

Rochester-Olmsted Council of Governments
(ROCOG)

TRANSPORTATION IMPROVEMENT PROGRAM FY 2026-2029

PREPARED BY: Rochester-Olmsted Council of Governments (ROCOG)

PENDING APPROVAL September 24, 2025

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Rochester-Olmsted Council of Governments (ROCOG)

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DISCLAIMER

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The contents of this document reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the policies of the State and Federal departments of transportation.

TITLE VI ASSURANCE

The Rochester-Olmsted Council of Governments (ROCOG) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with ROCOG.

For more information on ROCOG's Title VI program and the procedures to file a complaint, contact the ROCOG office by phone (507-328-7100), email (rocog@olmstedcounty.gov), by mail, or by visiting in-person at Olmsted County Planning Department office (2122 Campus Dr. SE, Ste. 100, Rochester, MN 55904). Complaint instructions and forms can also be found in the [Title VI Non-Discrimination Program and Limited-English Proficiency Plan](#) online. If you would like a hard copy of the complaint instructions and/or forms mailed or emailed to you, or if Title VI information is needed in another language or another format, please contact the ROCOG/Olmsted County Planning Department office via the methods described above.

GLOSSARY

3-C Planning Process: As outlined in 23 C.F.R. 450 related to Metropolitan Transportation Planning, the planning process between MPOs, state transportation departments and transportation operators is required to be continuous, cooperative, and comprehensive (3-C).

Administrative Adjustment: This is required when a minor change or revision is needed for a TIP project which does not require a formal amendment.

Allocation: A specific amount of money that has been set aside by the state for a jurisdiction to use for transportation improvements.

Amendment: A change to or addition of a TIP project which requires opportunity for public input and consideration by the MPO Policy Board prior to becoming part of the TIP. The TIP document provides guidance on what changes require an amendment, pursuant to 23 CFR 450 and the MPO's adopted Public Involvement Policy (PIP).

Annual Listing of Obligated Projects (ALOP): This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior the end of 2025 Federal Fiscal Year (September 30, 2025). The annual listing will represent 2025 projects as part of the 2025-2028 TIP.

Area Transportation Improvement Program (ATIP): The ATIP is a compilation of significant surface transportation improvements scheduled for implementation during the next four years within a district of the state of Minnesota defined by MnDOT. ROCOG is within MnDOT's District 6. Minnesota has an ATIP for each of its Districts. Each MnDOT District incorporates projects from MPO TIPs within its ATIP; and all projects listed in the TIP are required to be listed in the ATIP.

Bipartisan Infrastructure Bill (BIL): Also known as (see) Infrastructure Investments and Jobs Act.

Bus Rapid Transit (BRT) - A high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations. Because BRT contains features similar to a light rail or subway system, it is often considered more reliable, convenient and faster than regular bus services.

Collector: A road or street that provides for traffic movement between local service roads and arterial roadways.

Environmental Justice: Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of MPO programs, policies, and activities on minority populations and low-income populations.

FAST Act: The Fixing America's Surface Transportation (FAST) Act, adopted in December of 2015, was a five-year federal program to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhanced federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail.

Federal Functional Classification: The federal functional classification system defines a framework for describing the primary purpose(s) of a road or street in the network of streets and highways across the United States. Generally, the two basic functions or purposes that roadways serve are: (1) to allow for access to property and (2) to provide travel mobility. The primary "classifications" under the system include various classes of Arterial, Collector, and Local roadways, which describe the balance/priority between access and mobility for different types of roadways. This typically ranges from high mobility/low access (Arterials) to high access/low mobility (Locals), with Collector roadways falling somewhere in between.

Federal Revenue Source: In the project tables, this column identifies the source of federal revenues proposed for funding the project. The categories are abbreviated to indicate the specific federal program planned for the scheduled improvement. The abbreviations to these categories are shown in the list on page 16.

Fiscal Constraint: Demonstrating with sufficient financial information to confirm that projects within said document can be implemented using committed or available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

Infrastructure and Investment Jobs Act (IIJA): The Infrastructure and Investment Jobs Act (Public Law 117-58, also known as the "Bipartisan infrastructure Law" of 2021 provides over \$550 billion for fiscal years 2022 through 2026 in new Federal investment in roads, bridges, mass transit, bicycle and pedestrian facilities and resilience.

Illustrative Project: A project which does not have funding but is an important project for the jurisdiction to identify within the TIP to show the need for the project.

Interstate: A highway that provides for quick movement of relatively large volumes of traffic between important regional, state, or national destinations, typically connecting to principal or minor arterials with no provision for direct access to abutting property. An interstate, by design, is a multi-lane road with grade separations at all crossroads with full control of access.

Jurisdictions: The member units of government which are within the MPO's planning area. The member jurisdictions include the following: Olmsted County; its townships; and the cities of Byron, Chatfield, Dover, Eyota, Oronoco, Pine Island, Rochester, and Stewartville.

Lead Agency: In the project tables, this column identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

Local Roads: A road or street whose primary function is to provide direct access to abutting property.

Locally Funded Project: Projects of note that are funded by local or state agencies and do not require action by FHWA or FTA. These projects are included to assist in coordination between local jurisdictions during staging and construction. Locally funded projects of note may be included in the TIP project listing section for information and coordination purposes only.

Moving Ahead for Progress in the 21st Century (MAP-21): Moving Ahead for Progress in the 21st Century, authorized Highway Trust Fund programs for 27 months, covering Federal Fiscal Years 2012-2014. This act authorized more than \$105 billion in federal funding for highway, transit, safety and innovative financing programs during this period — maintaining overall funding at 2012 levels with a small inflationary increase.

Minor Arterials: A road or street that provides priority for through traffic movements between collectors with other arterials. Typically some level of direct access to abutting property is allowed, subject to control of intersection and curb cuts. The minor arterial, by design, usually has two lanes in rural areas and four or more in urban areas.

Other Revenue Source: This section indicates the amount of funding that will be provided for the project from the local jurisdictions. Generally, the local funding comes from state aid, sales taxes, assessments, general funds, or special funding sources.

Principal Arterials: A road or street that provides for expeditious movement of relatively large volumes of traffic between other arterials. A principal arterial should, by design, provide limited controlled access to abutting land consistent with the level of mobility it is intended to provide, and is usually a multi-lane divided road with no provision for parking within the roadway.

Project Total: In the project tables, this column identifies the estimated total project cost. The revenue sources must add up to equal the project cost. The estimated cost for each project includes all known associated costs for the project based upon input from states and local jurisdictions.

Project Prioritization: This is the process in which the MPO and member jurisdictions evaluate candidate projects submitted for federal aid against other candidate projects within the same federal aid funding categories.

Project Solicitation: This is a request sent out by MnDOT or ROCOG to jurisdictional partners to submit applications requesting federal funding for federal aid eligible projects.

Project Year: This is the year in which the project is funded, or the year in which funding is identified and programmed for the project. The project year is not necessarily

the construction year however, it is typical that the first year of the TIP projects are bid or let before the next annual TIP is developed.

Public Involvement Policy (PIP): An adopted MPO plan which identifies the public input process which will be used for all types of projects including introducing a new TIP and making amendments and modifications to the existing TIP.

Regionally Significant Project (RS): Projects that may not be funded with federal transportation funds but involve major improvements to the transportation system in the MPO planning area. ROCOG defines regionally significant projects as:

1. Projects requiring an action by FHWA or the FTA, whether or not the projects are to be funded under Title 23 U.S.C. or Title 49 U.S.C.;
2. Projects funded by other federal agencies and not requiring action by FHWA or FTA; and
3. Projects that are not federally funded but affect transportation systems or networks that are regional in nature.

Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users (SAFETEA-LU): A previous surface transportation act that expired July 5, 2012 and was replaced with MAP-21.

State Transportation Improvement Program (STIP): A compilation of significant surface transportation improvements scheduled for implementation within a state during the next four fiscal years. All projects listed in the TIP are required to be listed in the STIP.

Transit Operator: The designated transit service operator providing public transit for the area. The transit operator for the area is Rochester Public Transit.

Transportation Improvement Program (TIP): A compilation of significant surface transportation improvements scheduled for implementation in the MPO planning area during the next four years.

ACRONYMS

3-C	Comprehensive, Cooperative and Continuing	MPO	Metropolitan Planning Organization
AC	Advance Construction	NBI	National Bridge Inventory
ADA	Americans with Disabilities Act	NEPA	National Environmental Policy Act
ATIP	Area Transportation Improvement Program (Minnesota)	NHPP	National Highway Performance Program
ATP	Area Transportation Partnership (Minnesota)	NHS	National Highway System
BIL	Bipartisan Infrastructure Law	NPMRDS	National Performance Management Research Data Set
BRT	Bus Rapid Transit	O&M	Operations and Maintenance
CDS	Congressionally Directed Spending	PCI	Pavement Condition Index
CFR	Code of Federal Regulations	PM	Performance Measure
CHSP	County Highway Safety Plan	PM1	FHWA Performance Measure Rule 1 - Safety
CIP	Capital Improvement Plan	PM2	FHWA Performance Measure Rule 2 - Pavement and Bridge Condition
CMAQ	Congestion Mitigation and Air Quality	PM3	FHWA Performance Measure Rule 3 - System Performance, Freight, and CMAQ
CR	County Road	PIP	Public Involvement Policy
CRP	Carbon Reduction Program	PTASP	FTA Public Transportation Agency Safety Plan
CSAH	County State Aid Highway (Minnesota)	RPT	Rochester Public Transit
DOT	Department of Transportation	RR	Railroad
EJ	Environmental Justice	RS	Regionally Significant
FAST Act	Fixing America's Surface Transportation Act (2015)	SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
FHWA	Federal Highway Administration	SF	State Funds
FTA	Federal Transit Administration	SFY	State Fiscal Year
FFY	Federal Fiscal Year	SGR	State of Good Repair
IIJA	Infrastructure and Investment Jobs Act of 2021	SHSP	State Strategic Highway Safety Plan
ITS	Intelligent Transportation System	SRTS	Safe Routes to School
LOTTR	Level of Travel Time Reliability	STBGP	Surface Transportation Block Grant Program
LRTP	Long Range Transportation Plan	STIP	State Transportation Improvement Program
MAP-21	Moving Ahead for Progress in the 21st Century		
MnDOT	Minnesota Department of Transportation		
MPA	Metropolitan Planning Area		

STP Surface Transportation Program
(outdated; supplanted by
STBGP)
TA Transportation Alternatives
(formally Transportation
Alternative Program)
TTAC Transportation Technical
Advisory Committee
TAM Transit Asset Management
TDP Transit Development Plan
TERM Transit Economic Requirements
Model
TH Trunk Highway (Minnesota)

TIP Transportation Improvement
Program
TTTR Truck Travel Time Reliability
US United States Designated Trunk
Highway
USC United States Code
USDOT United States Department of
Transportation
UZA Urbanized Area
VMT Vehicle Miles Traveled
YOE Year of Expenditure

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FUNDING AND FINANCING SOURCES

5307	FTA Section 5307 - Urbanized Area Formula	ELLE	Early Let Late Encumbrance
5309	FTA Section 5309 – Capital Investment Program	HSIP	Highway Safety Improvement Program
5310	FTA Section 5310 - Enhanced Mobility for Seniors and Individuals with Disabilities	LF	Local Funds
5311	FTA Section 5311 - Formula Grants for Other than Urbanized Areas	NHFP	National Highway Freight Program
5337	FTA Section 5337 – State of Good Repair Program	NHPP	National Highway Performance Program
5339	FTA Section 5339 - Bus and Bus Related Facilities	NHS	National Highway System - State Project
AC	Advance Construction / Advance Construction Payback	RRS	Highway Rail Grade Crossing & Rail Safety Program
BF	Bond Funding	Sec164	MnDOT Section 164 Funding
BR	Bridge	SF	State Funds
BROS	Bridge Replacement - County Off-System Project	SRTS	Safe Routes to School
CDS	Congressionally Directed Spending	STBGP	Surface Transportation Block Grant Program
CMAQ	Congestion Management Air Quality	TA	Transportation Alternatives
CRP	Carbon Reduction Program		
DEMO	Demonstration Project		

LOCAL JURISDICTION CONTACTS

ROCOG collects information from all jurisdictions wishing to have projects programmed in the TIP. We work closely with our planning partners to assure that the information contained in the TIP is current and accurate. ROCOG staff is available to answer questions on the TIP, the TIP process, and transportation planning in the metropolitan planning area. While ROCOG provides relevant data associated with each project identified in the TIP, more specific information related to a project is not included in the TIP project list. A list with contact information for our transportation planning partners is included on the following page. Please contact them if you require additional information that is not included on a project programmed in the TIP.

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1 | INTRODUCTION

The Rochester-Olmsted Council of Governments (ROCOG) is the Metropolitan Planning Organization (MPO) for the City of Rochester and Olmsted County in Minnesota. As the MPO, federal legislation gives ROCOG the responsibility to develop the Transportation Improvement Program (TIP).

The TIP is a multi-year program of transportation improvements for the ROCOG Metropolitan Planning Area (MPA) funded in whole or in part with federal transportation dollars. Decisions about transportation investments require collaboration and cooperation between different levels of government, neighboring jurisdictions, and agencies. The TIP reports how the various jurisdictions and agencies within the ROCOG MPA have prioritized their use of limited Federal highway and transit funding.

TIP's in Minnesota are developed and approved annually and are coordinated with development of the State Transportation Improvement Program (STIP) by MnDOT to insure a matched list of local projects are included in the TIP/STIP. MPOs in Minnesota work in cooperation with the state department of transportation and local public transit agencies in development of the TIP and STIP. The TIP and STIP identify the upcoming four years of federally funded and regionally significant transportation projects.

Projects identified in the TIP implement recommendations identified in ROCOG's Long Range Transportation Plan (LRTP).

ABOUT ROCOG

An MPO is an entity required under federal law, conceived by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in response to the legislative requirements of the Federal Aid Highway Act of 1962. As the US Department of Transportation explains:

The Federal-Aid Highway Act of 1962 created the federal requirement for urban transportation planning largely in response to the construction of the Interstate Highway System and the planning of routes through and around urban areas. The Act required, as a condition attached to receiving federal transportation financial assistance, that transportation projects in urbanized areas of 50,000 or more in population be identified through a continuing and comprehensive urban transportation planning process undertaken cooperatively by the states and local governments — the genesis of the so-called 3C, "continuing, comprehensive and cooperative planning process."¹

¹ U.S. DOT's 1988 Report, Urban Transportation Planning in the United States: An Historic Overview, excerpted on AMPO's website -- <https://ampo.org/about-us/about-mpos/>

MPOs assist implementing agencies (including municipal public works departments, county highway departments, state departments of transportation, and public transit providers) prioritize their transportation investments in a coordinated manner consistent with regional needs, as outlined in a long-range metropolitan transportation plan.

The core area of planning conducted by an MPO is the urban area around Rochester, MN. The 2020 US Census Bureau no longer distinguishes between urbanized areas and urban cluster and only defines urban areas. Urban areas are defined as, “as a densely developed area with a mix of residential, commercial, and other non-residential land uses.”² Urban areas have at least 5,000 people and are customarily named after the central municipality that forms the urbanized core of the area. Urban areas usually extend beyond the city limits of their namesake core municipalities and include some territory that is unincorporated and not necessarily developed as urban, but which is part of the central area and/or helps to link populated areas of that central area.

Urbanized areas and their boundaries are initially identified and defined by the U.S. Census Bureau as part of the Decennial Census update. This initial boundary is subject to review and adjustment by local officials, which is reviewed and approved by the FHWA, resulting in the official Adjusted Urban Area Boundary (known as the AUAB). The AUAB boundary is used to determine the type of federal transportation funding that potential projects may be eligible to receive. The Rochester AUAB was first established after the 1970 US Census, when the City of Rochester surpassed a population of 50,000.

The area for which an MPOs conducts transportation planning is termed the Metropolitan Planning Area (MPA). In addition to AUABs, MPAs can also include any contiguous areas that are anticipated to become urbanized within a twenty-year planning period. Federal transportation legislation law in effect in the late 1990s known as ISTEA gave MPOs the option to choose the Census-defined Metropolitan Statistical Area (MSA) anchored by its urbanized area as its MPA. ROCOG chose to pursue this option in 2001, and the expansion of the MPA was approved in 2003.

As a result, ROCOG’s MPA boundary includes the entirety of Olmsted County, along with the cities of Pine Island and Chatfield (which extend into Goodhue and Fillmore Counties, respectively). The MPA area is significant because of the close economic relationship of cities and townships in the MPA with the central city of Rochester and the proximity and importance of existing and future transportation assets of regional significance to communities throughout the MPA.

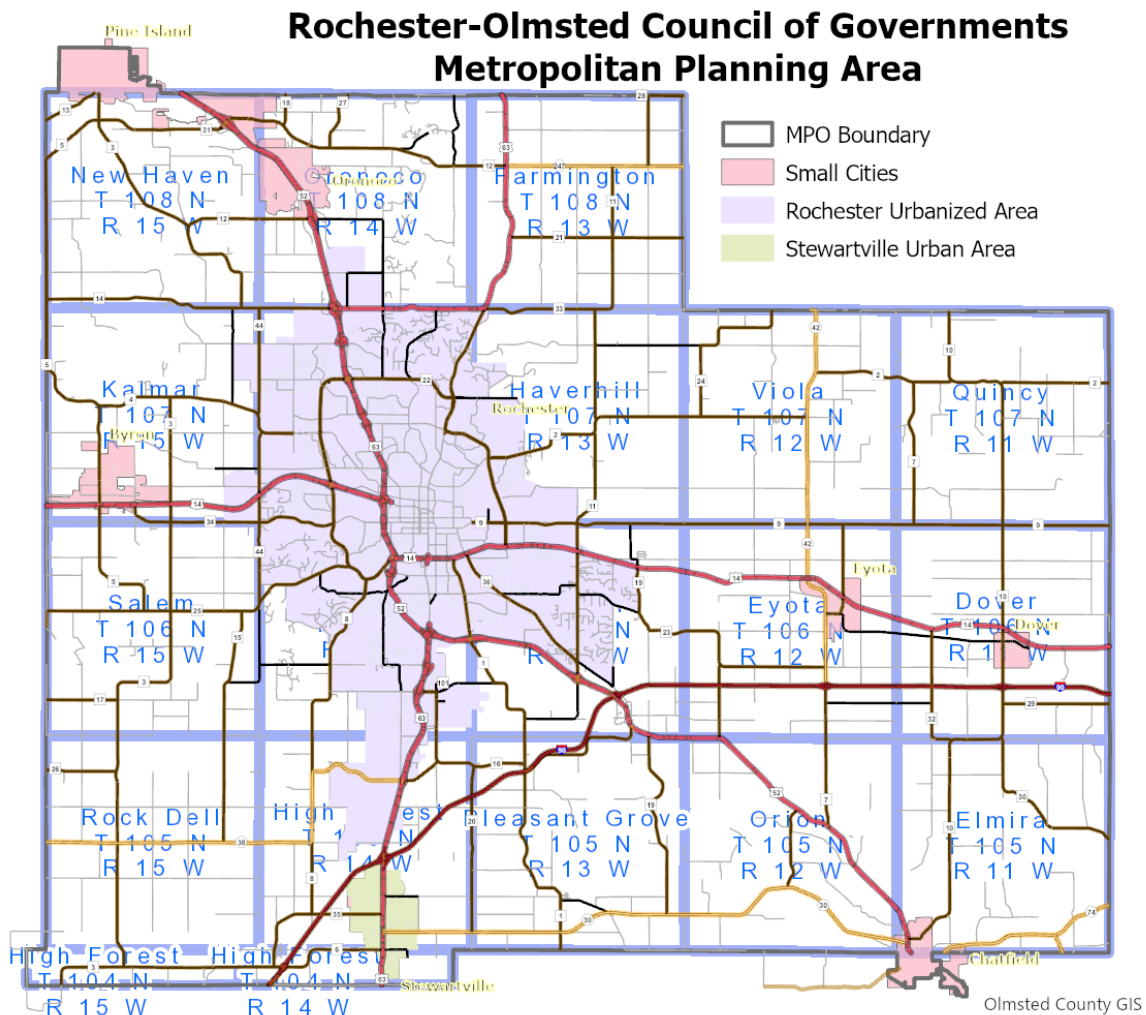
Figure 1 provides an overview of these boundaries for the ROCOG planning area, specifically depicting:

- The Metropolitan Planning Area Boundary (which is all of Olmsted County);

² 2020 Census Urban and Rural Classification and Urban Area Criteria, US Census website – <https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural.html>

- The Rochester Urbanized Area boundary;
- Urban Areas besides the City of Rochester
- Cities within the MPA; and
- Olmsted County townships within the MPA.

FIGURE 1: ROCOG PLANNING AREA



The ROCOG Policy Board has 16 members:

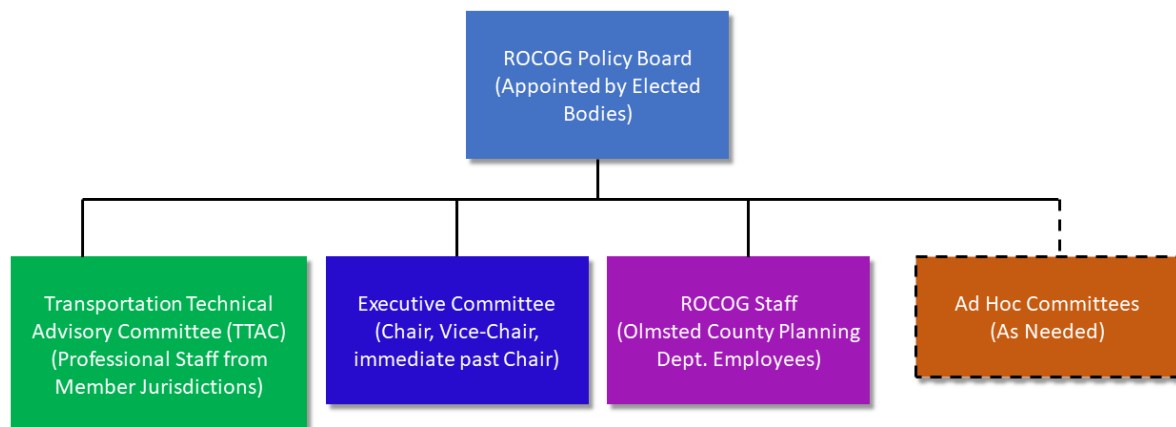
- 5 members from the City of Rochester (Mayor and four Councilmembers).
- 3 members from the Olmsted County Board of Commissioners.

- 3 members representing the interests of small cities in Olmsted County (Byron, Chatfield, Dover, Eyota, Oronoco, Pine Island, and Stewartville).
- 2 members representing the interests of the 18 Townships in Olmsted County (Cascade, Dover, Elmira, Eyota, Farmington, Haverhill, High Forest, Kalmer, Marion, New Haven, Orion, Oronoco, Pleasant Grove, Quincy, Rochester, Rock Dell, Salem, and Viola).
- 2 individuals from the general public who serve as at-large members.
- 1 member representing Rochester Independent School District 535.

GOVERNANCE AND ORGANIZATIONAL STRUCTURE

Figure 2 provides an overview of ROCOG’s organizational structure. ROCOG is served by a permanent Transportation Technical Advisory Committee (TTAC), an Executive Committee, staff and Ad Hoc committees that may be organized from time to time.

FIGURE 2: ROCOG ORGANIZATIONAL CHART



TTAC is composed of professional staff from ROCOG, City of Rochester Public Works, Olmsted County Public Works, Rochester Public Transit, Stewartville and Byron Engineering, MnDOT Central Office, MnDOT District 6, Township Maintenance Officials, and FHWA. These TTAC members provide jurisdictional perspective and their technical expertise on issues and provide advice and recommendations to the ROCOG Policy Board to assist in its decision-making. The recommendations of TTAC are not binding on the ROCOG Policy Board.

The ROCOG Executive Committee consists of the ROCOG chair, vice-chair, and immediate past chair. The Executive Committee’s main purpose is to review and approve minor changes to the TIP (known as administrative modifications) that do not

require a formal amendment. The Executive Committee can also call special meetings of the ROCOG Policy Board.

ROCOG is staffed by employees of the Olmsted County Planning Department. The County Planning Director has traditionally served as Executive Director of ROCOG. At this time, the Olmsted County Planning Department is led by Allison Sosa, Associate Director of Planning and was approved by the ROCOG Policy Board to serve as the Executive Director. ROCOG staff organize the work of the MPO, ensuring that it is done in accordance with state and federal requirements, and prepare reports and recommendations for the Board and TTAC.

ROCOG creates temporary ad hoc committees from time to time to study specific topics and provide recommendations to the Board. One prominent example is the Bylaws Committee, which is assembled whenever ROCOG updates its bylaws. Once the purpose for an ad hoc committee has been served, the committee is disbanded. Records of ad hoc membership are kept for future reference.

ROCOG understands that diverse representation on the Policy Board and its committees helps result in sound policy reflective of the needs of the entire population. The Policy Board is comprised of elected officials and high-level professional staff from the communities within the MPA. These officials are chosen by the corresponding jurisdiction. The Chair and Vice Chair rotate among members on an annual basis, with a new Vice Chair elected annually and the prior Vice Chair becoming the new Chair each year.

ROCOG encourages participation of all citizens in the region's transportation planning and programming process. Opportunities for citizen participation are guided by the [ROCOG Public Involvement Policy](#). Additionally, ROCOG has two members of the General Public on the Policy Board, and all Policy Board meetings are open to the public.

ROCOG makes efforts to encourage and promote diversity in its outreach. To encourage participation in its committees, ROCOG reaches out to community, ethnic, and faith-based organizations to connect with all populations. ROCOG has periodically reached out to minority group representatives in the region to find out how we can better serve and reach historically underrepresented populations.

Additionally, ROCOG strives to find ways to make participating on its committees convenient. This includes scheduling meetings in locations with good transit service and in or near neighborhoods with a high concentration of minority and low-income populations. Further goals and strategies to actively engage minority populations are included in the Public Involvement Policy.

MPO ROLE IN PLANNING PROCESS

In the transportation planning process, the MPO's role includes:

- Maintaining a certified "3-C" transportation planning process that is continuing, cooperative, and comprehensive.

- Coordinating its planning and implementation activities with all local, regional, and state transportation partner agencies.
- Undertaking an effective public participation process, which ensures meaningful public input is part of the decision-making process for plans and programs.
- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.
- Planning for an accessible multimodal transportation system that meets the needs of the community based on consideration of the ten Planning Factors identified in legislation, which are described in the next section.

PLANNING FACTORS

The 2021 Infrastructure Investment and Jobs Act (IIJA) identifies ten planning factors in 23 CFR 450.306(b) that must be considered in the transportation planning process by MPOs. The process used to select projects to be programmed through the TIP is informed by consideration of these factors:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness along with productive and efficient local economic activity;
- (2) Improve the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect environment, promote energy conservation, improve the quality of life, and promote consistency between system improvements and development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system operation and management;
- (8) Prioritize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system; and
- (10) Enhance travel and tourism.

TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a federally mandated, annually prepared document that identifies transportation projects in the MPA that are recommended for federal funding during the four year time horizon of the regional investment program. Projects listed in the TIP include information regarding cost, funding sources, location and timing.

The projects included in each year's TIP are derived from the area's Metropolitan Transportation Plan (MTP) (formerly known as the Long Range Transportation Plan (LRTP)) and informed by the State Transportation Plan, and are aimed at meeting the long-range transportation needs of the MPA.

The TIP process involves annual solicitation of projects from agencies and jurisdictions, based on expectation that a targeted level of federal funding will be available. ROCOG coordinates the review and selection of projects to receive funding in order to create a comprehensive list of the area's federally funded transportation improvements planned for the next 4 years.

The MPO's TIP includes projects of MnDOT District 6 in the ROCOG planning area, Rochester Public Transit projects, and local projects from member jurisdictions that involve federal funding or are of a regionally significant nature. Strictly local projects, fully funded by a township, city, or county, are not included in the TIP.

Projects programmed into the TIP must comply with regulations issued by FHWA and FTA. Projects can be revised or amended at any time during the program year by action of the MPO Policy Board. Projects in the TIP represent a commitment on the part of the implementing jurisdiction or agency to complete those projects.

The TIP serves as a management tool for monitoring the progress of implementing the LRTP and provides a reporting mechanism to identify any significant delays in the planned implementation of projects.

Projects selected for inclusion in the TIP are advanced for inclusion in the MnDOT District 6 Area Transportation Improvement Program (ATIP) and subsequently in the [Minnesota Statewide Transportation Improvement Program \(STIP\)](#).

REGIONALLY SIGNIFICANT PROJECTS

In addition to the projects using federal money, federal regulations require the MPO include in their annual TIP "all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53. Examples could include the addition of an interchange on the Interstate System using only State, local, and/or private funds, or Congressionally Designated Projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). Federal regulations have left the determination of "regionally significant" transportation projects up to individual MPOs.

ILLUSTRATIVE PROJECTS

Illustrative Projects are those projects that were not included in the fiscally constrained Long Range Plan or four-year TIP project list due to limited funds, but which are in an early stage of project development could be advanced during the four-year period or if sufficient funding was identified. Such projects may be considered for moving into the TIP if funds become available and are sufficient to meet or complete a total funding package for a project. As with all TIP projects, Illustrative Projects must conform to the goals and priorities outlined in the LRTP and should already be identified in the LRTP.

ADVANCE CONSTRUCTION PROJECTS

A common financing practice known as “Advanced Construction” (AC) may be used in order to maximize the area’s ability to expend federal funds. This practice allows project sponsors to build a project in an earlier year (FY) than the year federal funds were programmed under an agreement where the project sponsor will advance local or state funds to pay for construction and be reimbursed with federal funds in the fiscal year the federal funds were programmed. AC projects are typically listed in the TIP year in which construction may occur and federal funds are expected to become available to reflect the reimbursement of eligible project costs.

CONSISTENCY WITH OTHER PLANS

Table 1 provides a list of the important modal transportation plans that inform the programming of projects in the TIP. A short description of each follows the table.

TABLE 1: SUMMARY OF ROCOG AREA TRANSPORTATION PLANS

Transportation Plan	Date Approved
Metropolitan Transportation Plan	Sept. 2025
Transit Development Plan	December 2022
Public Involvement Policy	May 2022
Rochester Active Transportation Plan	Nov. 2022

LONG-RANGE TRANSPORTATION PLAN (METROPOLITAN TRANSPORTATION PLAN)

The MTP documents the recommendations that have evolved from the ongoing, multimodal transportation planning process in the MPA. ROCOG’s current long-range plan, *Metropolitan Transportation Plan 2050* is set to be adopted in September 2025 by the Policy Board and has a planning horizon of 2050. The *MTP 2050* sets the regional transportation policy for the MPA and identifies the major, long-range transportation investment needs.

The MTP provides a 20- to 25-year overview of transportation needs in the MPA. The TIP looks at which projects in this long-range document to program federal transportation funds for within the next 4 years. Projects contained in the TIP must be identified in the LRTP either as specific projects, or as part of an ongoing program that is reflected as a category of investment in the MTP. In addition, the TIP must be consistent with other plans developed by the MPO, which can include the following types of plans.

TRANSIT DEVELOPMENT PLAN

The Transit Development Plan (TDP) is a 5- to 7-year plan that lays out how the public transit provider expects to maintain and improve transit service in the community. It is a detailed plan, examining unmet transit needs, the investments necessary to meet those needs (e.g., route alignment changes, changes to service frequency, service-day span, types of vehicles, etc.), the costs of those investments, and how funds can be secured to pay for them.

In the ROCOG MPA, Rochester Public Transit (RPT) is the public transit provider. RPT is a division within the City of Rochester Department of Public Works and produces the TDP. The last TDP was adopted in 2022.

ROCOG participates in the development of the TDP because a significant share of operating and capital funds for RPT comes from federal funding sources which are identified cooperatively between RPT and the MnDOT Office of Transit and Active Transportation and must be included in the TIP. The goals of the TDP are consistent with the overall transit goals identified in the LRTP. The TIP helps to implement the TDP by identifying the federally funded and regionally significant transit investments RPT will make in the next 4 years.

PUBLIC INVOLVEMENT POLICY

ROCOG's adopted Public Involvement Policy (PIP) serves as a framework for the MPO's public engagement processes. It is required by federal regulations to be in place and periodically reviewed regarding the effectiveness of the process to ensure open access is provided to all. The PIP provides guidance for how the TIP is to be developed and made available for public review and comment.

ROCHESTER ACTIVE TRANSPORTATION PLAN

This plan was adopted by the City of Rochester in 2022 and identifies needed pedestrian and bicycling infrastructure that will improve system connectivity and increase the usability of the network for both recreation and transportation. The plan's vision for active transportation in the City is to "Provide equitable freedom of movement. Walking and bicycling in the City of Rochester are primary modes of transportation that are safe, convenient, and enjoyable." ROCOG coordinates federal funding with the City of Rochester to help deliver regional active transportation network projects.

PROGRAMMING THE TIP

Eight Area Transportation Partnerships (ATPs) have been established throughout the state to manage the programming of Federal transportation projects in each of the MnDOT Districts. Each of these ATPs is responsible for developing a financially constrained Area Transportation Improvement Program (ATIP) and are incorporated into the financially constrained statewide STIP. MnDOT District 6 is represented by the [Southeast Minnesota Area Transportation Partnership](#).

As the designated MPO for the Rochester urbanized area, ROCOG must develop its own TIP that is incorporated into the ATIP and, subsequently, the STIP. The STIP must be consistent with the TIP. Project selection is discussed further in Chapter 2.

FUNDING SOURCES

Projects included in the TIP will be funded by one or more of the following funding categories. Legislation allows MnDOT to reserve the ability to determine which of these funding categories – and how much of each – will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modifications.

Funding sources are identified in the Project Tables by the acronym in parentheses after each funding name listed below. The list below is for general reference and strives to be inclusive of all potential sources. Not every funding source listed below is necessarily found in the project lists of the current TIP.

BONDS (BF): Indicates that projects are being funded with monies raised through the issuance of transportation bonds by the state of Minnesota.

Bridge Replacement Off-System (BROS): Federally funds directed into the Off-System Bridge Replacement Program intended to reduce the number of deficient bridges within the state on under the jurisdiction of a public authority on roadways not classified as a federal aid roadway and open to the public.

Carbon Reduction Program (CRP): As a program created by the Infrastructure Investment and Jobs Act (IIJA). The purpose of the program is to reduce carbon dioxide emissions from on-road highway sources. As a requirement of the funds, Minnesota must ask for, select and obligate eligible projects. This requires teamwork, coordination and cooperation at all levels of government. Additional, federal establishment clauses require a specific amount, or sub-allocation, be programed or spent in each MPO, including ROCOG. The projects listed in this document are all funded with such MPO specific allocation.

Congressionally Directed Spending (CDS): U.S. Senate Committee on Appropriations on a bipartisan basis, accepted requests for Congressionally Directed Spending (CDS) items. CDS items can promote economic development, infrastructure, public safety, education, health care initiatives, and other worthy investments in communities across the country. The Committee carefully reviews all CDS requests

made by Senators. Only those CDS requests that meet the requirements are deemed appropriate for federal support are considered for funding.

DEMO: Various federal programs including NHPP, the National Corridor Improvement Program, Projects of National & Regional Significance and Earmark projects and all projects that have a Demo ID (indicating a Demonstration Project).

Early Let Late Encumbrance (ELLE): The ELLE process is a tool used to manage project delivery and fluctuations in funding. This process is used on MnDOT projects only and affects both the federal and state funding targets and the State Road Construction Budget in the year of funding availability. ELLE projects are let in one state fiscal year (July 1 to June 30) and awarded (i.e., funds actually encumbered) in the following fiscal year. The advantage of ELLEs are that it allows the project to be let and encumbered in advance of funding availability so that work can begin as soon as the next SFY begins.

FEDERAL TRANSIT ADMINISTRATION (FTA; 5307, 5310, 5311, 5339): Federal transit funding is managed in several ways. The largest amount is distributed to the states by formula while other federal transit programs select recipients through a discretionary project selection process. Transit allocations distributed to the states by formula may be administered by the state, but in some cases are granted directly to the transit agency. Projects identified as FTA-funded in the TIP are generally funded through one of several subcategories typically referenced by number (5307, 5310, etc) that represent different programs administered by the FTA to provide either capital or operating assistance to public transit providers.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP): The Highway Safety Improvement Program is aimed at achieving a significant reduction in traffic fatalities and serious injuries on all public roads and use of HSIP funds is guided by a state's Strategic Highway Safety Plan (SHSP). In Minnesota HSIP funds are allocated based upon merit by MnDOT's Office of Traffic Safety and Technology, with 30% of funding directed to MnDOT projects and 70% to local projects. The Federal share is 90% (for certain projects it can be 100%), and up to 10% of a state's HSIP funds can be used to help fund other activities including education, enforcement, and emergency medical services.

HIGHWAY RAIL GRADE CROSSING & RAIL SAFETY (RRS): Railroad-highway grade crossing safety is funded under 23 USC Section 130. The current Federal participation for railroad-highway grade crossing safety improvement projects is 100 percent of the cost of warning system. Normally it is expected that the local road authority will pay for roadway or sidewalk work that may be required as part of the

signal installation. Limited amounts of state funds are available for minor grade crossing safety improvements.

LOCAL FUNDS (LF): Funding identified as LF in the TIP indicate project funding that is raised locally and provided by a local county, city or town to the project. Projects that are identified as regionally significant typically are funded with 100% local funds, until state and federal funding is identified.

NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP): The goal of the National Highway Freight Program (NHFP) is to improve efficient movement of freight on the National Highway Freight Network (NHFN). NHFN replaces the National Freight Network and Primary Freight Network established under MAP-21. Section 1116 requires the re-designation of the NHFN every five years, and repeals Section 1116 of MAP-21, which allowed for an increased Federal share for certain freight projects. NHFP funds may be obligated for projects that contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and are consistent with the planning requirements of sections 134 and 135 of title 23, United States Code.

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP): The NHPP provides support for the construction and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE): renamed to the Better Utilizing Investments to Leverage Development (BUILD) grant program provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of build allow project sponsors, including state and local governments, counties, tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

STATE FUNDS (SF): Funding identified as SF in the TIP indicate that projects are being funded almost exclusively with state funds but are identified as regionally significant and are therefore included in the TIP. Funding sources include, but are not limited to, motor fuel, vehicle sales tax, and general fund transfers.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP): The Surface Transportation Block Grant Program provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and

performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a minimum 20% share of project costs funded through this program.

Transportation Alternatives (TA): The Transportation Alternatives (TA) program is a revision of the former Transportation Enhancements program under SAFETEA-LU (2005) and now additionally funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bicycles, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related to Safe Routes to School (SRTS) activities. States and localities are responsible for a minimum 20% of TA funds applied to projects. States may also transfer up to 50% of TA funds to NHPP, STBGP, HSIP, Congestion Mitigation and Air Quality (CMAQ), and/or metropolitan planning. Local ATPs oversee selecting projects for the solicitation.

Other: Funding identified as “other” could include funding from State or Federal grants or other funding sources including local funds.

PROJECT SELECTION

The MPO, in cooperation with MnDOT and the public transit provider, RPT, cooperatively implement a process for solicitation, prioritization, and selection of transportation improvement projects which are eligible for federal aid.

MPO member jurisdictions and agencies that are interested in pursuing transportation projects within the MPA must follow a specific process and satisfy certain criteria.

See Chapter 2: Project Selection for additional information.

FISCAL CONSTRAINT

The TIP is fiscally constrained by year and includes a financial analysis which demonstrates that projects in the TIP can be implemented using existing and anticipated revenue sources while the existing transportation system is being adequately maintained and operated.

The financial analysis was developed by the MPO in cooperation with MnDOT, RPT, and local jurisdictions who provided the MPO with historic transportation expenditures and forecasted transportation revenue.

In developing the financial plan, the MPO considered all projects and strategies funded under Title 23, U.S.C., and the Federal Transit Act, other Federal funds, local sources, State assistance, and private participation.

A detailed look at fiscal constraint can be found in Chapter 6.

ENVIRONMENTAL JUSTICE

This TIP also includes an Environmental Justice (EJ) evaluation to determine if programmed projects have the potential to have a disproportionate impact on minorities and/or low income populations, consistent with the 1994 Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

A further look at TIP programmed projects in comparison to EJ areas can be found in Chapter 5.

PUBLIC INVOLVEMENT

The MPO affords opportunities for the public and other interested parties to comment on the proposed and approved TIP. Public meeting notices are published in the Rochester *Post Bulletin*, the newspaper of record for the MPO, and the ROCOG Facebook page. The TIP document is made readily available for review and comment on the ROCOG webpage and at Olmsted County Planning office. Public meetings and the opportunities for public input are advertised through the ROCOG Facebook page. Users can submit comments through the TIP 2025 to 2028 webpage, or through the more traditional channels of email, phone, or postal mail.

The TIP public participation process is consistent with the MPO's [Public Involvement Policy \(PIP\)](#), updated in May 2022. The process provides stakeholders a reasonable opportunity to comment on the TIP.

Chapter 7 provides a more comprehensive look at public involvement used in developing the FY 2026-2029 TIP.

Public comments about the draft of the current TIP received during the public outreach effort can be found in Appendix B.

SELF CERTIFICATION

Annually as part of the TIP, the MPO self-certifies along with MnDOT that the metropolitan planning process is being carried out in accordance with all applicable requirements. Requirements relevant to the MPO include:

- Title VI of the Civil Rights Act of 1964, as amended;
- Prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises in USDOT-funded projects;
- Implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;

- The provisions of the Americans with Disabilities Act of 1990;
- Prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- Prohibiting discrimination based on gender; and
- Prohibiting discrimination against individuals with disabilities.

A copy of the MPO Policy Board statement of Self Certification is located in the front of this document.

2 | PROJECT SELECTION

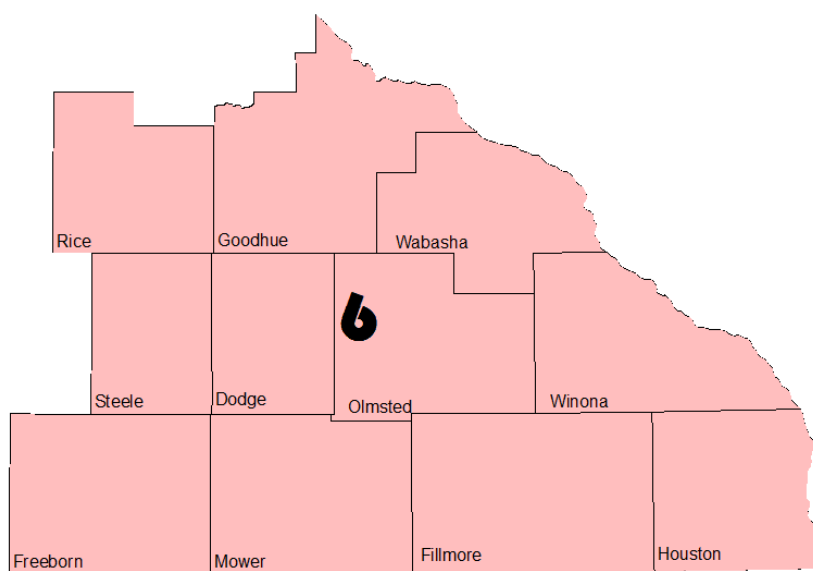
As the designated MPO for the Rochester-Olmsted area, ROCOG is responsible for developing a list of priority transportation projects in the MPA for the purpose of programming funding through the Infrastructure Investment and Jobs Act (IIJA). ROCOG is required to work in cooperation with local units of government, MnDOT, public transit providers, and the federal government to identify area transportation priorities and produce the annual TIP. The drafting of this document is done in conjunction with the development of a larger regional program carried out with regional partners of MnDOT District 6 ATP.

As with the previous federal transportation bills, IIJA continues to call for the prioritization of projects on a statewide basis, which leads to the development of a Statewide Transportation Improvement Program (STIP). The statewide program is informed by those projects developed at the local level.

MNDOT DISTRICT 6 ATP (SOUTHEAST MINNESOTA AREA TRANSPORTATION PARTNERSHIP)

The State of Minnesota uses a mechanism called the Area Transportation Partnership (ATP) for distributing federal transportation funds throughout the state. The ROCOG MPA is served by MnDOT's District 6 ATP (Southeast Minnesota Area Transportation Partnership.), which is made up of planners, engineers, modal representatives, and other staff from agencies in MnDOT's District 6 that serve Dodge, Fillmore, Freeborn, Goodhue, Houston, Mower, Olmsted, Rice, Steele, Wabasha and Winona counties (see Figure 3).

FIGURE 3: MEMBER COUNTIES OF MNDOT DISTRICT 6 ATP



Similar to the MPO, the purpose of the ATP is to solicit and prioritize projects in the larger region for receiving federal funding. This priority list is called the ATIP and is combined with the ATIPs from other ATPs in Minnesota by staff in the Central Office of MnDOT to create the STIP. Through the development of the TIP, ROCOG leads the selection of projects located within the MPA boundary, while the District 6 ATP leads the project selection process outside the ROCOG MPA boundary.

ELIGIBILITY OF ROADWAY AND TRANSIT PROJECTS

Under Federal rules highway funds are eligible to be spent on any road at or above the following classification on the [federal functional classification map](#):

- Urban roads - minor collector and above
- Rural roads - major collector and above

The IIJA provides funding for roadway projects through FHWA funding programs and transit projects through FTA funding programs. FHWA-funded projects can support maintenance, expansion, safety, operations, or enhancement (bicycle & pedestrian improvements, scenic byways, etc.) activities. Planning, technology, and various other intermodal projects (ports, airports, etc.) are also eligible for FHWA funds.

A portion of FHWA Surface Transportation Block Grant Program (STBGP) funding can also be “flexed” for transit improvements to assist regional transit operators in maintaining the average age of their vehicle fleets.

PROJECT SELECTION PROCESS

To be included within the MPO’s TIP, a project must be identified directly and/or support one or more of the goals established with the MPO’s MTP. Depending on the funding source, the proposed project may need to be reviewed and competitively scored by MPO staff and/or at MnDOT District 6 or Central Office level.

In the ROCOG MPA, projects selected for funding generally result from ongoing close collaboration between the MPO and local road authorities and transit providers. Because ROCOG provides various services to local road authorities including traffic demand modeling as well as the review of traffic impact analysis prepared for developments and new road construction, the MPO remains informed of and even directly involved in the planning of many of the transportation projects in the MPA. ROCOG also sits on the District 6 ATP board, where the MPO casts votes and otherwise contributes to decisions made in awarding annual Transportation Alternative grants and prioritizing the projects that the ATP will fund using other STBGP resources. The District 6 ATP has about \$14 million in federal funding to assign to projects each year within its 11 counties. ROCOG itself has direct control over approximately \$3.0 million in this TIP cycle.

PROJECT EVALUATION AND PRIORITIZATION

The MPO’s project evaluation process, utilized for selection of a STBG Formula funds fiscal year 2029 project(s), establishes a framework for decision-makers to guide them in prioritizing project submittals. The ROCOG 2050 MTP included a recommendation on

factors to use for the review of projects being considered for federal funding (See page 15.76 of the 2045 LRTP for the full discussion of this matrix ([Chapter 15: Financial Assessment \(olmstedcounty.gov\)](#))).

- **System Preservation** – Projects that bring a facility or asset into a state of good repair, extend the useful life of a facility or asset, or provide reduced operating or maintenance costs are judged to better meet goals and objectives.
- **Safety/Risk Mitigation** – Evaluation of safety & risk mitigation need is based on a data-driven assessment of historic crash experience or risk to identify projects that will provide opportunity for deploying cost-effective treatments demonstrated to reduce more severe types of crash outcomes.
- **Maintain Mobility / System Reliability** – In evaluating the relative benefit in terms of mobility or reliability enhancement, projects that mitigate higher levels of existing congestion or bottleneck formation are expected to rate higher.
- **Support Community Vision** – Evaluation is expected to be qualitative in nature, considering the benefit the project will provide to maintaining desired level of travel service to existing activity centers within a community or improved service to areas that are expected to experience expanded growth or redevelopment beginning in the next 5-10 years, evidence of which is provided by other supportive public investment in the areas impacted by the project.
- **Multi-Modal Travel** – Evaluation will consider the level of pedestrian and bicycle enhancement proposed as part of the project and will give preference to projects that enhance user safety and accommodation above existing conditions. Projects that maintain the status quo or have negative impacts will be ranked lower.
- **Sustainability & Resiliency** – Methods for protecting the environment are as unique as the local environments that they serve. Examples of ways to protect the environment are: not building roads in environmentally sensitive areas; or building projects that reduce idling time by big trucks.

3 | PERFORMANCE MEASURES AND TARGETS

Performance Measurement (PM) for state DOTs and MPOs was instituted under the MAP-21 Act adopted in 2012. MAP-21 directed the FHWA and the FTA to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure.

The FAST Act signed into law in 2015 expanded upon MAP-21 requirements for performance measurement by emphasizing a planning and programming approach based upon the assessment of performance outcomes linked to ongoing collection of performance data.

The FAST Act included requirements for state DOTs and MPOs to establish measurable targets for various performance measures to allow agencies to easily track and report progress. These requirements were carried forward in the Infrastructure Investment and Jobs Act (2021).

The performance measures focus on the following infrastructure and service measures:

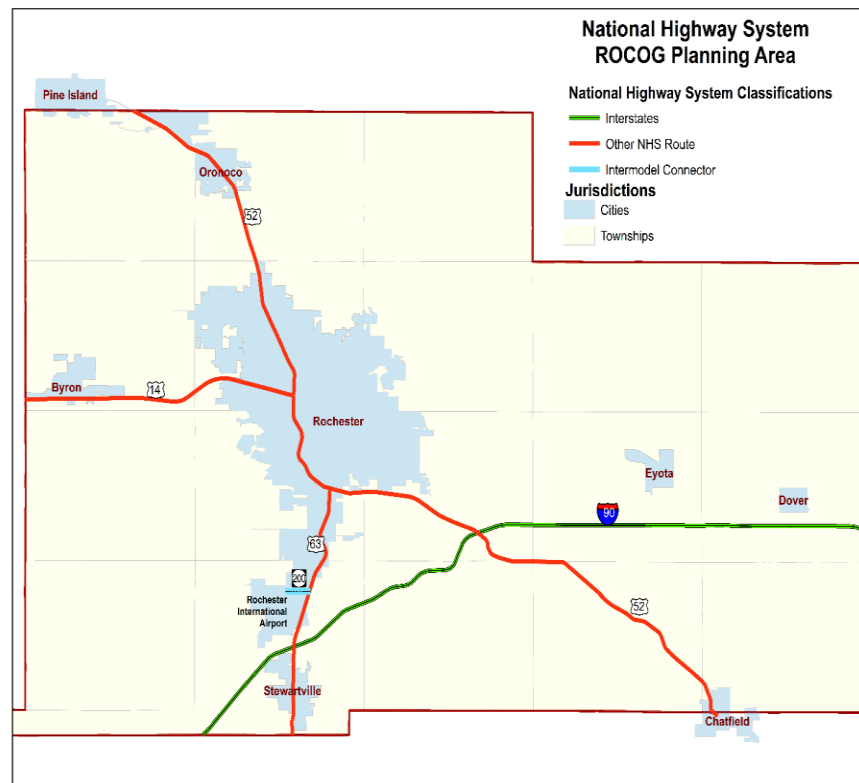
- PM1 – Transportation Safety
- PM2 – Pavement and Bridge Condition on the Interstate and National Highway System³
- PM3 – System Reliability
- Transit Asset Management (TAM)
- Public Transportation Agency Safety Plans (PTASP).

Figure 4 identifies the Interstate and National Highway System corridors found in the ROCOG MPA.

PM1, PM2, and PM3 emphasize three key elements of the roadway network (safety, condition, reliability) while the TAM and PTASP targets emphasize improvement of the regional transit system. ROCOG maintains current and compliant resolutions for all five measures that indicate ROCOG supports the performance targets that have been cooperatively developed with MnDOT. ROCOG will work with MnDOT to plan and program projects that contribute to achievement of the established performance targets.

³ The National Highway System (NHS) consists of those roadways delineated as important to the nation's economy, defense and mobility and was developed by the U.S. Department of Transportation in cooperation with the states, local officials, and MPOs.

FIGURE 4: NATIONAL HIGHWAY SYSTEM IN THE ROCOG PLANNING AREA



MnDOT reviews safety performance targets (PM1) annually and ROCOG must adopt updated safety performance targets annually, within 180 days from the state's adoption of updated safety targets. MnDOT adopts bridge and pavement condition (PM2) and system reliability (PM3) performance targets every four years, with a mid-period review after two years; within 180 days of the state's adoption of any updated PM2 or PM3 targets, ROCOG must adopt updated bridge and pavement and system reliability targets. Historically, ROCOG has supported the state's performance targets for safety, bridge and pavement condition, and system reliability.

PM1 - SAFETY

The Safety Performance Measure (PM1) incorporates five key targets:

- Annual Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles of Travel (VMT)
- Annual Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Annual Total Number of Non-motorized Fatalities and Serious Injuries

Assessment of safety performance is based upon using a five-year rolling average for each measure compared to the established annual target. Thus, in 2025, performance was reviewed based on the averaged results for 2020 through 2024 (when available) and how that compared to the performance targets established in 2023. Revision of the target is based on assessing the trend observed over past years and whether continuation of recent trends, when projected forward, will reach future desired goals.

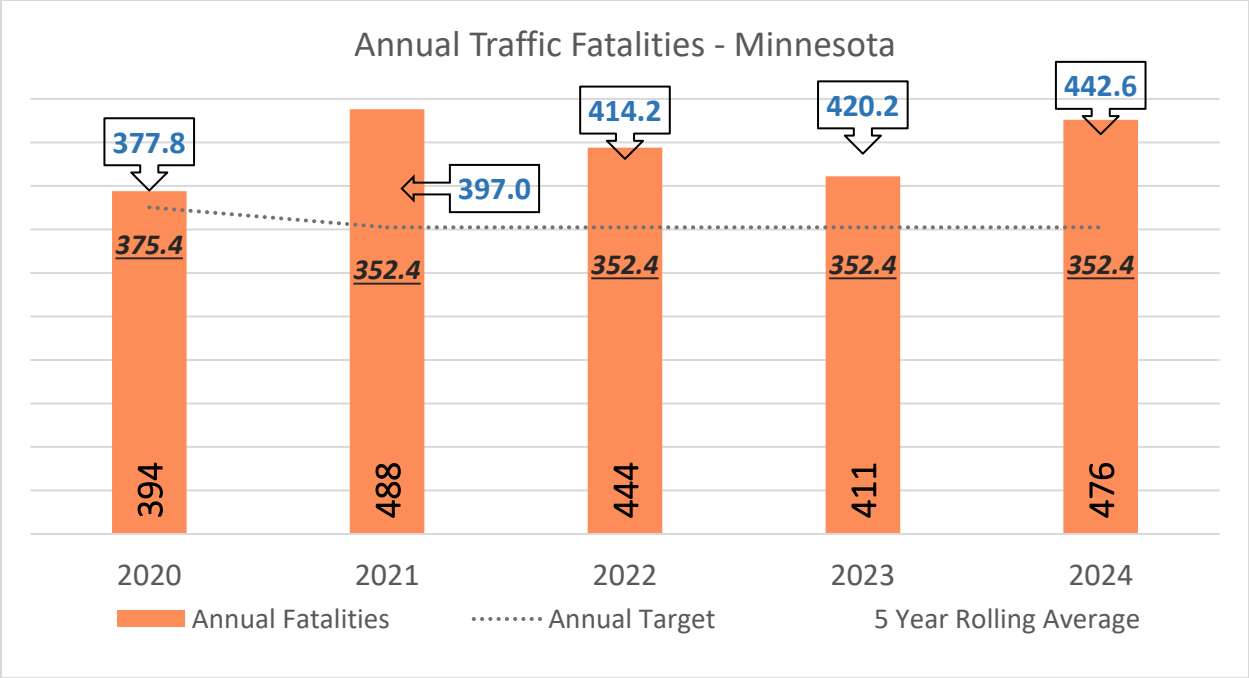
In August 2024, pursuant to updated FHWA regulations, MnDOT established statewide targets for highway safety performance assessments and tracking. Assessment of safety performance is based upon using a five-year rolling average for each measure compared to the established annual target. Neither MnDOT nor ROCOG support setting targets greater than the previous year.

For the 2026-2029 TIP cycle, the 2025 targets remain the same as the previous 2024 targets as ROCOG has adopted the same safety targets as those set by the state.

ANNUAL FATALITIES

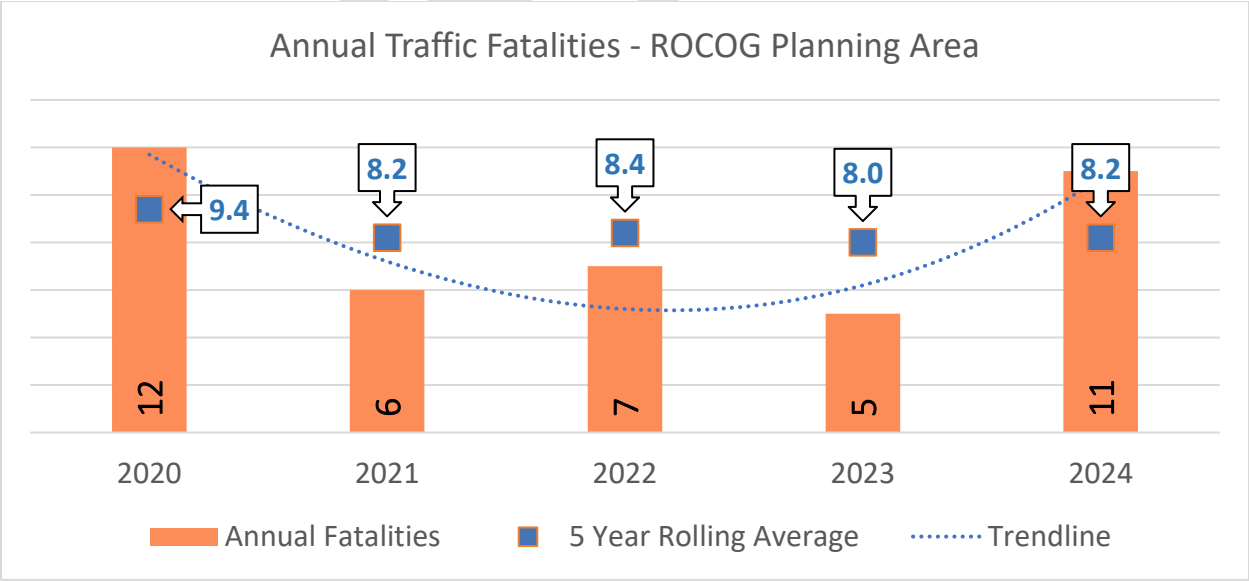
Figure 5 and 6 report fatalities at both the statewide level and in the ROCOG MPA for the past five years, illustrating the total number of annual fatalities and the five-year rolling average over the prior 5 years for each year. Fatality numbers in Minnesota experienced a decrease in 2022 and 2023, from a high of 488 fatalities in 2021. However, this trend halted in 2024 with a steep 15.8% increase to 476 total statewide traffic fatalities. After four years of 400+ annual traffic fatalities, the 5-Year Rolling Average has begun to increase for 2020 through 2024, with the 443 rolling average now over 25.6% higher than the statewide target.

FIGURE 5: ANNUAL TRAFFIC FATALITIES IN MINNESOTA



In the ROCOG MPA absolute numbers have varied within a relatively small absolute band (between 5 and 12 over the past 5 years) while the five-year rolling average has been steady, ranging from 8 to 9.4. After experiencing a decade-low in 2023, the number of fatalities jumped to 11 in 2024. Unlike the statewide number of total fatalities over the last 5-years, which have experienced increases annually, traffic fatalities in ROCOG have continued to decrease between 5-year timeframes.

FIGURE 6: ANNUAL TRAFFIC FATALITIES IN ROCOG PLANNING AREA



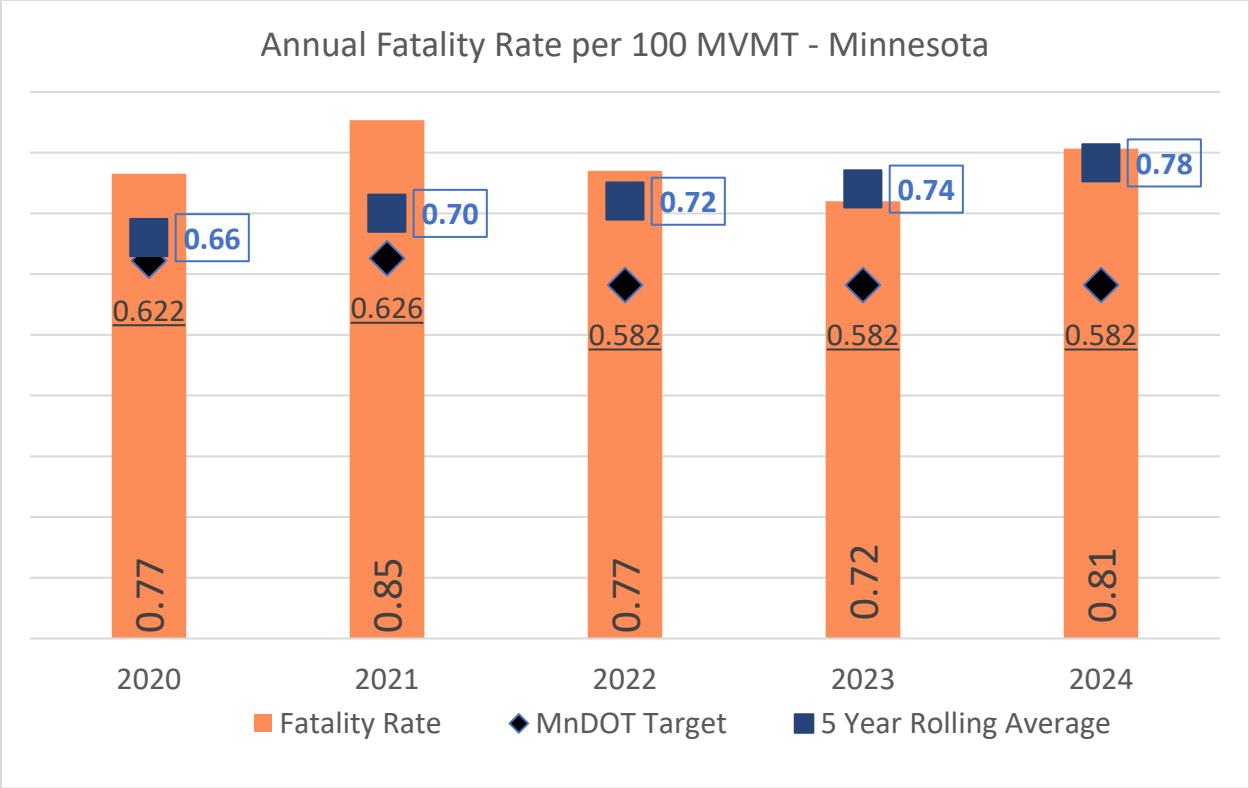
RATE OF FATALITIES

Figures 7 and 8 report statewide and MPA performance relative to the number of fatalities occurring per 100 million vehicle miles of travel, reported on both an annual basis and the five-year rolling average. As noted above, the PM-1 target for rate of fatalities applies to the five-year rolling average, with the annual result reported for information only.

The statewide 5 year rolling average for the rate of fatalities varied within a narrow band for 2018 to 2020, exceeding the target for each year in a range of 3% to 6%. However, the combined effect of increased crashes and reduced VMT in 2021 led to the five-year rate exceeding the target by 18.5%. 2023 repeated a similar increase despite a drop in the annual rate.

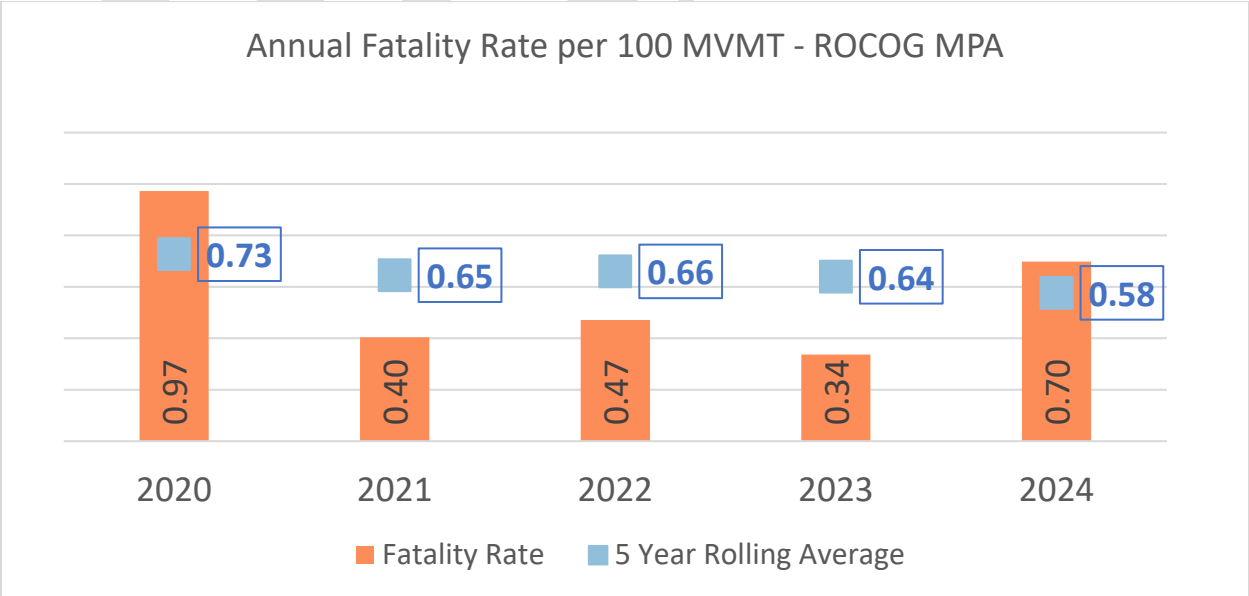
The number of fatalities and fatality rate deviated significantly from past trendlines in 2020 and 2021, which may have been due to changes in travel conditions such as higher speeds as a result of less traffic on highways in the state. Given the unique circumstances, 2021 targets have been retained for 2022 and through 2024.

FIGURE 7: FATALITY RATE PER 100 MILLION VMT – MINNESOTA



Even though fatalities in the ROCOG MPA in 2021 dropped, the fatality rate increased. With fewer fatalities in 2023, as compared to both 2021 and 2022, the five-year rolling average remained consistent due to the large increases in 2019 and 2020.

FIGURE 8: FATALITY RATE PER 100 MILLION VMT- ROCOG MPA



ANNUAL NUMBER OF SERIOUS INJURIES

Figure 9 and 10 highlight the trends that has been observed at both the statewide level and in the ROCOG MPA for the past five years relative to total number of traffic-related serious injuries and the 5 Year rate of serious injuries as calculated based on the prior five years of experience.

FIGURE 9: SERIOUS INJURIES - MINNESOTA

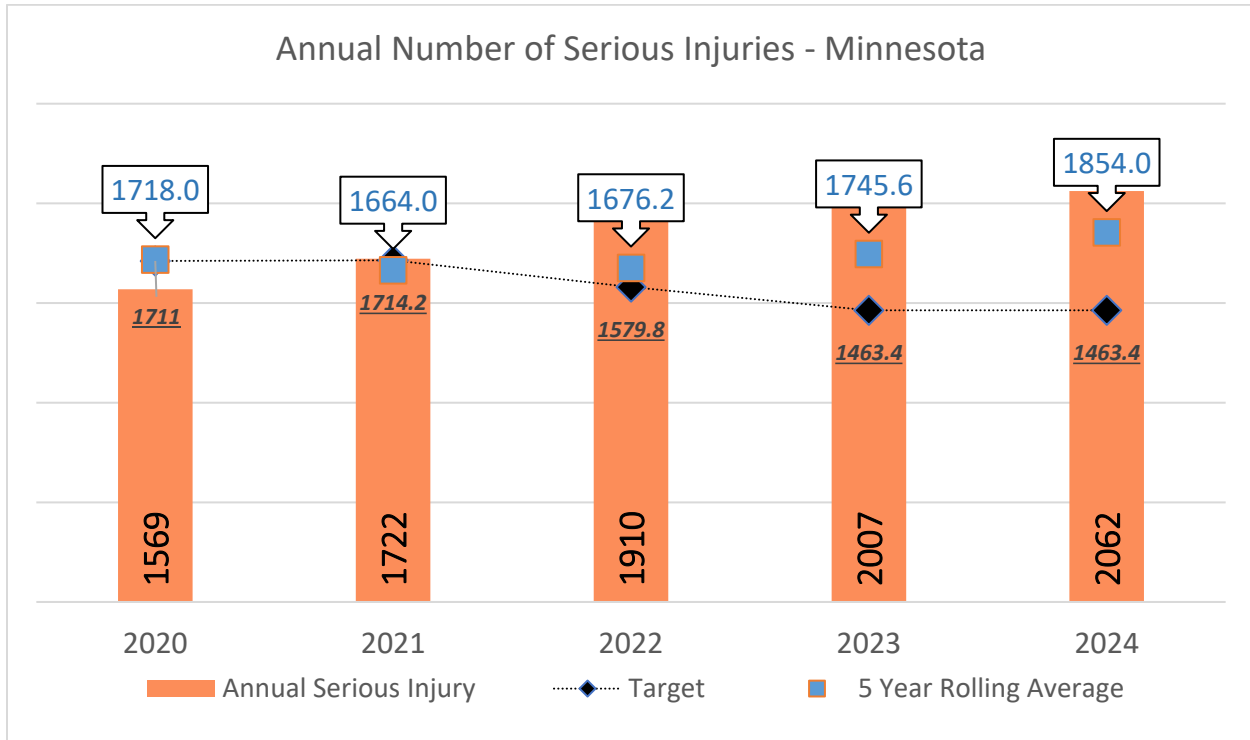
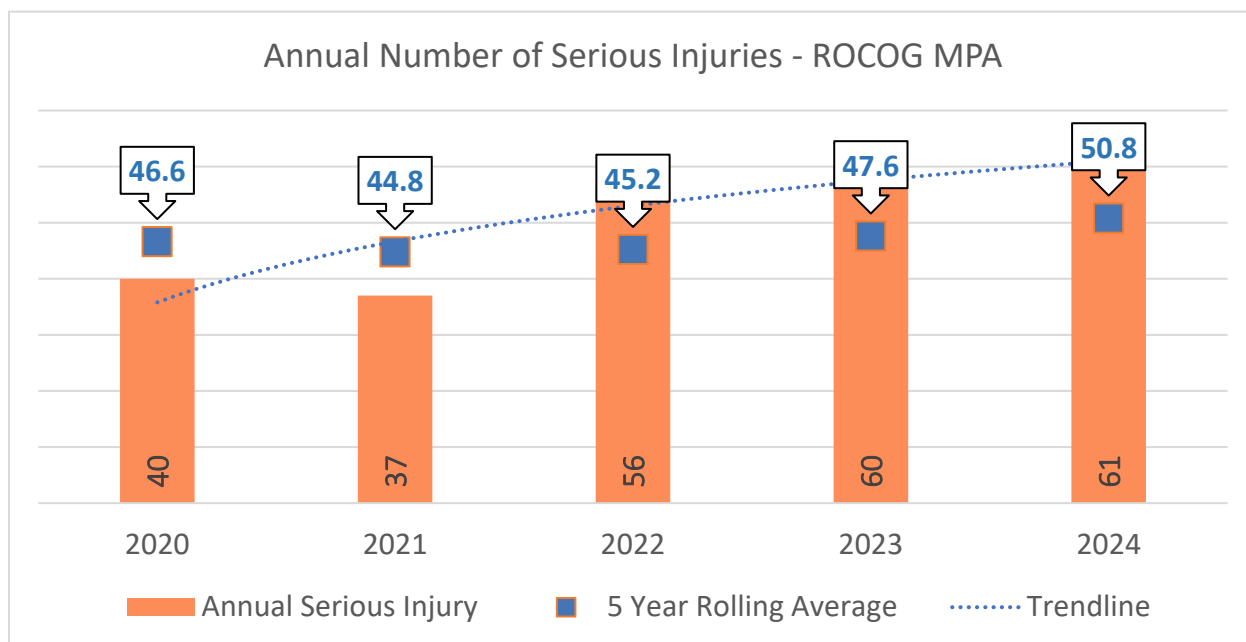


Figure 9 illustrates that the number of traffic related serious injuries in Minnesota have varied by about 25% over the last five years, from a low of 1,520 in 2019 to a high of 2,062 in 2024. The five-year rolling average rate of serious injury crashes has increased each year between 2021 to 2024. It should be noted that the five-year rolling average up to 2019 reflected data from years prior to 2016 in which data was collected under a different crash reporting system which consistently had much lower reported numbers (on the order of 30% lower) of serious injury crashes. As those lower numbers from earlier years are replaced with higher number seen in the newer reporting system, the five-year annual rolling average continues to increase through 2024.

FIGURE 10: SERIOUS INJURIES – ROCOG MPA 2020-2024



In the ROCOG MPA, the absolute number of serious injury crashes exhibited a consistent downward trend until 2022 when it spiked to a new high of 56. A new high absolute number of serious injury crashes has been set every year since, with 61 serious injuries occurring in 2024. The five-year rolling average has also increased since 2021. As with state level, the five-year average features years prior to 2019 where information was collected under a different reporting system. That system had consistent lower levels of reported serious injury crashes. This leads to the apparent anomaly of absolute numbers decreasing for the period of 2017 to 2020 but the rate increasing, as significantly lower values in years before 2019 are replaced with consistently higher values in later years.

Rate of Serious Injuries Figures 11 and 12 reports statewide and MPA performance relative to the number of serious injuries occurring per 100 million vehicle miles of travel on both an annual basis and the five-year rolling average for this metric.

Figure 11 reports the statewide results. The five-year rolling average was below the performance established for the years 2017-2019 but rose in 2020 by about 8% when both the number of serious injury crashes increased and vehicle miles of traveled decreased, both of which contributed to the increase rate. In 2021, while the absolute numbers of serious injuries increased, vehicle miles of travel also increased, contributing to a decline in the annual average. Serious crashes climbed again in 2023, resulting in both an increase in annual and five-year rates. After several years of the five-year rate being below the MnDOT target, the target is now well above the experienced five-year rate.

FIGURE 11: RATE OF SERIOUS INJURIES PER 100 MILLION VMT - MINNESOTA

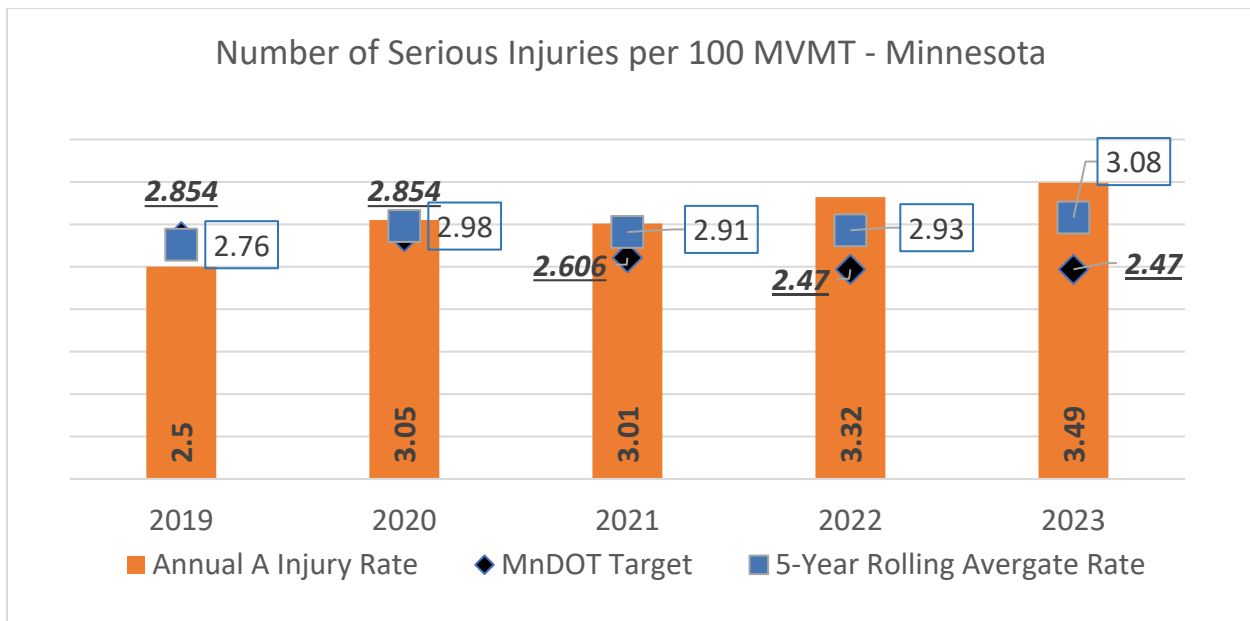
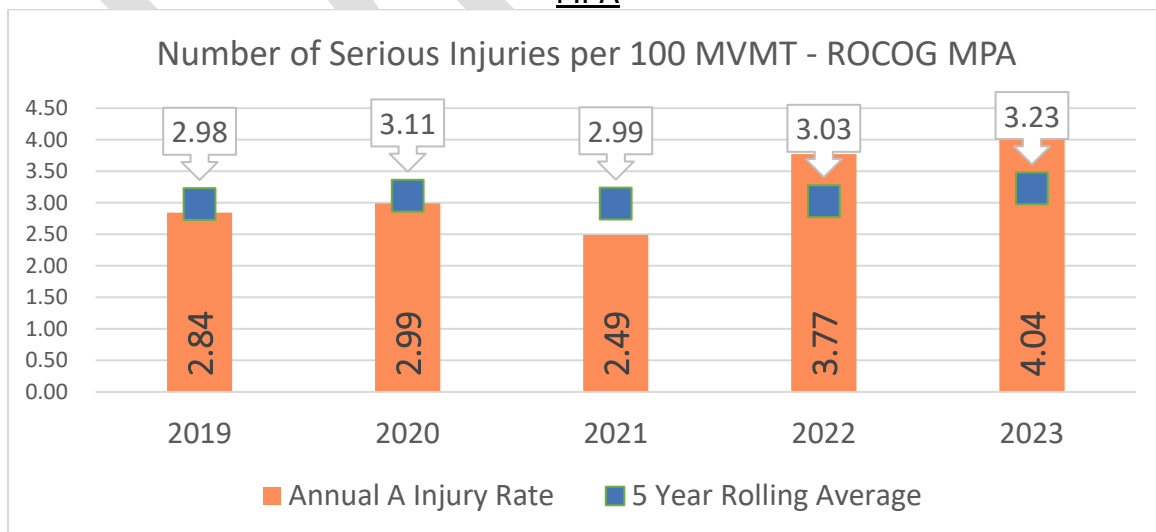


Figure 12 reports metrics on the Serious Injury rate for the Rochester MPA. Similar to the state pattern, the five-year rate increased each year from 2017 to 2020, though likely due to differing reasons. For 2017 to 2019, lower values from pre-2016 years are being replaced with higher values from the new reported system in post-2015 years. For 2020, the increase rate of serious injury resulted from a significant decline in VMT even though the absolute number of serious injuries declined. Increases in actual crashes in 2022 and 2023 in the planning area has resulted in a peak new annual rate and a rise of 8% as compared to the 2021 in the five-year rate.

FIGURE 12: RATE OF SERIOUS INJURIES PER 100 MILLION VMT – ROCHESTER MPA



NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES

Figure 13 illustrates that at the state level a continuous decline in the absolute number of non-motorized fatalities and serious injuries that began in 2016 was interrupted in 2021 but 2023 has lowered down to 2021 figures. While the rolling five-year average has remained fairly consistent, with the exception of 2020. Even despite of the significant increase in actual crashes in 2022.

FIGURE 13: TREND IN TOTAL NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES - MINNESOTA

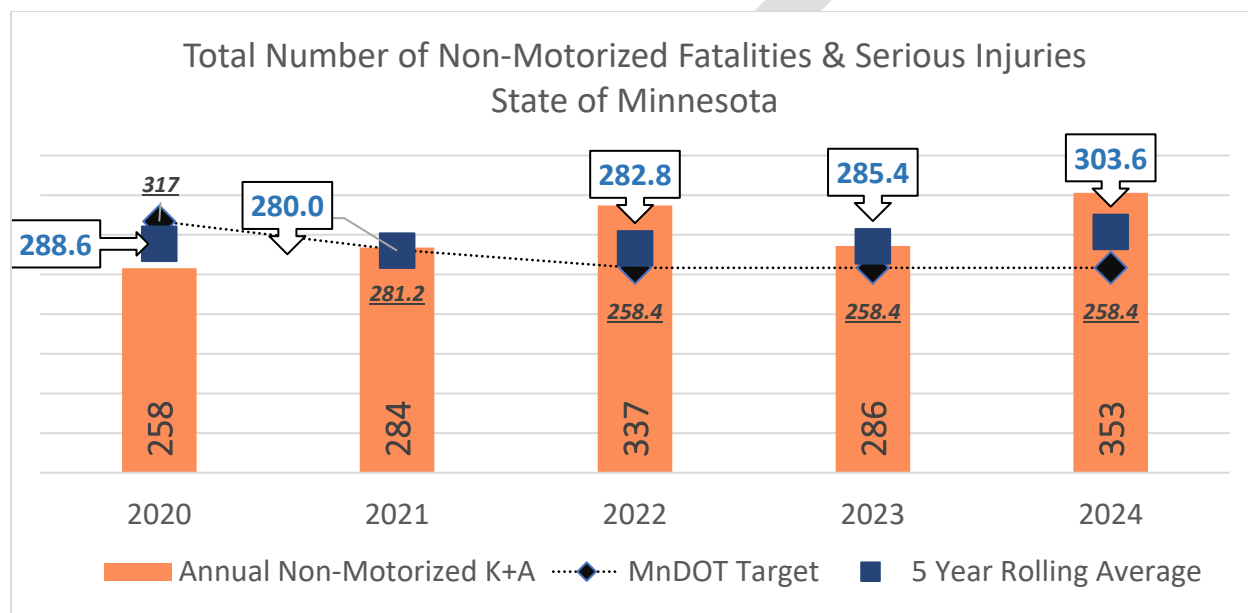
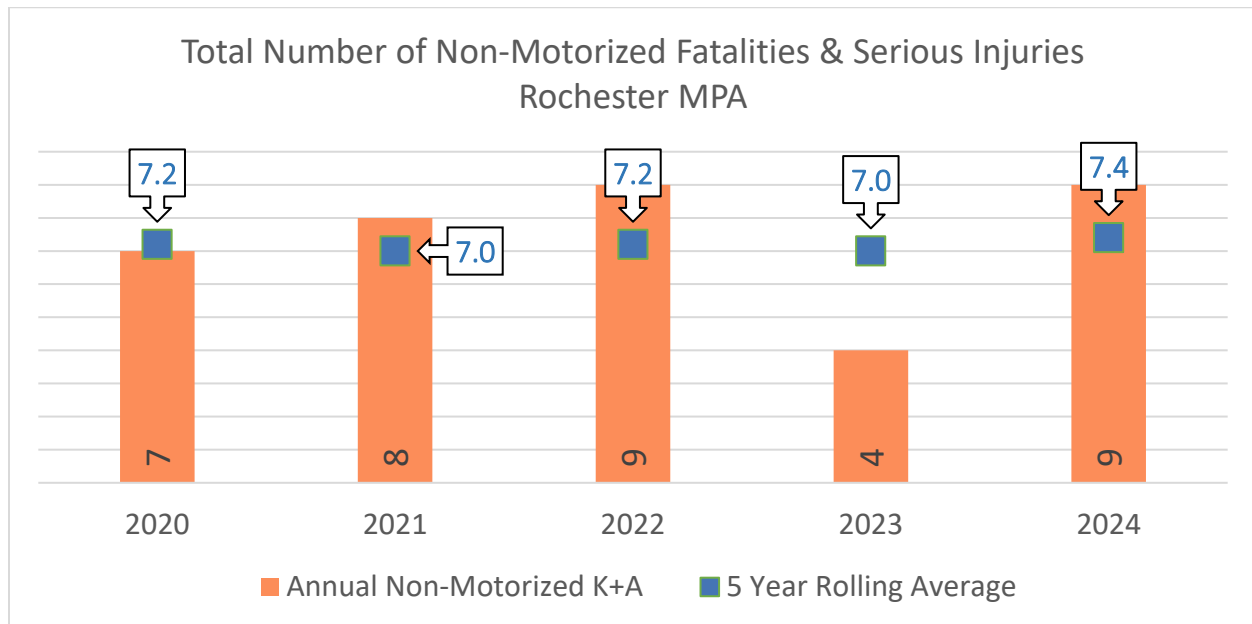


Figure 14 illustrates that in the ROCOG MPA, that the significant reduction in actual crashes in 2023 is abnormal for the area which had historically seen the absolute number of non-motorized fatalities and serious injuries varied within a relatively small absolute band (7 to 9 annually). With a statewide spike in total fatal and serious injury non-motorized crashes over the course of 2024, the five-year rolling average also experienced a notable increase.

FIGURE 14: TREND IN TOTAL NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES – ROCHESTER MPA



2025 TARGETS FOR PM-1: SAFETY

Table 2 outlines the specific safety performance measure and lists the 2025 targets for each measurement that have been established by MnDOT in cooperation with local partners, and which are supported by ROCOG. Note that ROCOG has supported the statewide targets and collaborates with MnDOT on efforts to meet statewide targets and the 2025 targets remain the same as the 2024 targets; MPA metrics are shown for information only.

TABLE 2: PERFORMANCE MEASURE 1 - SAFETY MEASURES AND TARGETS

Target	MnDOT's Targets 2025
Number of Fatalities	352.4
Rate of Fatalities per 100 million VMT	0.582
Number of Serious Injuries	1,463.4
Rate of Serious Injuries per 100 million VMT	2.470
Number of Non-Motorized Fatalities and Serious Injuries	258.4

SAFETY PERFORMANCE MEASURES SUMMARY

ROCOG continues to support the State's efforts at reducing overall levels of fatalities and serious injury by assisting in the identification of and programming of Highway Safety Improvement Funds. In addition, ROCOG will continue to support both local and regional programs and efforts to address motorist behaviors and roadway design conditions contributing to crashes involving a fatality, serious injury, and vulnerable roadway user.

Increases in crash numbers and crash rates across the various performance measures at the state level reflect changes in travel behavior, particularly related to an increase in very high speeds observed. This may explain the cause of increase in fatalities and serious injury from 2020 to 2023. The incidence of high speeds are believed to be a result of impacts from the COVID pandemic. During the pandemic a significant reduction of vehicle miles of travel occurred, allowing those who did travel the ability to increase travel speed with fewer vehicles on the road. Since the pandemic, VMT has risen but observed speeds have maintained, resulting in unsafe conditions.

Because of the uncertainty of whether this pattern of behavior will persist, MnDOT and its MPO Partners have chosen to keep performance targets set at pre-pandemic levels to see whether traffic and resultant crash numbers will return to pre-2020 levels going forward.

In terms of safety performance results over the past 5 years within the ROCOG MPA, the area has seen year to year fluctuation in the number of fatalities within a band of 5 to 12 per year; for 2023 the total of 5 fatalities was one of the lowest years on record and its fatality rate was significantly below the statewide rate (0.66 locally vs 0.74 statewide). Serious Injury crashes have increased in 2023 to new levels, after an increase in 2022. While total non-motorized fatality and serious injury incidents dropped in 2023 to a new low.

ROCOG, as noted above, has taken action to support the statewide targets and will work with MnDOT and its Southeast Minnesota Towards Zero Deaths partners to continue efforts to change the traffic culture in the state and reduce the number of fatalities and serious injury.

Projects in the 2026-2029 TIP that contribute to achieving the targets for PM1 in the ROCOG MPA include road maintenance and reconstruction; construction of new bicycle and pedestrian infrastructure in Rochester; and an intersection improvement at a location with high critical crash rates of TH 63 and CR 112. Olmsted County also was awarded HSIP funding for installation of 41 miles of edgeline and centerline rumble strips on a number of higher volume routes serving regional traffic to/from Rochester. In addition, Olmsted received HSIP funds for intersection safety improvements at two locations (CSAH 9/CSAH 11 and CSAH 25/CR 125) in the suburban area outside of Rochester on important high speed, higher volume rural regional arterials. All these projects will provide infrastructure that contributes to the safe operation of motor vehicles, as well as providing dedicated infrastructure for active transportation uses that decrease the points of conflict with motor vehicles.

PM2 – NHS BRIDGE AND PAVEMENT CONDITION

Pavement and bridge condition targets are set only for Interstates and National Highway System (NHS) roadways. ROCOG retains four NHS roadways (I 90, US 14, US 52, US 63), 320,137 NHS pavement miles, and 467,014 square feet of NHS bridge area. Figure XXXY shows MnDOT’s updated targets for 2025 which have been adopted by ROCOG.

The Pavement Condition Performance Measure (PM2) incorporates six targets:

- Percentage of NHS Bridges in Good Condition
- Percentage of NHS Bridges in Poor Condition
- Percentage of Interstate Pavement in Good Condition
- Percentage of Interstate Pavement in Poor Condition
- Percentage of Non-Interstate NHS Pavement in Good Condition
- Percentage of Non-Interstate NHS Pavement in Poor Condition

Two- and four-year targets are established at the beginning of the performance period every four years. The following sections report the most recent data for these measures. Refer to Figure 4 for identification of roadways that are on the National Highway System.

Figure XXXY: Pavement and Bridge Condition Targets for 2025

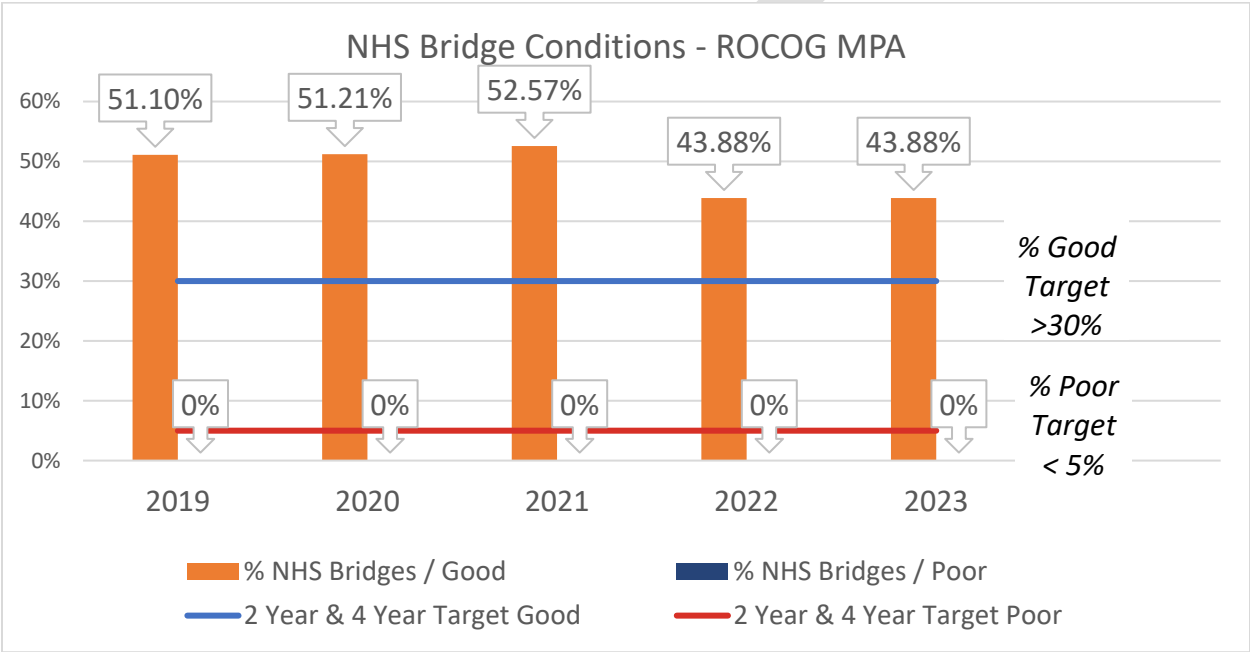
Performance Metric	2025 Four-Year Target
Interstate Pavements in Good Condition	>60%
Interstate Pavements in Poor Condition	< 2%
Non-Interstate NHS Pavements in Good Condition	>40%
Non-Interstate NHS Pavements in Poor Condition	< 2%
NHS Bridges in Good Condition	>20%
NHS Bridges in Poor Condition	< 5%

NHS BRIDGE CONDITIONS

For the bridge condition targets, each bridge on the NHS system is assessed annually based on inspection of the bridge’s deck, superstructure, and substructure. In Minnesota, the bridges’ surface area or deck has been evaluated and reported for federal purposes. Figure 15 illustrates the five-year results for the ROCOG MPA relative to NHS Bridge Conditions.

Bridge conditions are reviewed every year but as a performance measure, targets are set every 4-years with the option to update the targets every 2 years. The first adopted target occurred in 2018; In October 2024, MnDOT established a two-year target for the **Percentage of NHS Bridges in Good Condition** as 30% and a four-year target of 20% (note: MnDOT reduced the four-year target from 35%). Improvements in inspection data have resulted in fewer bridges categorized as “good”; this lower target better represents the current reality.

FIGURE 15: NHS BRIDGE CONDITIONS IN ROCOG MPA



There are 1,700 bridges in the ROCOG MPA area with most exceeding annual Federal targets for NHS Bridges in each of the last five years as shown in Figure 15. The percentages of structures rated as Good has exceeded the target of 30% each year, and the share of structures rated as poor has NOT exceeded the target of 5% per year. The 2026-2029 TIP does include two NHS reconstruction projects. The two bridge replacements are part of the I-90 / TH 52 interchange reconstruction project southeast of Rochester that will upgrade condition of multiple structures as well as allow for safer travel.

NHS PAVEMENT CONDITION

NHS Pavement segments are assessed annually. In the ROCOG MPA, all roadways on the NHS are owned and monitored by MNDOT. Pavement Condition Targets are set every four years, with the option to update them every two. Separate targets are

established for Interstate and Non-Interstate highways. The targets for pavement condition were originally set in May of 2018, and in 2020 MnDOT determined that the four-year targets would remain the same for all pavement condition measures. In October 2022, new targets were set for pavements, starting in 2023, and re-established in 2025. These targets state Interstate pavements in good condition should be greater than 60% and poor condition pavements should be less than 2%.

For non-interstate NHS pavements and bridges however, reduced targets were established to start in 2025. MnDOT reduced the infrastructure condition four-year targets for bridges and non-interstate NHS pavement: four-year 2025 targets for Non-interstate NHS pavements in good condition should be greater than 40% and pavements in poor condition pavements should not exceed 2%. The tables below display these new targets only for the most recent year of available data, 2024.

FIGURE 16: PAVEMENT CONDITIONS ON INTERSTATE HIGHWAYS – ROCOG MPA

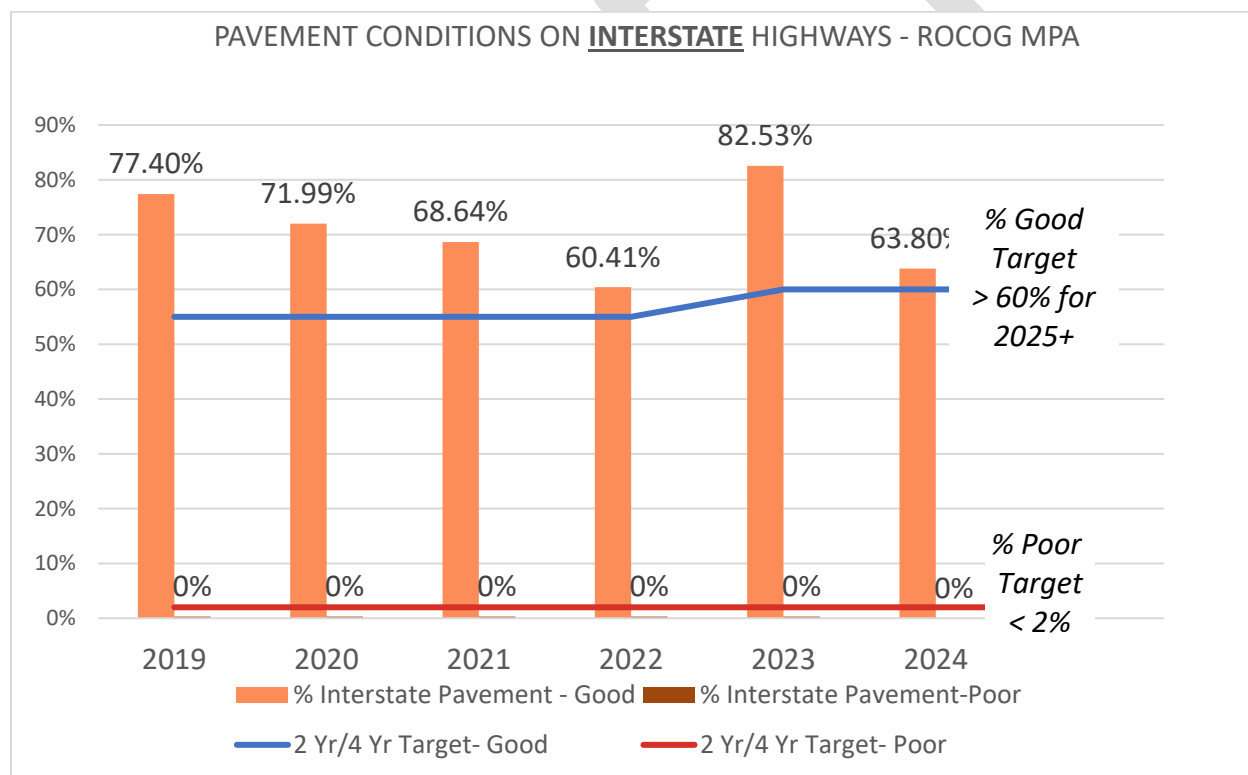
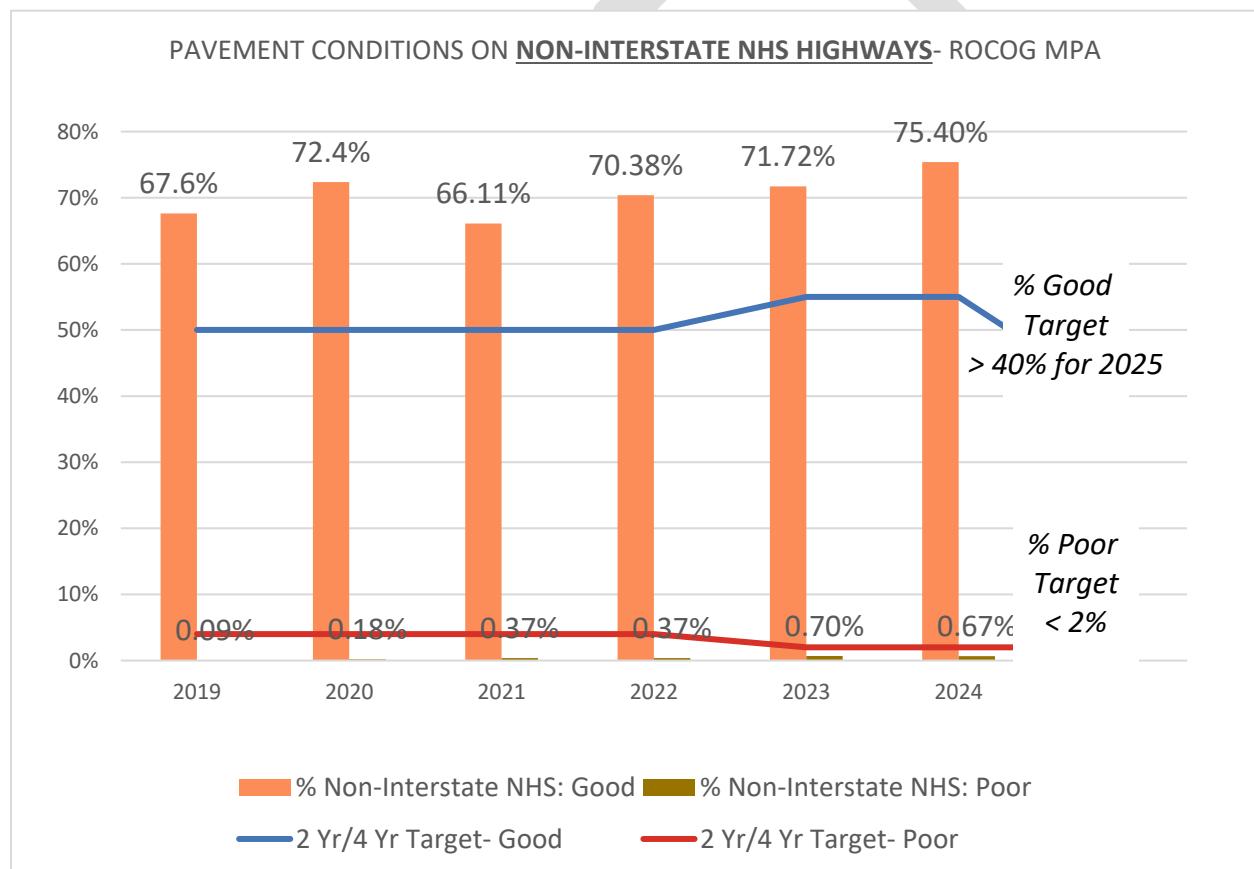


Figure 16 illustrates that pavement conditions on Interstate highways in the ROCOG MPA exceed targets for the percentage of road pavements rated as good and are below the threshold for the percentage of road pavements rated as poor. MnDOT completed a major preservation project on I-90 in 2022 which contributed to the significant increase in the percentage of Interstate pavements rated as good in 2023.

Figure 17 illustrates similar information for the non-Interstate pavements on the National Highway System in the ROCOG MPA. The share of pavements rated as good

has consistently exceeded target over the last five years, while the share of pavements rated as poor has consistently been below the 2% target.

FIGURE 17: PAVEMENT CONDITIONS ON NON-INTERSTATE NHS HIGHWAYS – ROCOG MPA



Programmed projects in the 2025-2028 TIP will continue to contribute to achieving pavement condition targets in the ROCOG MPA. Proposed projects include TH 14 East between US 52 and Olmsted County CSAH 36 (FY 2028) which in part will upgrade

pavement conditions on that heavily traveled highway and US 14 between the western Olmsted County line to Olmsted CSAH 5 in Byron (FY 2025).

PM3 – NHS SYSTEM RELIABILITY

The System Reliability Performance Measure (PM3) incorporates three key targets:

- Percentage of Person Miles Traveled on Interstate Highways that are reliable
- Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable
- Truck Travel Time Reliability Index

The targets for system reliability were originally set as four-year targets in May of 2018, with an opportunity for review at the mid-performance period in 2020. In October 2020, MnDOT determined that the four-year target would remain the same for all system reliability measures except for the **Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable**, which would be set at 90%. This target was not required to be set in the original list of targets in 2018, so was added at the mid-performance period review in 2020. In October 2022, MnDOT once again reviewed the targets for 2023 (two-year) and 2025 (four-year). The Non-Interstate target was held at 90% and the Interstate target was increased to 82% for both 2023 and 2025. These targets will take effect for 2022 reporting. Data is not available for any year after 2021. As such, the older targets still apply to the tables that follow.

MEASURING TRAVEL TIME RELIABILITY

FHWA requires the use of the methodology found in the National Performance Management Research Dataset (NPMRDS) to calculate travel time reliability. NPMRDS uses passive travel data (probe data) to anonymously track traffic flow and typical vehicle travel speed on a corridor. The NPMRDS provides monthly archive of probe data reported at five minute intervals.

Using the NPMRDS, a Level of Travel Time Reliability (LOTTR) is calculated for five analysis periods using the following ratio:

Longer travel times (95th percentile of travel times)

Divided by

Normal Travel Times (50th percentile of travel times)

The analysis periods are:

- Morning Weekday (6am-10am)
- Midday Weekday (10am -4pm)
- Afternoon Weekday (4pm-8pm)
- Weekends (6am-8pm)

- Overnights (8pm-6am all days)

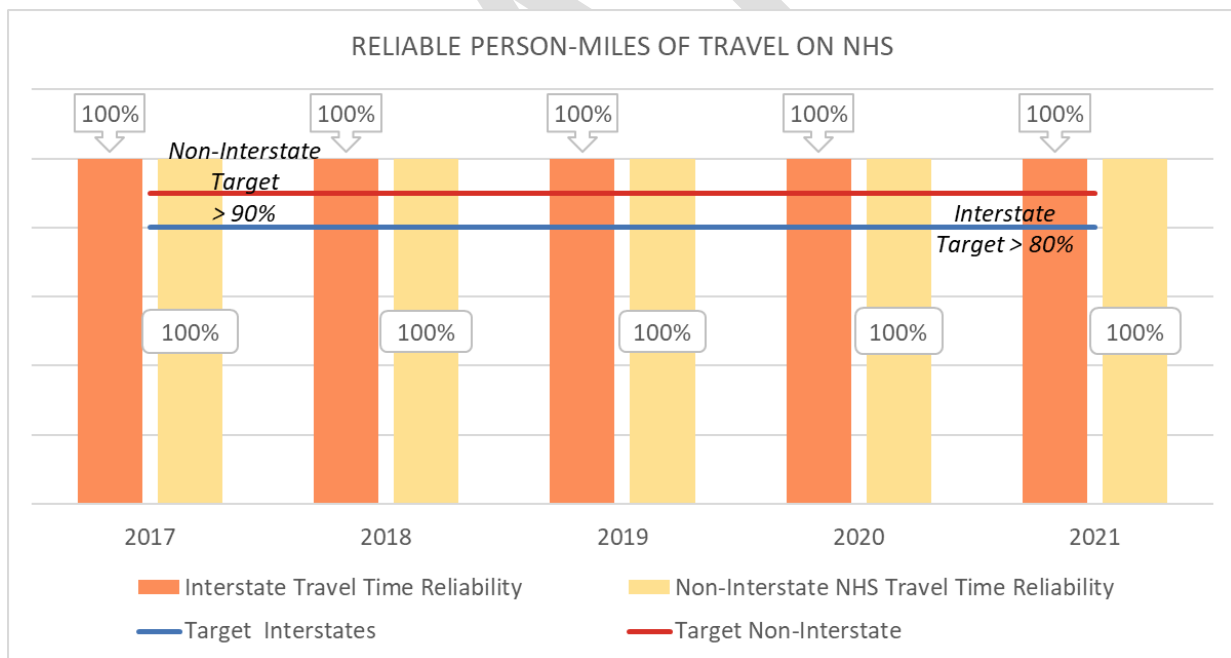
Results are averaged across the five time periods for a road segment and the average must fall below the target rate of 1.50 for years prior to 2023 and 1.4 for 2023 and after, in order for travel time on a roadway segment to be considered reliable. All roadway segments across the network are weighted by vehicle miles of travel to calculate system-level reliability within the ROCOG MPA.

PERSON-MILES OF TRAVEL THAT ARE RELIABLE

Figure 18 illustrates the results from the measurement of travel time reliability on Interstate and Non-Interstate NHS corridors in the ROCOG MPA.

Performance has met or exceeded the target for Interstate highways that states 80% of person-miles of travel should be reliable, and that 90% of person-miles on the non-Interstate NHS should be reliable. The ROCOG MPA has met or exceeded these targets each year: travel time reliability on non-interstate NHS roadways has remained at 100% between 2017-2021, the last timeframe this data was tracked

FIGURE 18: PERCENTAGE OF RELIABLE PERSON MILES ON TRAVEL ON INTERSTATE AND NON-INTERSTATE NHS – ROCOG MPA



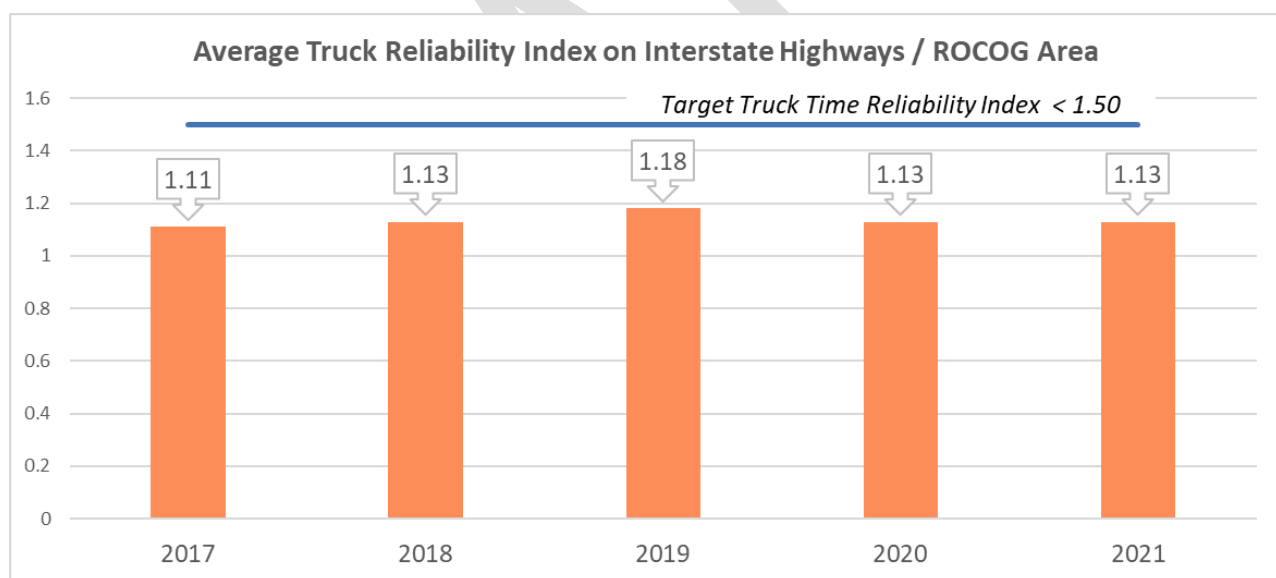
In the 2026-2029 TIP projects that contribute to achieving travel time reliability on the NHS network include projects as installation of a roundabout on TH 63 on the north side of Rochester at CR 112 (FY2026), and the construction of a grade-separated interchange at US 14 and CSAH 44 (FY2026).

TRUCK TRAVEL RELIABILITY ON THE INTERSTATE HIGHWAYS

To calculate truck travel/ freight reliability, FHWA also requires the use of NPMRDS data to calculate a truck travel time reliability index for each roadway segment on the Interstate Highway System. NPMRDS uses passive travel data (probe data) recorded at 15-minute increments to track travel speed and the reliability of observed speeds in a corridor. The lower the Reliability Index, the more reliable a roadway segment is.

Figure 19 shows the trend observed in the ROCOG MPA for the past five years relative to the reliability of truck travel on the Interstate Highway system. Performance in the ROCOG MPA has consistently been below the target ratio of 1.50 since measures were adopted and targets set in 2018. An important project to maintain reliable freight movement is included in the 2026-2029 TIP which involves reconstruction of the I-90 / TH 52 interchange southeast of Rochester to improve ramp geometrics and remove some at-grade crossover movements between I-90 and TH 52. US 52 is also programmed for significant resurfacing north of Rochester and through Oronoco in FY 2028.

FIGURE 19: TRUCK TRAVEL RELIABILITY ON INTERSTATE HIGHWAYS – ROCOG MPA



TRANSIT ASSET MANAGEMENT (TAM)

A separate set of performance measures is required for assessing the capital condition of transit systems receiving Federal funding. Known as Transit Asset Management (TAM) Plan, transit agencies must establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance. As part of the TAM plan, transit agencies must establish performance targets which will help the respective transit agency maintain a state of good repair (SGR) which aligns with the Useful Life Benchmark (ULB) for each asset. ULB is defined as the expected lifecycle of a capital asset or the acceptable period of use in service. In 2017, urban public

transit agencies in Minnesota opted to set their own performance targets, instead of having a statewide TAM Plan. The relevant Asset Classes and performance measures are described in Table 3:

TABLE 3: TRANSIT ASSET MANAGEMENT CLASSES AND PERFORMANCE MEASURES

Asset Class	SGR Performance Measure
Non-Revenue support-service and maintenance vehicles	Percentage of vehicles that have met or exceeded their ULB
Rolling Stock - Revenue Vehicles by Mode	Percentage of vehicles that have met or exceeded their ULB No more than 10% of vehicles have met or exceeded a Useful Life Benchmark (ULB) of 14 years for a full-size transit bus or 7 years for a cutaway bus)
Infrastructure (applies to rail fixed guideway, track, signal and control systems)	Not applicable to Rochester Public Transit
Facilities including maintenance and administrative facilities, passenger station buildings, and parking facilities	Percentage of vehicles that have met or exceeded their ULB

Agency requirements for a TAM Plan fall into one of two categories as follows:

- Tier I: Agency operates rail *OR* ≥ 101 vehicles across all fixed route modes *OR* ≥ 101 vehicles in one non-fixed route mode.
- Tier II: Subrecipient of 5311 funds *OR* American Indian Tribe *OR* Agency operates ≤ 100 vehicles across all fixed route modes *OR* ≤ 100 vehicles in one non-fixed route mode.

Within the ROCOG's planning area, Rochester Public Transit (RPT) is required to develop a Transit Asset Management (TAM) plan falling under the Tier II requirements. RPT developed targets that support and expand on those developed by MnDOT in the document *MnDOT State of Good Repair: Transit Asset Management Performance Targets*. ROCOG has agreed with those targets via Resolution 2023-11, adopted in September 2023.

The RPT targets are currently available in the 2022 RPT *Transit Asset Management Plan*. Table 4 outlines the MnDOT SGR targets for each measurement, RPT's baseline measurement, and RPT's adopted targets.

TABLE 4: TRANSIT ASSET MANAGEMENT MEASURES AND TARGETS

Target	2022 Adopted RPT Target	RPT 2024 Reported
Rolling Stock (revenue vehicles) – Cutaways, <25-foot	≤ 10% exceeding ULB	81% Exceed ULB
Rolling Stock (revenue vehicles) – 40 & 60-foot	≤ 10% exceeding ULB	22% Exceed ULB
Rolling Stock (Non-Revenue Vehicles)	≤ 10% exceeding ULB	0% Exceed ULB
Transit Facilities – Bus Garage, Garage Operations, & Transfer Facility	40 Years ULB	Oldest facility was built in 2012 and is 13 years old
Transit Facilities – Bus Stops	20 Years ULB	Oldest facility was built in 2010 and is 15 years old

In addition to a ULB target, RPT uses MnDOT’s established condition ratings used for all facilities, revenue vehicles, and equipment. These ratings are recorded by MnDOT’s Office of Transit and Active Transportation Staff or in Black Cat Grants software annually. MnDOT Condition Ratings are listed in Attachment 3 – Asset Condition Rating and Remaining Useful Life of the 2022 Transit Asset Management Plan.

The Public Works Transit and Operations Center functions as a Combined Administrative and Maintenance Facility, with a ULB of 40 years. This facility was built in 2012 and expanded in 2020. It is under its ULB. The TAM Plan indicates that its MnDOT’s condition rating in 2023 was 5.0. Thus, RPT’s facilities firmly meet their target of no more than 10% of all facilities with a TERM scale rating below 3. Similarly, all of RPT’s bus stops are also below their ULB.

TABLE5: RPT VEHICLES IN 2026-2029 TIP

Project Number	Vehicle Type	Number of Vehicles
2026		
TRF-0047-26G, 26H	400	4
2027		
TRS-0047-27H	700	4
TRS-0047-27G	400	5
2028		
TRF-0047-28D	700	7

Overall, Rochester Public Transit is meeting many of their identified performance measures for facilities, when it comes to Useful Life Benchmark. This is highlighted by most of RPT’s buildings and facilities well under their target benchmark. However, RPT is not meeting their target for service vehicles. 22% of the RPT’s 40 and 60-foot bus fleet meets or exceeds the ULB, and over 80% of RPT’s fleet of cutaways (CUs) meet or exceed their ULB. To assist in the management of the age of their fleet, RPT is in the process of finalizing an updated fleet management plan.

TRS-0047-28C	400	2
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The project list in the 2026-2029 TIP shows 22 replacement bus purchases scheduled which will assist RPT in achieving its goal of no more than 10% of its rolling stock exceeding its UBL. RPT has calculated what the vehicle condition measure following the implantation of this TIP. RPT has concluded that 0.00% of the vehicle fleet (both cutaways and 60-footers) will exceed the ULB target, thereby meeting their target. Additionally, the TIP includes funding for purchasing a variety of transit service software which will assist in streamlining transit service operations.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN
(PTASP)

The Public Transportation Agency Safety Plan (PTASP) regulation requires covered public transportation providers and state DOTs to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan, which can be found at the following webpage:
www.transit.dot.gov/regulations-and-guidance/safety/national-public-transportation-safety-plan

Transit systems are given the option of setting their own safety targets instead of adopting the state’s. RPT has chosen to set its own safety targets, and they are outlined in the updated [RPT Agency Safety Plan](#), adopted by the Rochester City Council on July 21, 2025. ROCOG has historically selected to adopt RPT’s transit safety performance targets: Table 5 displays these adopted safety targets. Target setting is based on the review and rolling average of the previous 3 years of data (ie. 2022, 2023, 2024).

TABLE 6: TRANSIT SAFETY PERFORMANCE MEASURES AND TARGETS –
ROCHESTER PUBLIC TRANSIT

Performance Measure	RPT Fixed Route		RPT ADA Paratransit	
	2022 Target	2024 Reported	2022 Target	2024 Reported
Number of Fatalities by Mode	0	0	0	0
Rate of Fatalities by Mode per Vehicle Revenue Mile	0	0	0	0
Number of Injuries by Mode	1	1	0	0

Rate of Injuries by Mode per Vehicle Revenue Mile (Per 100 thousand VRM)	0.0568	0.0661	0	0
Number of Safety Events per mode	1	5	0	1
Rate of Safety Events by Mode per Vehicle Revenue Mile (Per 100 thousand VRM)	0.0568	0.337	0	.375
Miles between Major Mechanical Failures by Mode	73,291	137,988	36,900	87,573

The public transportation operator is required to update the PTASP on an annual basis, but MPOs are not required to adopt PTASP targets on an annual basis. Only when a new PTASP is adopted (at least once every four years) does the MPO have to adopt PTASP targets.

RPT has established an excellent safety record over many years, and RPT has opted to set its own transit safety performance targets based on its past performance.

RPT has set safety standards high by limiting safety events and injuries to one per year on the fixed route system. Unfortunately, RPT did not meet three of seven safety targets for fixed route service in 2024.

To promote a safety culture and improve safety, RPT's operator conducts monthly safety meetings, which is mandatory for all drivers to attend. Safety meeting agendas, topics, and presentations are shared with RPT monthly working collaboratively together on real time items/issues. In addition, RPT's operator has their own online safety training for drivers to take. Furthermore, RPT and RPT's operator have a leadership quarterly safety meeting reviewing overall trends and themes. RPT's operator and RPT review incidents and accidents in real time; corrective action is taken by the operator to address avoidable incidents and implement new preventative to mitigate future risk scenarios. Finally, RPT periodically coordinates with the Rochester Police Department on emergency management training and response coordination.

RPT's Paratransit service continues to be a reliable service, travelling over 90,000 miles between major mechanical failures. This indicates an ongoing improvement in operations after struggling in 2022 with major mechanical failures. RPT's paratransit vehicles are traveling nearly over double the target distance between major mechanical failures.

The project list in the 2026-2029 TIP includes a number of projects that should assist in improving RPT's safety and vehicle mechanical failure targets in years going forward. There are 22 bus purchases scheduled (see Table 5) to replace vehicles reaching the end of their UBL. In addition, the 2026-29 TIP includes the purchasing of additional camera equipment in 2026 to enhance security at RPT facilities.

One significant project proposed in this TIP to affect both safety and security is the installation of cameras, and other safety elements, at the 75th Street Park and Ride facility (TRF-0047-26E, FY2026) that opened in 2024. This additional equipment will support patron security and allows for enhanced deterrence, evidence collection, and incident review.

Finally, operational funds provided annually for both fixed route and dial-a-ride (paratransit) services will help in improving safety and streamlining provision of services.

DRAFT

4 | FY 2026 – 2029 TIP PROJECTS

The tables that follow list all the transportation projects scheduled for federal and/or state funding in the ROCOG MPA, as well as projects categorized as “regionally significant” by the MPO. Information about projects that will occur over the next four years is provided in a set of maps and tables, broken down by funding year, that depict the location of the projects and details about their costs and sources of funds. The structure of the informational tables for each year is as follows:

Route System: Identifies the mode of transportation the project will serve, with highway projects serving general vehicular traffic specifically identified by route system (Local, CSAH, MSAS, US Highway, etc.) and route number on which the project is occurring.

Project Number: Project identifier, assigned by MnDOT or the jurisdiction implementing the project. Listings for most trunk highway projects start with the control section numbers established by MnDOT; local projects start with either a county or a city ID number.

Project Year: Fiscal year in which the project is programmed.

Lead Agency: The jurisdiction responsible for implementing the project or for opening bids.

Description: A description of the scope of the project including features such as location, length, and the type of specific work proposed.

Proposed Funds: Identifies the federal funding or programs intended to be the primary funding source or sources for the project.

Project Total: Total anticipated cost of the project.

Target FHWA: Estimated federal aid highway funding to be used for the project. This includes advance construction conversion funding. The “Target FHWA” column indicates funds allocated by the District 6 ATP.

Target AC Payback: Funds that are being paid back to the state or a local jurisdiction that in an earlier fiscal year advanced part of the construction cost of the project using state or local funds, respectively, with the expectation of being repaid in a later year with these **Advanced Construction** (AC) funds.

FTA: The total estimated federal aid transit funding to be used for the project.

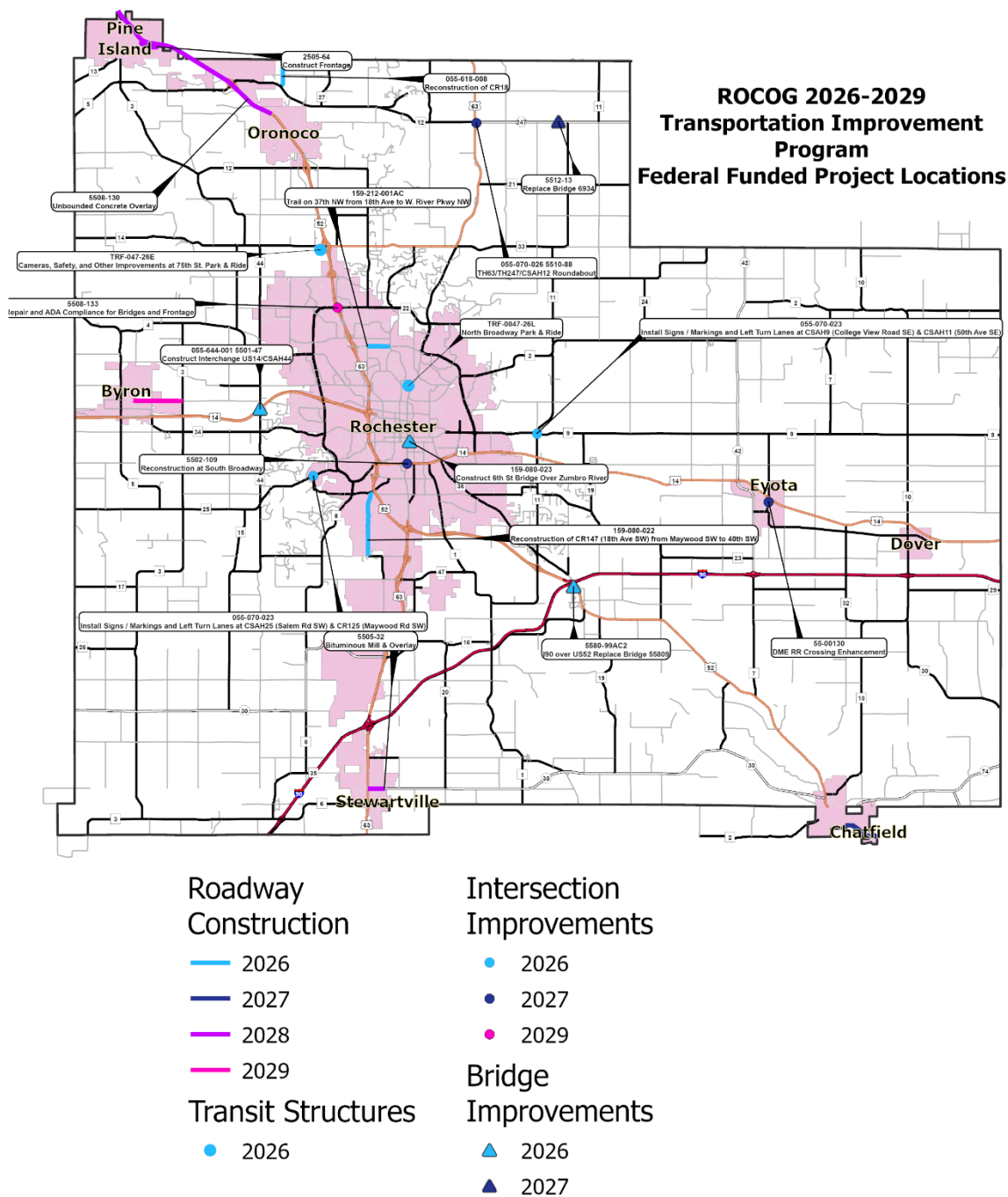
State Trunk Hwy: The total estimated funding from the State Trunk Highway Fund to be used for the project.

Local: Funding coming from other sources, (local city, county, transit agency).

Further information about the terms, abbreviations, and funding sources used throughout the project tables can be found in the Glossary (p. 10), list of Acronyms (p. 14), and list of Funding Sources (p. 16).

Figure 20 provides an overview of the location of all the construction projects that are included for the years 2026 through 2029 in the Transportation Improvement Program. Projects that are not locations specific or are transit related are not mapped. Individual project lists follow for each year in Table 6 through Table 9. After each table of projects, maps showing greater detail of project areas are included. Project numbers on the detailed map allow for cross reference to the projects in the table.

FIGURE 20: OVERALL MAP OF 2026-2029 TIP PROJECTS IN ROCOG MPA



FY 2026 FEDERALLY FUNDED TRANSPORTATION PROJECTS

TABLE 6: FY2026 FEDERALLY FUNDED TRANSPORTATION PROJECTS

Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Total FHWA	Total AC	AC Payback	FTA	State Trunk Highway	Local / Other
CSAH 9, CSAH 25	055-070-023	2026	OLMSTED COUNTY	INSTALL SIGNS/MARKINGS AND LEFT TURN LANES AT TWO INTERSECTIONS CSAH 9 (COLLEGE VIEW ROAD E) AT CSAH 11 (50TH AVE SE) AND CSAH 25 (SALEM ROAD SW) AT CR 125 (MAYWOOD ROAD SW)	HSIP	509000	457273	0	0	0	0	51727
CSAH 18	055-618-008	2026	OLMSTED COUNTY	**AC**CRP** ON OLMSTED CSAH 18, GRADING, AGGREGATE BASE, BITUMINOUS RECLAMATION, PAVED SHOULDER, SAFETY WEDGE, & RUMBLE STRIPS FROM CSAH 12 TO WABASHA COUNTY LINE (AC PAYBACK IN 2027)	CRP	1170000	0	370000	0		0	800000
US 14	055-644-001	2026	OLMSTED COUNTY	**MN311**MN321** US 14 AND CSAH 44 CONSTRUCT GRADE SEPARATION	DEMO	14960000	7300000	0	0	0	0	7660000
US 14	5501-47	2026	OLMSTED COUNTY	**COC IV**INDIRECT GARVEE** US 14 AND CSAH 44 CONSTRUCT GRADE SEPARATION	BF	4010000	0	0	0	0	0	4010000 (Bond)
US 14	5501-47	2026	OLMSTED COUNTY	**AC**COC IV** US 14 AND CSAH 44 CONSTRUCT GRADE SEPARATION (AC PAYBACK IN THE FUTURE)	NHPP BF	58490000	0	43551558	0	0	0	5000000 Local, 9938442 Bond
LOCAL STREETS	159-080-022	2026	ROCHESTER	**AC** RECONSTRUCTION OF 18 AVENUE SW BETWEEN MAYOWOOD SW AND 40TH STREET SW, REPLACE BRIDGE 9307, STORM AND SEWER, LIGHTING, SHARED USE PATH AND SIDEWALK IMPROVEMENTS (AC PAYBACK IN 2027 & 2028)	STBGP 5K-200K	15475500	2580000	6030000	0	0	0	6865500
LOCAL STREETS	159-080-022CRP	2026	ROCHESTER	**AC**CRP** RECONSTRUCTION OF 18 AVENUE SW BETWEEN MAYOWOOD SW AND 40TH STREET SW, REPLACE BRIDGE 9307, STORM AND SEWER, LIGHTING, SHARED USE PATH AND SIDEWALK IMPROVEMENTS (AC PAYBACK IN 2027 & 2028)	CRP	1250000	430000	541000	0	0	0	279000
LOCAL STREETS	159-080-023	2026	ROCHESTER	**RAISE** CONSTRUCT NEW BRIDGE 6TH ST OVER THE ZUMBRO RIVER, SAFETY IMPROVEMENTS, MULTIMODAL INFRASTRUCTURE	FFM	29140000	19900000	0	0	0	0	9240000
LOCAL STREETS	159-212-001AC	2026	ROCHESTER	**AC**CONSTRUCT PEDESTRIAN FACILITIES ON 37TH ST NW FROM 18TH AVE NW TO W RIVER PKWY NW (AC PAYBACK 1 OF 1)	STBGP>200K	16209	0	0	16209	0	0	0
US 63	5515-03AC	2026	MNDOT	**AC**SEC164** ROUNDABOUT ON US 63 AT COUNTY ROAD 112 (AC PAYBACK 1 OF 1)	HSIP	1530000	0	0	1530000	0	0	0
I 90, US 52	5580-99AC2	2026	MNDOT	**AC** I 90 OVER US 52 REPLACE BRIDGE 55809 WITH BRIDGE 55823 AND BRIDGE 55810 WITH BRIDGE 55824 (AC PAYBACK 2 OF 3)	NHPP	12703583	0	0	12703583	0	0	0

TABLE 6: FY2026 FEDERALLY FUNDED TRANSPORTATION PROJECTS (CONTINUED)

Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Total FHWA	Total AC	AC Payback	FTA	State Trunk Highway	Local / Other
TRANSIT	TRF-0047-26C	2026	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA5307 (B9)	13500000	0	0	0	2000000	0	11500000
TRANSIT	TRF-0047-26D	2026	ROCHESTER	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	LF	1575000	0	0	0	0	0	1575000
TRANSIT	TRF-0047-26F	2026	ROCHESTER	TRANSIT DEVELOPMENT PLAN	FTA5307 (B9)	300000	0	0	0	240000	0	60000
TRANSIT	TRF-0047-26G	2026	ROCHESTER	CITY OF ROCHESTER; PURCHASE ONE (1) CLASS 400LF GAS REPLACEMENT BUS	FTA5337 (BB)	337000	0	0	0	269600	0	67400
TRANSIT	TRF-0047-26H	2026	ROCHESTER	CITY OF ROCHESTER; PURCHASE THREE (3) CLASS 400LF GAS REPLACEMENT BUSES	FTA5337 (BB)	1011000	0	0	0	808800	0	202200
TRANSIT	TRF-0047-26I	2026	ROCHESTER	CAMERAS - PURCHASE AND INSTALLATION	FTA5307 (B9)	300000	0	0	0	240000	0	60000
TRANSIT	TRF-0047-26J	2026	ROCHESTER	TRANSIT FARE COLLECTION SERVICES HARDWARE AND SOFTWARE	FTA5307 (B9)	2000000	0	0	0	1600000	0	400000
TRANSIT	TRF-0047-26K	2026	ROCHESTER	PARATRANSIT DISPATCH SOFTWARE	FTA5307 (B9)	600000	0	0	0	500000	0	100000
TRANSIT	TRF-0047-26L	2026	ROCHESTER	SECT 5339B: ROCHESTER NORTH BROADWAY PARK AND RIDE	FTA	9300000	0	0	0	7440000	0	1860000

FIGURE 21: FY 2026 PROJECT LOCATION MAP #1, ORONOCO AREA

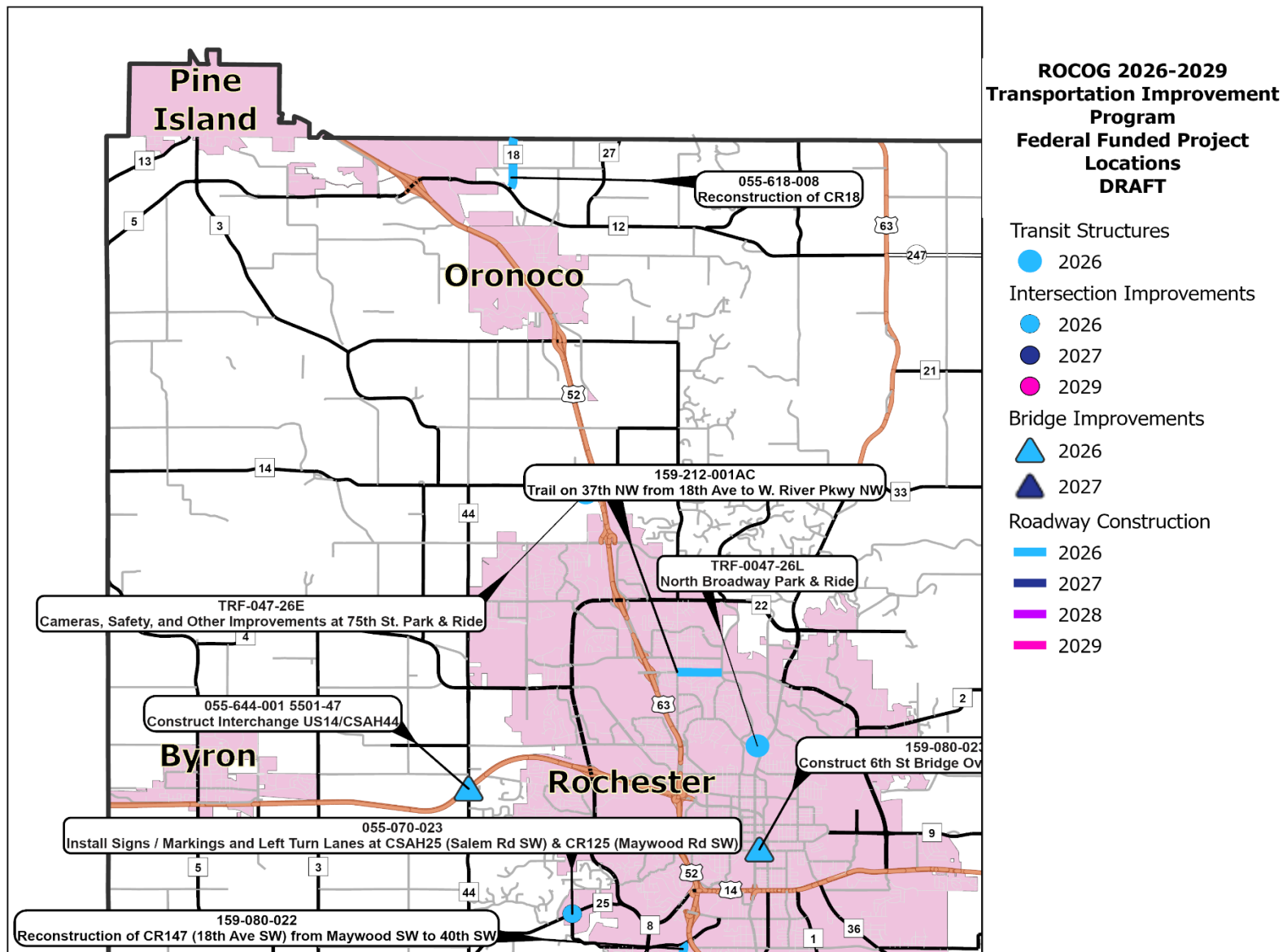


FIGURE 22: FY 2026 PROJECT LOCATION MAP #2, STEWARTVILLE & CHATFIELD AREA

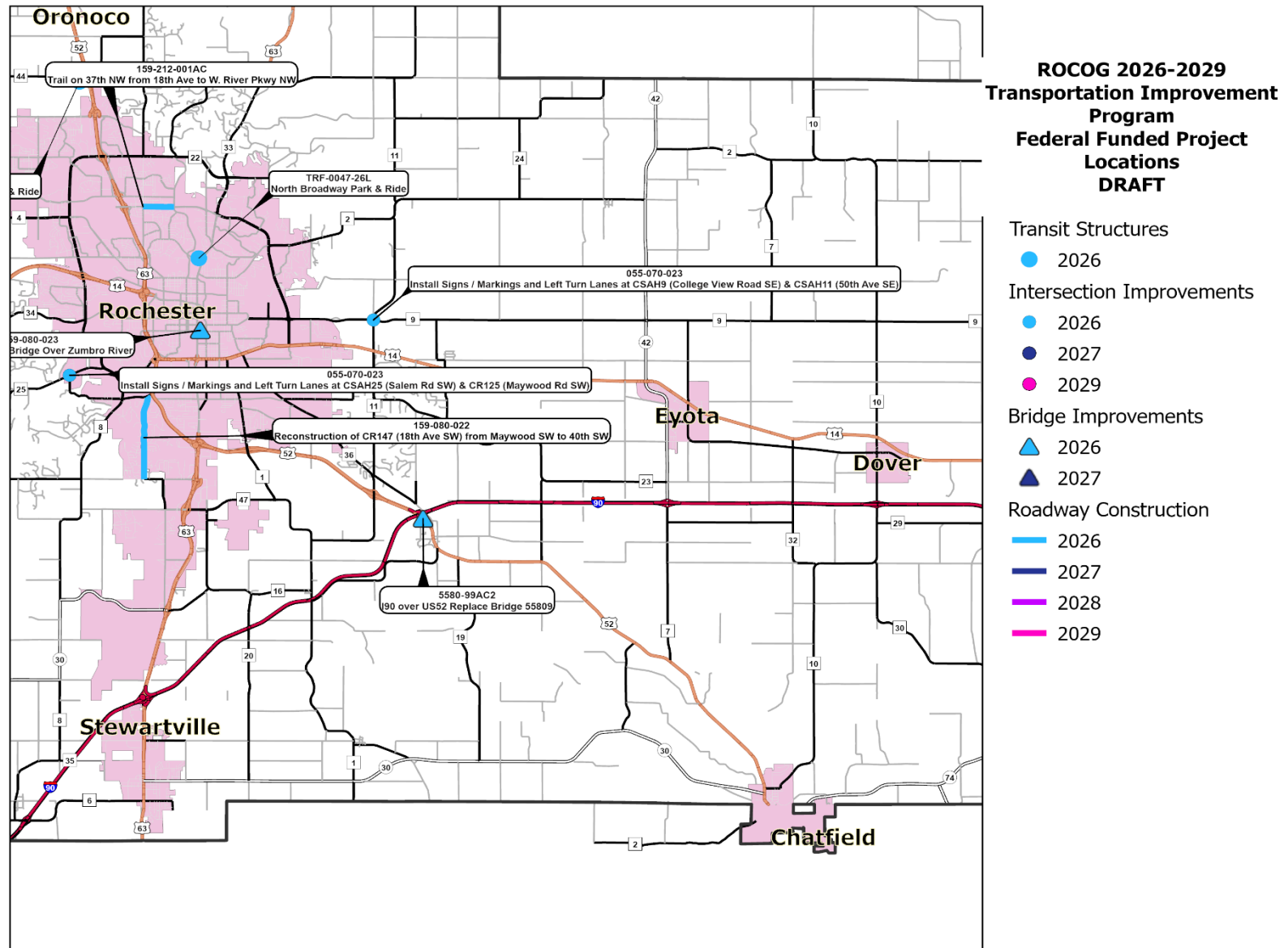
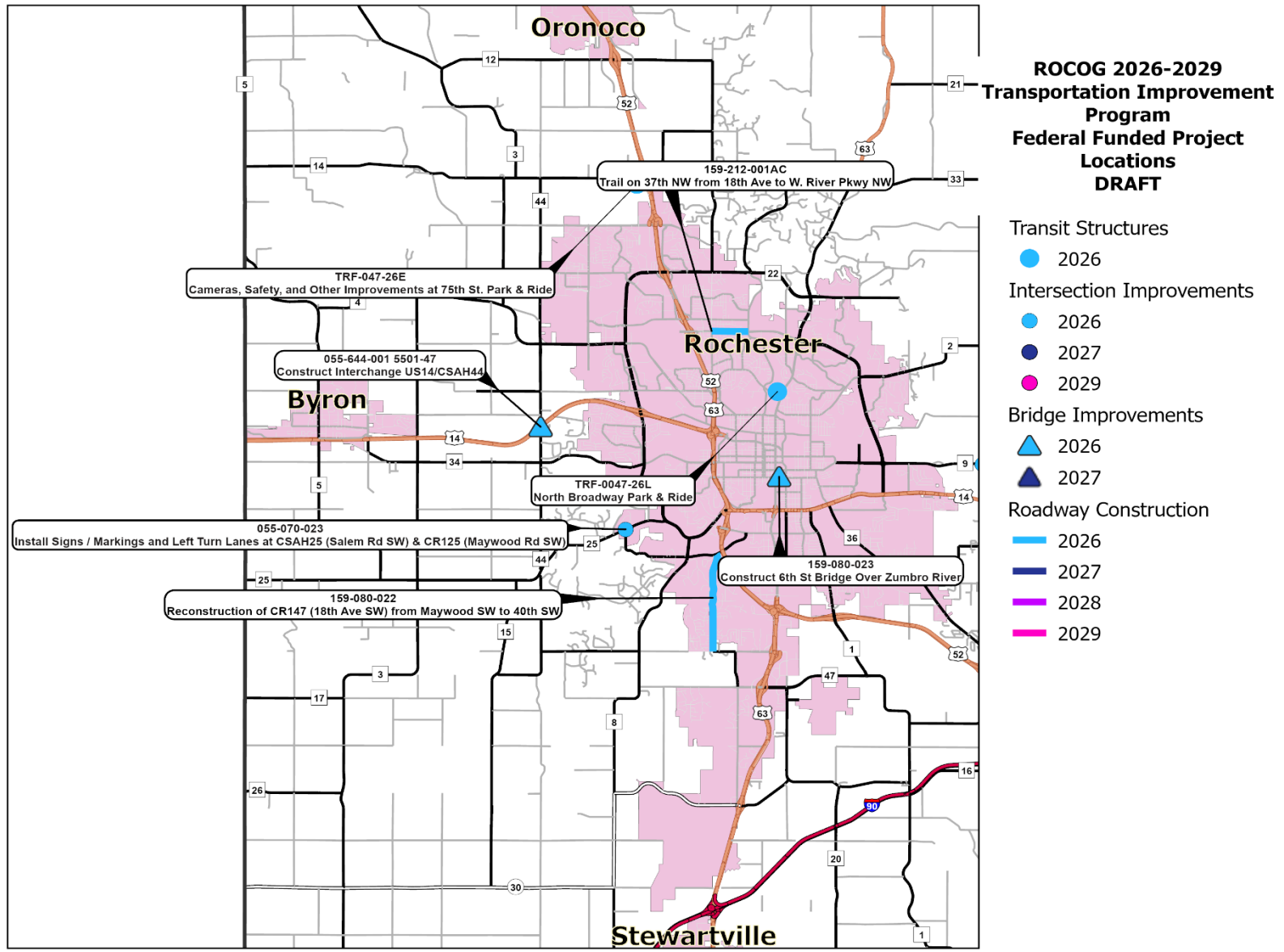


FIGURE 23: FY 2026 PROJECT LOCATION MAP #3, BYRON AREA



FY 2027 FEDERALLY FUNDED TRANSPORTATION PROJECTS

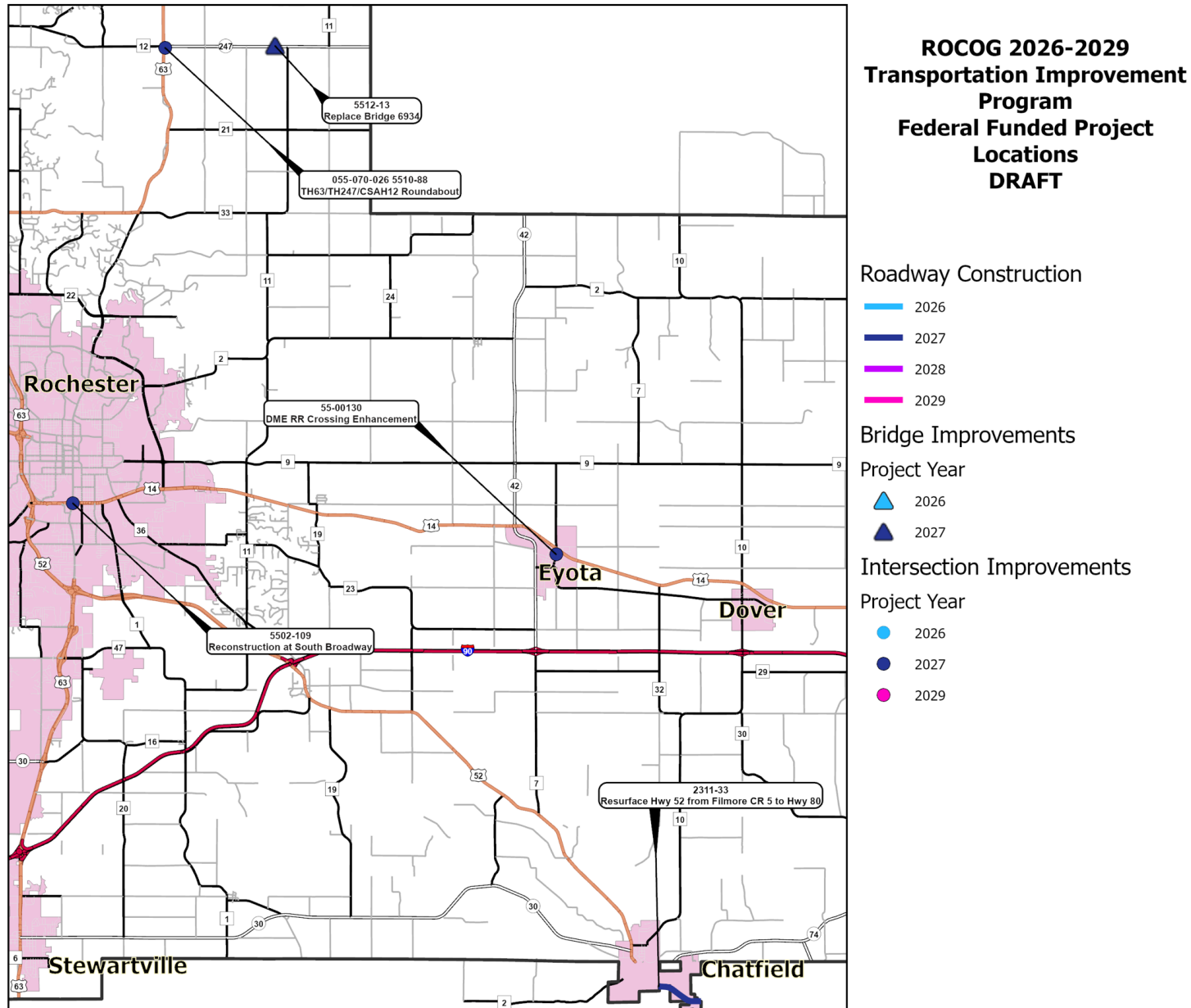
TABLE 7: FY2027 FEDERALLY FUNDED TRANSPORTATION PROJECTS

Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Total FHWA	Total AC	AC Payback	FTA	State Trunk Highway	Local / Other
CSAH 18	055-618-008AC	2027	OLMSTED COUNTY	**AC**CRP** ON OLMSTED CSAH 18, GRADING, AGGREGATE BASE, BITUMINOUS RECLAMATION, PAVED SHOULDER, SAFETY WEDGE, & RUMBLE STRIPS FROM CSAH 12 TO WABASHA COUNTY LINE (AC PAYBACK 1 OF 1)	CRP	370000	0	0	370000	0	0	0
LOCAL STREETS	159-080-022AC1	2027	ROCHESTER	**AC** RECONSTRUCTION OF 18 AVENUE SW BETWEEN MAYOWOOD SW AND 40TH STREET SW, REPLACE BRIDGE 9307, STORM AND SEWER, LIGHTING, SHARED USE PATH AND SIDEWALK IMPROVEMENTS (AC PAYBACK 1 OF 2)	STBGP 5K-200K	3030000	0	0	3030000	0	0	0
LOCAL STREETS	159-080-022ACRP1	2027	ROCHESTER	**AC**CRP** RECONSTRUCTION OF 18 AVENUE SW BETWEEN MAYOWOOD SW AND 40TH STREET SW, REPLACE BRIDGE 9307, STORM AND SEWER, LIGHTING, SHARED USE PATH AND SIDEWALK IMPROVEMENTS (AC PAYBACK 1 OF 2)	CRP	261000	0	0	261000	0	0	0
US 52	2311-33	2027	MNDOT	**AC**SPP**BFP** US 52 FROM 0.1 MI N MN 80 TO 0.1 MI N CSAH 5 LT, BITUMINOUS MILL AND OVERLAY AND REPLACE BOX CULVERTS 6123, 6122, 6121, 6120 AND 95580, AND REMOVE BOXES 6119 & 92531 OVER STREAMS (AC PAYBACK IN 2028)	BFP NHPP	14400000	7424480	4300000	0	0	2675520	0
RAIL	55-00130	2027	LOCAL	DME RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT CSAH 7, CENTER AVE, EYOTA, OLMSTED COUNTY	RRS	350000	315000	0	0	0	0	35000
US 14	5502-109	2027	MNDOT	**AC**US 14 RECONSTRUCTION AT SOUTH BROADWAY IN ROCHESTER (AC PAYBACK IN 2028)	STP5K-200K	19550000	5776670	5500000	0	0	2573330	5700000
US 63, MN 247, CSAH 12	055-070-026	2027	MNDOT	**HSIP** US 63, MN 247, AND CSAH 12 ROUNDABOUT IN OLMSTED COUNTY	HSIP	833333	750000	0	0	0	0	83333
US 63, MN 247	5510-88	2027	MNDOT	**SEC164** US 63, MN 247, AND CSAH 12 ROUNDABOUT IN OLMSTED COUNTY	HSIP	3204000	2883600	0	0	0	320400	0
MN 247	5512-15	2027	MNDOT	**CHAP127** MN 247 REPLACE BR 6934 - REPLACE NORTH HEADWALL	STATE TH NON-PAR	900000	0	0	0	0	900000	0
I 90, US 52	5580-99AC3	2027	MNDOT	**AC** I 90 OVER US 52 REPLACE BRIDGE 55809 WITH BRIDGE 55823 AND BRIDGE 55810 WITH BRIDGE 55824 (AC PAYBACK 3 OF 3)	NHPP	4631765	0	0	4631765	0	0	0

TABLE 7: FY2027 FEDERALLY FUNDED TRANSPORTATION PROJECTS (CONTINUED)

Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Total FHWA	Total AC	AC Payback	FTA	State Trunk Highway	Local / Other
TRANSIT	TRF-0047-27A	2027	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	13905000	0	0	0	2000000	0	11905000
TRANSIT	TRF-0047-27B	2027	ROCHESTER	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	LF	1635750	0	0	0	0	0	1635750
TRANSIT	TRF-0047-27C	2027	ROCHESTER	SECT 5339; CITY OF ROCHESTER; PURCHASE TWO (2) ELECTRIC SUPPORT VEHICLES & RELATED CHARGING INFRASTRUCTURE & INSTALLATION	FTA	155600	0	0	0	124480	0	31120
TRANSIT	TRF-0047-27F	2027	ROCHESTER	SECT 5307: CITY OF ROCHESTER; SIGNS AT 75TH ST. PARK AND RIDE	FTA5307 (B9)	200000	0	0	0	160000	0	40000
TRANSIT	TRF-0047-27G	2027	ROCHESTER	CITY OF ROCHESTER; PURCHASE FIVE (5) CLASS 400LF GAS REPLACEMENT BUSES	FTA5337 (BB)	1735000	0	0	0	1388000	0	347000
TRANSIT	TRF-0047-27H	2027	ROCHESTER	CITY OF ROCHESTER; PURCHASE FOUR (4) CLASS 700 DIESEL BUS REPLACEMENT BUS	FTA5337 (BB)	2995000	0	0	0	2396000	0	599000
TRANSIT	TRF-0047-27I	2027	ROCHESTER	CITY OF ROCHESTER TRANSIT SCHEDULING SOFTWARE	FTA5307 (B9)	350000	0	0	0	280000	0	70000

FIGURE 24: LOCATION DETAIL FOR FY 2027 FEDERALLY FUNDED TRANSPORTATION PROJECTS



FY 2028 FEDERALLY FUNDED TRANSPORTATION PROJECTS

TABLE 8: FY2028 FEDERALLY FUNDED TRANSPORTATION PROJECTS

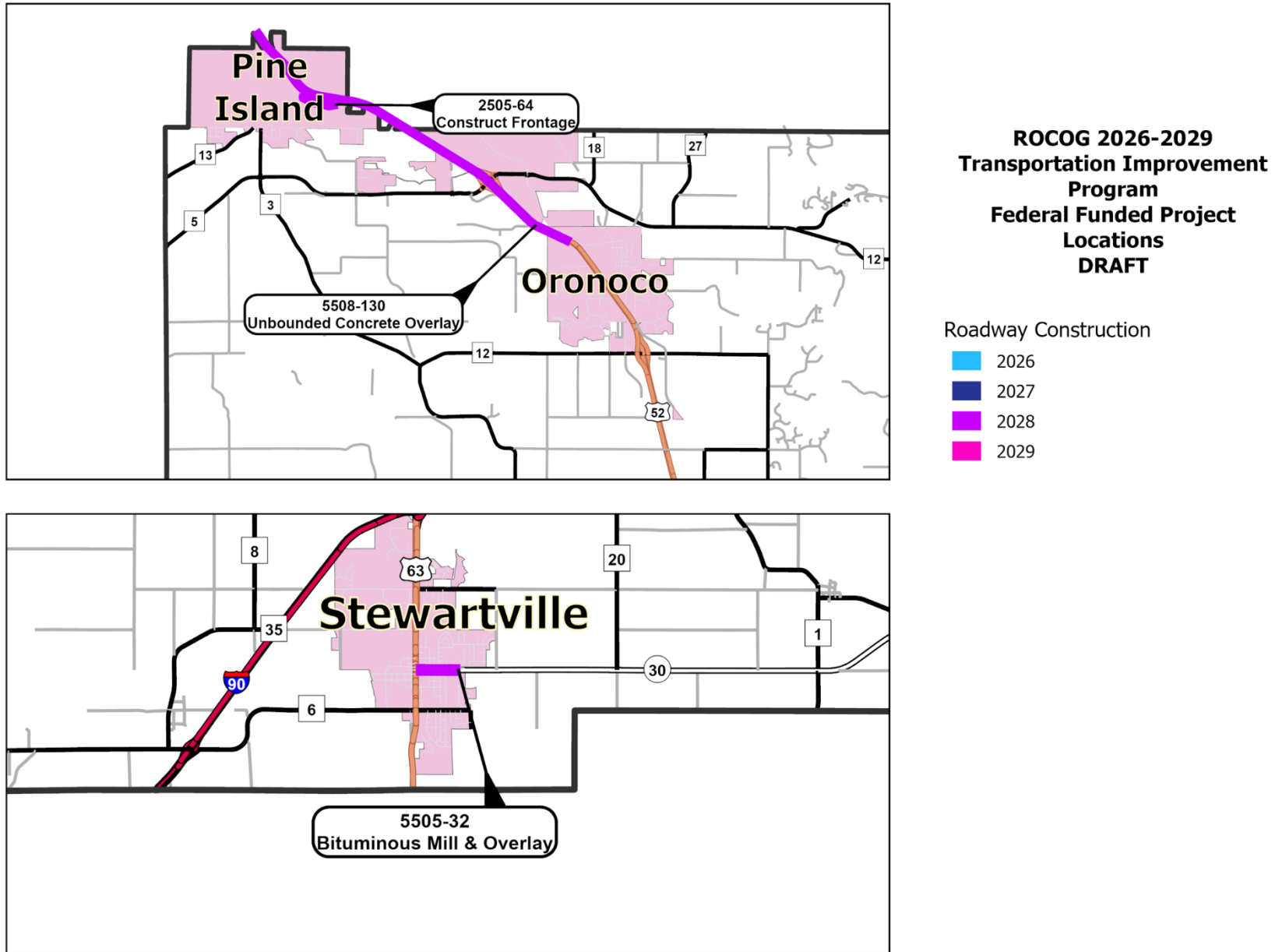
Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Total FHWA	Total AC	AC Payback	FTA	State Trunk Highway	Local / Other
LOCAL STREETS	159-080-022AC2	2028	ROCHESTER	**AC** RECONSTRUCTION OF 18 AVENUE SW BETWEEN MAYOWOOD SW AND 40TH STREET SW, REPLACE BRIDGE 9307, STORM AND SEWER, LIGHTING, SHARED USE PATH AND SIDEWALK IMPROVEMENTS (AC PAYBACK 2 OF 2)	STBGP 5K-200K	3000000	0	0	3000000	0	0	0
LOCAL STREETS	159-080-022ACCRP2	2028	ROCHESTER	**AC**CRP** RECONSTRUCTION OF 18 AVENUE SW BETWEEN MAYOWOOD SW AND 40TH STREET SW, REPLACE BRIDGE 9307, STORM AND SEWER, LIGHTING, SHARED USE PATH AND SIDEWALK IMPROVEMENTS (AC PAYBACK 2 OF 2)	CRP	280000	0	0	280000	0	0	0
US 52	2311-33AC	2028	MNDOT	**AC**SPP** US 52 FROM 0.1 MI N MN 80 TO 0.1 MI N CSAH 5 LT, BITUMINOUS MILL AND OVERLAY AND REPLACE BOX CULVERTS 6123, 6122, 6121, 6120 AND 95580, AND REMOVE BOXES 6119 & 92531 OVER STREAMS (AC PAYBACK 1 OF 1)	NHPP	4300000	0	0	4300000	0	0	0
US 52	2505-64	2028	MNDOT	**AC** US 52, SB FROM 0.41 MI N CSAH 12 TO S JCT MN 60, CONSTRUCTION OF FRONTAGE ROAD INCLUDING BIKE/PED FACILITIES (TIED TO 5508-130) (AC PAYBACK IN 2029)	NHPP	4900000	3089580	900000	0	0	910420	0
US 14	5502-109AC	2028	MNDOT	**AC** US 14 RECONSTRUCTION AT SOUTH BROADWAY IN ROCHESTER (AC PAYBACK 1 OF 1)	STP5K-200K	5500000	0	0	5500000	0	0	0
MN 30	5505-32	2028	MNDOT	**ELLE** MN 30 FROM US 63 TO 0.40 MI EAST OF US 63 IN STEWARTVILLE, BITUMINOUS MILL AND OVERLAY, SIGNAL AND ADA IMPROVEMENTS	STBGP 5K-200K	2700000	1610765	0	0	0	364235	725000
MN 30	5505-32CRP	2028	MNDOT	**ELLE**CRP** MN 30 FROM US 63 TO 0.40 MI EAST OF US 63 IN STEWARTVILLE, BITUMINOUS MILL AND OVERLAY, SIGNAL AND ADA IMPROVEMENTS	CRP	1600000	1300000	0	0	0	300000	
US 52	5508-130	2028	MNDOT	**AC** US 52, SB FROM BR. 55079 OVERPASS IN ORONOCO TO 0.25 MI SOUTH OF THE S JCT MN 60, UNBONDED CONCRETE OVERLAY, GRADING, AND REPLACE BOX CULVERT 91164 OVER STREAM (AC PAYBACK IN 2029)	NHPP	31600000	20674020	5000000	0	0	5925980	0
US 52	5508-130PRO	2028	MNDOT	**PROTECT** US 52, SB FROM BR. 55079 OVERPASS IN ORONOCO TO 0.25 MI SOUTH OF THE S JCT MN 60, UNBONDED CONCRETE OVERLAY, GRADING, AND REPLACE BOX CULVERT 91164 OVER STREAM (AC PAYBACK IN 2029)	PROTECT	1500000	1276000	0	0	0	224000	0
LOCAL STREETS	159-201-009	2028	ROCHESTER	**RAISE** SOUTH BROADWAY COMPLETE STREET AND PEDESTRIAN FACILITIES ALONG SOUTH BROADWAY AVENUE BETWEEN 4TH ST SE AND 9TH ST SE, PLANNING AND DESIGN	FFM	2500000	2500000	0	0	0	0	0

FY 2028 FEDERALLY FUNDED TRANSPORTATION PROJECTS

TABLE 8: FY2028 FEDERALLY FUNDED TRANSPORTATION PROJECTS

Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Total FHWA	Total AC	AC Payback	FTA	State Trunk Highway	Local / Other
TRANSIT	TRF-0047-28A	2028	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	14300000	0	0	0	2000000	0	12300000
TRANSIT	TRF-0047-28B	2028	ROCHESTER	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	LF	1685000	0	0	0	0	0	1685000
TRANSIT	TRF-0047-28C	2028	ROCHESTER	CITY OF ROCHESTER; PURCHASE TWO (2) CLASS 400LF GAS REPLACEMENT BUSES	FTA5337 (BB)	2100000	0	0	0	1680000	0	420000
TRANSIT	TRF-0047-28D	2028	ROCHESTER	CITY OF ROCHESTER; PURCHASE SEVEN (7) CLASS 700 DIESEL BUS REPLACEMENT BUS	FTA5337 (BB)	3000000	0	0	0	2400000	0	600000
TRANSIT	TRF-0047-28E	2028	ROCHESTER	CITY OF ROCHESTER; TRANSIT FIXED ROUTE DISPATCH SOFTWARE AND HARDWARE	FTA5307 (B9)	2000000	0	0	0	1600000	0	400000

FIGURE 26: LOCATION DETAIL FOR FY 2028 FEDERALLY FUNDED TRANSPORTATION PROJECTS

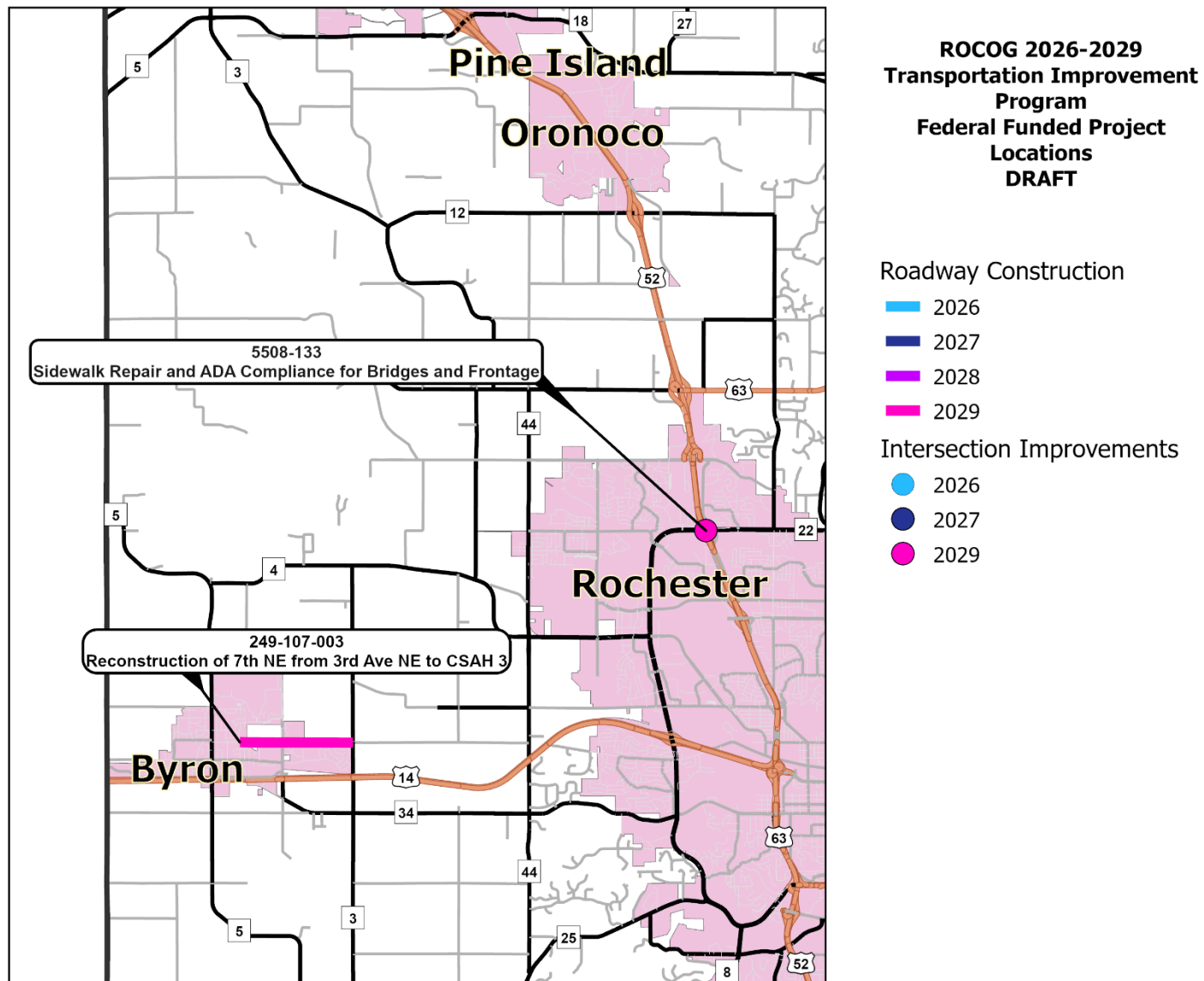


FY 2029 FEDERALLY FUNDED TRANSPORTATION PROJECTS

TABLE 9: FY2029 FEDERALLY FUNDED TRANSPORTATION PROJECTS

Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Total FHWA	Total AC	AC Payback	FTA	State Trunk Highway	Local / Other
LOCAL STREETS	249-107-003	2029		RECONSTRUCTION OF 7TH STREET NE IN BYRON FROM 3RD AVENUE NE TO CSAH 3	STP<5K	6000000	3000000	0	0	0	0	3000000
US 52	2505-64AC	2029	MNDOT	**AC** US 52, SB FROM 0.41 MI N CSAH 12 TO S JCT MN 60, CONSTRUCTION OF FRONTAGE ROAD INCLUDING BIKE/PED FACILITIES (TIED TO 5508-130) (AC PAYBACK 1 OF 1)	NHPP	116000	0	0	116000	0	0	0
US 52	2505-64ACCRP	2029	MNDOT	**AC**CRP** US 52, SB FROM 0.41 MI N CSAH 12 TO S JCT MN 60, CONSTRUCTION OF FRONTAGE ROAD INCLUDING BIKE/PED FACILITIES (TIED TO 5508-130) (AC PAYBACK 1 OF 1)	CRP	784000	0	0	784000	0	0	0
US 52	5508-130AC	2029	MNDOT	**AC**US 52, SB FROM 900 FT SOUTH OF 85TH ST IN ROCHESTER TO 0.25 MI SOUTH OF THE S JCT MN 60, UNBONDED CONCRETE OVERLAY, GRADING, AND REPLACE BOX CULVERT 91164 OVER STREAM (AC PAYBACK 1 OF 1)	NHPP	5000000	0	0	5000000	0	0	0
US 52	5508-133	2029	MNDOT	ON US 52 FROM THE S JCT US 63 TO 85TH ST IN ROCHESTER, SIDEWALK REPAIR AND ADA COMPLIANCE FOR BRIDGES AND FRONTAGE RDS	STATE TH NON-PAR	3750000	0	0	0	0	3750000	0
999	8806-CRPRO-29	2029	MNDOT	**CRP** ROCOG CARBON REDUCTION PROGRAM SETASIDE	CRP	261000	261000	0	0	0	0	0
TRANSIT	TRF-0047-29A	2029	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	14750000	0	0	0	0	0	14750000
TRANSIT	TRF-0047-29B	2029	ROCHESTER	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	LF	1735000	0	0	0	0	0	1735000

FIGURE 27: LOCATION DETAIL FOR FY 2029 FEDERALLY FUNDED TRANSPORTATION PROJECTS



ILLUSTRATIVE / REGIONALLY SIGNIFICANT PROJECTS

This section discusses two types of projects that may be listed in the TIP: “Illustrative Projects” and “Regionally Significant Projects”. Projects in these categories are important to the operation of the regional roadway network in the MPA.

Illustrative and Regionally Significant Projects are defined in 23 CFR 450. An

Illustrative Project is:

“an additional transportation project that may be included in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available.”

An Illustrative Project is one which does not have a full funding plan in place but is considered an important project to identify within the TIP to show the need for the project. In most cases, federal funding is being pursued for Illustrative Projects. It is important to note that no Federal action may be taken on an Illustrative project by the FHWA and the FTA until it is formally included in the financially constrained and conforming metropolitan transportation plan and TIP.

Upon notice of funding availability for an individual illustrative project being provided to ROCOG, the MPO will amend such project into the TIP through the TIP modification processes pursuant to Appendix C of this document.

Regionally Significant projects serve regional transportation needs such as high volume traffic corridors that access or pass through the area from outside the region, delivering regional traffic to major activity centers such as the Central Business District of urban areas, or providing access to major regional transportation centers such as airports. Such projects may or may not be funded with federal transportation funds but involve major improvements to the federally supported transportation system in the MPA. By law, Regionally Significant Projects are defined to include:

1. Projects requiring an action by FHWA or the FTA, whether or not the projects are to be funded under Title 23 U.S.C. or Title 49 U.S.C.; or
2. Projects that are not federally funded but affect transportation systems or networks that are regional in nature.

The TIP shall include a list of all regionally significant projects. Projects in the fiscally constrained list of federal projects are by definition included as Regionally Significant projects since they require actions to be taken by the FHWA or FTA in order to advance to construction. Projects listed in this section as regionally significant projects are additional projects funded from sources other than FHWA or FTA funds under Title 23 U.S.C. Chapters 1 and 2 or Title 49 U.S.C. Chapter 53, which are considered regionally important to the operation of the transportation network.

Federal regulations have given MPO’s flexibility to determine “regionally significant” transportation projects in their MPA. Consequently, ROCOG has chosen to define regionally significant projects as:

1. projects occurring on the federally classified Primary or Minor Arterial system that are not primarily for the purpose of system preservation but rather provide improved capacity, access, freight mobility or safety, and have a cost that exceeds 75% of the typical annual capital investment budget of the proposer, which for Olmsted County and the City of Rochester is approximately \$15 million per year. Projects that are primarily for the purpose of extending the existing urban street network access into new development areas on the edge of existing urban areas will not generally be considered regionally significant unless there is expectation of a significant diversion of existing regional traffic to the new roadway.
2. capital transit investment not solely for the purpose of vehicle acquisition that will establish supportive infrastructure for core fixed route transit services in excess of \$10 million;
3. investment in Active Transportation Projects in excess of \$5 million that will fund development of trail or path facilities facilitating pedestrian or bicycle connectivity to major regional attractions or activity centers, facilitate the removal of barriers created by major transportation facilities such as access controlled highways, or fund regional trail facilities recognized as part of a statewide or regional planned network of trails.

Table 10 on the following page identifies the Illustrative and Regionally Significant projects that have been identified for the ROCOG MPA. Only one project is fully funded with non-federal resources are identified as Regionally Significant given the cost of the project and classification of the road corridors involved. A second Regionally Significant project for the City of Rochester has been identified in the past and is carried forward here for the potential of future funding. No timeline or funding sources are currently identified.

TABLE 10: ILLUSTRATIVE AND REGIONALLY SIGNIFICANT PROJECT

Category	Route System	Proposed Year	Lead Agency	Description	Corridor Classification	Current Project Development Status	Estimated Cost of Project	Non-Local Funding Source	Non-Local Funding	Local Funding
Regionally Significant	CSAH 34	Proposed 2026	OLMSTED COUNTY	Reconstruct six miles of CSAH 34 from TH 14 in Byron to CSAH 22 in Rochester	Rural Major Collector	Programmed in Olmsted County CIP	\$16,500,000			\$16,580,000 County – State Aid and Local Option Sales Tax

5 | COMMUNITY IMPACT ASSESSMENT

In 1994, Presidential Executive Order 12898 mandated that every federal agency incorporate environmental justice in its mission by analyzing the effect of federally supported programs, policies, and activities on minority and low income populations. Drawing from the framework established by Title VI of the Civil Rights Act of 1964, as well as the 1969 National Environmental Policy Act (NEPA), the U.S. Department of Transportation (USDOT) set forth the following three principles to ensure non-discrimination in its federally funded activities:

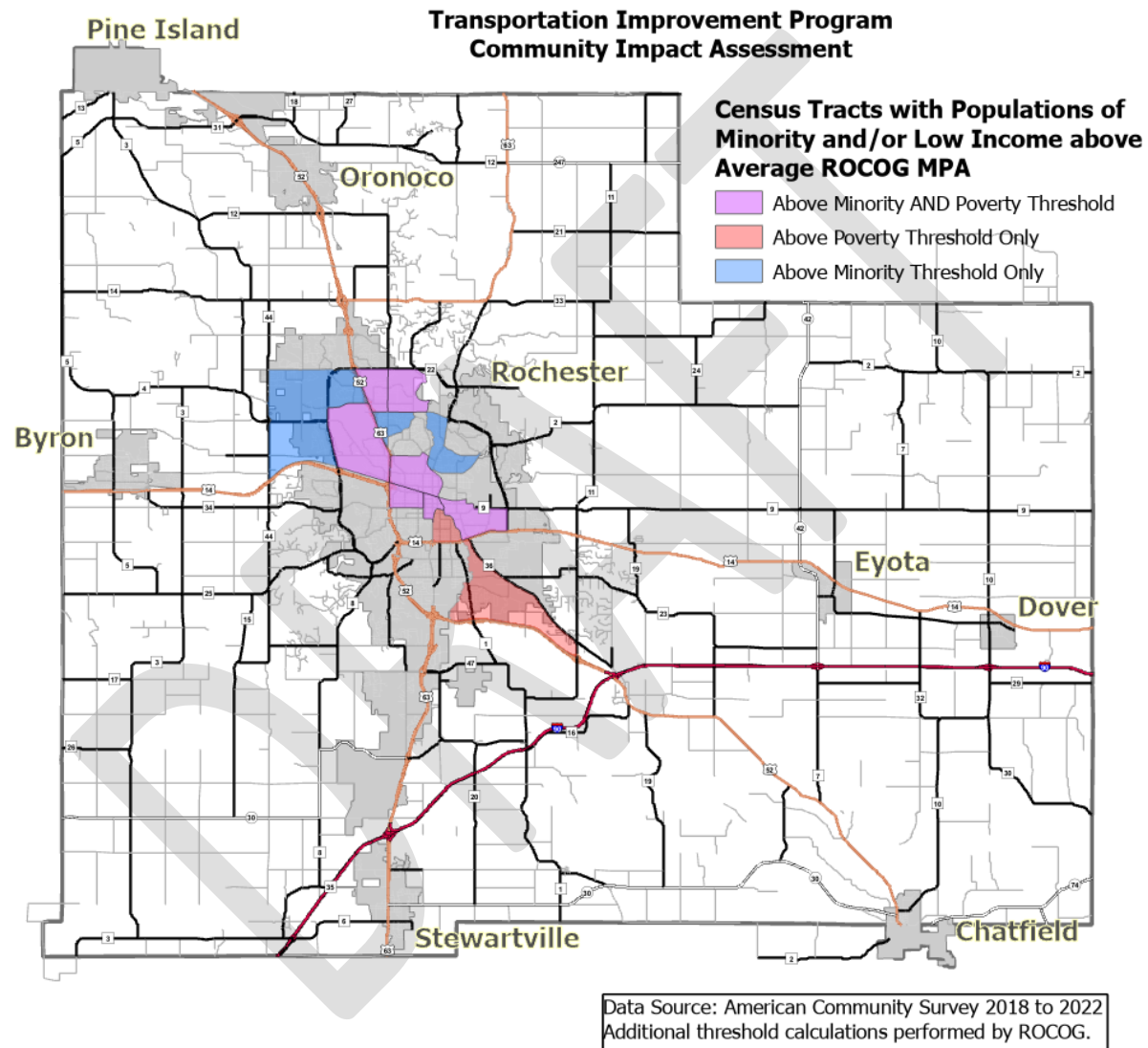
- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low income populations.

Environmental Justice is a policy goal for ensuring that negative impacts resulting from federally supported activities do not fall disproportionately on minority or low-income populations. While it is difficult to make significant improvements to transportation systems without causing impacts of one form or another, the concern of interest is whether proposed projects will negatively affect the health or environments of minority or low-income populations more intensely than other populations.

2026-2029 TIP PROJECTS IN TITLE VI AREAS OF CONCERN

This community impact assessment highlights those transportation projects that could potentially have a disproportionate negative impact on disenfranchised neighborhoods. Figure 28 highlights Census Tracts in the ROCOG MPA, using data from the 2018-2022 American Community Survey (ACS), where the share of minority and/or low-income populations exceeds the areawide average for the MPA. ROCOG's analysis of Census data found population thresholds for the MPA to be 22.86% for minority (i.e., other than non-Hispanic, white) and 12.6% for poverty; census tracts with a percentage of minority and/or low-income individuals higher than these rates were identified as Title VI areas of interest/concern.

FIGURE 28: AREAS WHERE ENVIRONMENTAL JUSTICE POPULATIONS OF CONCERN EXIST – ROCHESTER MPA



Figures 29 and 30 on the following pages indicate the location of projects that are part of the 2026-2029 TIP which will take place in locations where there is potential for a significant population of low-income or minority populations within the potential impact area of the project. A project was identified as having the potential to have an impact if any portion of a project intersected or ran concurrent with the boundary of Census Block Group that has been identified in Figure 28 above.

Projects included for identification include any highway, transit or non-motorized project which involves the physical construction of infrastructure to facilitate the provision of travel movement. For transit, for example, TIP project listings which involve the funding of operational expenses are not considered, but transit projects which involve new service, or structures, such as a new or improved transit station or park and ride are identified for consideration.

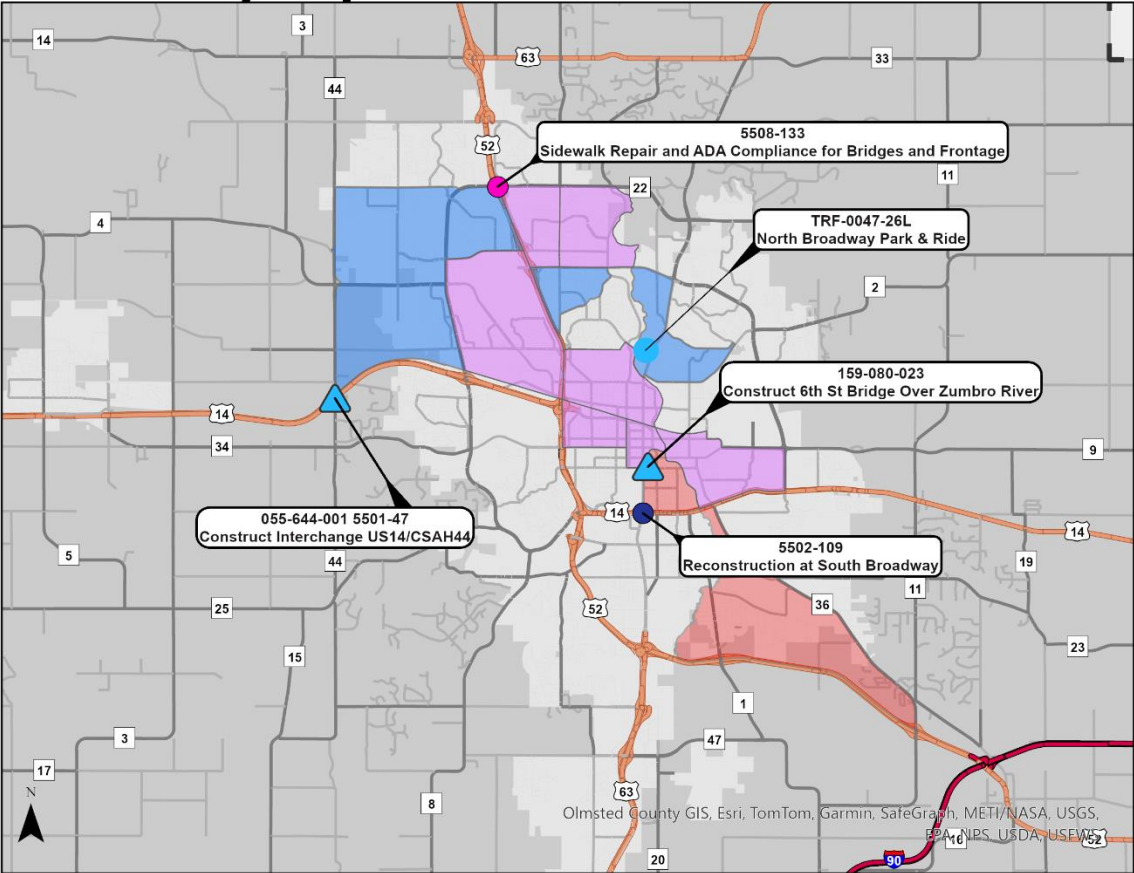
A total of 10 projects in whole or in part were identified as having potential impact on populations of interest. This includes three key transit projects (commencement of bus rapid transit, construction of new structured park and ride and transit signal priority), one dedicated walkway improvement project and six highway improvement projects, including a roundabout improvement along with several reconstruction projects which include multi-modal elements. Table 11 following the Figures 29 and 30 describe each project and provide a subjective assessment of the potential significance of an impact to minority and low-income populations. Highway projects that are primarily for the purpose of preservation, such as overlay or road resurfacing, are expected to have no or limited impact beyond the existing roadway and right of way limits and are expected to benefit adjacent areas. These projects, as they move through project development into final design, can either continue the status-quo or include elements that mitigate existing issues. The level of mitigation for each project will not be fully decided until the projects are closer to final design and construction.

Projects that involve reconstruction of existing roadways provide an opportunity to not only address pavement and/or bridge preservation needs, but may also address safety, operational or capacity issues and expand opportunities for active transportation. As with any major construction, these will necessarily cause disruption, delays, detours, noise, dust, and inconvenience for residents nearby. However, these adverse impacts are expected to be outweighed by the benefits that accrue to the neighboring areas, such as increased safety, better connections, improved access, new or improved pedestrian and bicycle infrastructure, or improved transit service.

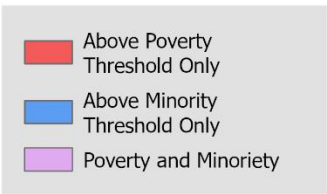
Furthermore, these projects will help ROCOG achieve its performance targets for safety, bridge and pavement condition, system reliability, transit asset management, and transit safety. The implementing agencies will have the responsibility to address the adverse impacts of these projects, avoid them where possible, and mitigate those that cannot be avoided, all with the intended outcome of benefiting the residents nearby, as well as the general public.

FIGURE 29: PROJECT LOCATIONS IN RELATION TO LOW INCOME AND MINORITY POPULATIONS

ROCOG 2026 - 2029
Transportation Improvement Program (TIP)
Community Impact Assessment



**Census Tracts with Populations
Above Minority and/or Poverty Threshold**



Data Source: American Community Survey 2018 -2022
Additional threshold calculations performed by ROCOG

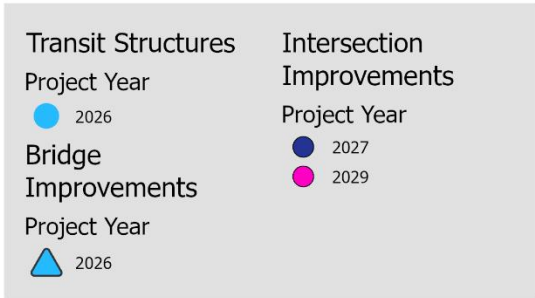


TABLE 11: OVERVIEW OF 2026-2029 TIP PROJECTS AFFECTING TITLE VI AREAS

Project Number	Year	Agency	Description	Discussion	Assessment of Potential Impact on Title VI Populations
055-644-001	2026	Olmsted County	The Trunk Highway (TH) 14 and County State Aid Highway (CSAH) 44 interchange project	The purpose of the project is to improve safety, mobility, visibility, and stormwater improvements. As well to improve walkability/ bike ability and address safety risks with the CSAH 44 / CP Railway crossing	The project's upgrades will have a positive impact on neighboring residents, including those protected under Title VI. The primary goal is to construct a new interchange with off-ramp connections. The proposed improvements include enhanced neighborhood access, multimodal trails with ADA upgrades, safer local road connections, and measures to address flooding and provide water treatment along the corridor.
550147	2026	MnDOT			
159-080-023	2026	Rochester	Construct 6 th St Bridge over Zumbro River	This project involves a major reconstruction effort in a key area adjacent to Rochester's core and historic neighborhoods. It will establish a vital connection between residential areas and the urban center, crossing the Zumbro River. The initiative focuses on improving the roadway network while also adding non-motorized trails and paths to enhance connectivity. The project's impact on any specific population is not anticipated to be disproportionate to the effects experienced by all area residents.	Project benefit should be positive as it will provide pedestrian and bicycle facilities in a corridor and improve safety for all users, abutting landowners may see some impact but most of those parcels are industrial and commercial.

Project Number	Year	Agency	Description	Discussion	Assessment of Potential Impact on Title VI Populations
TRF-0047-26L	2026	RPT	Rochester North Broadway Park and Ride	The project intends to turn an existing surface parking lot into a parking structure and include transit elements such as shelters and pull of space to serve as a park and ride.	Minimal impact to nearby residents is expected because no new right of way is required and enhanced transit service is expected following completion.
5502-109	2027	MnDOT	US 14 Reconstruction at South Broadway In Rochester (AC Payback In 2028)	Intersection work at TH 14 / Broadway Avenue will have longer period of impact and may include work outside right of way. All lands adjacent to this intersection are commercial or public lands with no residents immediately abutting the area.	Project impact should be confined to existing right of way and pose no disproportionate impact, with improvements at TH 14 and Broadway Ave intersection improving pedestrian safety for all nearby residents.

Project Number	Year	Agency	Description	Discussion	Assessment of Potential Impact on Title VI Populations
5508-133	2029	MNDOT	Sidewalk repair and ADA Compliance for bridges and frontage roads along Hwy 52	The project's objective is to upgrade and improve sidewalks and pedestrian ramps at intersections along or above US Highway 52. While the full scope is still under development, the initial focus is on the intersections associated with the Highway 52 ramps on 41st and 55th Streets in Rochester.	The project represents a significant step in MnDOT's ongoing commitment to its ADA transition plan. Its primary objective is to enhance pedestrian accessibility across interchange bridges, thereby providing residents and transit users with improved access to retail establishments in these key corridors. While local residents may experience notable pedestrian impacts during the construction phase, these will be temporary, leading to substantial and lasting benefits in the long term.

6 | FINANCIAL PLAN & FISCAL CONSTRAINT

As the federally designated MPO for the metropolitan area, ROCOG must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR § 450.326(j), the MPO is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate the ability of its partner jurisdictions to fund these projects while continuing to also fund the necessary operations and maintenance of the existing transportation system. To comply with these requirements, ROCOG has examined past trends regarding federal, state, and local revenue sources for transportation projects in the area to determine what levels of revenue can be reasonably expected over the TIP cycle. The resulting revenue estimates were then compared with the cost of the projects in the TIP, which are adjusted for inflation to represent estimated year-of-expenditure costs.

FUNDING LEVELS & FISCAL CONSTRAINT ANALYSIS

FEDERAL FUNDING

Federally funded transportation projects within the ROCOG area are programmed regionally through the District 6 ATP process (*see Section 2, page 34 for more information on ATP process*). The District 6 ATP is assigned a targeted amount of federal funding for programming in the southeast Minnesota region, which is further refined using a state-established formula and specific program funding targets. Although subject to flexibility, these targets are used during development of the ROCOG TIP, the District 6 ATIP, and the statewide STIP to help establish the priority list of projects. The targeted amount is set four years in advance; for example, the distribution for fiscal year 2028 is set in 2024. Table 12 identifies the funding targets for ATP-6 set by MnDOT for programs or jurisdictional partners to be used in the solicitation process.

TABLE 12: MNDOT DISTRICT 6 ATP MANAGED FUNDS - FEDERAL DISTRIBUTION

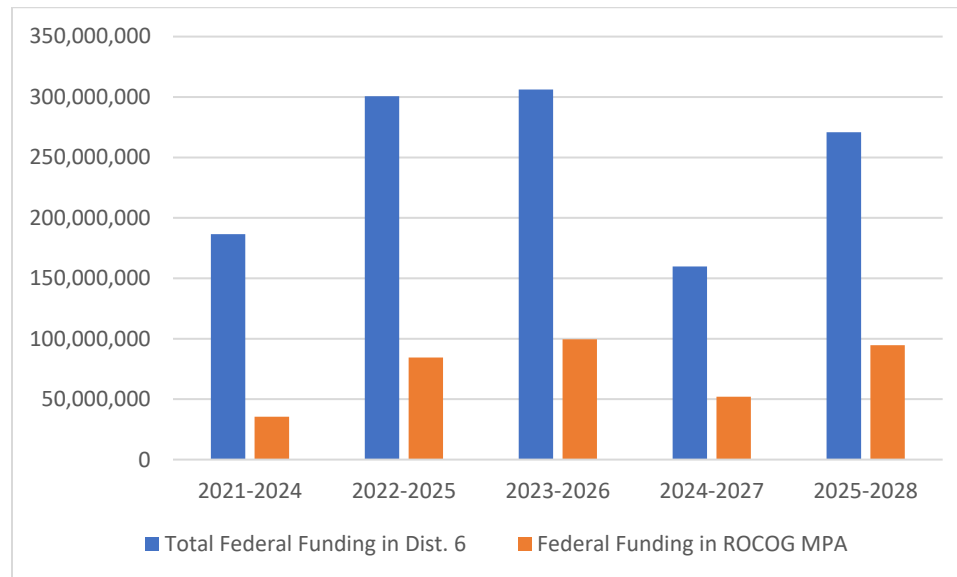
Sub-Targets	F.Y. 2026 Distribution (in millions of dollars)	F.Y. 2027 Distribution (in millions of dollars)	F.Y. 2028 Distribution (in millions of dollars)	F.Y. 2029 Distribution (in millions of dollars)
Transportation Alternative Program (TA)	\$0.95	\$3.45	\$2.10	\$2.10
HSIP - LOCAL	\$3.40	\$3.30	\$3.30	\$3.30
Carbon Reduction Program (CRP) Non- MPO Apportionment	\$1.49	\$0.92	\$0.92	\$1.19
STBG - Small Cities (24%)	\$2.06	\$2.42	\$2.40	\$2.40
STBG - Counties (46%)	\$3.96	\$4.65	\$4.60	\$4.60
STBG - ROCOG (30%)	\$2.58	\$3.03	\$3.00	\$3.00
Total	\$13.40	\$16.69	\$16.32	\$16.59

Each year, the District 6 ATP programs about \$13-\$17 million in FHWA funds. Of that total, ROCOG has the direct responsibility to program between \$2.4-\$3.1 million, which varies annually as shown (sourced via Surface Transportation Block Grant funds).

TRENDS IN FEDERAL HIGHWAY FUNDING

Table 13 below compares the levels of federal (highway) funding being programmed in the 2025-2028 ROCOG Area TIP and the District 6 ATIP with the corresponding levels of FHWA funding in the TIPs and ATIPs of the last 5 years.

TABLE 13: COMPARISON OF PAST FEDERAL FUNDING, DISTRICT 6 ATP AND ROCOG



STIP/TIP years	Total Federal Funding in Dist. 6	Federal Funding in ROCOG MPA	Fed ROCOG funding as % of Fed Dist. 6 funding
2021-2024	186,557,367	35,406,567	18.98%
2022-2025	300,608,811	84,503,700	28.11%
2023-2026	306,237,329	99,578,122	32.52%
2024-2027	159,824,275	51,996,600	32.53%
2025-2028	270,915,524	94,683,745	34.94%

**Data for District 6 Total Federal Funding in 2025-2028 as of July 2024*

Federal funding levels in MnDOT District 6 have remained fairly consistent over the last five years, with some variation due largely to some high-cost Interstate 90 and US 52 preservation projects which typically include bridge replacements.

FINANCIAL PLAN

ROCOG accepts the responsibility to act in the public interest to program and select projects for federal funding in the Rochester MPA. The 2026-2029 TIP is fiscally constrained to those funding categories in which the MPO has direct responsibility. It is assumed that MnDOT projects programmed with federal funds are fiscally constrained at the state level through the STIP. Local funds programmed for federal match, operations and maintenance (O&M), and Regionally Significant (RS) projects are assumed fiscally constrained at the local level, based on each local jurisdiction's ability to acquire revenues and develop Capital Improvement Programs that will cover projected local costs, including accurate cost estimates.

The MPO is required under federal legislation to develop a financial plan that takes into account federally funded projects and RS projects. The TIP is fiscally constrained for

each year, and documents that federal- and state-funded projects can be implemented using current or proposed revenue sources based on information provided by local jurisdictions.

YEAR OF EXPENDITURE

To give the public a clear picture of what can be expected (in terms of project cost and revenues) as well as to properly allocate future resources, projects beyond the first year of the TIP are adjusted for inflation. When project costs and expected revenues have been inflated to a level that corresponds to the expected year of project delivery, this means that the project has been programmed with year of expenditure (YOE) dollars. YOE programming is required by federal law. For the 2026-2029 period, MnDOT has inflated project costs by 4.4% annually, based on an ongoing review of price changes occurring in materials and construction work. These inflation-adjusted project costs are included in the TIP. This fulfills the federal requirement to inflate project total to YOE and relieves the MPO of the responsibility to do so. Every year, projects which are carried forward in the TIP are updated to reflect the current project costs.

OPERATIONS AND MAINTENANCE (O&M)

Since 2005, MPOs have been required to consider operations and maintenance (O&M) of transportation systems, as part of fiscal constraint. The IIJA reinforces the need to address O&M, in addition to capital projects, when demonstrating fiscal constraint of the TIP.

HIGHWAY AND ACTIVE TRANSPORTATION INVESTMENTS

Table 14 through Table 16 show 5-years of historic non-federal dollars budgeted for highway and active transportation investment by each of the three road authorities that have previously used federal funding (MnDOT, Olmsted County, and the City of Rochester) in ROCOG's MPA. The Operations and Maintenance (O&M) columns represent roadway expenditures that maintain the surface and day-to-day operations of roadways, such as mill and overlays, street lighting, and safety improvements. The Capital columns represent expenditures related to the reconstruction or replacement of facilities that preserve or enhance the long-term capital value of a facility.

TABLE 14: MNDOT NON-FEDERAL INVESTMENTS, 2021-2025

Year	Operations and Maintenance (O&M)	Capital
2021	\$109,000	\$197,267
2022	\$620,000	\$339,700
2023	\$784,000	\$1,570,000
2024	\$3,711,440	\$4,160,000
2025	\$1,689,430	\$0
Total	\$6,913,870	\$6,266,967
Average	\$1,382,774	\$1,253,393
Average Annual		\$2,636,167

Source: MnDOT District 6

TABLE 15: OLMSTED COUNTY NON-FEDERAL INVESTMENTS, 2020-2024

Year	Operations and Maintenance (O&M)	Capital
2020	\$11,576,540	\$26,166,998
2021	\$9,624,776	\$31,754,428
2022	\$9,606,144	\$51,032,667
2023	\$9,153,139	\$52,711,870
2024	\$9,049,476	\$52,364,606
Total	\$49,010,075	\$214,030,569
	Annual Average	\$52,608,129

Source: Office of State Auditor, 2025 Summary Budget Data

TABLE 16: CITY OF ROCHESTER NON-FEDERAL INVESTMENTS, 2020-2024

Year	Operations and Maintenance (O&M)	Capital
2020	\$14,929,155	\$9,663,692
2021	\$15,851,769	\$7,200,000
2022	\$16,288,470	\$15,993,948
2023	\$12,893,680	\$19,968,833
2024	\$18,983,674	\$11,558,779
Total	\$78,946,748	\$64,385,252
	Annual Average	\$28,666,400

Source: Office of State Auditor, 2025 Summary Budget Data

TABLE 17: CITY OF BYRON NON-FEDERAL INVESTMENTS, 2020-2024

Year	Operations and Maintenance (O&M)	Capital
2020	\$1,214,614	\$1,563,747*
2021	\$713,417	\$1,563,747*
2022	\$754,863	\$1,563,747*
2023	\$766,569	\$1,792,993
2024	\$882,240	\$1,334,500
Total	\$4,331,703	\$7,818,734
	Annual Average	\$2,430,087

*Source: Office of State Auditor, 2025 Summary Budget Data; *indicates no value available, 5 year average taken*

ASSESSMENT OF FISCAL CONSTRAINT

ROCOG has assessed the ability of the area’s transportation authorities to meet their financial commitments with regards to the projects being programmed in the TIP while also continuing to fund their ongoing operations and maintenance (O&M). To demonstrate fiscal constraint, the local share of project costs for proposed TIP projects were compared with budget data from previous years. Project costs have been adjusted to reflect an inflation rate (as they are also presented in the project tables in Section 4 – page 57) to account for the effects of inflation at the year of expenditure.

MnDOT

TABLE 17: MNDOT NON-FEDERAL SHARE OF HIGHWAY AND ACTIVE TRANSPORTATION INVESTMENTS, 2026-2029 TIP PROJECTS IN ROCOG MPO

Fiscal Year in TIP	Operations and Maintenance (O&M)	Capital
2026	\$0	\$0
2027	\$6,469,250	\$0
2028	\$6,814,215	\$910,420
2029	\$3,750,000	\$0
Total	\$17,033,465	\$910,420
Average	\$4,258,366	\$227,605
	Average Annual	\$4,485,971

The local amounts MnDOT has planned to spend on federally funded projects in the ROCOG MPA in 2026-2029 fluctuate from year to year (see Table 17). From 2020 to 2024, MnDOT spent a total of \$13,180,837 on Operation and Maintenance (O&M) and Capital projects in the ROCOG MPA (Table 14), for an average of \$2,636,167 per year. This includes all O&M plus Capital projects, not just those using federal funding. MnDOT's O&M plus Capital projects in the 2026-2029 TIP total \$17,033,465 for an average of \$4,485,971 per year. Note, these figures do not include the Highway 14 and Olmsted County CSAH 44 interchange because Olmsted County is serving as the lead agency.

MnDOT District 6 has identified total costs for transportation projects in the district over the next four years as follows:

TABLE 18: TOTAL COST OF ALL TRANSPORTATION INVESTMENTS, 2026-2029 TIP PROJECTS IN DISTRICT 6

Year	Cost of Transportation Projects in District 6
2026	\$ 226,995,188
2027	\$ 153,792,650
2028	\$ 163,734,075
2029	\$ 111,847,647
Total	\$ 656,369,560
Average	\$ 164,092,390

In its 2026-2029 ATIP, MnDOT District 6 has identified sources for at least \$111 million in each year of this TIP (see Table 18). While these revenue amounts are not broken down into specific amounts for the ROCOG MPA, the district-wide amounts show more than adequate funds for providing local state match for federally funded projects.

TABLE 19: DISTRICT-WIDE TRANSPORTATION FUNDING SOURCES IDENTIFIED BY MNDOT DISTRICT 6, 2026-2029

Year	Federal Funds	State Funds	FTA	Local	Total
2026	\$81,159,831	\$13,948,442	\$13,098,400	\$45,720,827	\$153,927,500
2027	\$26,949,750	\$6,469,250	\$6,348,480	\$20,446,203	\$60,213,683
2028	\$36,350,365	\$7,724,635	\$7,680,000	\$16,130,000	\$67,885,000
2029	\$3,261,000	\$3,750,000	-	\$19,485,000	\$26,496,000
Total	\$147,720,946	\$31,892,327	\$27,126,880	\$101,782,030	\$308,522,183
Average	\$36,930,237	\$7,973,082	\$9,042,293	\$25,445,508	\$77,130,546

TABLE 20: OLMSTED COUNTY LOCAL SHARE OF PLANNED HIGHWAY AND ACTIVE TRANSPORTATION INVESTMENTS, 2026-2029 TIP PROJECTS

Fiscal Year in TIP	Operations and Maintenance (O&M)	Capital
2026	\$851,727	\$12,660,000
2027	\$35,000	\$0
2028	\$0	\$0
2029	\$0	\$0
Total	\$886,727	\$12,660,000
Average	\$221,682	\$3,165,000

Olmsted County often has a single federally funded project per year in the four-year TIP, and sometimes has none. This four-year TIP is an extreme example of this with the County funding the construction of a new interchange at US Highway 14 and County State Aid Highway 44 in 2026. From 2020 to 2024, Olmsted County spent a total of \$263,040,644 on O&M plus Capital projects in the ROCOG MPA, for an average of \$52,608,129 per year (based on information in Table 15). This includes all O&M plus Capital projects, not just those using federal funding. It should be noted that the County will be contributing to the 18th Avenue Reconstruction project (FY 2026 & 2027) because it is currently a County Road (147).

In this year's TIP cycle, Olmsted County's O&M plus Capital costs (i.e., the non-federal share) indicated for those projects using federal funding or which are regionally significant totals only \$12,660,000, for an average of \$3.1 million per year. The annual average are well within Olmsted County's most recent rolling average of local O&M plus Capital expenditures of \$52.6 million per year (See Table 15). In its 2025 CIP, Olmsted County has identified funding sources for more than \$20.9 million per year for the TIP period of 2026-2029 (see Table 21). The anticipated funding is sufficient for the local share of these federally funded projects.

TABLE 21: TRANSPORTATION FUNDING SOURCES IDENTIFIED BY OLMSTED COUNTY, 2026-2029

Year	2026	2027	2028	2029	Total
City/Township Cost Sharing	\$4,035,000	\$10,000	\$20,000	\$20,000	\$4,085,000
Federal	\$9,397,273	\$1,050,000	\$300,000	\$1,050,000	\$11,797,273
Bridge Bonding	\$50,000	\$21,000	\$232,000	\$175,000	\$478,000
State GO Highway Bonding	\$0	\$0	\$0	\$0	\$0
State Aid	\$1,500,000	\$9,450,000	\$12,600,000	\$262,500	\$23,812,500
State-Township Bridge Funding	\$0	\$520,000	\$580,000	\$520,000	\$1,620,000
County Sales Tax (0.5%)	\$20,063,289	\$18,492,492	\$19,297,909	\$13,450,859	\$71,304,549
Wheelage Tax	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$5,600,000
Total	\$36,445,562	\$30,943,492	\$34,429,909	\$16,878,359	\$118,697,322
Four Year Total	\$118,697,322		Annual Average	\$29,674,331	

TABLE 22: CITY OF ROCHESTER NON-FEDERAL PLANNED HIGHWAY AND ACTIVE TRANSPORTATION INVESTMENTS, 2026-2029 TIP PROJECTS

Fiscal Year in TIP	Operations and Maintenance (O&M)	Capital
2026	\$7,144,500	\$9,240,000
2027	\$0	\$0
2028	\$0	\$0
2029	\$0	\$0
Total	\$7,144,500	\$9,240,000
Average	\$1,786,125	\$2,310,000

The City of Rochester often has one or two federally funded projects per year in the four-year TIP. From 2020 to 2024, Rochester spent a total of \$143,332,000 on O&M plus Capital projects in the ROCOG MPA, for an average of \$28,666,400 per year (see Table 16). This includes all O&M plus Capital projects, not just those using federal funding.

Rochester's local funding for O&M plus Capital projects indicated in the 2026-2029 TIP that use federal funding totals \$16,384,500, for an average of \$4,096,125 per year. Most of the \$16.3 million total is planned for two major projects involving the reconstruction of a segment of Broadway Avenue and 18th Avenue Southwest, as shown by lack of anticipated projects beyond 2027. Both the four-year total and the annual average are well within Rochester's recent average local O&M plus Capital spending of \$28 million per year (see Table 16). In its 2024 CIP, the City of Rochester has identified average annual local funding for transportation improvements of \$33 million in each year of this TIP (see Table 23), providing more than adequate funding for these federally funded projects.

TABLE 23 TRANSPORTATION FUNDING SOURCES IDENTIFIED BY CITY OF ROCHESTER, 2025-2029

Year	2026	2027	2028	2029	Total
Special Assessment Bonds	\$500,000	\$1,200,000	\$0	\$1,700,000	\$3,400,000
Olmsted County	\$2,250,000	\$1,000,000	\$0	\$250,000	\$3,500,000
Federal	\$2,580,000	\$3,030,000	\$0	\$0	\$5,610,000
Municipal State Aid for Streets	\$1,650,000	\$13,000,000	\$12,150,000	\$6,750,000	\$33,550,000
Operating Transfer from Storm Water Utility	\$825,000	\$650,000	\$2,260,000	\$1,800,000	\$5,535,000
Operating Transfer from Sewer Utility	\$890,000	\$800,000	\$300,000	\$1,600,000	\$3,590,000
Private funds	\$2,200,000	\$0	\$0	\$0	\$2,200,000
Project Reserves	\$4,439,500	\$1,000,000	\$4,450,000	\$3,400,000	\$13,289,500
State	\$0	\$0	\$100,000	\$600,000	\$700,000
Tax Levy	\$2,178,000	\$2,540,900	\$2,951,600	\$3,110,400	\$10,780,900
Traffic Improvement District Fees	\$100,000	\$0	\$0	\$0	\$100,000
Water Utility	\$680,000	\$850,000	\$1,130,000	\$1,700,000	\$4,360,000
Sales Tax DMC	\$4,904,443	\$5,144,666	\$5,396,899	\$5,961,744	\$21,407,752
State DMC Funds	\$10,872,000	\$8,100,000	\$3,500,000	\$3,500,000	\$25,972,000
County Transit Aid to DMC	\$3,221,558	\$3,000,000	\$0	\$0	\$6,221,558
State Transit Aid to DMC	\$4,832,337	\$4,500,000	\$0	\$0	\$9,332,337
Annual Totals	\$34,068,943	\$37,315,566	\$32,238,499	\$30,372,144	\$149,549,047
Four Year Total	\$133,995,152		Annual Average	\$33,498,788	

TRANSIT INVESTMENTS

Table 24 shows historic amounts of non-federal funding budgeted for transit projects at Rochester Public Transit, the major transit agency in ROCOG's MPA, in recent years. The Operations and Maintenance (O&M) column represents all transit expenditures for the operation of the transit system, while the Capital column represents expenditures related to bus purchases, bus garages, transit shelters, and other physical assets.

TABLE 24: ROCHESTER PUBLIC TRANSIT NON-FEDERAL INVESTMENTS, 2021-2025

Year	Operations and Maintenance (O&M)	Capital	Total
2021	\$ 11,700,000	\$ 400,000	\$ 12,100,000
2022	\$ 12,845,000	\$ 400,000	\$ 13,245,000
2023	\$ 14,180,000	\$ 2,020,000	\$ 16,200,000
2024	\$ 12,715,000	\$ 628,060	\$ 13,343,060
2025	\$ 14,850,000	\$ 17,008,414	\$ 31,858,414
Total	\$66,290,000	\$ 20,456,474	\$86,746,474
Average Annual		\$17,349,295	

ASSESSMENT OF FISCAL CONSTRAINT

ROCOG has assessed the ability of the area's major transit agency to meet its financial commitments with regards to the projects being programmed in the TIP while also continuing to fund its ongoing operations and maintenance (O&M). To demonstrate fiscal constraint, project costs were compared with budget data from previous years. Project costs reflect an inflation rate (as they are also presented in the project tables for each year beginning on page 63) to account for the effects of inflation at the year of expenditure.

Rochester Public Transit (RPT) spending fluctuates from year to year, based mostly on bus purchases; some years see more purchases than others due to recent expansions of this growing transit system. For example, in FY2025, RPT spent matching grant funds on the construction of a new transit operations building, resulting in a large increase in total capital spending last year. From 2021-2025, RPT spent a total of \$86,746,474 in non-federal funds on Operation and Maintenance plus Capital projects in the ROCOG MPA, for an average of \$17,349,295 per year (see Table 24).

The O&M plus Capital amount has risen consistently in recent years, due to ambitious expansion of RPT's fleet, bus garage, and ongoing involvement in the City's downtown economic development effort known as Destination Medical Center (DMC), which includes a very significant transit component. RPT's non-federal funding for O&M plus Capital projects that are included in the 2026-2029 TIP (i.e., only those using federal

funding or which are regionally significant) total \$60,482,470 (see Table 25), for an average of \$15,120,618 per year. This annual average is inconsistent with RPT's growing budgets in recent years due to the large influx in 2025 caused by the FTA Capital in Grants (CIG) project Link Bus Rapid Transit. In its 2025-2029 CIP, the City of Rochester has identified funding sources for more than \$26.7 million on average in each year of this TIP (see

Table 26).

Using this data, RPT will struggle to find funds to pay the local share of the projects in the TIP. It should be noted that most of the local match for the proposed Link Bus Rapid Transit Project is coming from and through the Destination Medical Center (DMC) initiative. Through this economic development initiative, the State of Minnesota has pledged to spend up to \$585 million of State dollars on infrastructure, including transit, on projects impacting downtown Rochester. When the \$76,383,000 of local funds for BRT are removed from the project listing, the average annual funds RPT requires drops to \$12,746,570. Concluding that the average annual in the RPT CIP (\$26.7M) is more than enough to cover expected transit projects listed in the TIP.

**TABLE 25: ROCHESTER PUBLIC TRANSIT NON-FEDERAL PLANNED TRANSIT
INVESTMENTS, 2026-2029**

Year	Operations and Maintenance (O&M)	Capital	Total
2026	\$13,075,000	\$889,600	\$13,964,600
2027	\$13,540,750	\$1,087,120	\$14,627,870
2028	\$13,985,000	\$1,420,000	\$15,405,000
2029	\$16,485,000	\$0	\$16,485,000
Total	\$57,085,750	\$3,396,720	\$60,482,470
Average Annual		\$15,120,618	

**TABLE 26: TRANSIT FUNDING SOURCES IDENTIFIED BY CITY OF ROCHESTER,
2026-2029**

Year	2026	2027	2028	2029	Total
Federal	\$1,314,400	\$2,306,592	\$1,064,295	\$1,064,295	\$5,749,582
Retained Earnings	\$352,600	\$600,648	\$266,074	\$480,559	\$1,699,881
State	\$0	\$0	\$0	-	\$0
Tax Levy	\$150,000	\$0	\$0	-	\$150,000
Sales Tax DMC	\$4,564,120	\$4,675,722	\$4,790,115	\$4,907,368	\$18,937,325
State DMC Funds	\$16,300,000	\$3,100,000	\$3,000,000	\$3,000,000	\$25,400,000
County Transit Aid to DMC	\$3,221,558	\$3,000,000	\$0	-	\$6,221,558
State Transit Aid to DMC	\$4,832,337	\$4,500,000	\$0	-	\$9,332,337
Annual Totals	\$30,735,015	\$18,182,962	\$9,120,484	\$9,452,222	\$67,490,683
Four Year Total	\$67,490,683	Annual Average		\$16,872,671	

7 | PUBLIC ENGAGEMENT

ROCOG is committed to being a responsive and participatory agency for regional decision-making. Every year, the public is given an opportunity to view all TIP related materials on the MPO website (rocogmn.org). The public is invited to provide comment at public meetings, virtual meetings, through an interactive TIP webpage accessible from the ROCOG website, email, postal mail, phone, or in-person at the Olmsted County Planning Department offices. Prior to project solicitation, the MPO encourages eligible jurisdictions to submit projects that have had or will have some level of public input.

ROCOG annually reaffirms its dedication to public involvement in the TIP process and evaluates its public involvement efforts every year. From year to year, some of the outreach activities chosen may be more proactive or more targeted than in other years, based on the projects that are being programmed. However, the core objectives remain the same: transparency, public awareness, open access to the planning process for all those who are interested, and opportunity for meaningful input from the eventual users of the transportation system.

2026-2029 TIP PUBLIC PARTICIPATION SUMMARY

The Infrastructure Investment and Jobs Act (IIJA) continues the emphasis established in past federal transportation legislation on citizen involvement in the development of the Transportation Improvement Program (TIP). ROCOG, unlike larger MPOs, engages a limited number of governmental jurisdictions and transportation agencies involved in the project identification and prioritization process. The City of Rochester (including Rochester Public Transit), Olmsted County, and the Minnesota Department of Transportation are the entities that have projects identified in the 2025-2028 TIP and are responsible for their implementation. The Cities of Stewartville and Byron are both eligible to receive funds, with Byron submitting a FY 2028 project for evaluation but was unsuccessful in receiving funds.

A significant amount of cooperation exists among the agencies, which allows for early identification of major needs and identification of projects in Capital Improvement Programs in advance of project development activities. Early agreement on transportation needs allows the roadway authorities to work together cooperatively to establish reasonable timelines for implementation of projects.

The MPO is guided by the following principles from its [Public Involvement Policy](#) in structuring the TIP review and approval process:

- Adequate public notice: The draft TIP is announced before the MPO meeting at which the draft is officially introduced, after which there is a 30-day public comment period.

- Reasonable opportunity for public comment: 30-day public comment period opened at the time the draft is prepared.
- Use of visualization: All MPO meetings are characterized by extensive use of maps and PowerPoint presentations which include summary graphics.
- Available online: MPO documents, including the TIP, are regularly published to the MPO website for public review, comment, and information. ROCOG also arranged during the COVID public health emergency to conduct MPO meetings and outreach efforts online and will continue to make the opportunity for virtual involvement available to the public going forward.
- Explicit consideration and response to public input: Public comments received about the TIP are recorded and evaluated by MPO staff; comments or questions received in writing will get a written response from MPO staff if requested.
- TIP identifies options provided for public review / comment: The TIP notes the opportunities for in-person public comments at MPO meetings and outreach efforts such as open houses, as well as opportunities to send comments by email, which are announced on the MPO website and Facebook page.
- Documentation of meetings: All MPO meetings are recorded and minutes are prepared, which are made available to the public on the ROCOG web site.
- Documentation of notices: All notices for MPO meetings and outreach efforts are published on the MPO website and announced in local media, and the notices are kept in the MPO's records. Additionally, TIP notifications are published in the Rochester Post Bulletin both at the start and conclusions of the 30-day comment period.
- ADA accommodations: All MPO meetings and outreach efforts are held in places that are wheelchair accessible; most MPO documents released to the public are compliant with the needs of electronic readers; in cases where they are not, staff assistance is available for making the documents accessible.
- Creation of a 2025 to 2028 TIP webpage with comment forms: ROCOG has created a webpage only featuring this year's TIP. ROCOG began the use of this website tool after success with this method of communication during adoption of the 2020-2023 TIP and development of the 2045 Long Range Transportation Plan.

The 30-day public comment period for the draft TIP began on August 18, 2025. Figure 31 is the notice that was sent to the newspaper of record (Rochester Post-Bulletin) for publication on August 12, 2025. In addition, this notice was placed on the ROCOG web site, with the web site notice linked to on ROCOG's Facebook page.

FIGURE 31

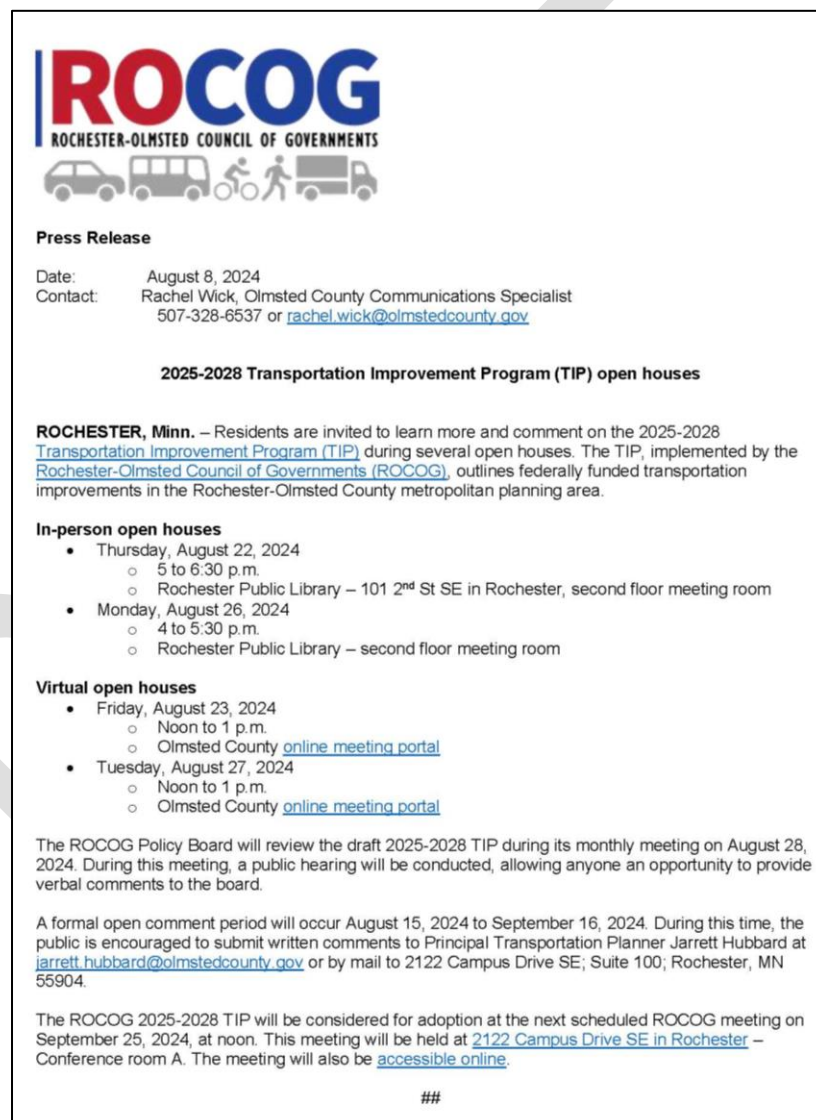
AUGUST 12, 2025 ANNOUNCEMENT OF OPPORTUNITY FOR PUBLIC COMMENT ON DRAFT TIP

 Forum Communications Company MN Affidavit No. OL2k1a1QAHitkwp8JzZS	
<u>AFFIDAVIT OF PUBLICATION</u>	
State of Florida, County of Orange, ss:	
Anjana Bhadoriya, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC and duly authorized agent of the Post Bulletin, a newspaper printed and published in the City of Rochester, County of Olmsted, State of Minnesota.	
<ol style="list-style-type: none">1. I have personal knowledge of the facts stated in this Affidavit, which is made pursuant to Minnesota Statutes §331A.07.2. The newspaper has complied with all of the requirements to constitute a qualified newspaper under Minnesota law, including those requirements found in Minnesota Statutes §331A.02.3. The dates of the month and the year and the day of the week upon which the public notice attached/copied below was published in the newspaper are as follows: Tuesday, August 12, 20254. The publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to §331A.06, is as follows: \$25.00 per column inch.5. Pursuant to Minnesota Statutes §580.033 relating to the publication of mortgage foreclosure notices: The newspaper's known office of issue is located in OLMSTED County. The newspaper complies with conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.	
Anjana Bhadoriya (Signed) _____	
VERIFICATION	
State of Florida County of Orange	
Subscribed in my presence and sworn to before me on this: 08/12/2025	
 Notary Public Notarized remotely online using communication technology via Proof.	
<div>NOTICE OF OPPORTUNITY FOR PUBLIC INPUT ON ROCOG DRAFT 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</div> <p>Notice is hereby given that the Rochester-Olmsted Council of Governments will be meeting at 12:00 p.m. on Wednesday, August 27, 2025, in Conference Room A, Olmsted County Campus 2122 Building, 2122 Campus Drive SE, Rochester, MN, to consider the following:</p> <p>The Rochester-Olmsted Council of Governments (ROCOG) Policy Board at their scheduled monthly meeting on August 27, 2025, will review the Draft 2026-2029 ROCOG Transportation Improvement Program (TIP). The TIP identifies a four-year program of federally funded transportation projects in the Rochester-Olmsted County metropolitan planning area. A 30-day public comment period will begin on August 12, 2025, during which time the draft 2026-2029 TIP will be available on the Transportation Improvement Program page of the ROCOG website (https://rocoognm.org/) or by contacting Matthew Tse, Principal Transportation Planner, at 507-328-6983 or Matthew.Tse@olmstedcounty.gov.</p> <p>The purpose of this meeting agenda item is to take public comments and questions about the draft TIP. The various street/highway, transit, and bicycle/pedestrian projects listed in the draft TIP are expected to receive federal transportation funds that are coordinated locally by ROCOG.</p> <p>Participation in the meeting will also be available to the public online via access provided through the Olmsted County online meeting portal at: www.olmstedcounty.primegov.com/public/portal</p> <p>ROCOG is planning in-person open houses for:</p> <ul style="list-style-type: none">• Thursday, August 21, 2024, from 5 to 6:30, at the Rochester Public Library, 101 2nd St SE, 2nd Floor Meeting Room, Rochester, MN 55904. <p>ROCOG will be conducting one virtual online open houses for the public with a link provided through the Olmsted County online meeting portal at https://olmstedcounty.primegov.com/public/portal on the following days:</p> <ul style="list-style-type: none">• Friday, August 22, 2024 from 11am to 1pm, (Aug. 12, 2025)	
TIP 2026-2029 - Page 1 of 1	

ROCOG issued a general press release on August 12, 2025 in an effort to generate press coverage and as a way to highlight upcoming open houses that were scheduled in the last two weeks of August. Figure 32 is a copy of the press release that was issued:

FIGURE 32

AUGUST 2025 PRESS RELEASE REGARDING OPPORTUNITY FOR PUBLIC COMMENT
ON DRAFT TIP





A second notice for publication in the Rochester Post Bulletin and posting on the ROCOG web site and Facebook was developed and distributed on September__, 2025, to make the public aware of the September 24, 2025 meeting of the ROCOG Policy

Board at which adoption of the TIP would be considered. Figure 33 is a copy of this notice.

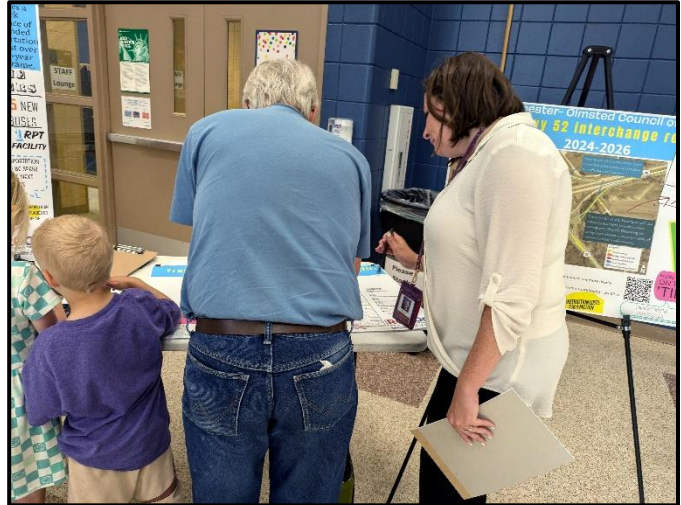
FIGURE 33

SEPTEMBER 21, 2024 ANNOUNCEMENT OF OPPORTUNITY FOR PUBLIC COMMENT ON DRAFT TIP

	Forum Communications Company MN Affidavit No. INk4VsKBgtudmhtBh15
<u>AFFIDAVIT OF PUBLICATION</u>	
State of New Jersey, County of Hudson, ss:	
Laquansay Nickson Watkins, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC and duly authorized agent of the Post Bulletin, a newspaper printed and published in the City of Rochester, County of Olmsted, State of Minnesota.	
<ol style="list-style-type: none">1. I have personal knowledge of the facts stated in this Affidavit, which is made pursuant to Minnesota Statutes §331A.07.2. The newspaper has complied with all of the requirements to constitute a qualified newspaper under Minnesota law, including those requirements found in Minnesota Statutes §331A.02.3. The dates of the month and the year and the day of the week upon which the public notice attached/copied below was published in the newspaper are as follows: Saturday, September 21, 20244. The publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to §331A.06, is as follows: \$25.00 per column inch.5. Pursuant to Minnesota Statutes §580.033 relating to the publication of mortgage foreclosure notices: The newspaper's known office of issue is located in OLMTED County. The newspaper complies with conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.	
(Signed) <u>Laquansay Nickson Watkins</u>	SHANNEA H HOLMES NOTARY PUBLIC STATE OF NEW JERSEY My Commission Expires August 1, 2028
VERIFICATION	
State of New Jersey County of Hudson	
Subscribed in my presence and sworn to before me on this: 09/23/2024	
	
Notary Public Notarized remotely online using communication technology via Proof.	
NOTICE	
Notice is hereby given that the Rochester-Olmsted Council of Governments will be meeting at 12:00 p.m. on Wednesday, September 25, 2024 , in Conference Room A, 2122 Campus Drive SE, Rochester, MN, to consider the following:	
The Rochester-Olmsted Council of Governments (ROCOG) Policy Board at their scheduled monthly meeting on September 25, 2024, will meet to review the final draft of the 2025-2028 Transportation Improvement Program (TIP) and to vote on its adoption. The TIP identifies a four-year program of federally funded transportation projects in the Rochester-Olmsted County metropolitan planning area. The final draft version of the 2025-2028 TIP is available on the Transportation Improvement Program page of the ROCOG website (rocogmn.org), or by contacting Jarrett Hubbard, Principal Transportation Planner, at 507-328-6716 or jarrett.hubbard@olmstedcounty.gov . The street/highway, bicycle / pedestrian and transit projects in the draft TIP are included because they are expected to receive federal transportation funds that are coordinated locally by ROCOG.	
Participation in the meeting will also be available to the public online via access provided through the Olmsted County online meeting portal at: www.olmstedcounty.primegov.com/public/portal (Sep. 21, 2024)	
ROCOG TIP Adoption 9-25-2024 - Page 1 of 1	

In summary, ROCOG engaged in the following outreach efforts to solicit comments on the 2025-2028 TIP:

- Draft 2025-2028 TIP was placed on the [ROCOG website](#) on August 15, 2024, and contact information was provided for users to submit their comments and questions.
- Public comments solicited at ROCOG meeting in August.
- Notice was posted on the [Facebook page](#) announcing the draft TIP, upcoming ROCOG Policy Board meetings and Open Houses at which the opportunity for public review and comment was provided.
- A [TIP website](#) was created for the 2025-2028 TIP, which presented users with a summary of key content in the TIP including an interactive map, which viewers of the map could use to submit comments about individual projects.
- Online virtual open houses were conducted on August 23rd and 27th. The virtual open houses included a presentation summarizing the TIP and participant opportunity to comment or ask questions.
- In-Person open houses on August 22nd from 5 to 6:30 and 26th from 4 to 5:30, were held at the Rochester Public Library, during which ROCOG staff had informational posters available for the public to view and ask questions of the staff present at the meeting.



TIP public outreach at 6th Street Bridge Open House on June 26, 2024.

8 | MONITORING PROGRESS

Per Federal regulations, the TIP is intended to serve in part as a management tool for monitoring progress in implementing the transportation plan. To serve that role, a list of projects from the previous TIP is required to be included herein that reports on the status of those projects, identifying which projects were implemented as well as any projects which have affected by a delay. This update also provides MnDOT the ability to assess continued reliability of project cost estimates and project development status for federally funded projects.

This process also facilitates local discussion at the technical and policy committee level of project status annually for all programmed Federal projects within the MPO's MPA. This can help to identify unforeseen issues that can lead to early steps being taken to insure are addressed without delaying project implementation. If unavoidable delays occur, the project status report provides a mechanism for the implementing agency to communicate issues and delays directly to the MPO, MnDOT, and any potentially affected local units of government.

Table 28 on page 110-112 provides a detailed summary of the status of projects included in the 2024-2027 TIP for year the 2024, which represents the current budget year for implementation agencies and lists those projects expected to be completed or underway in 2023. Tables 29 through 31 report on changes to projects for years 2025-2027 in the previous 2024-2027 TIP when compared to the same years from this year's 2025 – 2028 TIP.

FY 2025 PROJECT STATUS UPDATE

Table 28 reports the projects that were listed in the 2025-2028 TIP for implementation in 2025. The expectation for projects programmed for FY 2025 in the 2025-2028 TIP is that they are completed, under construction or in the process of being contracted for yet in FY 2025 and thus will drop out of the new 2026-2029 TIP.

TABLE 28: PROJECT STATUS OF FY 2025 PROJECTS FROM 2025-2028 TIP

Route System	Project Number	Project Year	Lead Agency	Description	Status	Project Total
LOCAL STREETS	159-119-019	2025	ROCHESTER	**MN312** 4TH ST SE AND 19TH AVE SE ROUNDABOUT	Under construction; planned completion by November 2025	3,720,000
LOCAL STREETS	159-201-008AC	2025	ROCHESTER	**AC**FROM SILVER LAKE BRIDGE TO ELTON HILLS DR. NW, IN CITY OF ROCHESTER RECONSTRUCTION OF BROADWAY AVENUE, SIDEWALKS, BIKE LANE, TRAFFIC SIGNAL, CONCRETE PAVEMENT (AC PAYBACK 1 OF 1)	Under construction; planned completion by June 2026	2,580,000
LOCAL STREETS	159-201-008ACC	2025	ROCHESTER	**AC**CRP**FROM SILVER LAKE BRIDGE TO ELTON HILLS DR. NW, IN CITY OF ROCHESTER RECONSTRUCTION OF BROADWAY AVENUE, SIDEWALKS, BIKE LANE, TRAFFIC SIGNAL, CONCRETE PAVEMENT (AC PAYBACK 1 OF 1)	Under construction; planned completion by June 2026	430,000
LOCAL STREETS	159-212-001	2025	ROCHESTER	**AC**CONSTRUCT PEDESTRIAN FACILITIES ON 37TH ST NW FROM 18TH AVE NW TO W RIVER PKWY NW (AC PAYBACK IN 2026)	Construction begins in August 2025; planned completion in fall	600,000

TABLE 28: PROJECT STATUS OF FY 2025 PROJECTS FROM 2025-2028 TIP

Route System	Project Number	Project Year	Lead Agency	Description	Status	Project Total
TRANSIT	TRF-0047-25A	2025	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	Using for Operations	14,000,000
TRANSIT	TRF-0047-25AB	2025	ROCHESTER	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	Using for Operations	1,562,116
TRANSIT	TRF-0047-25C	2025	ROCHESTER	SECT 5339: CITY OF ROCHESTER; ELECTRIC VEHICLE MAINTENANCE AND PERSONAL PROTECTIVE EQUIPMENT	Procurement process to begin late summer/fall 2025.	62,260
TRANSIT	TRF-0047-25E	2025	ROCHESTER	SECT 5307: CITY OF ROCHESTER; TRANSIT OFFICE AND GARAGE ADDITION AND REMODEL	Procurement process to begin late summer/fall 2025.	4,500,001
TRANSIT	TRF-0047-25H	2025	ROCHESTER	SECT 5339: CITY OF ROCHESTER PURCHASE OFFICE FURNITURE	Procurement process to begin late summer/fall 2025.	67,000
TRANSIT	TRF-0047-25I	2025	ROCHESTER	SECT 5339: CITY OF ROCHESTER PURCHASE EV PICK-UP TRUCK AND CHARGING INFRASTRUCTURE	Procurement process to begin late summer/fall 2025.	91,290
TRANSIT	TRF-0047-25J	2025	ROCHESTER	SECT 5339: CITY OF ROCHESTER PURCHASE PORTABLE EV CHARGER FOR SHOP EQUIPMENT	Procurement process to begin late summer/fall 2025.	43,100
TRANSIT	TRF-0047-25K	2025	ROCHESTER	CITY OF ROCHESTER: PURCHASE ONE (1) CLASS 700 DIESEL BUS	Procurement process to begin late summer/fall 2025.	621,000

TABLE 28: PROJECT STATUS OF FY 2025 PROJECTS FROM 2025-2028 TIP

Route System	Project Number	Project Year	Lead Agency	Description	Status	Project Total
TRANSIT	TRF-0047-25L	2025	ROCHESTER	SECT 5339: CITY OF ROCHESTER TRANSIT SIGNAL PRIORITY IMPLEMENTATION	Project removed.	0
TRANSIT	TRS-0047-25TA	2025	ROCHESTER	CITY OF ROCHESTER; PURCHASE THREE (3) CLASS 700 DIESEL BUS	Procurement process to begin late summer/fall 2025.	2,070,000
TRANSIT	TRF-0047-25M	2025	ROCHESTER	SECT 5309: ROCHESTER BUS RAPID TRANSIT, SECOND STREET SMALL START FFGA APPROPRIATION	Under construction. RPT preparing to receive the first LINK bus in summer 2025.	161,500,000
TRANSIT	TRF-0047-24N	2025	ROCHESTER	SECT 5339B: ROCHESTER NORTH BROADWAY PARK AND RIDE	Federal funds will be obligated in FY 2026. Construction contract expected in November 2025 and substantial completion of construction is expected in December 2026.	9,300,000

FY 2026 PROJECT CHANGES

Tables 29-31 reports the projects that were listed in the 2025-2028 TIP for implementation in 2026, 2027, and 2028.

TABLE 29: PROJECT CHANGES OF FY 2026 PROJECTS FROM 2025-2028 TIP IN THE NEW TIP

Route System	Project Number	Project Year	Lead Agency	Description	Changes	Proposed Funds	Previous Project Total
LOCAL STREETS	055-070-023	2026	OLMSTED COUNTY	INSTALL SIGNS/MARKINGS AND LEFT TURN LANES AT TWO INTERSECTIONS CSAH 9 (COLLEGE VIEW ROAD E) AT CSAH 11 (50TH AVE SE) AND CSAH 25 (SALEM ROAD SW) AT CR 125 (MAYOWOOD ROAD SW)	No changes	HSIP	\$ 509,000
HIGHWAY CSAH 44	055-644-001	2026	OLMSTED COUNTY	**COC IV** US 14 AND CSAH 44 CONSTRUCT GRADE SEPARATION	Total cost reduced to \$14,960,000	LF	\$ 16,910,000
HIGHWAY US 14	5501-47	2026	MNDOT	**COC IV** US 14 AND CSAH 44 CONSTRUCT GRADE SEPARATION	Total cost increased to \$58,490,000	NHPP	\$ 53,490,000
HIGHWAY CSAH 44	055-644-001CDS	2026	OLMSTED COUNTY	**MN311**MN321**US 14 AND CSAH 44 CONSTRUCT GRADE SEPARATION	Local funding added; project spending increased to \$14,960,000	LF	\$ 7,300,000
LOCAL STREETS	159-080-022	2026	ROCHESTER	**AC**CRP*: RECONSTRUCTION OF 18 AVENUE SW BETWEEN MAYOWOOD SW AND 40TH STREET SW, REPLACE BRIDGE 9307, STORM AND SEWER, LIGHTING, SHARED USE PATH AND SIDEWALK IMPROVEMENTS (AC PAYBACK IN 2027 AND 2028)	Total cost increased to \$15,475,500; additional Carbon reduction program funding line added.	STBGP 5K-200K - CRP	\$ 10,157,500
LOCAL STREETS	159-212-001AC	2026	ROCHESTER	**AC**CONSTRUCT PEDESTRIAN FACILITIES ON 37TH ST NW FROM 18TH AVE NW TO W RIVER PKWY NW (AC PAYBACK 1 OF 1)	Total AC payback increased to \$28,565	STBGP>200K	\$ 16,209
HIGHWAY US 63	5515-03AC	2026	MNDOT	**AC**SEC164** ROUNDABOUT ON US 63 AT COUNTY ROAD 112 (AC PAYBACK 1 OF 1)	Total AC payback decreased to \$1,530,000	HSIP	\$ 2,869,000
HIGHWAY I 90, US 52	5580-99AC2	2026	MNDOT	**AC**: I 90 OVER US 52 REPLACE BRIDGE 55809 WITH BRIDGE 55823 AND BRIDGE 55810 WITH BRIDGE 55824 (AC PAYBACK 2 OF 3)	Total AC payback decreased to \$2,703,583	NHPP	\$ 13,900,000
TRANSIT	TRF-0047-26C	2026	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	Cost reduced to \$13,500,000	FTA	\$ 14,700,000
TRANSIT	TRF-0047-26D	2026	ROCHESTER	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	No changes	LF	\$ 1,575,000
TRANSIT	TRF-0047-26E	2026	ROCHESTER	SECT 5307: CITY OF ROCHESTER; CAMERAS, SAFETY, AND OTHER IMPROVEMENTS AT 75TH ST. PARK AND RIDE	Total cost increased to \$300,000	FTA	\$ 200,000
TRANSIT	TRS-0047-26A	2026	ROCHESTER	CITY OF ROCHESTER; PURCHASE ONE (1) CLASS 700 DIESEL BUS REPLACEMENT BUS	Project has been eliminated	STBGP 5K-200K	\$ 727,000

TRANSIT	TRS-0047-26B	2026	ROCHESTER	CITY OF ROCHESTER; PURCHASE FOUR (4) CLASS 400LF GAS REPLACEMENT BUSES	No changes	STBGP 5K- 200K	\$ 1,348,400
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DRAFT

FY 2027 PROJECT CHANGES

TABLE 30: PROJECT CHANGES OF FY 2027 PROJECTS FROM 2025-2028 TIP IN THE NEW TIP

Route System	Project Number	Project Year	Lead Agency	Description	Changes	Previous Project Total
LOCAL STREETS	159-080-022AC1	2027	ROCHESTER	**AC**: RECONSTRUCTION OF 18 AVENUE SW BETWEEN MAYOWOOD SW AND 40TH STREET SW, REPLACE BRIDGE 9307, STORM AND SEWER, LIGHTING, SHARED USE PATH AND SIDEWALK IMPROVEMENTS (AC PAYBACK 1 OF 2)	No changes	3030000
HIGHWAY US 14	5502-109	2027	MNDOT	**AC**US 14 RECONSTRUCTION AT SOUTH BROADWAY IN ROCHESTER (AC PAYBACK IN 2028)	Total cost increased to \$19,550,000	10900000
HIGHWAY CSAH 12	055-070-026	2027	OLMSTED COUNTY	US 63, MN247, AND CSAH 12 ROUNDABOUT IN OLMSTED COUNTY	No changes	833334
HIGHWAY US 63	5510-88	2027	MNDOT	US 63, MN247, AND CSAH 12 ROUNDABOUT IN OLMSTED COUNTY	No changes	3204000
HIGHWAY I 90, US 52	5580-99AC3	2027	MNDOT	**AC**: I 90 OVER US 52 REPLACE BRIDGE 55809 WITH BRIDGE 55823 AND BRIDGE 55810 WITH BRIDGE 55824 (AC PAYBACK 3 OF 3)	Total 2027 AC payback reduced to \$4,631,765	5200000
LOCAL STREETS	55-00130	2027	MNDOT	DME: ANTIQUATED SIGNAL SYSTEM REPLACEMENT	Moved to FY 2026	350000
LOCAL STREETS	8806-CRPRO-27	2027	MNDOT	**CRP** ROCOG CARBON REDUCTION PROGRAM SETASIDE	CRP funding applied to 159-080-022	261000
TRANSIT	TRF-0047-27A	2027	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	Total cost reduced to \$13,905,000	15435000
TRANSIT	TRF-0047-27B	2027	ROCHESTER	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	No changes	1653750
TRANSIT	TRF-0047-27C	2027	ROCHESTER	SECT 5339; CITY OF ROCHESTER; PURCHASE TWO (2) ELECTRIC SUPPORT VEHICLES & RELATED CHARGING INFRASTRUCTURE & INSTALLATION	No changes	155600
TRANSIT	TRF-0047-27D	2027	ROCHESTER	SECT 5339; CITY OF ROCHESTER; PURCHASE ONE (1) CLASS 400LF GAS REPLACEMENT BUSES	Project combined into TRF-0047-27G; no changes to total project cost	354000
TRANSIT	TRF-0047-27E	2027	ROCHESTER	SECT 5307: ROCHESTER TRANSIT DEVELOPMENT PLAN	Project moved to FY 2026; no changes to total project cost	300000
TRANSIT	TRF-0047-27A	2027	ROCHESTER	CITY OF ROCHESTER; PURCHASE FOUR (4) CLASS 400LF GAS REPLACEMENT BUSES	Project combined into TRF-0047-27G; no changes to total project cost	1416000

FY 2028 PROJECT CHANGES

TABLE 31: PROJECT CHANGES OF FY 2028 PROJECTS FROM 2025-2028 TIP IN THE NEW TIP

Route System	Project Number	Project Year	Lead Agency	Description	Changes	Previous Project Total
LOCAL STREETS	159-080-022AC2	2028	ROCHESTER	**AC**: RECONSTRUCTION OF 18 AVENUE SW BETWEEN MAYOWOOD SW AND 40TH STREET SW, REPLACE BRIDGE 9307, STORM AND SEWER, LIGHTING, SHARED USE PATH AND SIDEWALK IMPROVEMENTS (AC PAYBACK 2 OF 2)	No changes	3000000
HIGHWAY US 52	2505-64	2028	MNDOT	**AC** US 52, SB FROM 0.41 MI N CSAH 12 TO S JCT MN 60, CONSTRUCTION OF FRONTAGE ROAD (Tied to 5508-130) (AC PAYBACK IN 2029)	Total project cost increased to \$4,900,000	3400000
HIGHWAY US 14	5502-109AC	2028	MNDOT	**AC**US 14 RECONSTRUCTION AT SOUTH BROADWAY IN ROCHESTER (AC PAYBACK 1 OF 1)	Total payback cost increased to \$5,500,000	5000000
HIGHWAY MN 30	5505-32	2028	MNDOT	**ELLE**CRP** MN 30 FROM US 63 TO 0.40 MI EAST OF US 63 IN STEWARTVILLE, BITUMINOUS MILL AND OVERLAY, SIGNAL AND ADA IMPROVEMENTS	Total project cost decreased to \$2,700,000	4100000
HIGHWAY US 52	5508-130	2028	MNDOT	**AC**US 52, SB FROM 0.41 MI N CSAH 12 TO S JCT MN 60, UNBONDED CONCRETE OVERLAY, GRADING, AND REPLACE BOX CULVERT 91164 OVER STREAM (AC PAYBACK IN 2029)	Total project cost increased to \$31,600,000	17600000
LOCAL STREETS	8806-CRPRO-28	2028	MNDOT	**CRP** ROCOG CARBON REDUCTION PROGRAM SETASIDE	No changes	261000
TRANSIT	TRF-0047-28A	2028	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	Total project cost decreased to 14,300,000	16206750
TRANSIT	TRF-0047-28B	2028	ROCHESTER	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	Total project cost decreased to \$1,685,000	1736438