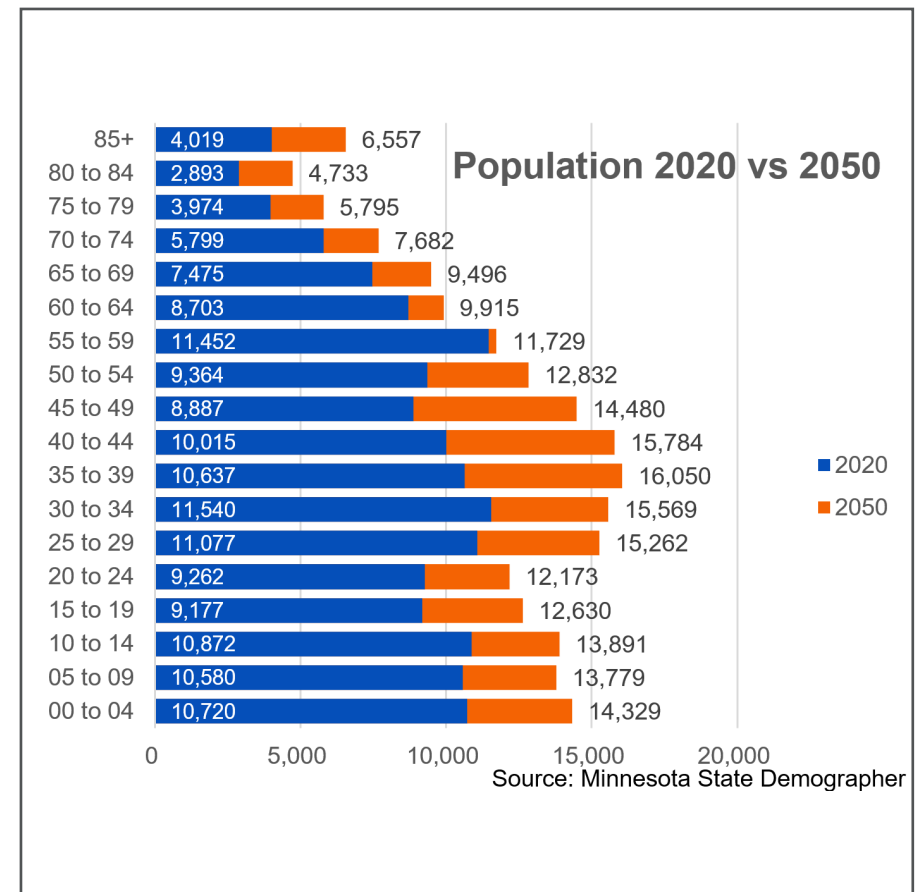
Between 2015 – 2022, the 65-84 age cohort saw the largest population increase, with a total increase of 5,041. The second largest increase was in the 20-39 cohort. The smallest cohort,

Figure 1: Age Trends 2015-2022
Source: Minnesota State Demographer



85+, saw growth between 2015 and 2022, but declined between 2020-2022. This could be partially attributed to the COVID-19 pandemic.

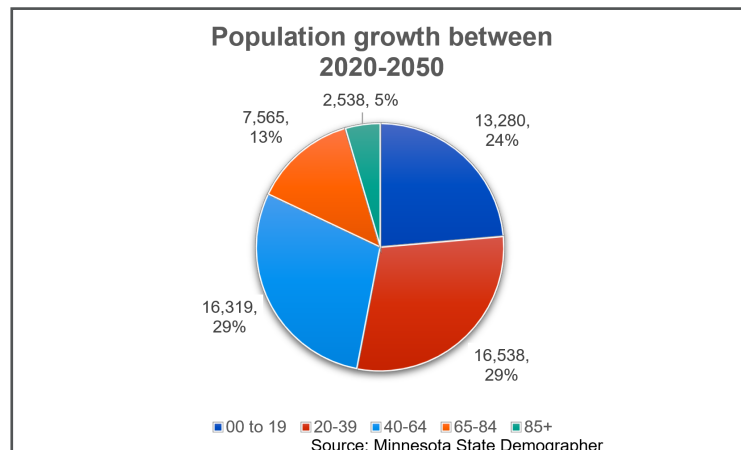
Figure 2: Population Projections
Source: Minnesota State Demographer



3.1.2.3 Age projections 2020-2050

In Olmsted County, the number of persons over 65+ is expected to increase by 11,000 by 2050. Many older adults are working longer, can live on their own, and continue to be highly mobile. Additionally, as the Baby Boomers and older Gen Xer's age, their need for safe, convenient, affordable, and accessible transportation systems and networks should be a continued priority for our local development plans.

Figure 3: Age Projections
Source: Minnesota State Demographer



By 2050, 20-39 year olds are expected to be the second largest age cohort and will represent about 59,000 residents.

By 2050, the percentage of 0-19 year olds will continue to grow in the County. The rise in this population will not be as dramatic as in past decades, due to dropping birth rates and relatively slow growth in the number of households.

Nationwide trends indicate that younger generations prefer community transit or ride share options over use of a personal car. We expect to see an increase in the need for transit services as these populations grow.

Rochester's ZIPS program, a shared-ride service for individuals with disabilities, has seen an increase in ridership, rebounding to over 50,000 rides in 2024 after a COVID-related decline; simultaneously, the city launched the RPT GO, a microtransit pilot program to improve accessibility for those struggling with standard bus routes, signifying a commitment to enhancing transportation options and building a robust

Table 4: Housing Unit Data 2010-2022

Source: U.S. Census Bureau

Olmsted County Housing Occupancy						
	2010	2015	2020	2022	Growth 2010-2020	
Total housing units	59,650	61,433	66,667	70,904	11,254	1.18867
Occupied housing units	56,066	57,899	63,561	68,745	12,679	1.22614
Vacant housing units	3,584	3,534	3,106	2,159	-1,425	0.6024
Homeowner vacancy rate	1.9	0.9	0.8	0.5		
Rental vacancy rate	9.2	5.3	4.7	5.3		

transit system, though further data is needed to assess the pilot's success.

3.1.3 Households

Housing investment to meet the needs of our growing

population is paramount and should continue to be a top priority. Over the last 3 decades our MPO area has seen an increase in the number of non-family households, married households with no children, and 65+ population living alone. The number of married households with own children under 18 has remained steady.

3.1.3.1 Primary findings

- Olmsted County needs more housing of all types.
- Between 2010 and 2020 total housing within Olmsted County increased by 11,254 units.

Table 5: Household Characteristics 2010-2022

Source: U.S. Census Bureau

Housing Characteristics					
	1990	2000	2010	2020	2022
Total Households	40058	47807	56066	63561	68745
Married with own children of the householder under 18 years:	12473	13365	14139	13982	14736
Married no own children of the householder under 18 years	11441	13728	16941	19087	19951
Other families with related children	2395	3444	4643	4654	3126
Other families without related children	1428	1780	1591	3075	3783
Lives alone	9872	12358	15524	17637	21034
Living alone, 65 or older	3236	3656	4730	6175	6115
Nonfamily households	2449	3141	3243	4780	5346

- Per the US Census, in 2022 there was a total of 70,904 housing units in the county.
- Occupied housing also increased by 12,679 units.
- Olmsted County saw an increase in the number of people living alone.
- The number of individuals 65+ living alone also increased from 2010 to 2020.
- The number of Householders 65 or older increased by 5,235.

3.1.3.2 Meeting housing needs

Olmsted County needs more housing of all types. Closing the existing housing gap will take investment into a broad range of housing typologies with varied price points to keep up with growing demand. Our housing investments also need to align with our transportation plans, connecting residential areas to job centers to help attract workers and distribute residential growth throughout the MPO area.

The rise in single person households may significantly impact our transportation systems. Our oldest generation will become more reliant on public transportation or family members. As such, we should ensure that bus lines align with where our older generations are living , so they may continue to age in place. Providing our older community members continued access to existing groceries, retail, medical offices, and outdoor amenities allows them to thrive as they age. At the same time our younger generations will also need a reliable transit system, both regional and local, to get them to work, school, and community amenities.

Investment into community-based transit service, regional transit, and trails can help meet all our resident's needs. As the trend toward walkable neighborhoods or mixed development areas, higher density, and mixed-use housing opportunities, continues to grow our sidewalks and trails should be kept up and improved to maintain those important connections.

Finally, as housing grows in the Greater Olmsted cities, investment in regional trail systems will continue to improve our connection to regional amenities and spur economic development.

More investment in affordable housing near affordable public transportation can help reduce cost of living, and housing investments can help mitigate climate change if they're coordinated with effective transportation investments that give people the ability to walk, bike, or take transit rather than drive.

3.1.4 Title VI and demographic context considerations

Understanding the demographic and economic characteristics of the ROCOG planning area is a key part of transportation planning. Residents of different backgrounds and income levels may rely on transportation systems in varying ways to access employment, education, healthcare, and other daily needs. Ensuring that all residents are able to travel safely and efficiently, regardless of the mode of transportation they use, is a central focus of the planning process.

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs receiving federal funding. In support of compliance with Title VI, demographic data was analyzed to better understand the

population characteristics of the region and to help ensure that the benefits and potential impacts of transportation investments are fairly considered.

Between 2010 and 2020, the ROCOG region experienced demographic shifts in its population makeup. (see Figure 4). The share of residents identifying as White declined from 83.8% to 77.0%. During the same period, the share of Black or African American residents increased from 16.2% to 23.0%, while the share of Asian residents increased from 4.6% to 6.1%. Residents identifying with two or more races also rose significantly, from 1.8% to 5.6%. These trends highlight the importance of considering how transportation plans serve the full range of communities across the region.

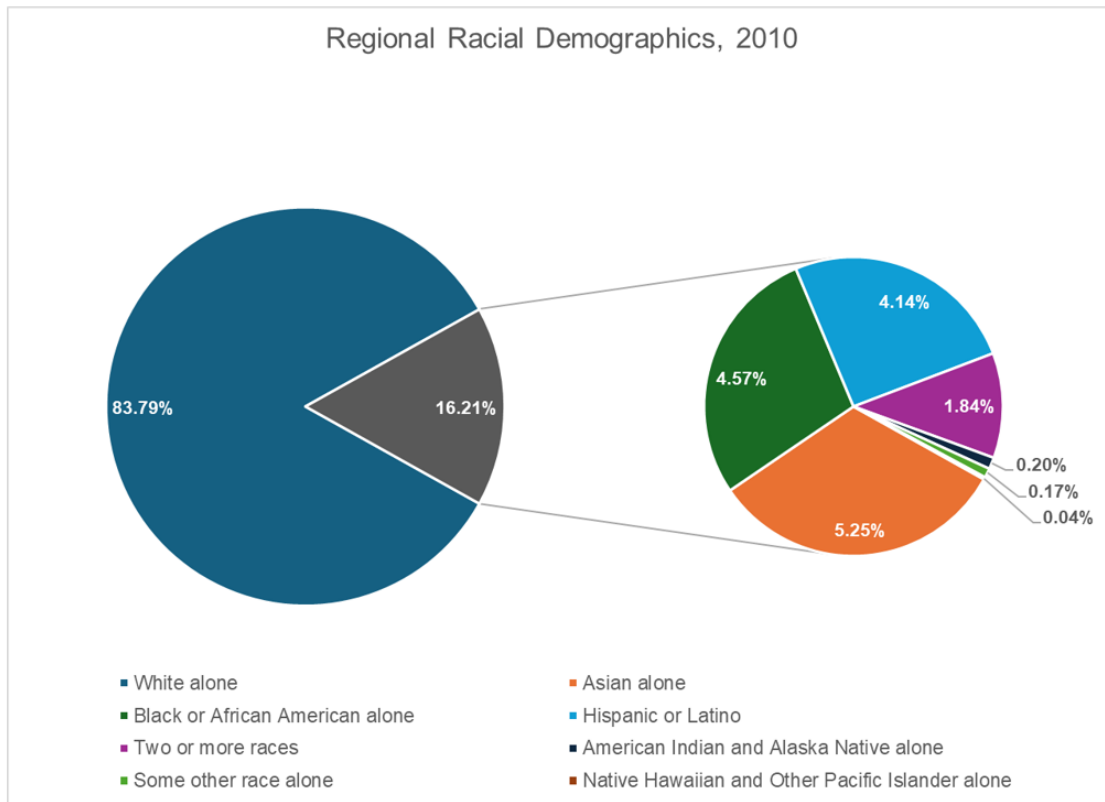
Review of economic data also revealed differences in income and poverty rates across the planning area. Poverty rates vary significantly across the region, with some communities exceeding 21%. As illustrated in Figure 5, high-poverty neighborhoods are concentrated along an area stretching from NW to SE Rochester, where over 21% of residents live below the poverty line. Surrounding this area, as well as parts of the City of Byron, poverty rates range from 6.9% to 12.4%. Residents in these areas may have more limited access to personal vehicles and greater dependence on transit and other transportation options. Understanding these patterns can help inform decisions about transportation investments that improve access, safety, and mobility throughout the region.

3.2. Economic vitality

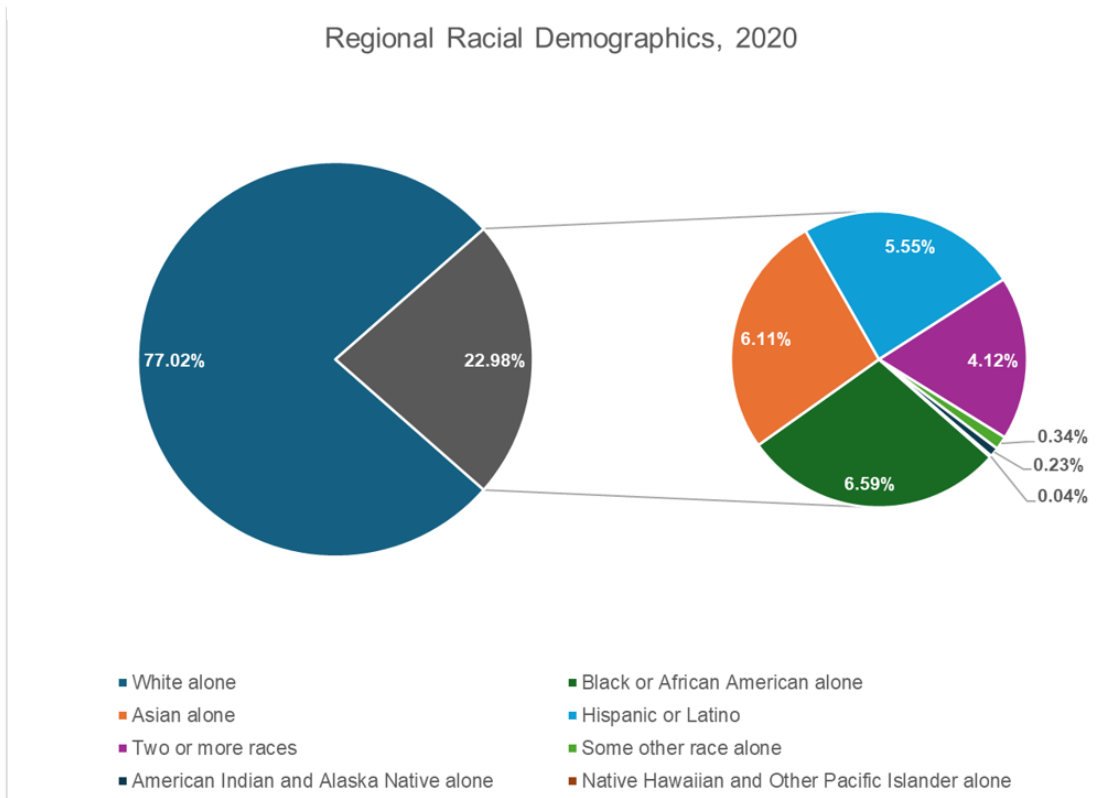
Transportation planning and infrastructure projects can help generate employment opportunities. Investment in roads, highways, airports, and railways leads economic development

Figure 4: Racial Demographic Comparison for ROCOG Planning Area (2010 and 2020)

Source: U.S. Decennial Census, 2020



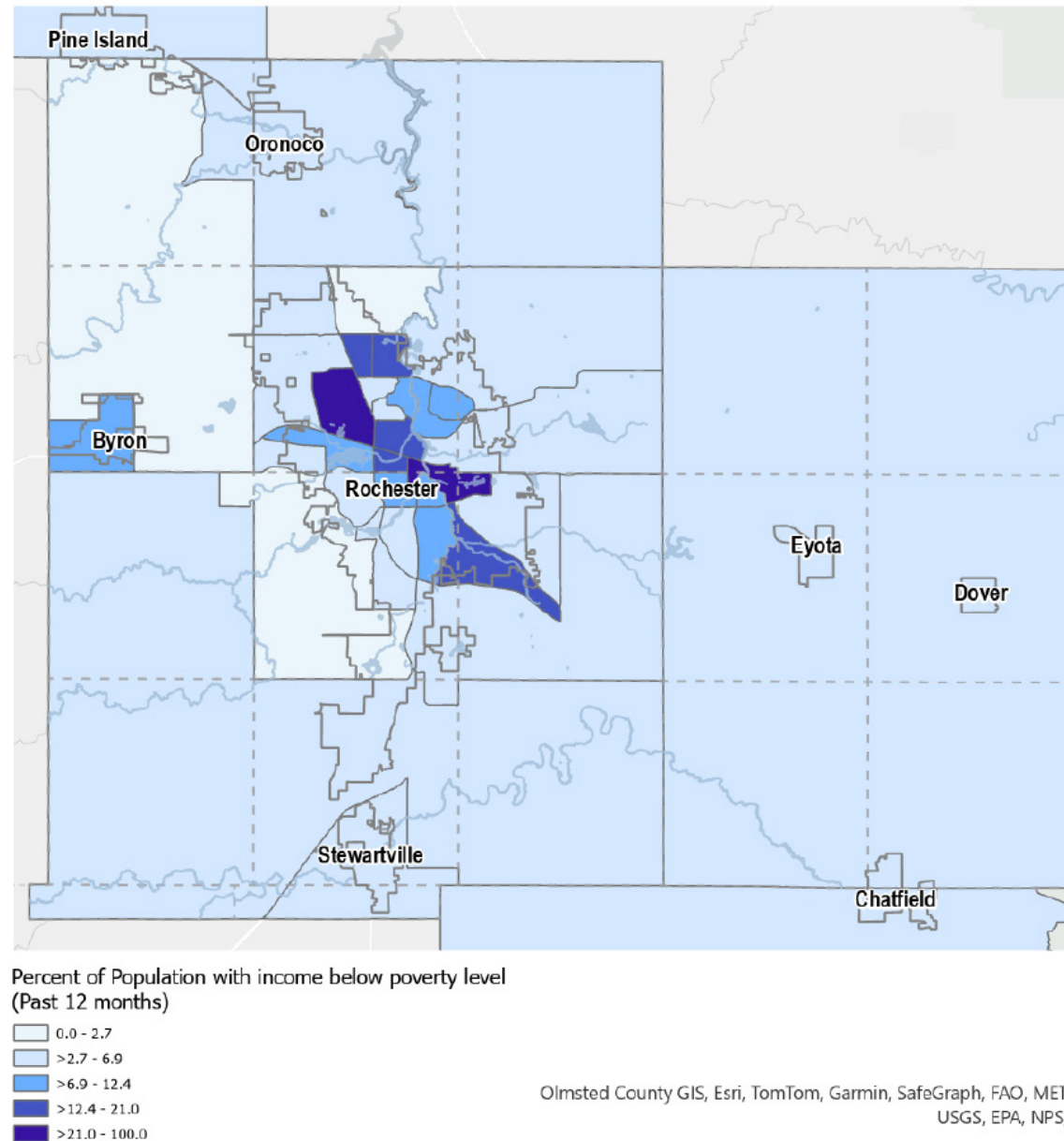
Source: US Decennial Census, 2010



Source: US Decennial Census, 2020

Figure 5: Percent of Population with Income Below Poverty Level

Source: American Community Survey, 5-Year Estimates, 2019-2023



investment and long-term job growth. Additionally, a strong transportation network supports businesses—such as retail, tourism, and manufacturing.

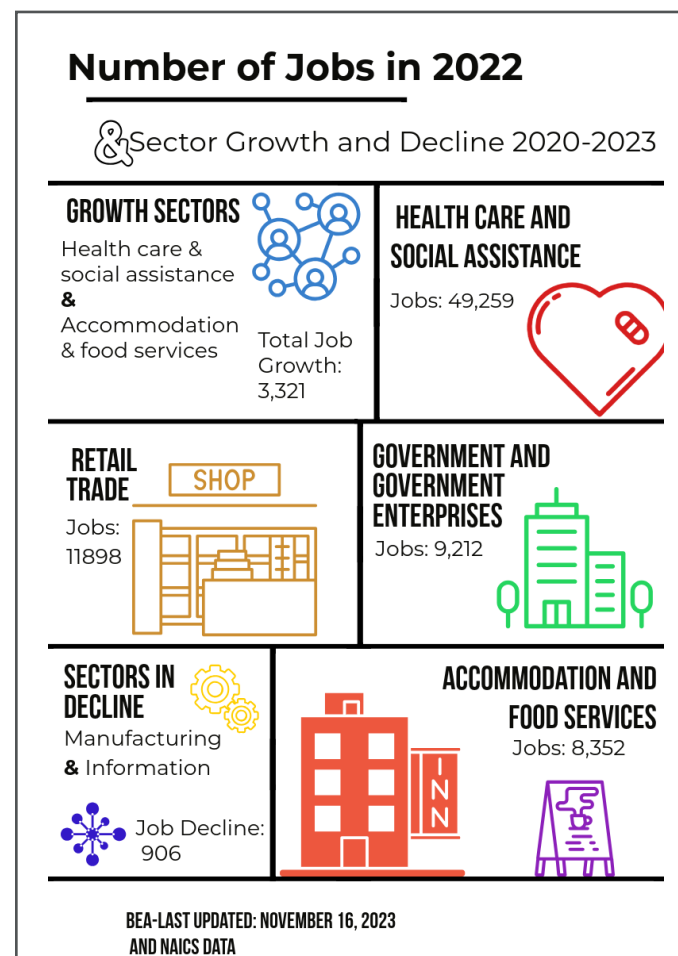
3.2.1 Employment

3.2.1.1 Primary findings

- In 2022, there were 127,181 people employed within Olmsted County.
- Farm Employment accounted for 1,229 jobs.
- Top jobs sectors include healthcare and social assistance, retail, government and government enterprises, accommodation, and food services.
- Olmsted County had a lower unemployment rate than the state of Minnesota in 2023.
- Olmsted County's post-pandemic unemployment rate declined compared to the pre-pandemic unemployment rate
- The number of unemployed residents actively seeking work in Olmsted County increased over the past year but is down when compared to 2019.
- In 2023, Olmsted County had the 5th largest economy of the 87 counties in the state, and the largest in Greater Minnesota.

3.2.1.2 Regional workforce trends

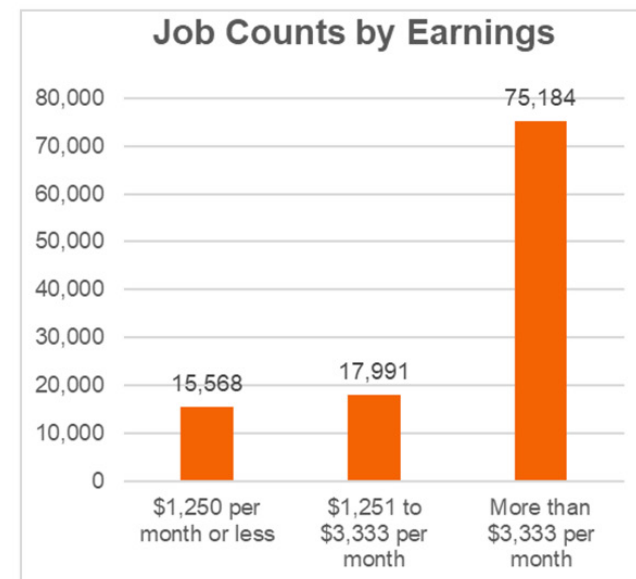
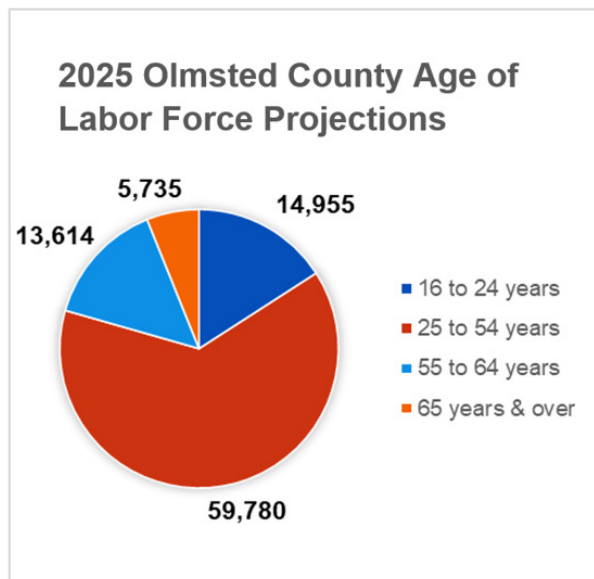
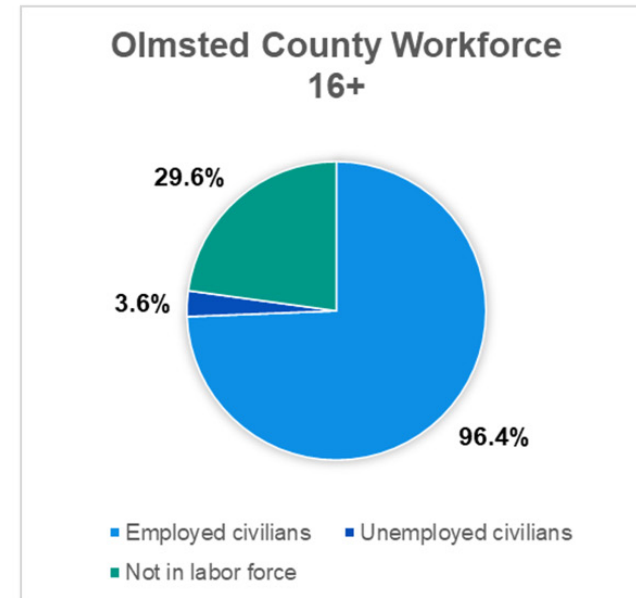
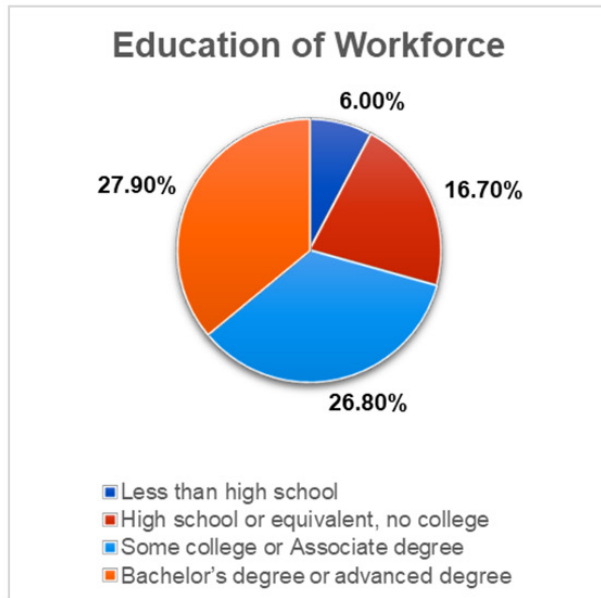
According to the Minnesota Chamber of Commerce, the southeast Minnesota region was one of only two



regions that had more people in the labor force in 2023 than 2019. Between 2020-2023, the health care and social assistance and accommodations and food sectors saw the most growth. However, despite a growing workforce, the region's total number of jobs declined slightly over that time. The region's manufacturing sector was the hardest hit, losing over 2,300 jobs, despite manufacturing remaining the 4th largest employment sector.

Figure 6: Current Workforce Demographics

Source: Minnesota DEED



3.2.1.3 Current workforce demographics

Per the Minnesota Economic Development Department, Olmsted County has a higher percentage of adults (18 years and over) with at least a high school diploma than the rest of the state, and a higher percentage of people with at least some college experience. Olmsted County also has a higher percentage of people with a bachelor's degree or higher, but a lower percentage of people with an associate's degree.

3.2.1.4 Looking toward the future

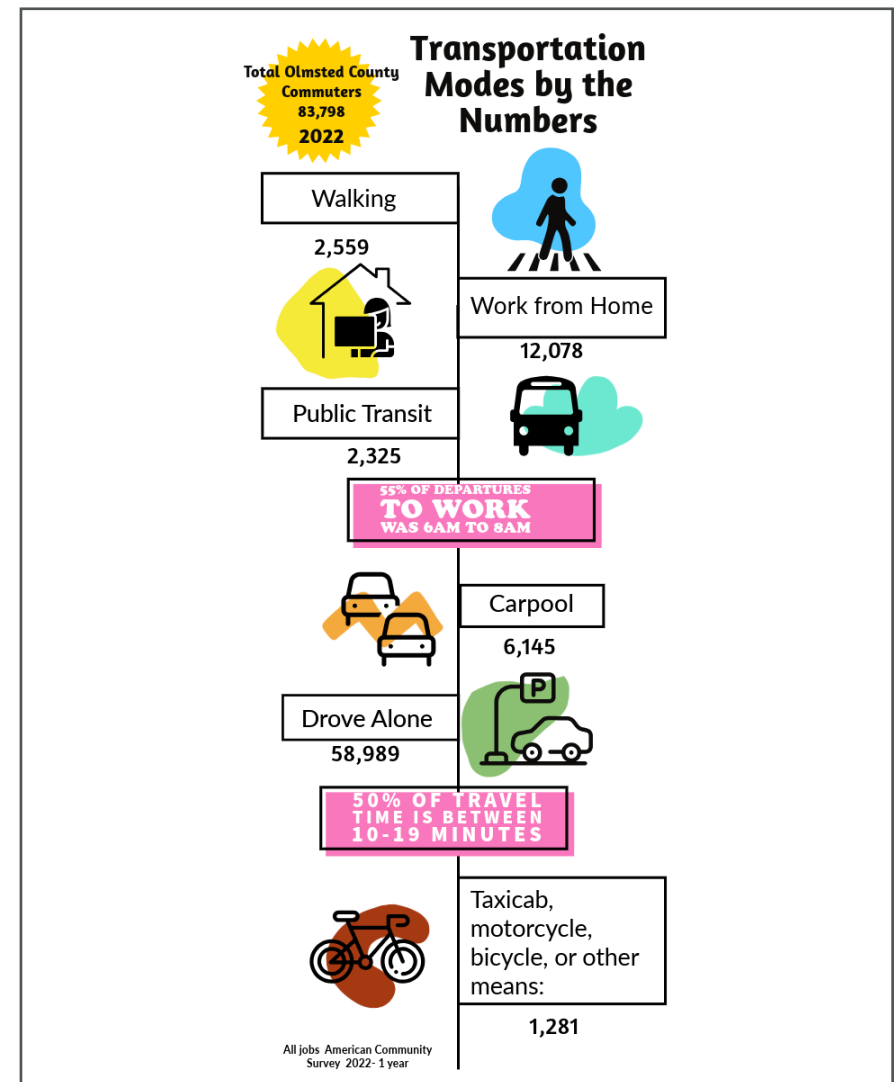
Over the next few years Olmsted County will see an uptick in temporary construction jobs as Mayo Clinic will begin their infrastructure project Bold. Forward. Unbound a multibillion-dollar investment in downtown Rochester.

Improvements at County State Aid Highway Road (CSAH) 44 and Minnesota Trunk Highway (TH) 14 will help improve safety and mobility on these roads while accommodating future regional growth. This could open the door for further construction jobs as well as more housing opportunities for the city of Byron and area west of Rochester.

Stewartville is expecting a boost in their workforce as a new organ transplant research facility locates in the Schumann Business Park.

3.2.2 Transportation to work

To attract and grow a talented workforce more employers are recognizing that recruiting and retaining employees requires safe, convenient and affordable transportation options. A growing number of people want to live in walkable neighborhoods with



good transit access and safe streets for bicycle travel.

Per American Community Survey 2022, an estimated 12,078 people were classified as working from home in Olmsted County, up by 8,906 in 2015, and is expected to continue

growing. Between 2015 and 2022 Olmsted County saw an overall decrease in all modes of transportation, due to the COVID-19 pandemic.

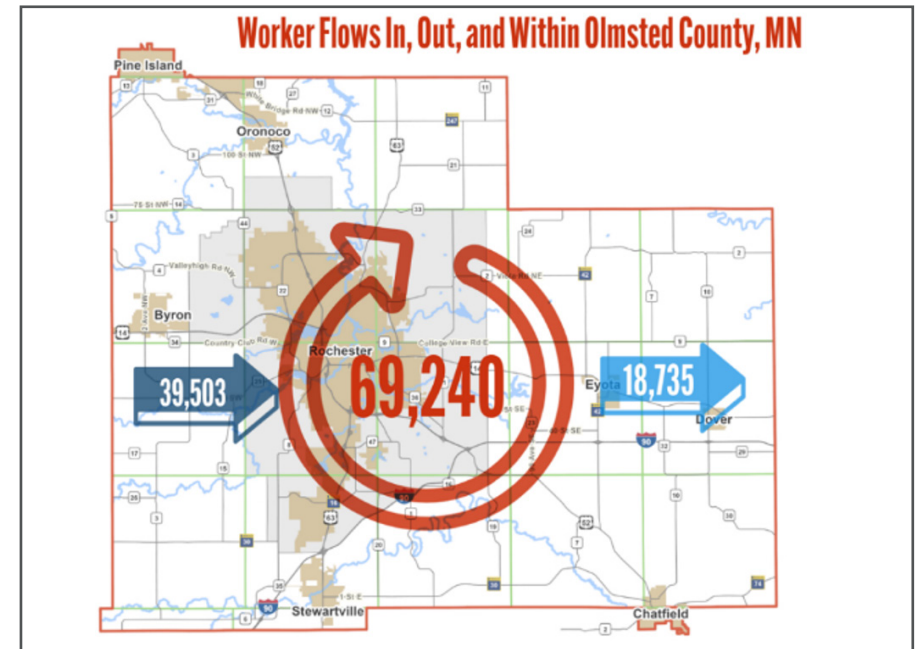
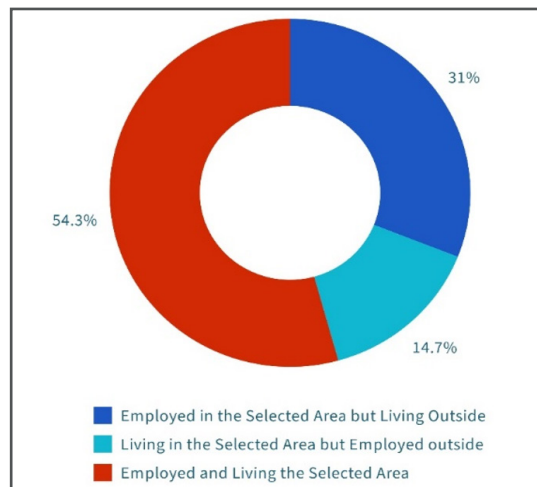
However, new data shows a rebound in users utilizing public transit, taxicabs, carpooling, walking, and biking to work. We continue to see a decrease in the number of people driving alone.

With the rollout of Rochester's ZIPS, Rochester Public Transportation GO, Link Bus Rapid Transit (a proposed 2.8-mile route along 2nd Street connecting downtown Rochester, Mayo Civic Center, Mayo Clinic campuses, and the Downtown Waterfront Southeast area), there is hope more workforce travel will switch from driving alone to utilizing other transportation modes or a combination of modes for their daily commute.

3.2.2.1 Regional commuters

In 2022, Olmsted County's workforce comprised approximately 69,240 local residents, supplemented by 39,500 commuters from outside the county. To mitigate potential strain on existing road networks due to anticipated increases in regional commuting,

Worker Flows In, Out, and Within Olmsted County



the Rochester Area Metropolitan Planning Organization (MPO) emphasizes the critical need for a robust, well-maintained, safe, and reliable regional transportation system. This strategic focus aims to support both the local workforce and the broader southeastern Minnesota economy.

3.2.2.2 Regional transportation demands

The Southeast Minnesota Regional Economic Study from 2018, found nearly 90% of residents in the Southeast Region commute to work by private vehicle, this reflects that the region is not served by a cohesive public transportation system. Regional transit improvements have the potential to better match people to jobs in southeast Minnesota, connect residential areas to job centers, fill labor gaps, and distribute residential growth throughout the region.

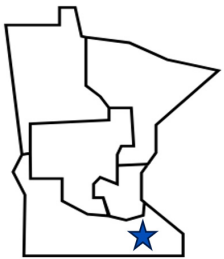
The counties in the Southeast Region, as well as Hennepin and Dakota Counties in the Twin Cities Metro Area, are the top labor suppliers to Olmsted County. The Southeast Region, as well as Hennepin and Ramsey Counties, are the top employment destinations for Olmsted County residents.

3.2.3 Population in the southeast Minnesota region

Olmsted County is located within the southeast Minnesota region, which also comprises the counties of Dodge, Fillmore, Freeborn, Goodhue, Houston, Mower, Rice, Steele, Wabasha, and Winona. In 2020, Olmsted County had the highest share of population growth within the region (31%). This percentage is also expected to grow to 37% by 2050 (Figure 7).

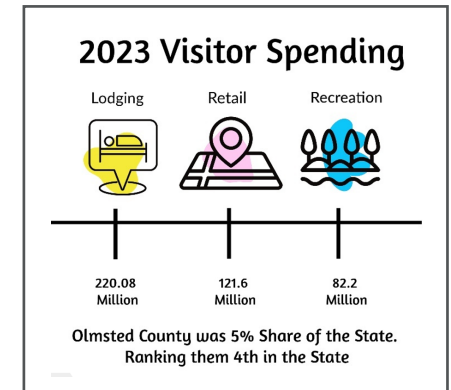
3.2.4 Southern Minnesota tourism

Within the Southern region of Minnesota, Olmsted County lead in tourism employment, accounting for 9,412 jobs in 2023. Olmsted County was also a leader in gross tourism sales for the region (\$627,702,279). The Southern region overall saw a positive 4.5% total trip change from in 2023 to 2022 and accounted for 22% of 2023 trips by region of Minnesota. Of these visitors, 52% were from out of state. Iowa was the top out-of-state origin market for southern Minnesota composing 10% of total visitors. Downtown Rochester was the top destination (24%) for travelers to southern Minnesota. With the Rochester Art Center being a significant draw for visitors (5%).



As the travel and tourism sector continues to thrive, it will be important to continue expanding our multi-modal transportation system.

The integration of resilience and sustainability principles into the planning and design phases of travel and tourism infrastructure projects is essential. For example, investments in EV charging infrastructure, bike-sharing programs, pedestrian-friendly infrastructure, public transportation systems, and a regional trail system, all reduce carbon emissions, alleviate traffic congestion, increase convenience and enhance the overall visitor experience.



3.3. Environmental constraints

Building and maintaining transportation infrastructure in the ROCOG area is significantly influenced by its natural environment. Key challenges arise from:

- Climate:** Extreme weather (severe storms, blizzards, temperature swings) damages roads through potholes, cracks, and visibility issues.
- Terrain:** Hills, waterways, and a lack of natural lakes increase road construction costs and can lead to water pollution if not managed with proper buffers.

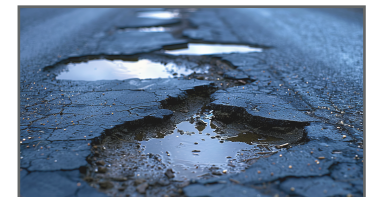
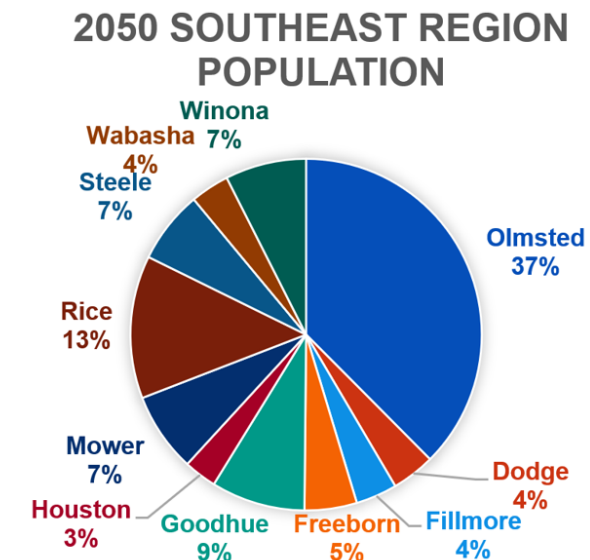
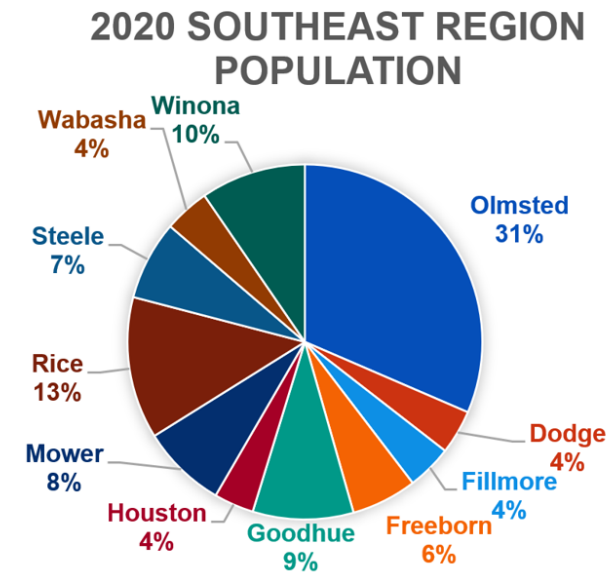


Figure 7: Southeast Minnesota Growth Trends

Source: Minnesota State Demographer

Counties	Rate of Growth 2020-2050
Olmsted	30.49
Dodge	8.41
Fillmore	1.64
Freeborn	-11.57
Goodhue	3.17
Houston	-8.97
Mower	3.37
Rice	11.09
Steele	1.44
Wabasha	-5.43
Winona	-14.71



- **Floodplains:** Areas prone to flooding should be avoided for construction to prevent safety risks and economic burdens.
- **Shorelands & wetlands:** These protected areas require careful planning and potential project redesigns to prevent negative impacts.
- **Hydric & erodible soils:** Building on these unstable soils can lead to damaged or unstable roadways.
- **Karst features (caves, sinkholes):** These can cause damage and collapse transportation structures.
- **Aquifers:** The region's drinking water source is vulnerable to contamination from road runoff.
- **Decorah Edge:** This sensitive geological area, vital for water filtration, can cause unstable roadways if built upon due to shrinking and swelling soils.
- **Geologic resources (sand, gravel):** Availability, location, and cost of these materials impact transportation projects.
- **Rare ecosystems & corridors:** Transportation development must avoid negatively impacting these protected areas and species.



3.3.1 Mitigation Efforts:

ROCOG addresses these challenges through:

- **Regulations and plans:** Adhering to federal, state, and local regulations (like stormwater management plans, Decorah Edge initiatives) and consulting with relevant agencies. These include
 - The Olmsted County and Rochester Stormwater Pollution Prevention Plans (SWPPP)
 - The Rochester Regional Stormwater Management Plan
 - The Decorah Edge management initiative
 - The Minnesota Statewide Conservation and Preservation Plan
 - The South Zumbro Watershed Stormwater and Transportation Management Plan (SZWS)
- **Resilient design:** Utilizing recycled materials, permeable pavements, rain gardens, and optimizing roadside plantings to reduce environmental impact.
- **GIS database:** Using a comprehensive mapping system to inform planning and avoid sensitive areas.

3.4. Land use planning

Planning efforts help communities move toward their desired futures in an organized, informed, and fiscally sustainable manner. Transportation planning focuses on how to move

people and goods safely, efficiently, and reliably. Land use planning informs this mission by determining where in the community these trips begin and end, their frequency, and their distance.

3.4.1 The land use/transportation connection

Land use planning and transportation planning are closely linked. How we plan where people live and work (land use) affects how we build and manage roads. Similarly, our roads influence where development happens. We need to ensure major roads are used for efficient regional travel, not just local trips.

To create a thriving community, we should plan land use and transportation together, focusing on moving people and goods efficiently, not just vehicles. For example, promoting mixed-use development near transit hubs encourages people to walk or use public transit instead of driving, reducing traffic congestion and improving air quality. This approach improves our economy and quality of life.

3.4.2 Influences

Effective land use planning supports consistent decision-making. These actions must reflect current conditions as well as be informed by predictions for the future, including

- Population and employment growth
- Demand for land
- Decisions on the size and location of public facilities and

utilities

- Protection of natural resources and the environment

3.4.3 Costs and benefits

Coordinated transportation and land use planning offers significant public benefits. Following county and city land use policies reduces infrastructure and service costs, while uncontrolled development increases expense, lowers service quality, and forces reliance on automobiles, ultimately burdening taxpayers.

Recognizing the combined impact of housing and transportation costs on affordability, recent studies advocate for updating urban land use guidelines to promote diverse housing options and prioritize development in areas with accessible transit, walking, and biking, thereby lowering the overall cost of living.

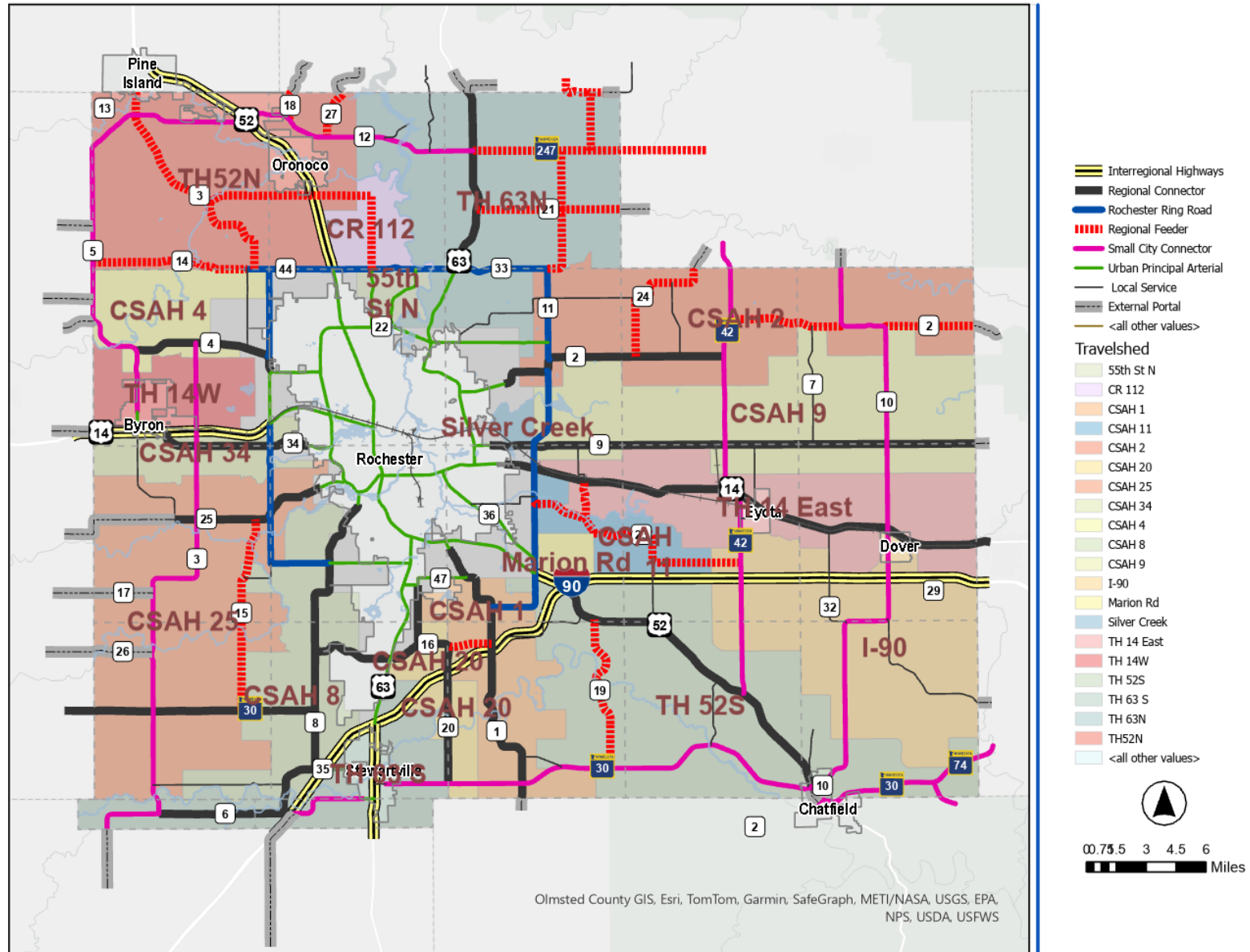
3.4.4 Travelsheds

A travelshed is a geographic area within which all development would be likely to use or be affected by traffic on regional roads within that area (Figure X). Considerations such as safety and available capacity on the roadways providing primary service to the travelshed should be taken into consideration when land development is proposed within it.

Travelshed analysis can help land use and transportation planners determine the ability of the existing roadway network to handle additional land development in such areas as roadway safety, capacity, or structural defects.

Figure 8: Travelsheds

Source: Olmsted County Planning



3.4.5 Local land use planning efforts

Comprehensive and land use plans are the basis for zoning laws and promote orderly development patterns that protect the environment, conserve resources, and provide for transportation, industry, and economic needs. Every city in Olmsted County, some of the townships, and the County itself prepares and adopts land use plans that guide public policy, growth strategies, and capital improvement programming. These plans help ROCOG prepare for current and future travel demand, transportation design, and the timing of future infrastructure improvements.

Olmsted County works with each elected body to promote intergovernmental cooperation among multiple planning efforts, both land use and transportation.