2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE ROCHESTER-OLMSTED COUNTY PLANNING AREA

Adopted September 23, 2026

PREPARED BY:

Rochester-Olmsted Council of Governments (ROCOG)
2122 Campus Drive SE, Suite 100
Rochester, Minnesota 55904
Phone: (507) 328-7100 | Web: rocogmn.org

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ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS (ROCOG)
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Small Cities Representative – Bill Schimmel Jr.
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Township Representative – Diana Connelly

Staff

Allison Sosa, Executive Director – ROCOG
Jarrett Hubbard, Community Planning Manager
Matthew Tse, Principal Planner
Karli McElroy, Principal Planner
Sandi Goslee, Principal Planner

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RESOLUTION ENDORSING THE FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE ROCHESTER-OLMSTED METROPOLITAN AREA

WHEREAS, the members of the Rochester-Olmsted Council of Governments (ROCOG) have been formally designated by their respective legislative bodies to act as official representatives in transportation planning matters; and

WHEREAS, the Rochester-Olmsted Council of Governments has established a comprehensive, cooperative, and continuing (3-C) transportation planning process to develop a unified planning work program, a long-range Metropolitan Transportation Plan, and a Transportation Improvement Program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to transportation interests; and

WHEREAS, US Department of Transportation regulations require the development and annual adoption of a Transportation Improvement Program (TIP) for each urbanized area by the Metropolitan Planning Organization, in cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Minnesota Department of Transportation, the U.S. DOT; the Federal Highway (FHWA) and Transit (FTA) Administrations; and

WHEREAS, projects utilizing funding under 23 USC and 49 USC Chapter 53 must be included in a Transportation Improvement Program (TIP) adopted by the ROCOG Policy Board for the Rochester urbanized area; and

WHEREAS, ROCOG has solicited a 30-day public comment period on the Draft 2027-2030 ROCOG TIP and any public comments received are recorded and addressed in the final TIP document; and

WHEREAS, the ROCOG Policy Board on February 25, 2026, approved the selection of projects to receive Carbon Reduction Program (CRP) funds for fiscal years 2029 and 2030. In 2029, $280,000 in CRP funding will be applied to the City of Rochester's project to install pedestrian facilities at the intersection of Salem Rd SW and 16th St SW (Project 159-210-002). In 2030, $280,000 in CRP funding will be applied to the City of Rochester's Center Street Bikeway project (Project 159-105-019).

WHEREAS, project 159-201-01 for the reconstruction of the intersection of Broadway Ave N and 37th St NE, was added to the 2027-2030 TIP and approved for Fiscal Year 2030. The total project cost is $6,000,000, where the City of Rochester local responsibility amounts to $3,000,000 and Surface Transportation Block Grant funds amount to $3,000,000; and,

WHEREAS, the ROCOG region is in attainment for all air quality standards and projects contained within the TIP are not subject to conformity regulations contained in 40 CFR part 93, subpart A; and

WHEREAS, U.S. Department of Transportation regulations, 23 CFR 450.336(a), provide for self-certification that the urban transportation planning process is being carried out in conformance; and

23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;

Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color or national origin in employment or business opportunity;

49 CFR part 26, regarding the involvement of disadvantaged business enterprises in DOT funded projects;

23 CFR part 230, regarding the 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 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

WHEREAS, in accordance with 23 CFR 450.336(a), the Rochester Olmsted Council of Governments hereby certifies that the metropolitan planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements as described above, and that the TIP contains only projects that are consistent with the current Long-Range Transportation Plan for the urbanized area.

NOW, THEREFORE, BE IT RESOLVED, that the Rochester-Olmsted Council of Governments approves the FY 2027-2030 Transportation Improvement Program, dated September 2026, and recommends said program be forwarded to the appropriate state and federal agencies;

BE IT FURTHER RESOLVED, that the Rochester-Olmsted Council of Governments certifies that the transportation planning process complies with applicable federal laws and regulations as required in 23 CFR 450.336.

Upon motion by Mr. Merchant, seconded by Mr. Iseminger, this 23rd day of September, 2026.

ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS

By: _____

Brian Mueller, Chair ROCOG Policy Board

ATTEST: _____ Dated: 9/23/26

Allison Sosa, Executive Director, ROCOG

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DISCLAIMER

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, and from the Minnesota Department of Transportation (MnDOT). Additional funding was provided locally by Olmsted County (Minnesota). The United States Government and the State of Minnesota assume no liability for the contents or use thereof.

This document does not constitute a standard, specification, or regulation. The United States Government, the State of Minnesota, and the Rochester-Olmsted Council of Governments do not endorse products or manufacturers. Trade or manufacturers' names may appear therein only because they are considered essential to the objective of this document.

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 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 to the end of 2027 Federal Fiscal Year (September 30, 2027). The annual listing will represent 2027 projects as part of the 2027-2030 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.

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 19.

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.

Safe Streets and Roads for All (SS4A): Program which funds regional, local, and Tribal initiatives through grants for implementation, planning, and demonstration activities as part of a systematic approach to prevent roadway fatalities and serious injuries. Established under the 2021 Infrastructure Investment and Jobs Act and provides $5 billion over 5 years, currently through FY 2026.

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

STIP State Transportation Improvement Program
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

FUNDING AND FINANCING SOURCES

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

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.

Federal Transit Administration – Region V

Colin Korst

Transportation Program Specialist

Phone: 312.353.3853

Email: colin.korst@dot.gov

Federal Highway Administration – Minnesota Division

Scott Mareck

Technical Service Team Lead

Phone: 651-291-6114

Scott.mareck@dot.gov

MnDOT

Kurt Wayne

Planning Director, MnDOT District 6

Phone: 507.286.8074

Email: kurt.wayne@state.mn.us

MnDOT

Dena Ryan

Metropolitan Planning Program Coordinator

Phone: 651.296.3000

Email: Dena.Ryan@state.mn.us

Olmsted County

Benjamin Johnson

Director of Public Works/County Engineer

Phone: 507.328.7060

Email: johnson.benjamin@co.olmsted.mn.us

City of Rochester

Tyler Niemeyer

Director of Public Works

Phone: 507.328.2422

Email: tniemeyer@rochestermn.gov

City of Rochester

Dillon Dombrovski

City Engineer

Phone: 507.328.2421

Email: ddombrovski@rochestermn.gov

City of Byron

Al Roder

City Administrator

Phone: 507.775.3400

Email: administrator@byronmn.com

Rochester Public Transit

Rachel Fautsch

Director of Transit and Parking Department

Phone: 507.328.2116

Email: rfautsch@rochestermn.gov

City of Stewartville

Bill Schimmel

City Administrator

Phone: 507.533.4745

Email: bschimmel@stewartvillemn.com

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 (MTP).

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]

MPOs assist implementing agencies (including municipal public works departments, county highway departments, state departments of transportation, and public transit

[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/

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.

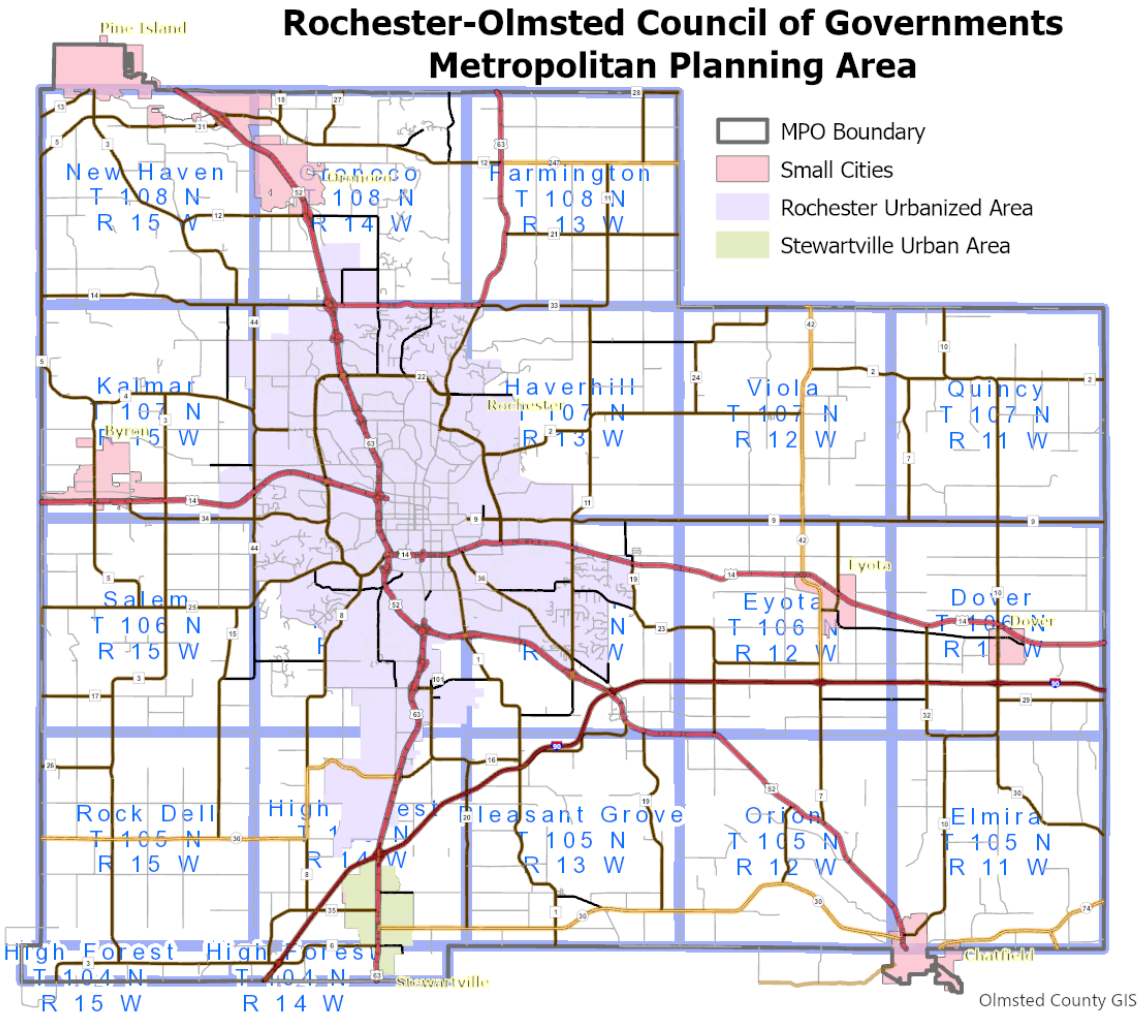
Figure 1 provides an overview of these boundaries for the ROCOG planning area, specifically depicting:

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

[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

- 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:

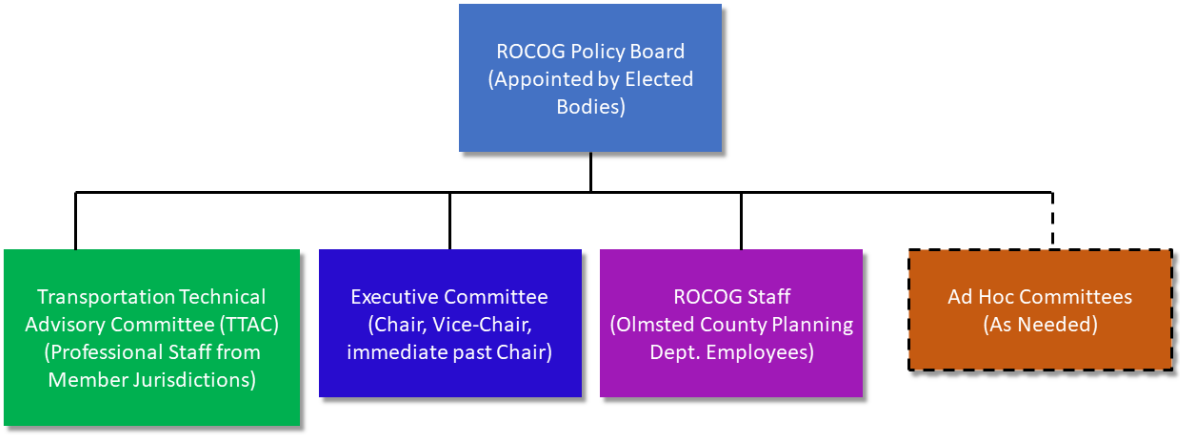
- 5 members from the City of Rochester (Mayor and four Councilmembers).
- 3 members from the Olmsted County Board of Commissioners.

- 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 serves as the Executive Director of ROCOG. At this time, the Olmsted County Planning Department is led by Allison Sosa. As Executive Director Ms. Sosa organizes 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 representing the General Public on the Policy Board, and all Policy Board meetings are open to the public.

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.

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) and the State Transportation Improvement Program (STIP), and are aimed at meeting the long-range transportation needs of the MPA. The TIP also facilitates discussion about regional transportation needs and helps MPO members, other transportation implementers, and planning organizations establish a transportation program that implements the goals of the ROCOG MTP.

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 MTP 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. Note that not every TIP document will include regionally significant projects, if such projects are not identified.

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. 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 MTP and should already be identified in the MTP. Note that not every TIP document will include illustrative projects, if such projects are not identified.

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
SS4A Safety Action Plan	January 2026
Metropolitan Transportation Plan	Sept. 2025
Transit Development Plan	December 2022
Public Involvement Policy	May 2022

Transportation Plan	Date Approved
Rochester Active Transportation Plan	Nov. 2022

METROPOLITAN TRANSPORTATION PLAN 2050

The Metropolitan Transportation Plan (MTP) documents the recommendations that have evolved from the ongoing, multimodal transportation planning process in the MPA. ROCOG's current long-range plan, *2050 Metropolitan Transportation Plan* was adopted in September 2025 by the Policy Board and has a planning horizon of 2050. In accordance to federal policy, this document is updated every five years. Guided by both community engagement and technical research, the *2050 MTP* sets the regional transportation policy for the MPA and identifies a variety of 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 MTP 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.

SAFETY ACTION PLAN

ROCOG's *Comprehensive Safety Action Plan* (SAP) for the ROCOG Planning Area aims to significantly reduce and eliminate fatal and serious injury crashes within the planning area. The *SAP* is guided by a Safe System Approach which frames all traffic deaths as preventable and promotes layers of protection to prevent crashes and mitigate crash severity. The plan uses analyses of historic crash information combined with roadway user and community input to prioritize projects and strategies.

This document is the outcome of a Safe Streets and Roads for All planning award and was adopted in January 2026 with regional safety goals for 2035 and 2050. The plan established a goal of zero traffic deaths and serious injuries by 2050 and a 50% reduction in traffic deaths and sever injuries by 2035. The TIP continues to track annual fatal and serious injuries on roadways within the ROCOG planning area, functioning as an annual gauge towards the strategic, long range safety goals adopted in the SAP.

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 MTP. 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.

COMMUNITY IMPACT ASSESSMENT

This TIP also includes a community impact assessment to determine if programmed projects have the potential to have a disproportionate impact on minorities and/or low income populations, consistent with the Title VI of the Civil Rights act of 1964 and the 1969 National Environmental Policy Act (NEPA).

A further look at TIP programmed projects in comparison to these regions of impact 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 annual TIP 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 2027-2030 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

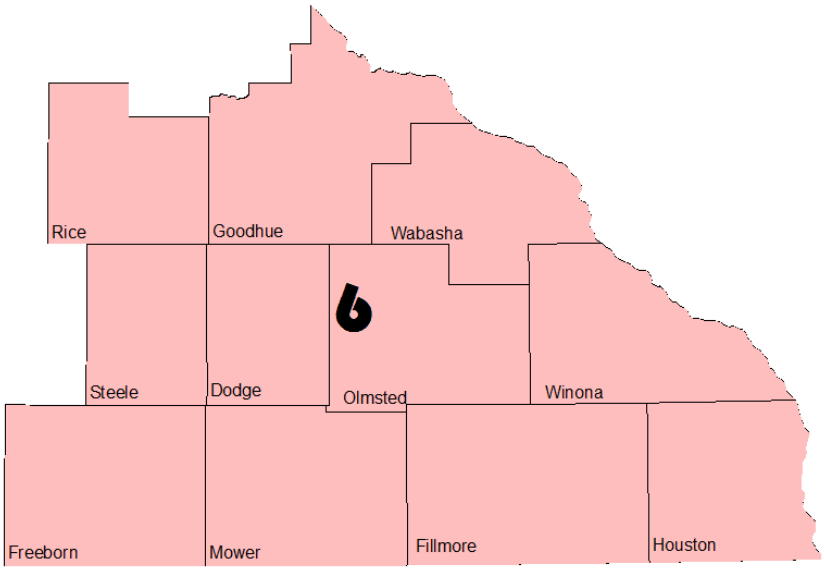
As the designated MPO for the Rochester-Olmsted area, ROCOG is responsible for developing a list of priority transportation projects in the MPA for the purpose of programming funding through the Infrastructure Investment and Jobs Act (IIJA). ROCOG is required to work in cooperation with local units of 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 (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 2030 project(s), establishes a framework for decision-makers to guide them

in prioritizing project submittals. The ROCOG 2050 MTP includes recommendations on factors to use for the review of projects being considered for federal funding (See page 148 of the 2050 MTP for the full discussion of this matrix (MTP 2050).

- **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:

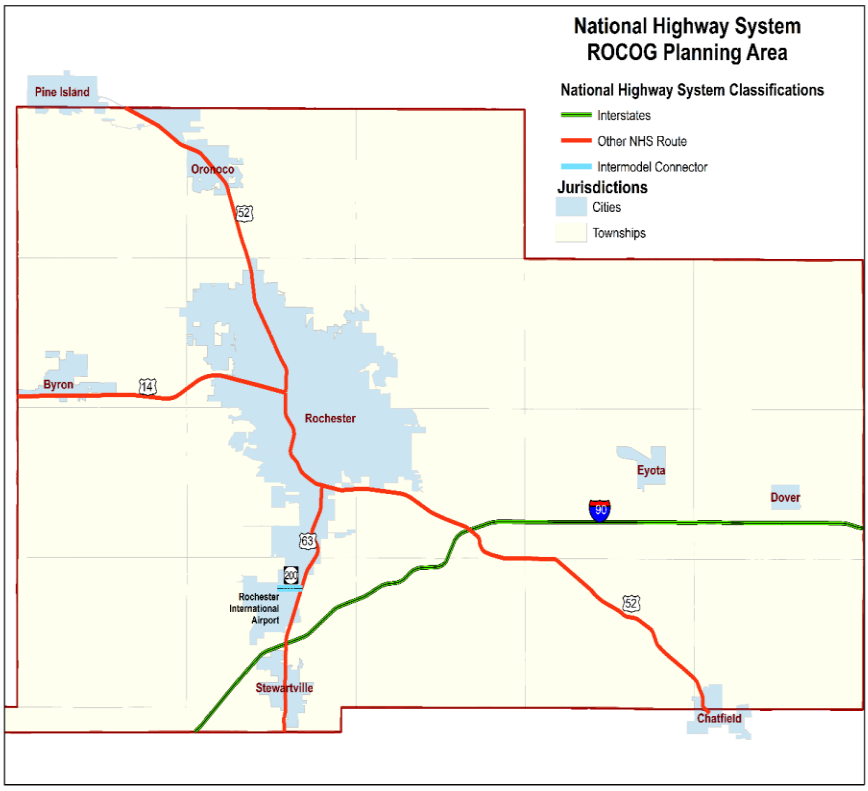
- PM1 – Transportation Safety
- PM2 – Pavement and Bridge Condition on the Interstate and National Highway System[3]
- PM3 – System Reliability
- Transit Asset Management (TAM)
- Public Transportation Agency Safety Plans (PTASP).

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 2025, 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 2027-2030 TIP cycle, the 2026 targets remain the same as the previous 2025 targets as ROCOG has adopted the same safety targets as those set by the state.

2026 TARGETS FOR PM-1: SAFETY

Table 1 outlines the specific safety performance measure and lists the 2026 targets for each measurement that have been established by MnDOT in cooperation with local partners, and which are supported by ROCOG. ROCOG has supported the statewide targets and collaborates with MnDOT on efforts to meet statewide targets by adopting the same safety targets as those set by the state. For the 2027-2030 TIP cycle, the 2026 targets remain the same as the previous year's targets. Note that MnDOT has not altered the targets for annual fatalities and annual serious injuries since 2021, based on their annual review of statewide safety performance.

MnDOT's 2026 targets became effective on August 31, 2025, and ROCOG voted to support the submitted 2026 statewide targets in January of 2026.

TABLE 1: PERFORMANCE MEASURE 1 - SAFETY MEASURES AND TARGETS

Target	MnDOT's Targets 2026
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

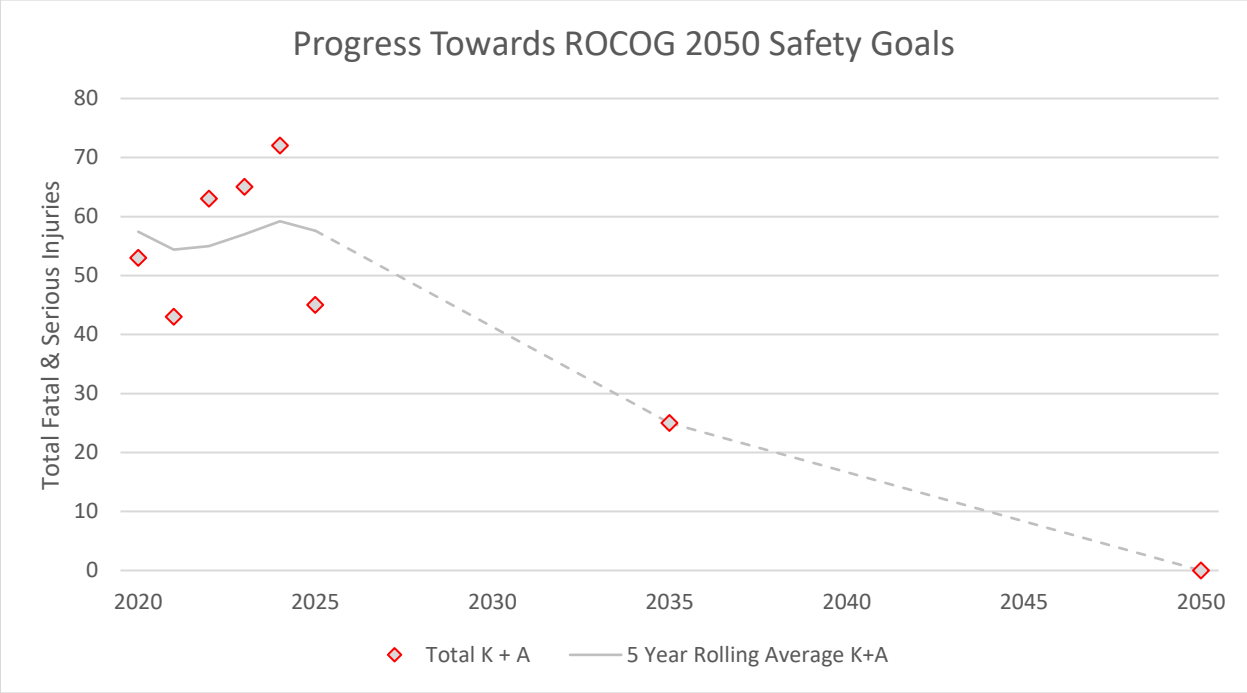
New to the 2027-30 TIP cycle is the completion of a Safe Streets and Roads for All Plan. On January 28, 2026, ROCOG adopted its own regional *Comprehensive Safety Action Plan*, an outcome of the federal Safe Streets and Roads for All program. This plan set the goal of eliminating all traffic deaths and severe injuries on streets within the ROCOG planning area by 2050. It also set an interim goal to reduce traffic deaths and serious injuries (within the ROCOG planning area) to 25 by 2035.

To ensure a level of local programming accountability to the ROCOG Safety Action Plan, the goal of zero traffic deaths and serious injuries by 2050 is positioned as a strategic-(high) level goal in relation to PM1. Defining this, strategic, aspirational goals are intended to set the direction for transportation safety, acknowledging such aspirations cannot be achieved without significant, coordinated changes made to policy, investment, infrastructure, culture, education, and beyond. Continuing to adopt the State's target allows ROCOG to gauge annual progress towards the ROCOG 2050 and 2035 interim goals.

An additional section tracking the total number of Fatal and Serious Injury crashes is added to Table 2. This table shows both the adopted federal safety performance targets and compares the 5-year rolling average of total K+A crashes to the ROCOG Safety Action Plan's goals for 2035 and 2050. In Figure 1, the annual total number of fatal and serious injuries is plotted alongside a trendline showing the 5-year rolling average. This trendline displays the conceptual decline required in K+A crashes necessary to meet both 2035 and 2050 goals.

Table 2	State of Minnesota		ROCOG	
Federal Safety Performance Measures	**History (2020-2024 average)**	**2026 Target**	**History (2020-2024 average)**	**2035 Target**
Number of fatalities (K)	442.4	352.4	8.4	Sum Not to Exceed 25 (K+A)
Fatality rate (per 100M vehicle miles traveled)	0.780	0.582	0.66	N/A**
Number of serious injuries (A)	1,854.0	1,463.40	50.8	Sum Not to Exceed 25 (K+A)
Serious injury rate (per 100M vehicle miles traveled)	6.264	2.47	3.23	N/A**
Number of non-motorist fatalities & serious injuries	303.6	258.4	7.4	3.6
ROCOG Safety Action Plan Performance Tracking				
Total number of Fatalities and Serious Injuries			57	25

**ROCOG's target reduction for 2035 is a combined total of both serious injuries and fatalities.*
***Local rates are not set; ROCOG will adopt the State's Target rates*

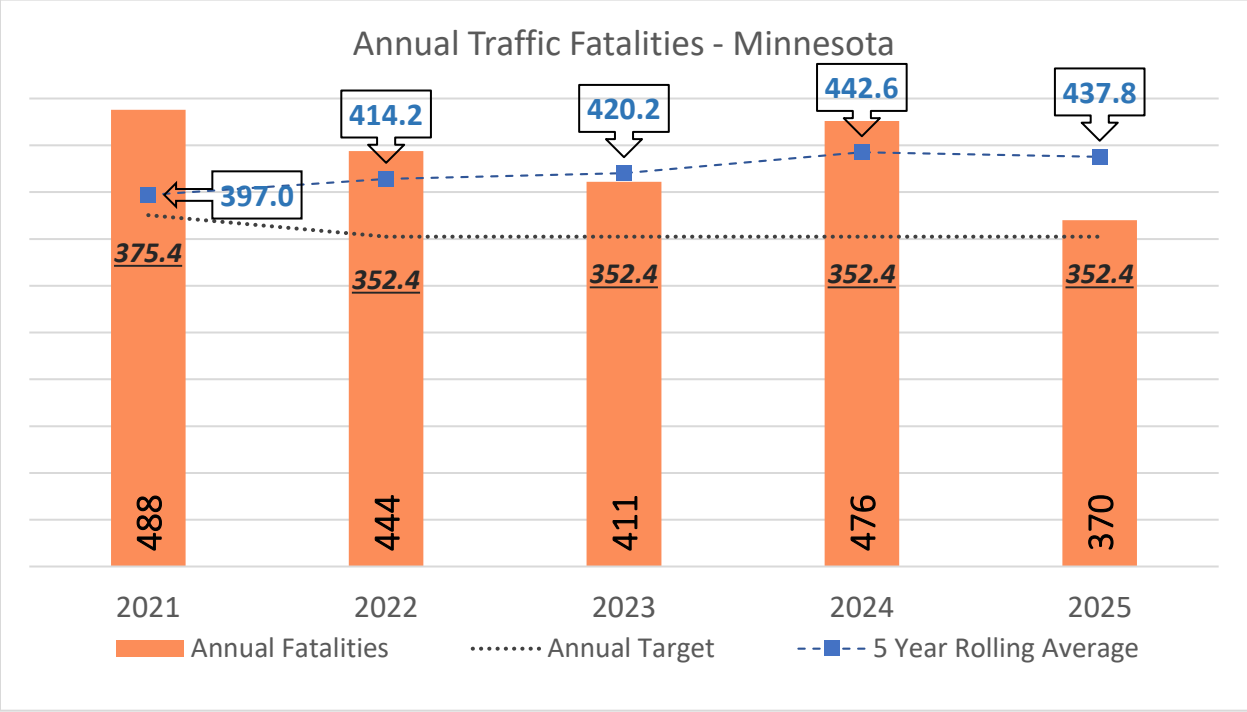


Projects within the TIP provide infrastructure which contributes to safe operation of motor vehicles, as well as providing dedicated infrastructure for alternative transportation users which decrease points of conflict with motorized traffic. However, achieving long-range regional safety goals continues to necessitate a multifaceted effort: achieving 0 traffic fatal and serious injury crashes will not be achieved without significant, coordinated changes made to policy, investment, infrastructure, culture, education and beyond.

ANNUAL FATALITIES

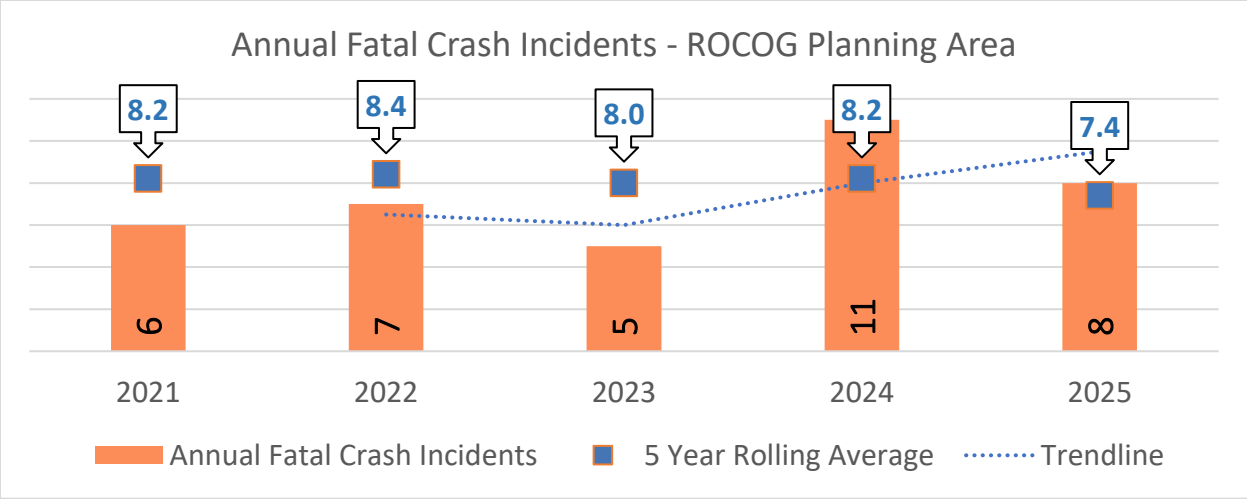
Figure 5 and 6 report fatalities at both the statewide level and in the ROCOG MPA for the past five years, illustrating the total number of annual fatalities and the five-year rolling average over the prior 5 years for each year. Fatality numbers in Minnesota experienced a decrease in 2022 and 2023, from a high of 488 fatalities in 2021. However, 2024 experienced a steep 15.8% increase to 476 total statewide traffic fatalities, before returning to another five-year low of 370 fatalities in 2025. After four years of 400+ annual traffic fatalities, the 5-Year Rolling Average has begun to increase for 2020 through 2025, with the 438 rolling average now over 24.2% higher than the statewide target.

FIGURE 5: ANNUAL TRAFFIC FATALITIES IN MINNESOTA



In the ROCOG MPA absolute numbers have varied within a relatively small 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. In 2025, the number of fatalities dropped by 22% to 370 fatalities statewide.

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 fluctuated within a narrow band between 0.72 and 0.85 fatalities per 100 million VMT, though exceeding the target rate of 0.582 fatalities per 100 million VMT for each year.

The number of fatalities and fatality rate deviated significantly from trends 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 global pandemic. The combined effect of increased crashes and reduced VMT in 2021 led to the five-year rate exceeding the target by a 18.5% high. Most recently, 2025 saw the lowest rate of statewide fatalities in the recent five-year span.

Conversely, over this timespan in the ROCOG MPA, the five-year rolling average has experienced a consistent decrease despite a spike in fatalities in 2024. Nonetheless, the fatality rate in 2024 and 2025 remains higher than rates experienced in 2021-2023.

FIGURE 7: FATALITY RATE PER 100 MILLION VMT – MINNESOTA

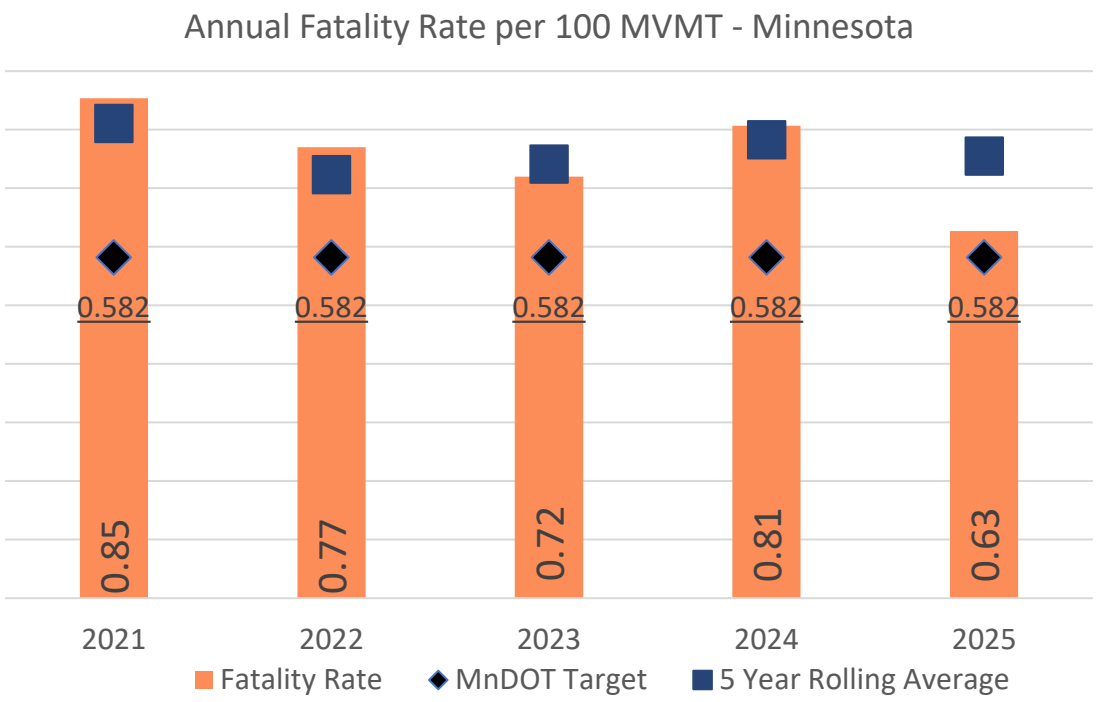
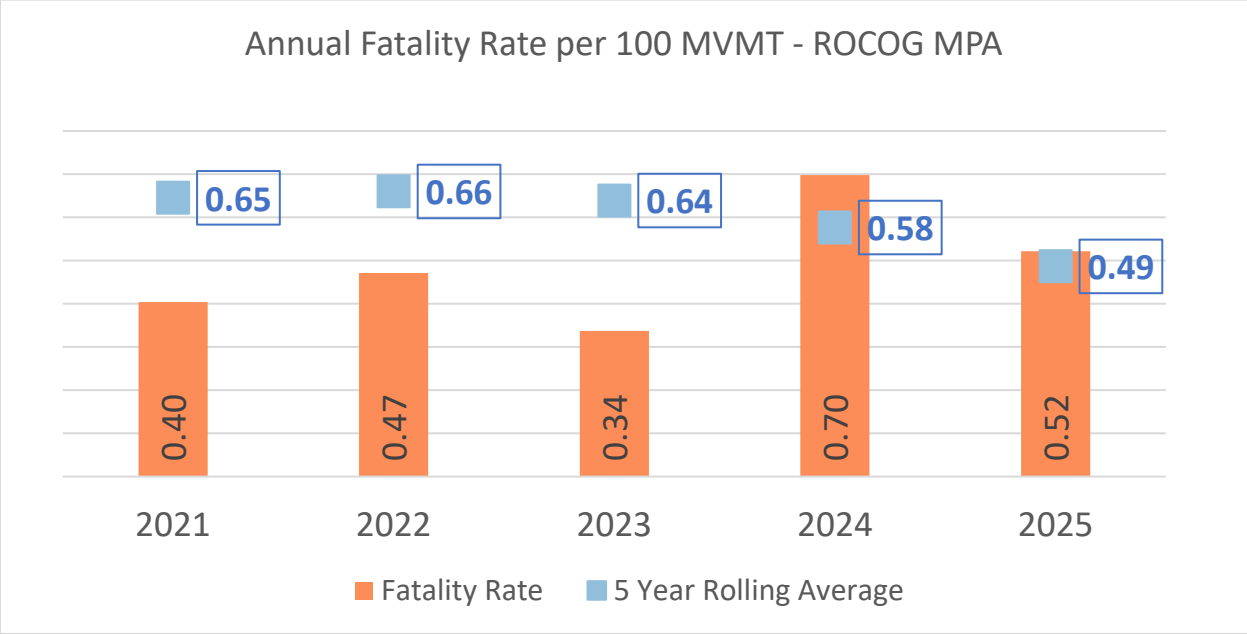


FIGURE 8: FATALITY RATE PER 100 MILLION VMT- ROCOG MPA



ANNUAL NUMBER OF SERIOUS INJURIES

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

FIGURE 9: SERIOUS INJURIES - MINNESOTA

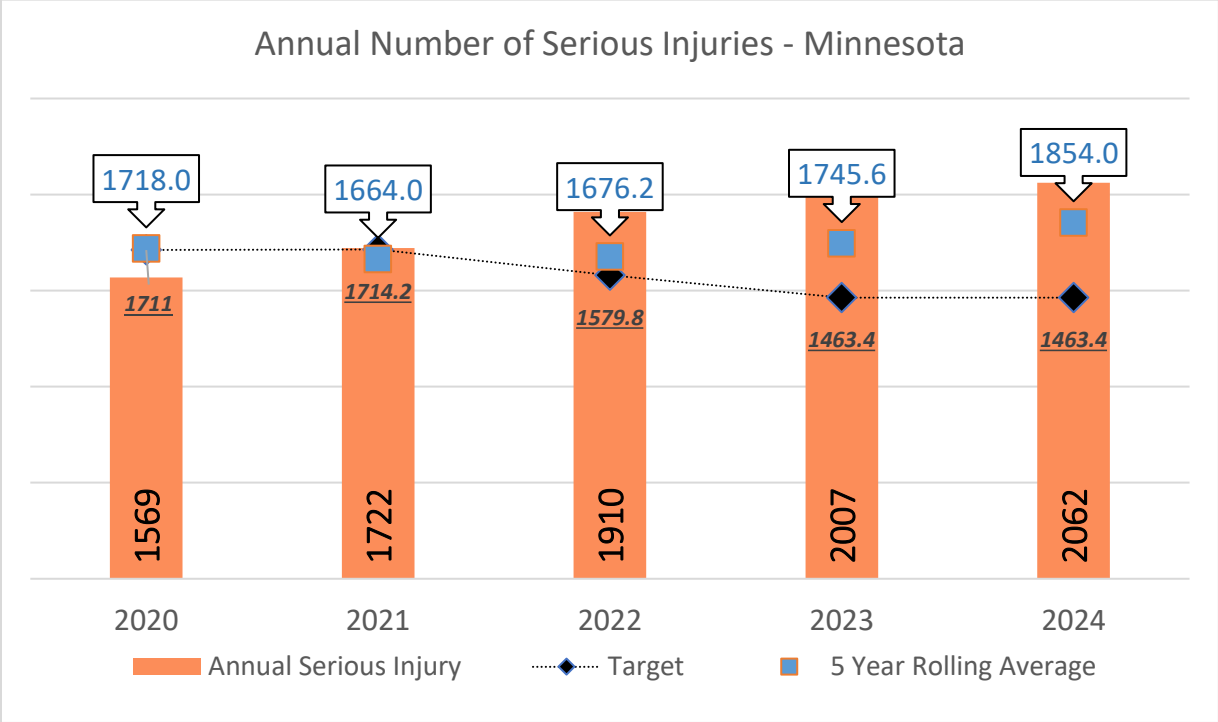
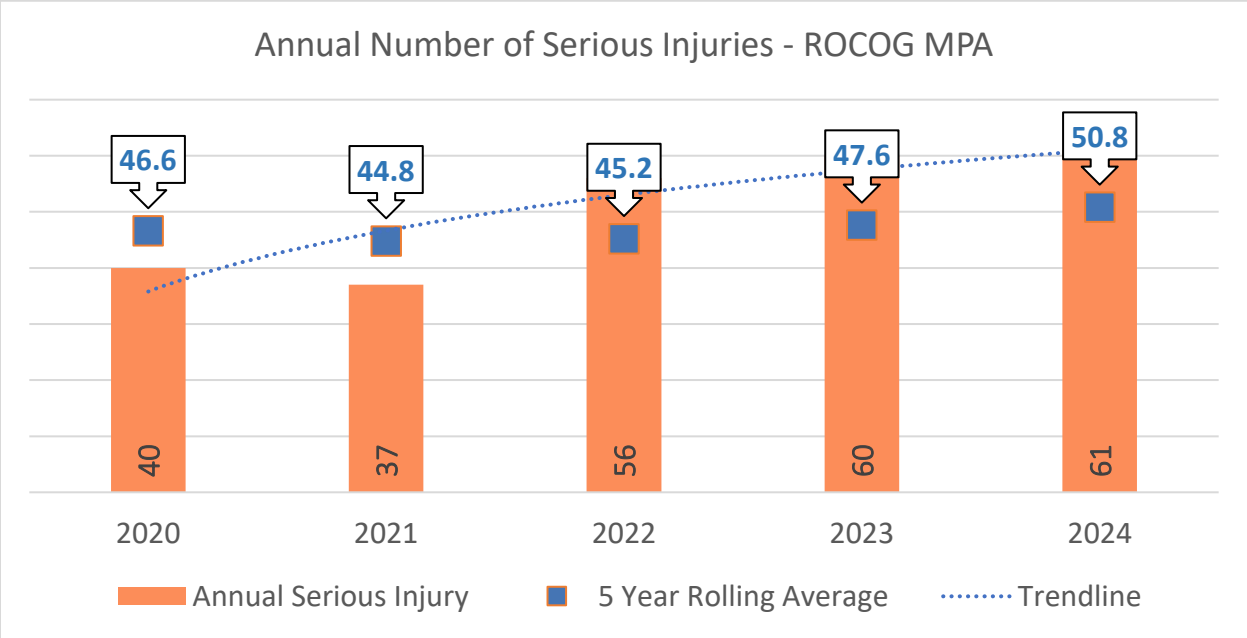


Figure 9 illustrates that the number of traffic related serious injuries in Minnesota have varied by about 25% over the last five years, from a low of 1,520 in 2019 to a high of 2,062 in 2024. The five-year rolling average rate of serious injury crashes has increased each year between 2021 to 2024.

FIGURE 10: SERIOUS INJURIES – ROCOG MPA 2020-2024



Within the ROCOG MPA, displayed in Figure 10, 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.

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 2022, 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

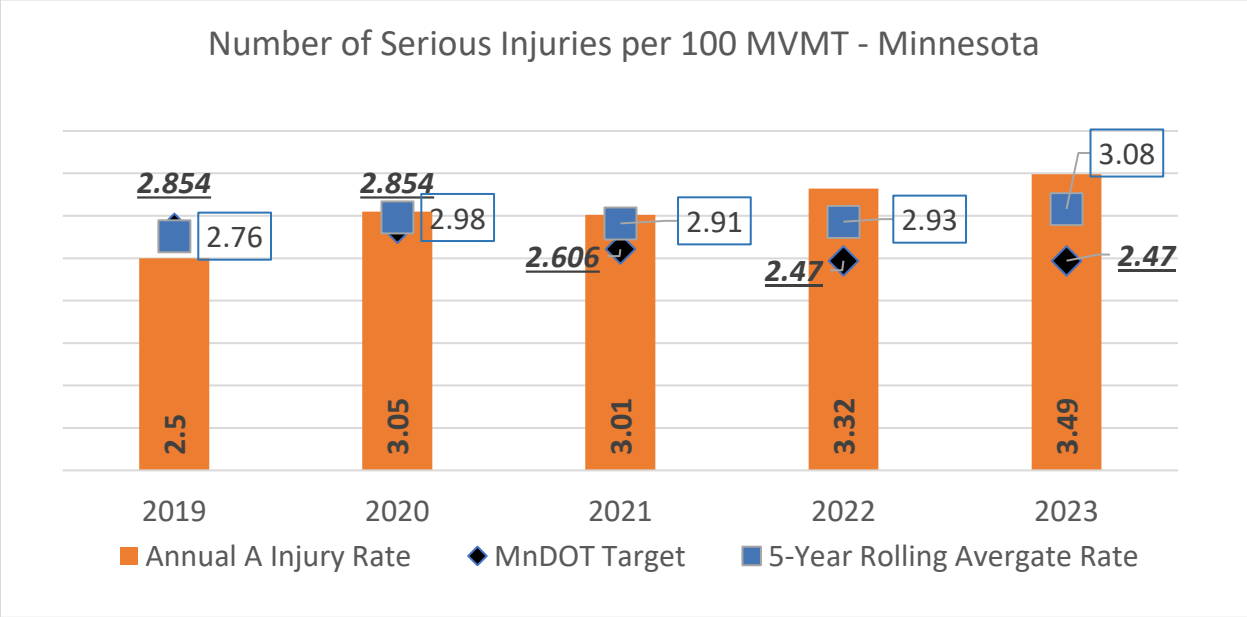
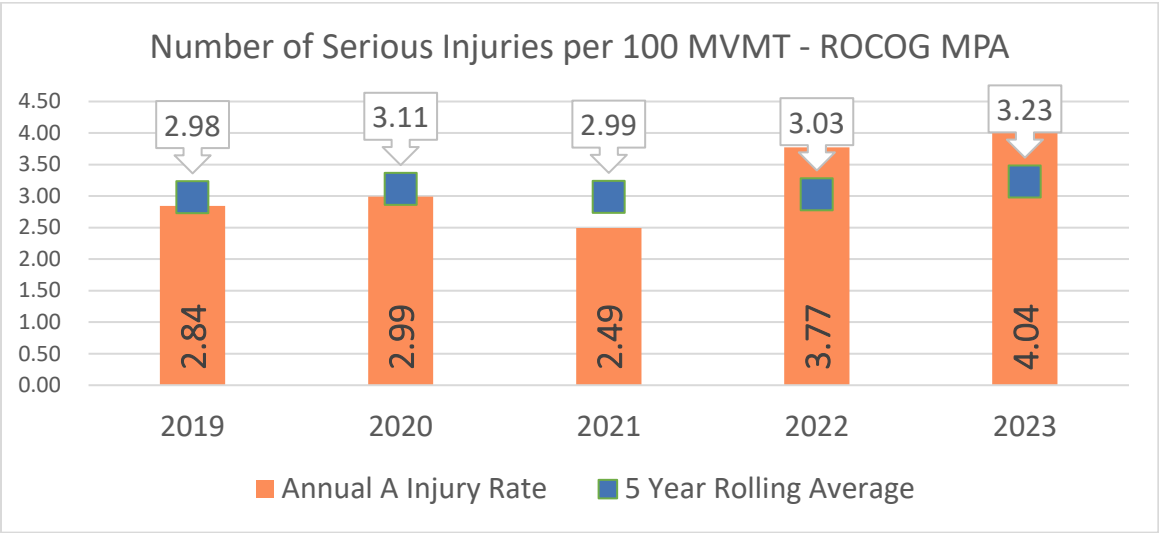


Figure 12 reports metrics on the Serious Injury rate for the Rochester MPA. For 2020, the increase rate of serious injury resulted from a significant decline in VMT even though the absolute number of serious injuries declined. Increases in actual crashes in 2022 and 2023 in the planning area has resulted 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 – ROCOG 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. With the exception of 2020, the rolling five-year average has remained fairly consistent even despite the significant increase in actual crashes in 2022.

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

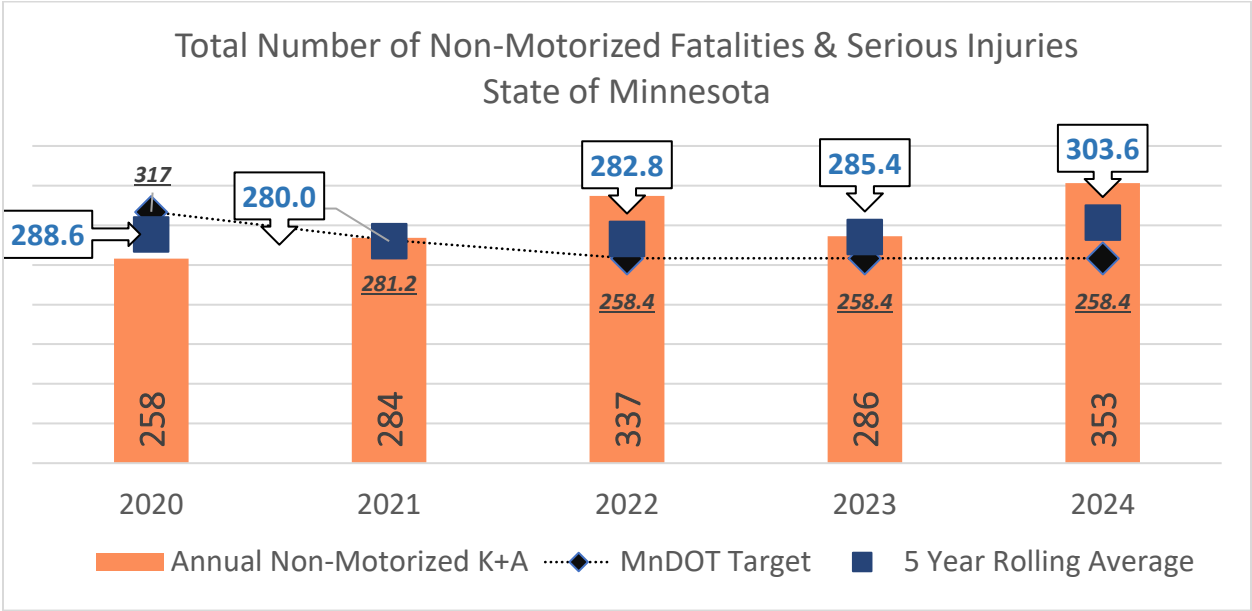
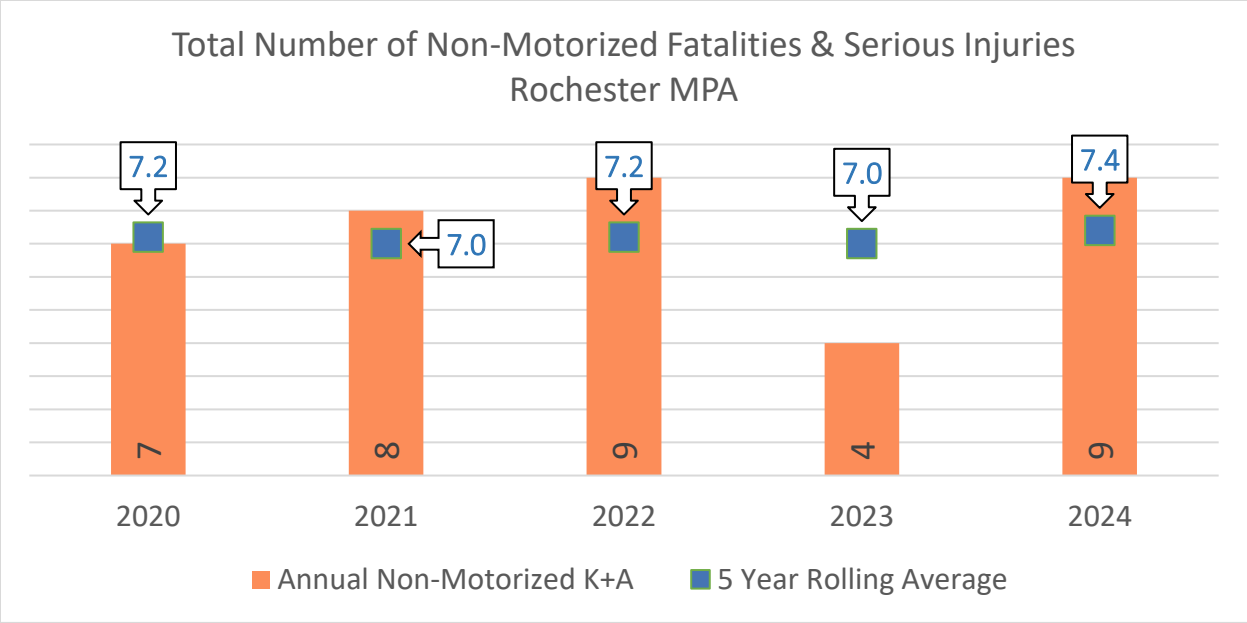


Figure 14 illustrates that in the ROCOG MPA, that the significant reduction in actual crashes in 2023 is abnormal for the area which had historically seen the absolute number of non-motorized fatalities and serious injuries varied within a relatively small absolute band (7 to 9 annually). With a statewide 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



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. For example, in their annual Strategic Highway Safety Plan, the Towards Zero Deaths coalition of Southeast Minnesota identified 5 focus areas which experience the highest volume of fatal and serious injury crashes:

- Lane Departures
- Intersections
- Impaired Roadway Users
- Older Drivers
- Unbelted Occupants

Increases in crash numbers and crash rates across the various performance measures at the state level reflect changes in driving behavior, particularly related to an increase in travel speed and increases in total vehicle miles traveled. These factors may help explain the cause of increase in fatalities and serious injury from 2020 to 2022. 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. Furthermore, because safety rates are calculated based on total VMT, fluctuations in statewide VMT can result in varying safety trends without a true reduction in total crashes.

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. The ROCOG Safety Action Plan was developed to provide a data-driven, systemic process to reducing serious and fatal crashes. 2026 marks the first year such an action plan will impact the ROCOG area. This proactive, preventative approach to reducing roadway fatalities and serious injuries will have long-ranging impacts for the region, ensuring the projects listed within the TIP support regional safety priorities and safer streets for all. Going forward, ROCOG will use the performance measures evaluated each year in the TIP to gauge annual progress towards the 2035 and 2050 safety goals in the ROCOG Safety Action Plan.

Projects in the 2027-2030 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 will use HSIP funds for intersection safety improvements and rumble strip installation along select roadways. Furthermore, safety and planning studies along two corridors (Broadway Avenue, Highway 14 at CSAH 3, 5) will be conducted. 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). Figure 14 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 14: 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%

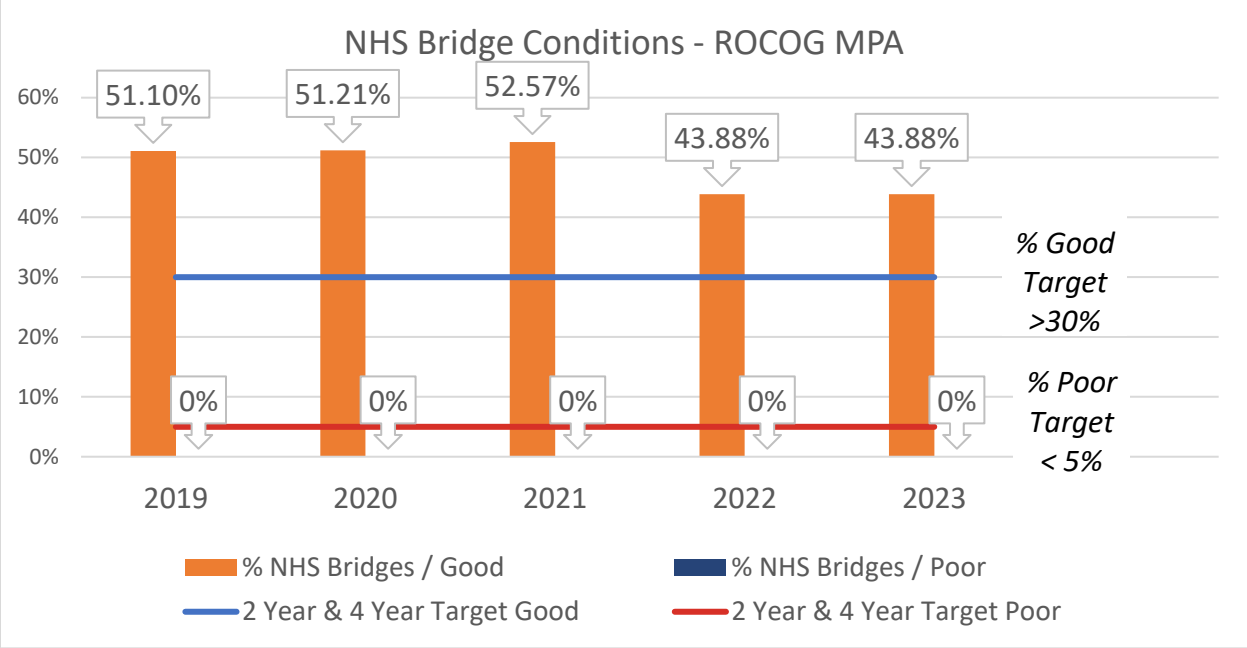
NHS BRIDGE CONDITIONS

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 2027-2030 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

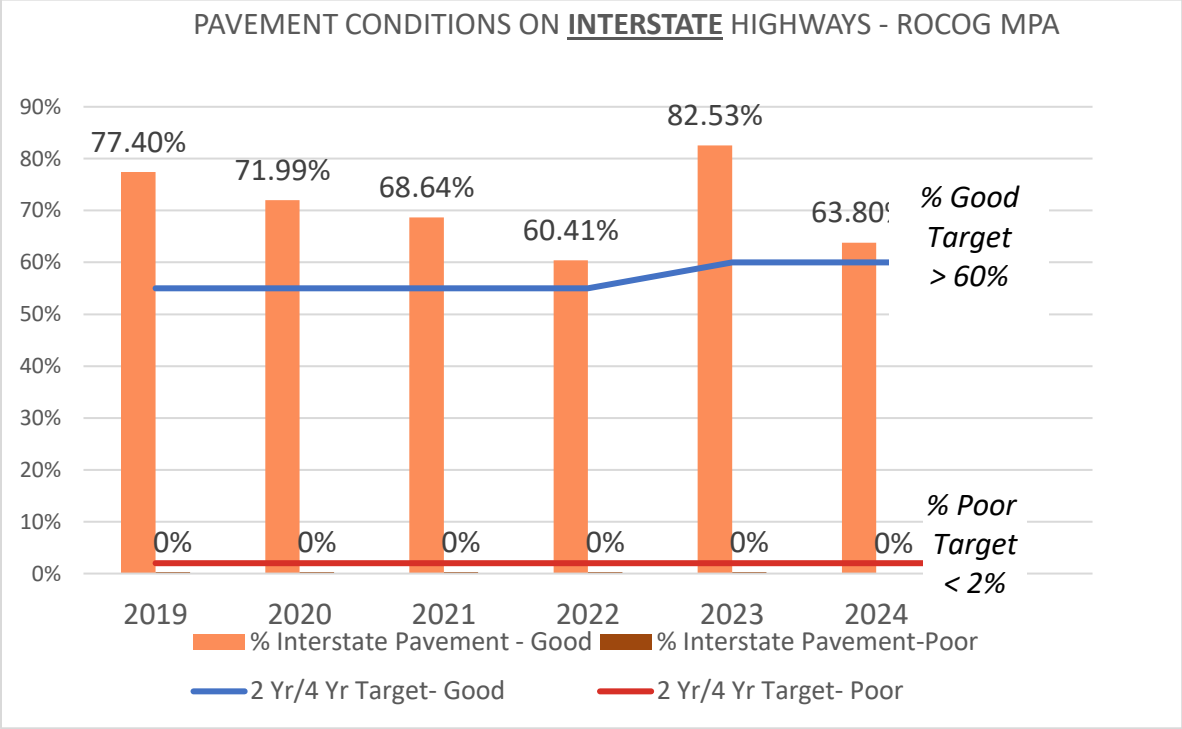


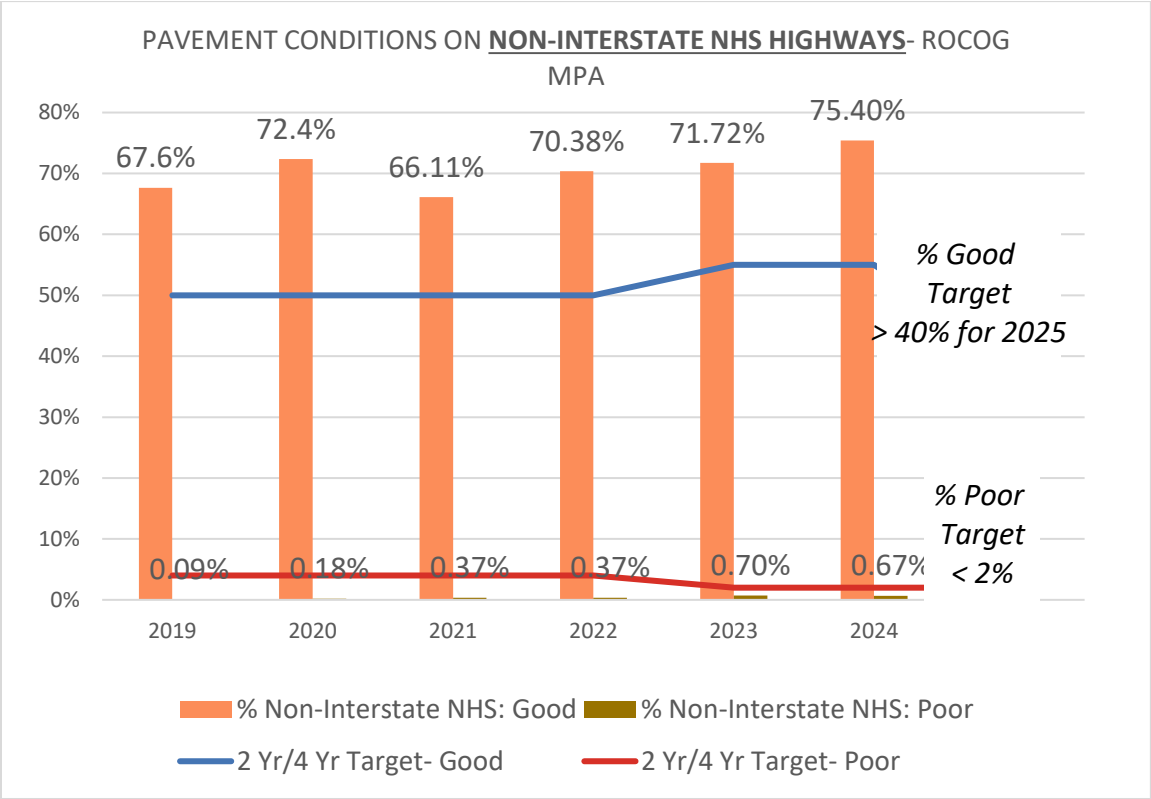
Figure 16 illustrates that pavement conditions on Interstate highways in the ROCOG MPA exceed targets for the percentage of road pavements rated as good and are below the threshold for the percentage of road pavements rated as poor. MnDOT completed a major preservation project on I-90 in 2022 which contributed 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 targets over the last five years, while the share of pavements rated as poor has consistently been below the 2% target.

Programmed projects in the 2027-2030 TIP will continue to contribute to achieving pavement condition targets in the ROCOG MPA. Proposed projects in this TIP include

the resurfacing of US 52 from CSAH 5 to the northern Olmsted County border in FY 2028 and the resurfacing of a significant segment of I-90 between Rochester and Stewartville.

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



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 affect for 2022 reporting. Data is not available for any year after 2021 therefore, 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:

$$\frac{\text{Longer travel times (95}^{th}\text{ percentile of travel times)}}{\text{Normal Travel Times (50}^{th}\text{ percentile of travel times)}}$$

The analysis periods are:

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

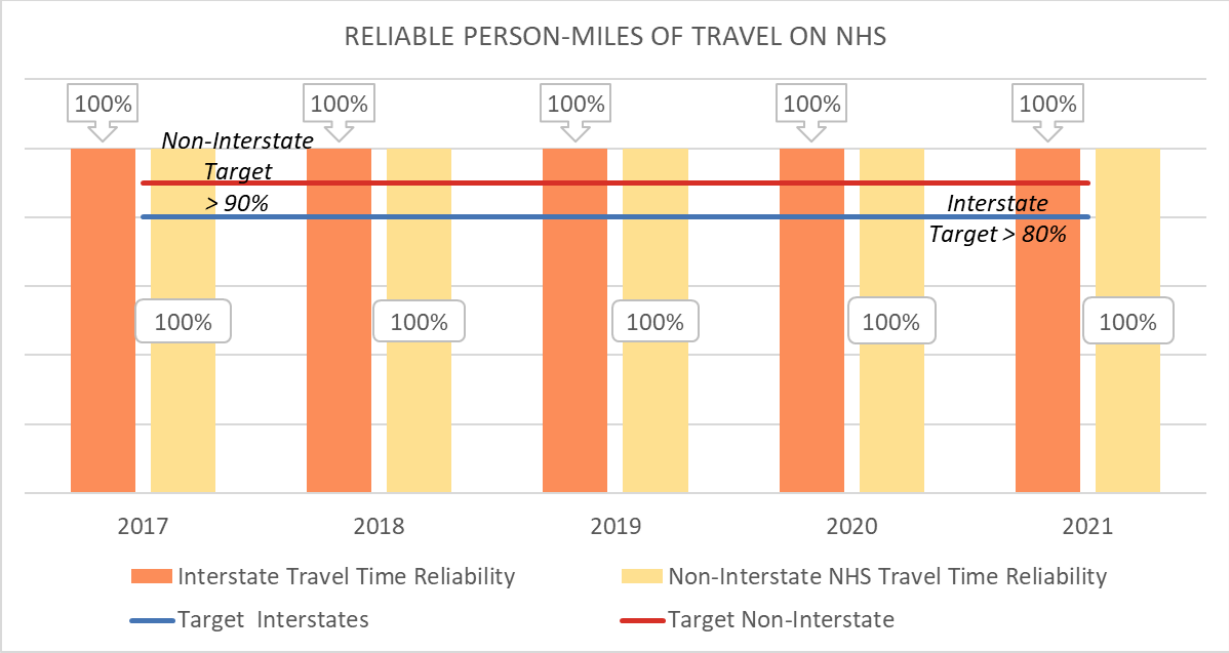
Results are averaged across the five time periods for a road segment and the average must fall below the target rate of 1.50 for years prior to 2023 and 1.4 for 2023 and after, in order for travel time on a roadway segment to be considered reliable. All roadway segments across the network are weighted 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 2027-2030 TIP, projects that contribute to achieving travel time reliability on the NHS network include the construction of a new grade-separated interchange at US 14 and CSAH 44, starting in FY 2026.

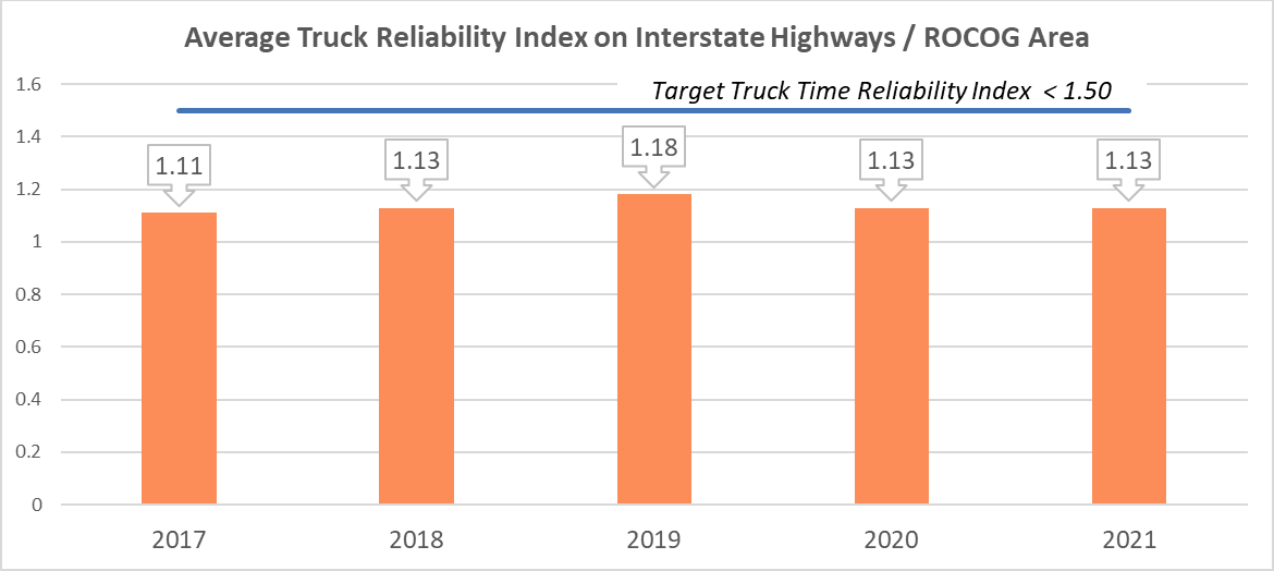
TRUCK TRAVEL RELIABILITY ON THE INTERSTATE HIGHWAYS

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 the 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, followed by significant resurfacing of I-90. US 52 is also programmed for resurfacing north of Rochester and through Oronoco in FY 2028. These projects are likely to improve overall freight reliability in the long-term, however short-term delays are anticipated due to the ongoing construction along these major interstates.

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 each transit agency maintain a state of good repair (SGR), aligning 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. Federal legislation dictates these plans must be updated by the transit service provider at least once every four years. 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
Equipment	Percentage of non-revenue service vehicles that have met or exceeded their ULB (by vehicle type?)
Rolling Stock - Revenue Vehicles by Mode	Percentage of vehicles that have met or exceeded their ULB (by vehicle type?) 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 facilities rated under 3.0 on the TERM scale

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.

TABLE 5: RPT VEHICLES IN 2027-2030 TIP

Project Number	Vehicle Type	Number of Vehicles
2027		
TRS-0047-27B	400	7
TRS-0047-27C	300	2
TRS-0047-27D	700	4
TRF-0047-27C	Support	2
2028		
TRF-0047-28C	400	2
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.

The project list in the 2027-2030 TIP shows 24 replacement bus and support vehicle purchases scheduled which will assist RPT in achieving its goal of no more than 10% of its rolling stock exceeding its ULB. RPT has calculated what the vehicle condition measures 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 the purchase of 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 April 20, 2026. 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 4 years of data (ie. 2022, 2023, 2024, 2025). In addition, the safety events target was reduced by 2 for each mode from the 4-year average, where fatalities and injuries are set at 0. The adjustments reflect RPT's safety philosophy for continuous improvement and the importance of people-safety.

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

Performance Measure	RPT Fixed Route 2026 Target	RPT Fixed Route 2025 Reported	RPT ADA Paratransit 2026 Target	RPT ADA Paratransit 2025 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	0	2	0	2
Rate of Injuries by Mode per Vehicle Revenue Mile (Per 100 thousand VRM)	0	0.126	0	0.61
Number of Safety Events per mode	4	6	0	1
Rate of Safety Events by Mode per Vehicle Revenue Mile (Per 100 thousand VRM)	0.260	0.38	0	0.30
Miles between Major Mechanical Failures by Mode	114,793	45,208	148,044	329,458

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 emphasizes employee reporting and accountability. RPT's operator conducts monthly safety meetings, which are 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 vehicles continue to serve reliably, travelling over 325,000 miles between major mechanical failures. RPT's paratransit vehicles are traveling over double the target distance between major mechanical failures. Unfortunately, 2025 marked an atypical spike in major mechanical failures for fixed route services. This may be due to RPT's aging fleet; numerous bus replacements are set for purchase between 2027-30 to address this problem. For fixed route vehicles, the four-year average rate of service miles between mechanical failures is 114,793.

The project list in the 2027-2030 TIP includes a number of projects that will continue to improve RPT's safety and asset management performance in years going forward. There are 24 bus purchases scheduled (see Table 5) to replace vehicles reaching the end of their UBL.

Annual operational funds for both fixed route and dial-a-ride (paratransit) services, as well as the new Link Bus Rapid Transit (BRT) system will help in improving safety and streamlining provision of services. And the purchases of fare collection technology (FY 2027-30) and transit signal priority systems (FY 2029, 2030) will assist in maintaining consistent transit schedule performance and route timelines.

4 | FY 2027 – 2030 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.

Total AC: Federal funds that will be directed to the project in future fiscal years. Typically, the project will begin construction in the given fiscal year when funds are in this column. The construction of the project may be in a single year or multiple years. This process is known as Advanced Construction (AC).

AC Payback: Federal funds that are being distributed to the project after the project's construction has already begun or is complete.

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 non-federal 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. 13), list of Acronyms (p. 17), and list of Funding Sources (p. 19).

Figure 20 provides an overview of the location of all the construction projects that are included for the years 2027 through 2030 in the Transportation Improvement Program. Projects that are not locations specific or are transit related are not mapped. Individual project lists follow for each fiscal year in Table through Table 10. 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 2027-2030 TIP PROJECTS IN ROCOG MPA

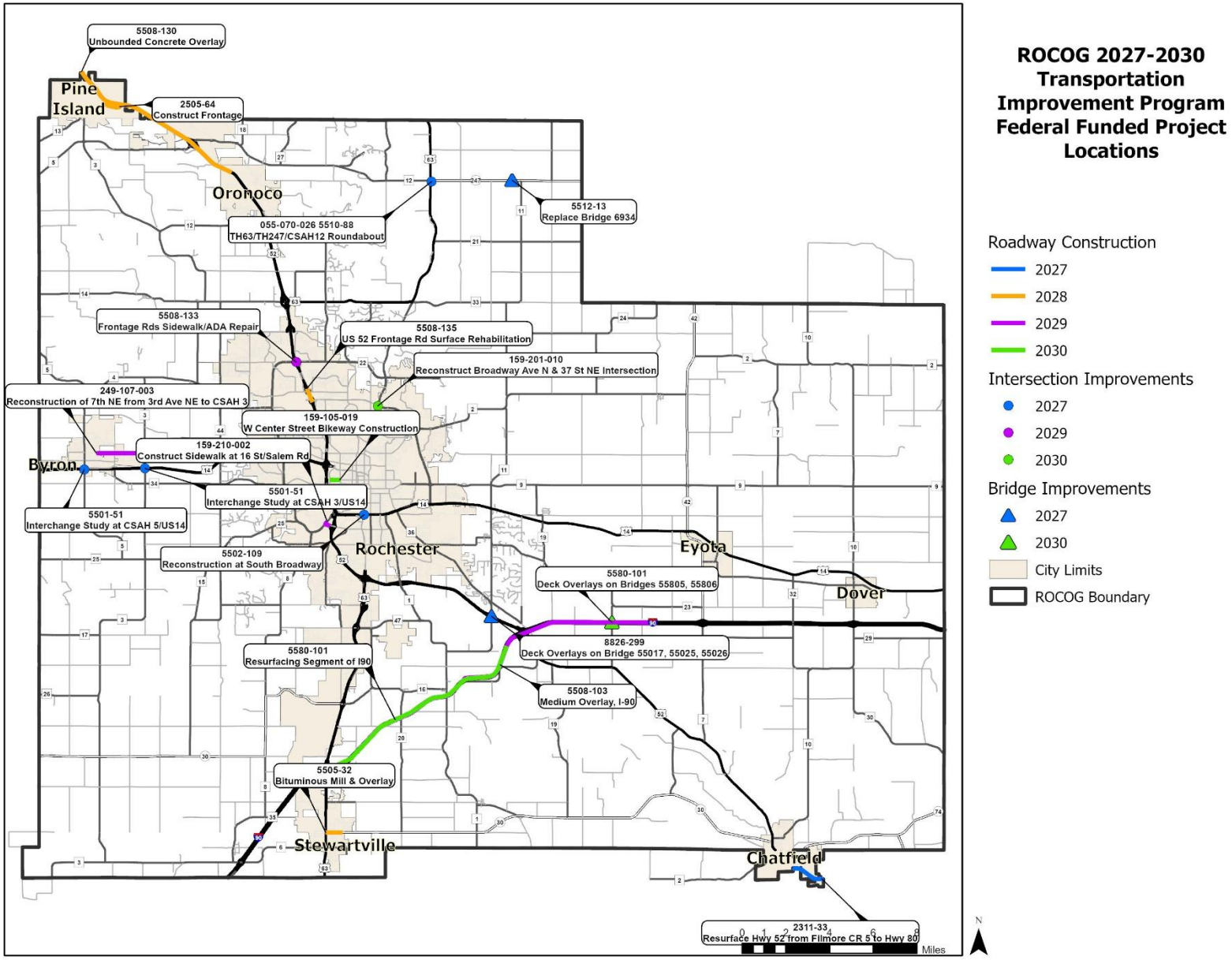


FIGURE 21: PROJECT LOCATION MAP #1, ORONOCO AREA

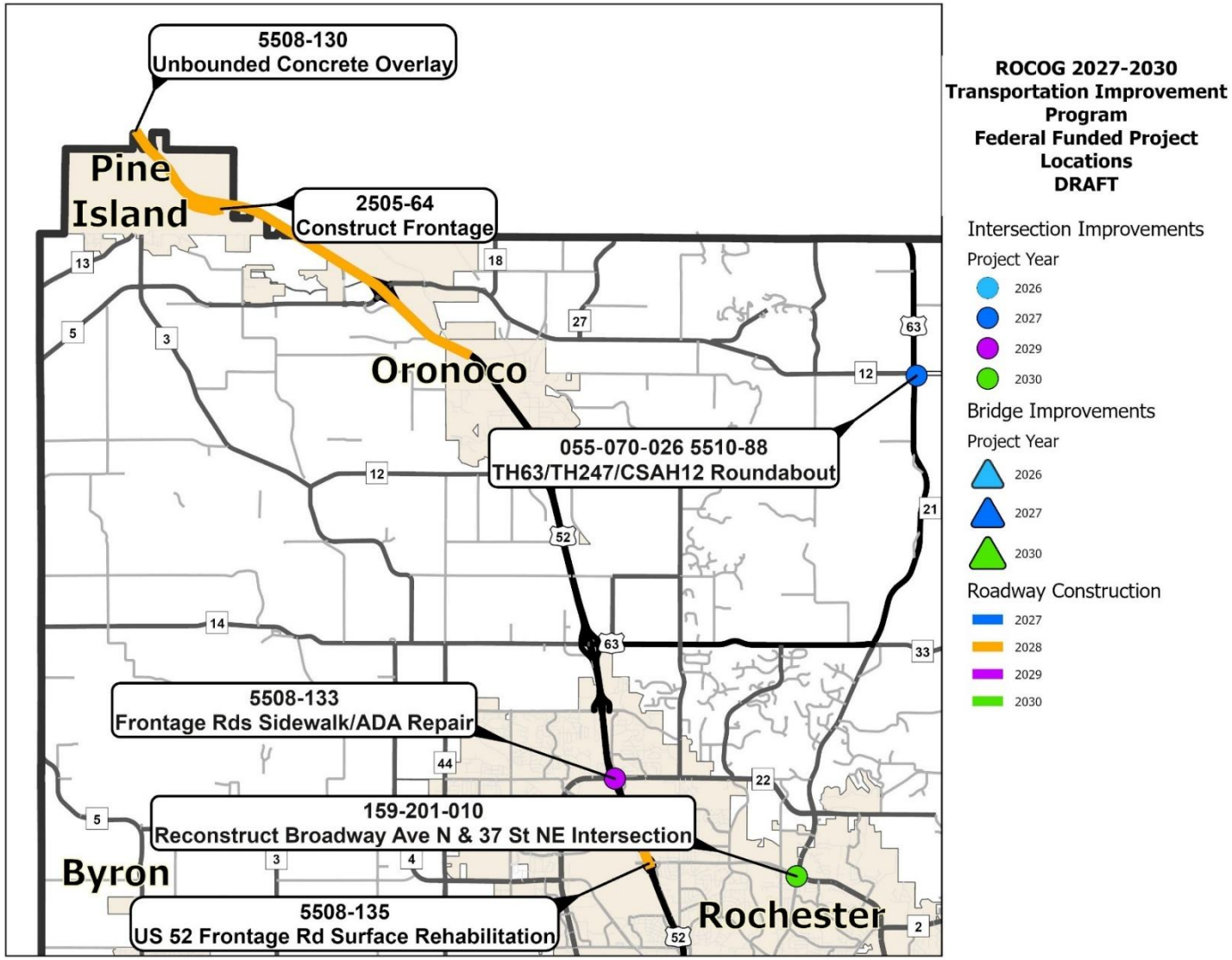


FIGURE 22: PROJECT LOCATION MAP #2, STEWARTVILLE & CHATFIELD AREA

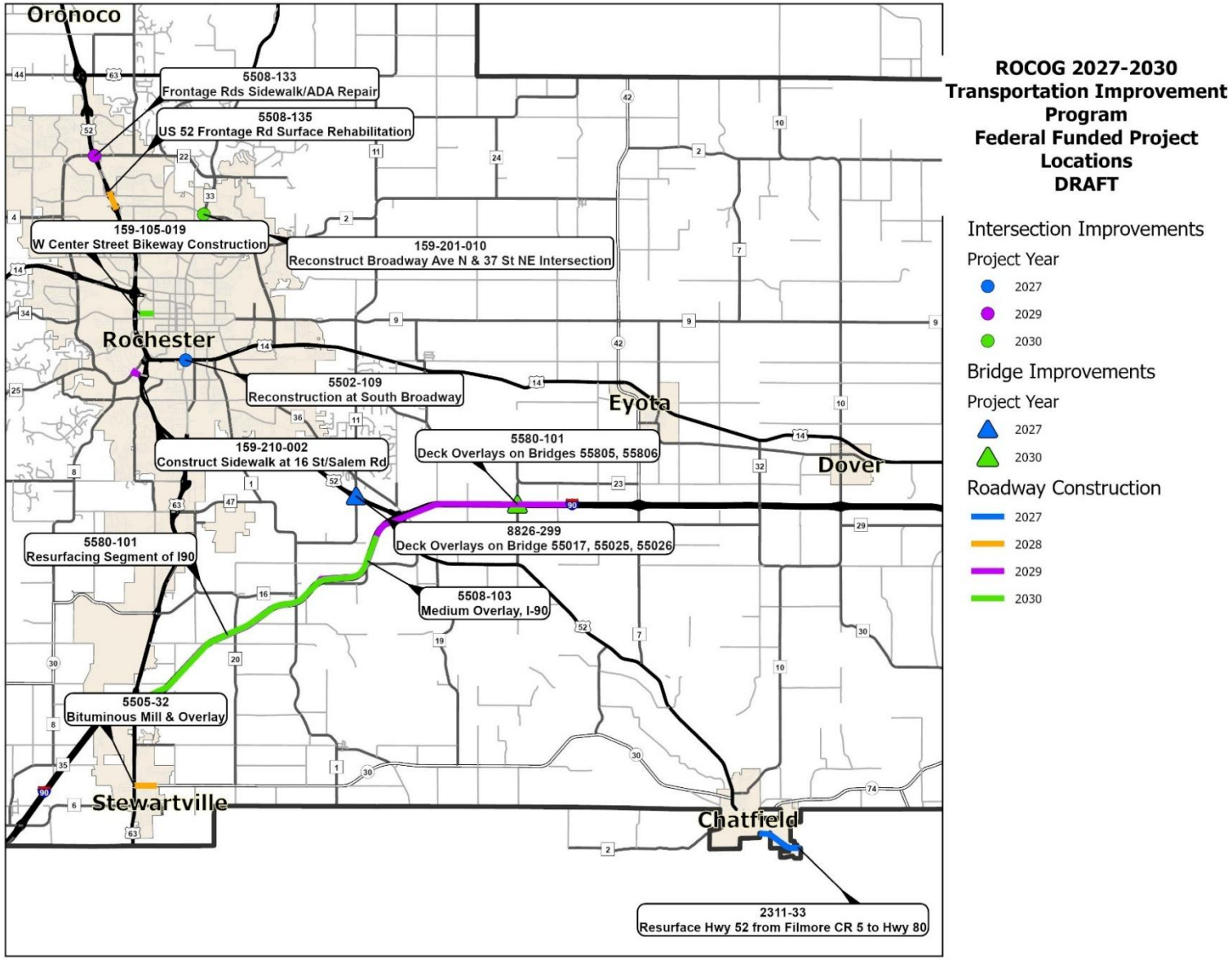
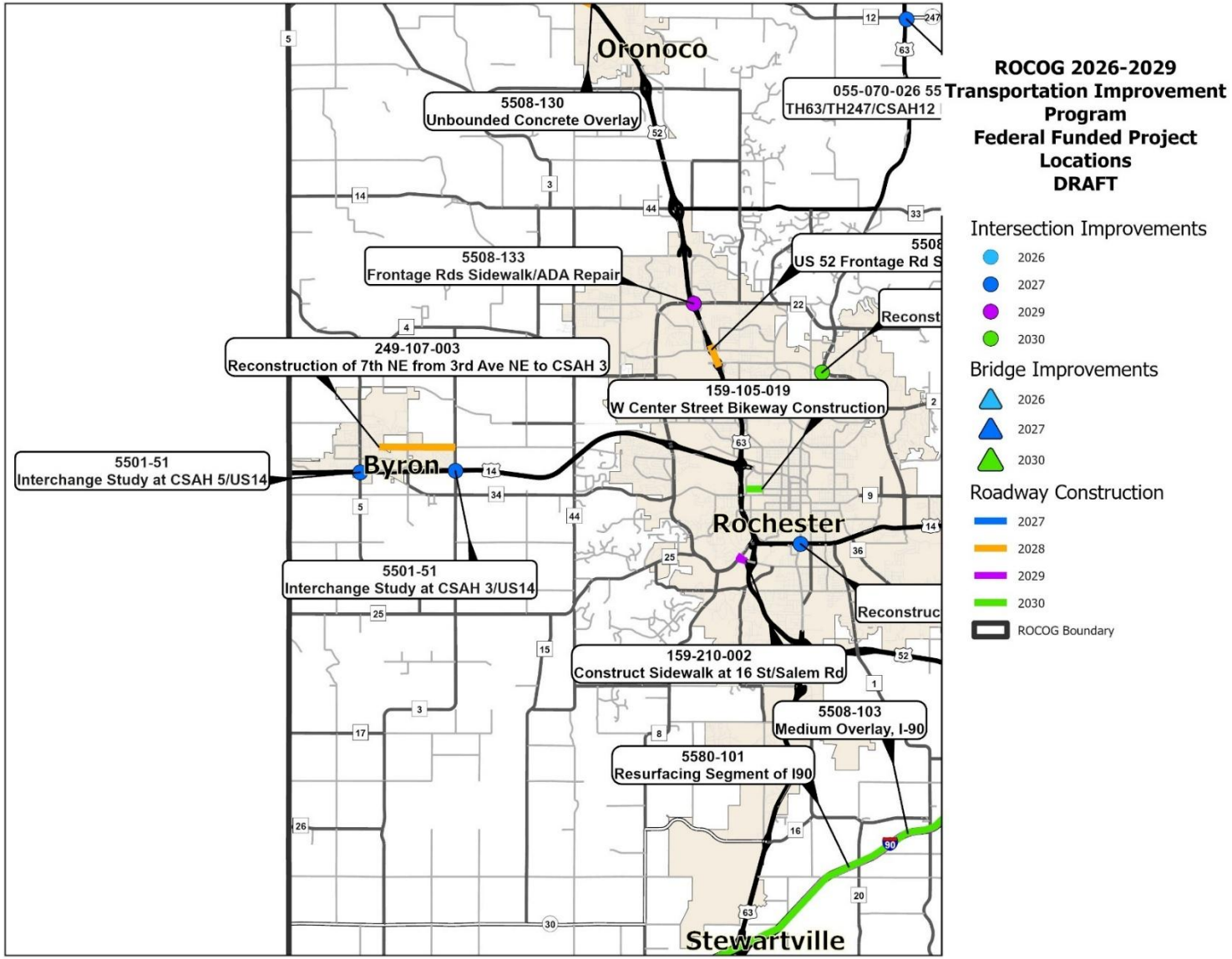


FIGURE 23: PROJECT LOCATION MAP #3, BYRON AREA



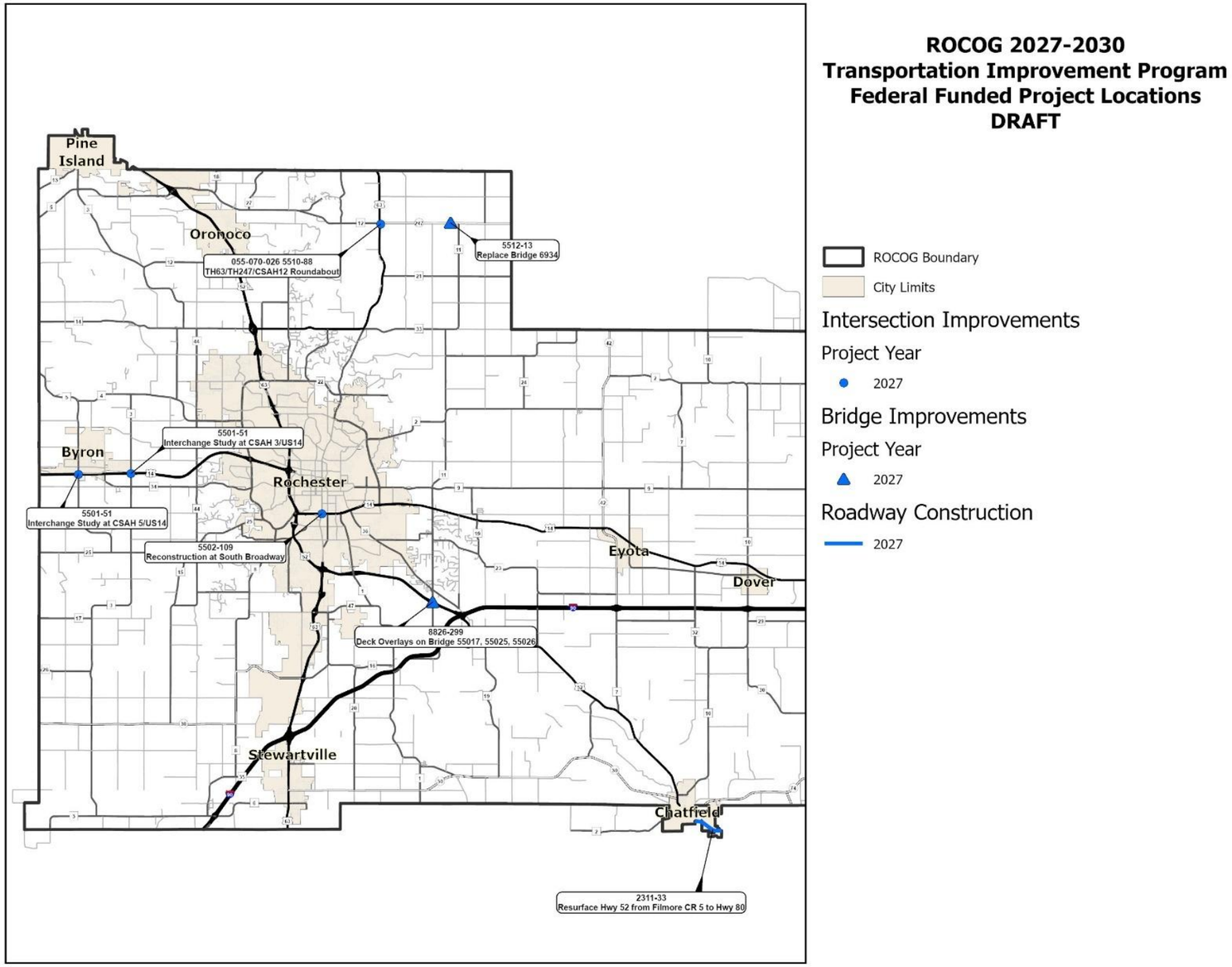
FY 2027 FEDERALLY FUNDED TRANSPORTATION PROJECTS

TABLE 7: FY2027 FEDERALLY FUNDED TRANSPORTATION PROJECTS

FY 2027-2030 FEDERALLY FUNDED TRANSPORTATION PROJECTS													
Route System	**Project Number**	**Project Year**	**Lead Agency**	**Description**	**Proposed Funds**	**Total FHWA**	**Total AC**	**AC Payback**	**FTA**	**State Trunk Highway**	**Bond**	**Local/Other**	**Project Total**
2027													
CSAH 1	079-601-030AC1	2027	WABASHA COUNTY	**AC**HSIP**PROTECT**CRP** ON WABASHA CSAH 1 AND OLMSTED CSAH 18, GRADING, AGGREGATE BASE, BITUMINOUS RECLAMATION, CLEARING AND GRUBBING, INTERSECTION REALIGNMENTS, REPLACING 2 BOX CULVERTS, RUMBLE STRIPS, SAFETY WEDGE, AND PAVED SHOULDERS FROM OLMSTED CSAH 12 TO S OF MAZEPPA (AC PAYBACK 1 OF 2)	HSIP CRP	-	-	1,400,000	-	-	-	-	**-**
LOCAL STREETS	159-080-022AC1	2027	ROCHESTER	**AC**CRP**: RECONSTRUCTION OF 18 AVENUE SW BETWEEN MAYOWOOD RD 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	-	-	3,030,000	-	-	-	-	**-**
LOCAL STREETS	159-080-022CRPAC1	2027	ROCHESTER	**AC**CRP**: RECONSTRUCTION OF 18 AVENUE SW BETWEEN MAYOWOOD RD SW AND 40TH STREET SW, REPLACE BRIDGE 9307, STORM AND SEWER, LIGHTING, SHARED USE PATH AND SIDEWALK IMPROVEMENTS (AC PAYBACK 1 OF 2)	CRP	-	-	261,000	-	-	-	-	**-**
LOCAL STREETS	159-201-009	2027	ROCHESTER	**RAISE** SOUTH BROADWAY STUDY, STREET RESTORATION AND INTERSECTION IMPROVEMENTS ALONG SOUTH BROADWAY AVENUE BETWEEN 4TH ST SE AND 9TH ST SE, PLANNING AND DESIGN	FFM	600,000	-	-					**600,000**
US 52	2311-33	2027	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 IN 2028)	NHPP	7,098,800	4,300,000	-	-	2,601,200	-	-	**14,000,000**
US 14	5501-51	2027	OLMSTED COUNTY	**MN330** SAFETY IMPROVEMENT PLANNING ON US 14, CSAH 3 AND CSAH 5 FUTURE INTERCHANGES	DEMO SF	2,000,000	-	-	-	-	1,370,000	5,600,000	**8,970,000**
US 15	5501-51	2027	OLMSTED COUNTY	**MN330** SAFETY IMPROVEMENT PLANNING ON US 14, CSAH 3 AND CSAH 5 FUTURE INTERCHANGES	SF	-	-	-		2,400,000	-	-	**2,400,000**
US 14	5502-109	2027	MNDOT	**AC** US 14 RECONSTRUCTION AT SOUTH BROADWAY IN ROCHESTER (AC PAYBACK IN 2028)	STBGP<5K	5,874,374	5,500,000	-	-	2,595,626	-	5,700,000	**19,670,000**
US 14	5502-111	2027	MNDOT	ON US 14, REPLACE TOWER LIGHTING AT US 14 & 52 SOUTH INTERCHANGE IN ROCHESTER	SF	-	-	-	-	1,300,000	-	-	**1,300,000**
MN 30	5505-32(EP)	2027	MNDOT	*EP**EARLY PROCUREMENT OF MATERIALS, SIGNALS FOR CONST PROJECT ON MN 30 FROM US 63 TO 0.40 MI EAST OF US 63 IN STEWARTVILLE - 5505-32	SF	-	-	-		450,000			**450,000**
US 63	055-070-026	2027	MNDOT	**SEC164** US 63, MN 247, AND CSAH 12 ROUNDABOUT IN OLMSTED COUNTY	HSIP	750,000	-	-	-	-	-	30,780	**780,780**
US 63	5510-88	2027	MNDOT	**SEC164** US 63, MN 247, AND CSAH 12 ROUNDABOUT IN OLMSTED COUNTY	HSIP	2,883,600	-	-	-	358,838	-	-	**3,242,438**
MN 247	5512-15	2027	MNDOT	**CHAP127** MN 247 REPLACE BR 6934 - REPLACE NORTH HEADWALL (TIED SP 5510-88)	SF	-	-	-	-	1,400,000	-	-	**1,400,000**

FY 2027-2030 FEDERALLY FUNDED TRANSPORTATION PROJECTS													
Route System	**Project Number**	**Project Year**	**Lead Agency**	**Description**	**Proposed Funds**	**Total FHWA**	**Total AC**	**AC Payback**	**FTA**	**State Trunk Highway**	**Bond**	**Local/Other**	**Project Total**
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, CONSTRUCT NEW RAMP/BRIDGE 55826 OVER HWY 52, CONSTRUCT NEW BOX CULVERTS 55X28 AND 55X29, AND RECONSTRUCT RAMPS (AC PAYBACK, 3 OF 3)	NHPP	-	-	4,631,765	-	-	-	-	-
999	8826-299	2027	MNDOT	BRIDGE DECK OVERLAYS FOR BRS 55017, 55025, & 55026, AND REPLACE APPROACH PANELS, END POSTS, AND JOINTS	SF	-	-	-	-	3,400,000	-	-	**3,400,000**
TRANSIT	TRF-0047-27A	2027	RPT	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	-	-	-	2,000,000	-	-	10,772,700	**12,772,700**
TRANSIT	TRF-0047-27B	2027	RPT	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	LF	-	-	-	-	-	-	2,032,900	**2,032,900**
TRANSIT	TRF-0047-27C	2027	RPT	CITY OF ROCHESTER; PURCHASE UP TO TWO (2) SUPPORT VEHICLES	FTA	-	-	-	128,612	-	-	32,153	**160,765**
TRANSIT	TRF-0047-27D	2027	RPT	SECT 5307; ROCHESTER BRT OPERATING ASSISTANCE	FTA	-	-	-	4,000,000	-		4,000,000	**8,000,000**
TRANSIT	TRF-0047-27E	2027	RPT	SECT 5307: CITY OF ROCHESTER; FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	FTA	-	-	-	70,000	-		17,500	**87,500**
TRANSIT	TRF-0047-27F	2027	RPT	SECT 5307: ROCHESTER ENTERPRISE RESOURCE PLANNING (ERP) SYSTEM - TRANSIT ALLOCATION	FTA	-	-	-	139,180	-		34,795	**173,975**
TRANSIT	TRF-0047-27G	2027	RPT	SECT 5307: ROCHESTER EV CHARGING SOFTWARE	FTA	-	-	-	100,000	-		25,000	**125,000**
TRANSIT	TRS-0047-27B	2027	RPT	CITY OF ROCHESTER; PURCHASE SEVEN (7) CLASS 400LF GAS REPLACEMENT BUSES	STBGP	2,100,000	-	-	-	-	-	525,000	**2,625,000**
TRANSIT	TRS-0047-27C	2027	RPT	CITY OF ROCHESTER; PURCHASE TWO (2) CLASS 300 LF GAS REPLACEMENT BUSES	STBGP	358,365	-	-	-	-	-	89,591	**447,956**
TRANSIT	TRS-0047-27D	2027	RPT	CITY OF ROCHESTER; PURCHASE FOUR (4) CLASS 700 DIESEL BUS REPLACEMENT BUSES	STBGP	2,435,200	-	-	624,000	-	-	764,800	**3,824,000**

FIGURE 25: LOCATION DETAIL FOR FY 2027 FEDERALLY FUNDED TRANSPORTATION PROJECTS



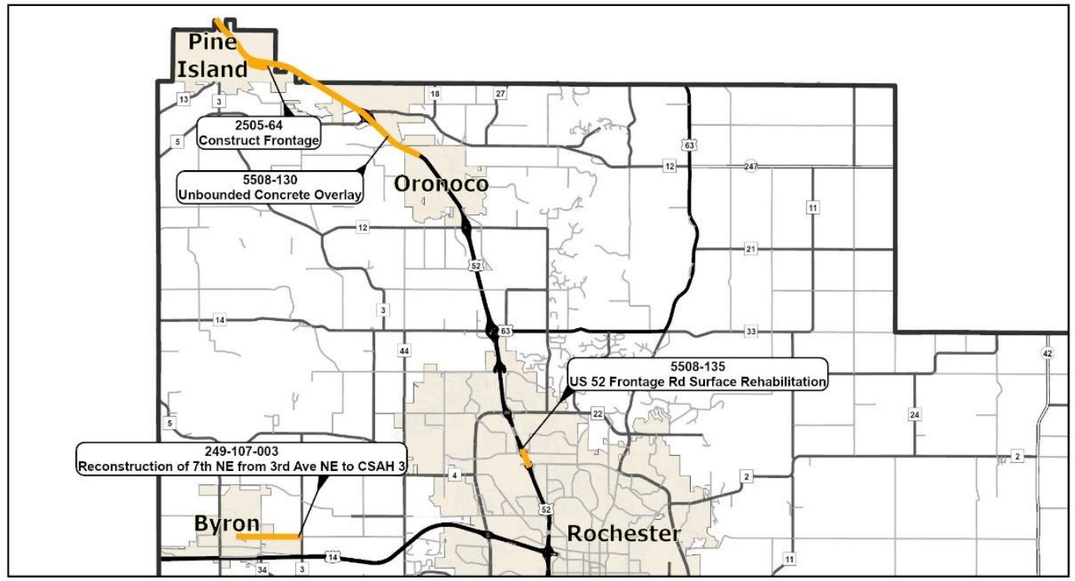
FY 2028 FEDERALLY FUNDED TRANSPORTATION PROJECTS

TABLE 8: FY2028 FEDERALLY FUNDED TRANSPORTATION PROJECTS

FY 2027-2030 FEDERALLY FUNDED TRANSPORTATION PROJECTS													
Route System	**Project Number**	**Project Year**	**Lead Agency**	**Description**	**Proposed Funds**	**Total FHWA**	**Total AC**	**AC Payback**	**FTA**	**State Trunk Highway**	**Bond**	**Local/Other**	**Project Total**
2028													
CSAH 1	079-601-030AC2	2028	WABASHA COUNTY	**AC**HSIP**PROTECT**CRP** ON WABASHA CSAH 1 AND OLMSTED CSAH 18, GRADING, AGGREGATE BASE, BITUMINOUS RECLAMATION, CLEARING AND GRUBBING, INTERSECTION REALIGNMENTS, REPLACING 2 BOX CULVERTS, RUMBLE STRIPS, SAFETY WEDGE, AND PAVED SHOULDERS FROM OLMSTED CSAH 12 TO S OF MAZEPPA (AC PAYBACK 2 OF 2)	HSIP	-	-	480,000	-	-	-	-	**-**
LOCAL STREETS	159-080-022AC2	2028	ROCHESTER	**AC**CRP**: RECONSTRUCTION OF 18 AVENUE SW BETWEEN MAYOWOOD RD 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	-	-	3,000,000	-	-	-	-	**-**
LOCAL STREETS	159-080-022CRPAC2	2028	ROCHESTER	**AC**CRP**: RECONSTRUCTION OF 18 AVENUE SW BETWEEN MAYOWOOD RD SW AND 40TH STREET SW, REPLACE BRIDGE 9307, STORM AND SEWER, LIGHTING, SHARED USE PATH AND SIDEWALK IMPROVEMENTS (AC PAYBACK 2 OF 2)	CRP	-	-	280,000	-	-	-	-	**-**
MSAS 107	249-107-003	2028	BYRON	**AC**RECONSTRUCTION OF 7TH STREET NE IN BYRON FROM 3RD AVENUE NE TO CSAH 3 (AC PAYBACK IN 2029)	STBGP<5K	-	3,000,000	-		-		3,000,000	**6,000,000**
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 IN 1 OF 1)	NHPP	-	-	4,300,000	-	-	-	-	**-**
US 52	2505-64	2028	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 IN 2029)	NHPP CRP	1,949,700	900,000	-	-	650,300	-	-	**3,500,000**
US 14	5502-109AC	2028	MNDOT	**AC** US 14 RECONSTRUCTION AT SOUTH BROADWAY IN ROCHESTER (AC PAYBACK 1 OF 1)	NHPP	-	-	5,500,000	-	-	-	-	**-**
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	1,622,701	-	-	-	370,299	-	57,000	**2,050,000**
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	640,000	-	-	-	160,000	-	-	**800,000**
US 52	5508-130	2028	MNDOT	**AC**US 52, SB FROM BRIDGE 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	20,403,040	5,000,000	-	-	5,796,960	-	-	**31,200,000**
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	1,305,000	-	-	-	195,000	-	-	**1,500,000**
US 52	5508-135	2028	MNDOT	**ELLE** US 52 BETWEEN 37TH & 41ST STS IN ROCHESTER, THIN BITUMINOUS MILL AND FILL OF THE FRONTAGE RDS AND RAMPS	STBGP<5K	1,058,460	-	-	-	241,540	-	-	**1,300,000**

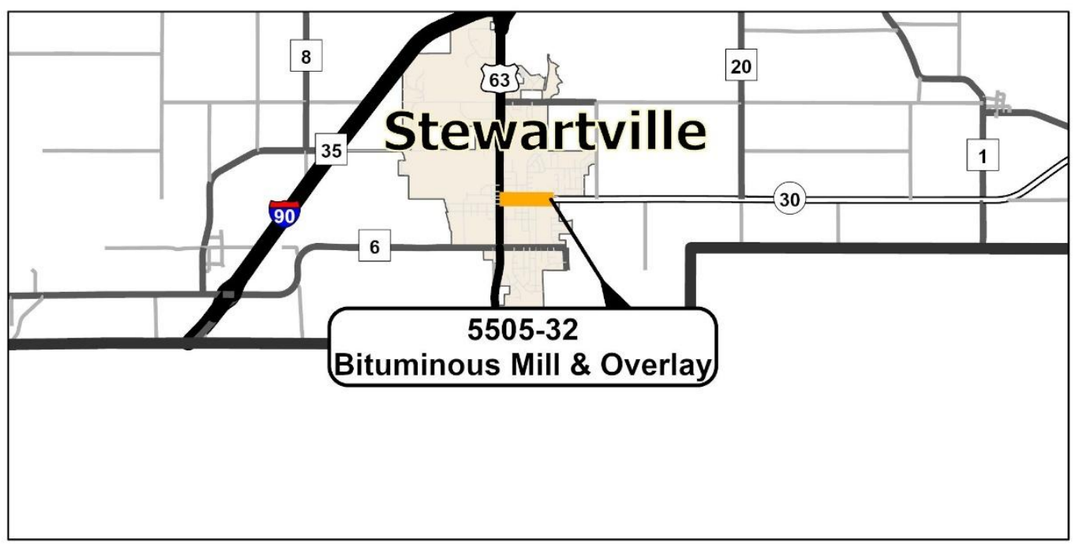
FY 2027-2030 FEDERALLY FUNDED TRANSPORTATION PROJECTS													
Route System	**Project Number**	**Project Year**	**Lead Agency**	**Description**	**Proposed Funds**	**Total FHWA**	**Total AC**	**AC Payback**	**FTA**	**State Trunk Highway**	**Bond**	**Local/Other**	**Project Total**
TRANSIT	TRF-0047-28A	2028	RPT	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	-	-	-	2,000,000	-	-	12,300,000	**14,300,000**
TRANSIT	TRF-0047-28B	2028	RPT	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	LF	-	-	-	-	-	-	2,000,000	**2,000,000**
TRANSIT	TRF-0047-28C	2028	RPT	CITY OF ROCHESTER; PURCHASE TWO (2) CLASS 400LF GAS REPLACEMENT BUSES	FTA	-	-	-	640,000	-	-	160,000	**800,000**
TRANSIT	TRF-0047-28D	2028	RPT	CITY OF ROCHESTER; PURCHASE SEVEN (7) CLASS 700 DIESEL BUS REPLACEMENT BUSES	FTA	-	-	-	5,353,600	-	-	1,338,400	**6,692,000**
TRANSIT	TRF-0047-28E	2028	RPT	SECT 5307: ROCHESTER BRT OPERATING ASSISTANCE	FTA	-	-	-	4,000,000	-	-	4,000,000	**8,000,000**
TRANSIT	TRF-0047-28F	2028	RPT	SECT 5307: CITY OF ROCHESTER; PROCURE FIXED ROUTE SCHEDULING SOFTWARE	FTA	-	-	-	280,000	-		70,000	**350,000**

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



ROCOG 2027-2030
Transportation Improvement Program
Federal Funded Project Locations
DRAFT

ROCOG Boundary
City Limits
Roadway Construction
2028

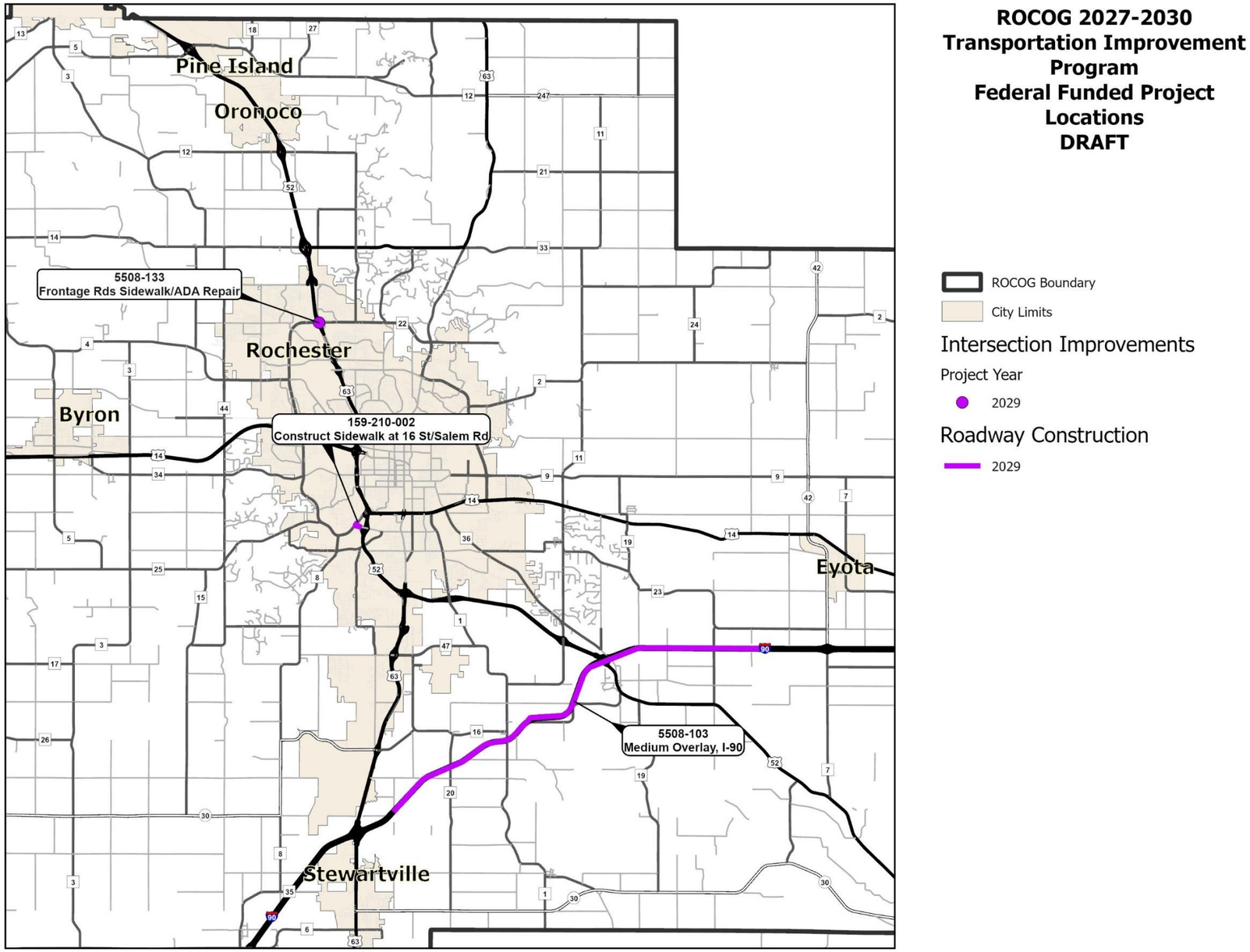


FY 2029 FEDERALLY FUNDED TRANSPORTATION PROJECTS

TABLE 9: FY2029 FEDERALLY FUNDED TRANSPORTATION PROJECTS

FY 2027-2030 FEDERALLY FUNDED TRANSPORTATION PROJECTS													
Route System	**Project Number**	**Project Year**	**Lead Agency**	**Description**	**Proposed Funds**	**Total FHWA**	**Total AC**	**AC Payback**	**FTA**	**State Trunk Highway**	**Bond**	**Local/Other**	**Project Total**
2029													
LOCAL STREETS	055-070-028	2029	MNDOT	**HSIP** SPECIAL PILOT RUMBLE STRIP AND STRIPING, VARIOUS LOCATIONS IN OLMSTED COUNTY	HSIP	679,400	-	-	-	-	-	-	**679,400**
MSAS 210	159-210-002	2029	ROCHESTER	**CRP**IMPROVE PEDESTRIAN RAMPS AND SIDEWALKS ON 16TH STREET SW AT SALEM ROAD SW	CRP	280,000	-	-	-	-	-	170,000	**450,000**
MSAS 107	249-107-003AC	2029	BYRON	**AC**RECONSTRUCTION OF 7TH STREET NE IN BYRON FROM 3RD AVENUE NE TO CSAH 3 (AC PAYBACK 1 OF 1)	STBGP<5K	-	-	3,000,000		-			**-**
US 52	2505-64AC1	2029	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 1 of 1)	NHPP	-	-	116,000	-	-	-	-	**-**
US 52	2505-64ACCRP1	2029	MNDOT	**AC**CRP** 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 1 of 1)	CRP	-	-	784,000	-	-	-	-	**-**
US 52	5508-130AC	2029	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 1 of 1)	NHPP	-	-	5,000,000	-	-	-	-	**-**
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	SF	-	-	-	-	5,000,000	-	-	**5,000,000**
I 90	5580-103	2029	MNDOT	**FLEX28** I 90, EB 0.9 MI. E. TH 63 to 1.4 MI. E. CSAH 19, MEDIUM OVERLAY	NHPP	1,360,000	-	-	-	5,440,000	-	-	**6,800,000**
TRANSIT	TRF-0047-29A	2029	RPT	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	LF	-	-	-	2,000,000	-	-	12,750,000	**14,750,000**
TRANSIT	TRF-0047-29B	2029	RPT	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	LF	-	-	-	-	-	-	1,735,000	**1,735,000**
TRANSIT	TRF-0047-29C	2029	RPT	SECT 5307: ROCHESTER BRT OPERATING ASSISTANCE	FTA	-	-	-	3,200,000	-		3,200,000	**6,400,000**
TRANSIT	TRF-0047-29D	2029	RPT	SECT 5307: ROCHESTER PURCHASE AND INSTALL TRANSIT SIGNAL PRIORITY SYSTEM HARDWARE AND SOFTWARE FOR INTERSECTIONS	FTA	-	-	-	100,720	-		25,180	**125,900**

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

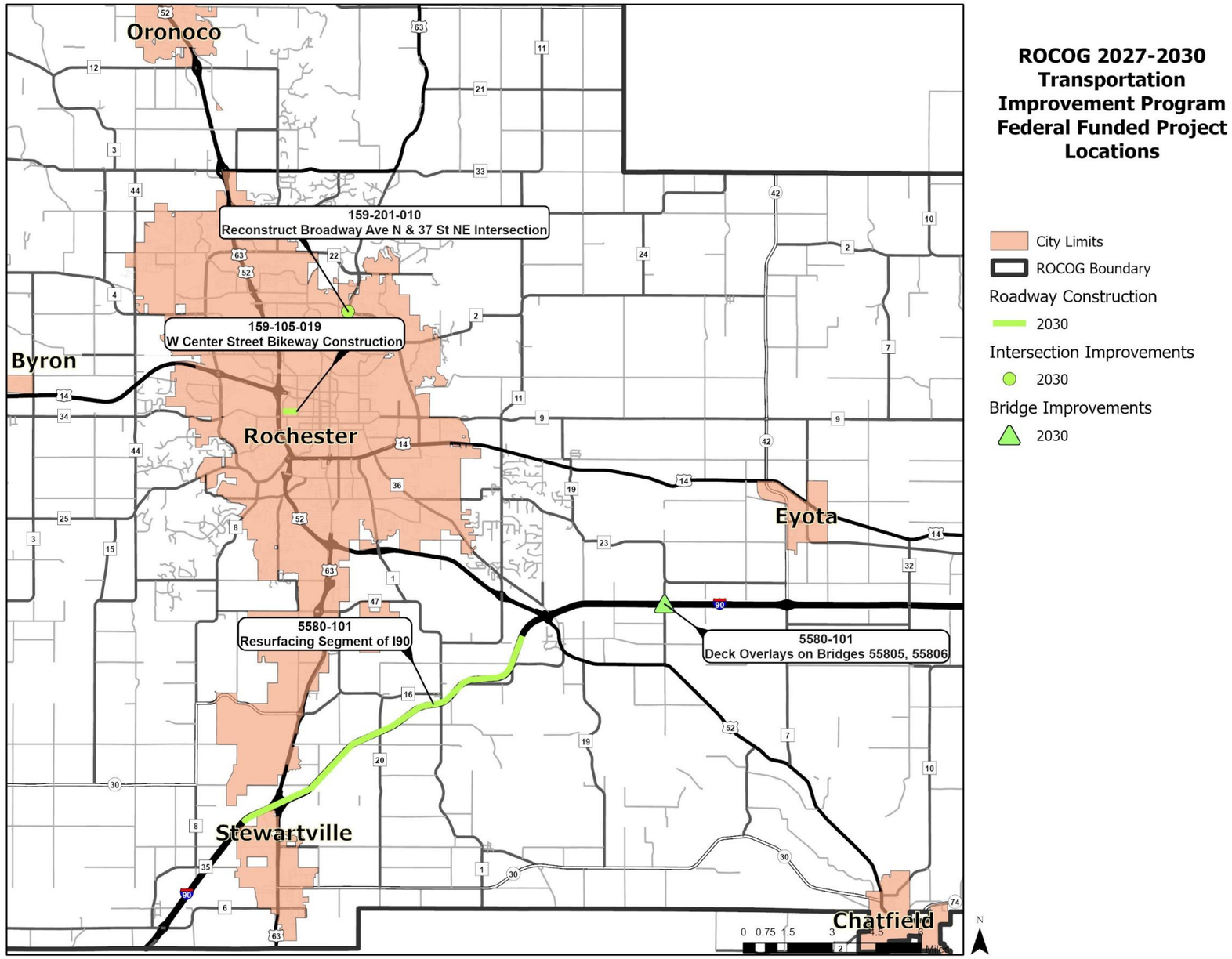


FY 2030 FEDERALLY FUNDED TRANSPORTATION PROJECTS

TABLE 10: FY2030 FEDERALLY FUNDED TRANSPORTATION PROJECTS

FY 2027-2030 FEDERALLY FUNDED TRANSPORTATION PROJECTS													
Route System	**Project Number**	**Project Year**	**Lead Agency**	**Description**	**Proposed Funds**	**Total FHWA**	**Total AC**	**AC Payback**	**FTA**	**State Trunk Highway**	**Bond**	**Local/Other**	**Project Total**
2030													
CSAH 22	159-201-010	2030	ROCHESTER	RECONSTRUCTION OF BROADWAY AVE N & 37TH ST NE INTERSECTION	STBGP	3,000,000	-	-	-	-	-	3,000,000	**6,000,000**
MSAS 105	159-105-019	2030	ROCHESTER	**CRP**BIKEWAY IMPROVEMENTS ON W CENTER STREET FROM 11TH TO 16TH AVES SW IN ROCHESTER	CRP	280,000	-	-	-	-	-	722,000	**1,002,000**
I 90	5580-101	2030	MNDOT	I 90 WB FROM 0.5 MI W US 63 TO 1.7 MI E CSAH 19, UNBONDED CONCRETE OVERLAY AND OVERLAY BRDGE NO. 55805 AND 55806(AC PAYBACK IN 2031)	NHPP	18,540,000	13,500,000	-	-	3,560,000	-	-	**35,600,000**
TRANSIT	TRF-0047-30A	2030	RPT	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	-	-	-	2,000,000	-	-	12,750,000	**14,750,000**
TRANSIT	TRF-0047-30B	2030	RPT	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	FTA	-	-	-	-	-	-	3,000,000	**3,000,000**
TRANSIT	TRF-0047-30C	2030	RPT	SECT 5307: ROCHESTER BRT OPERATING ASSISTANCE	FTA	-	-	-	3,200,000	-		3,200,000	**6,400,000**
TRANSIT	TRF-0047-30D	2030	RPT	SECT 5307: ROCHESTER TRANSIT SIGNAL PRIORITY SYSTEM HARDWARE AND SOFTWARE	FTA	-	-	-	350,400	-		87,600	**438,000**
TRANSIT	TRF-0047-30E	2030	RPT	SECT 5307: ROCHESTER FAREBOX IMPROVEMENTS FOR OPEN PAYMENT METHODS	FTA	-	-	-	244,000	-		61,000	**305,000**
TRANSIT	TRF-0047-30F	2030	RPT	SECT 5307: ROCHESTER PURCHASE AND INSTALL FAREBOXES FOR DEMAND RESPONSE AND OTHER TRANSIT REVENUE VEHICLES	FTA	-	-	-	40,000	-		10,000	**50,000**

FIGURE 28: LOCATION DETAIL FOR FY 2030 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 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.

TABLE 11: 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	Ongoing 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, Local Option Sales Tax

5 | COMMUNITY IMPACT ASSESSMENT

The goal of the community impact assessment section is to evaluate the effects 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:

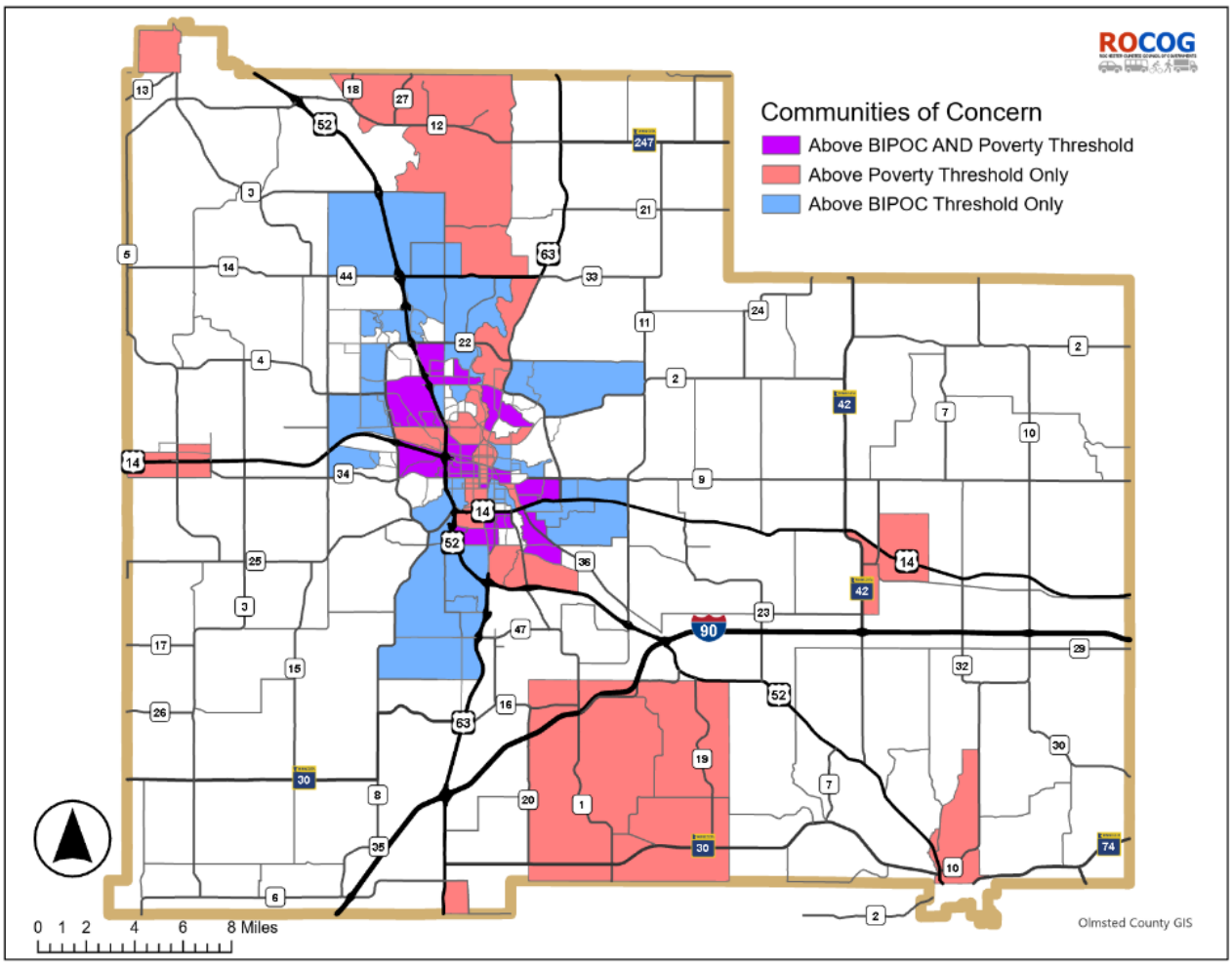
- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making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

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.

2027-2030 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. Using data from the 2020-2024 American Community Survey (ACS), 22.1% of the ROCOG planning area population (including the non-Olmsted parts of Chatfield and Pine Island) identified themselves as BIPOC. 7.4% of the ROCOG planning area population lives under the poverty level. Block groups with shares of Olmsted County residents above these percentages are highlighted in Figure 28. The map identifies geographies where the number of residents is above the poverty threshold alone, above the BIPOC threshold alone, and above both BIPOC and poverty thresholds.

FIGURE 29: BLOCK GROUPS WHERE TITLE VI POPULATIONS OF CONCERN EXIST



Figures 29 and 30 indicate the location of projects that are part of the 2027-2030 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 a Census Block Group identified in Figure 29 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 would be identified for consideration.

A total of 8 projects in whole or in part were identified as having potential impact on populations of interest. Table 11 describes 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 include elements that mitigate existing issues and limit adverse impacts. The level of mitigation for each project will not be fully decided until the projects are closer to final design and construction. At that time, implementing agencies will have the responsibility to identify, avoid, and mitigate, to the extent practicable, adverse impacts on surrounding communities.

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 and transit. Furthermore, these projects will help ROCOG achieve its performance targets for safety, pavement condition, system reliability, transit asset management, and transit safety. It is reasonably expected these projects, once completed, will result in a cumulative benefit to community quality of life, safety, and opportunity.

FIGURE 30: PROJECT LOCATIONS NEAR LOW INCOME AND MINORITY POPULATIONS

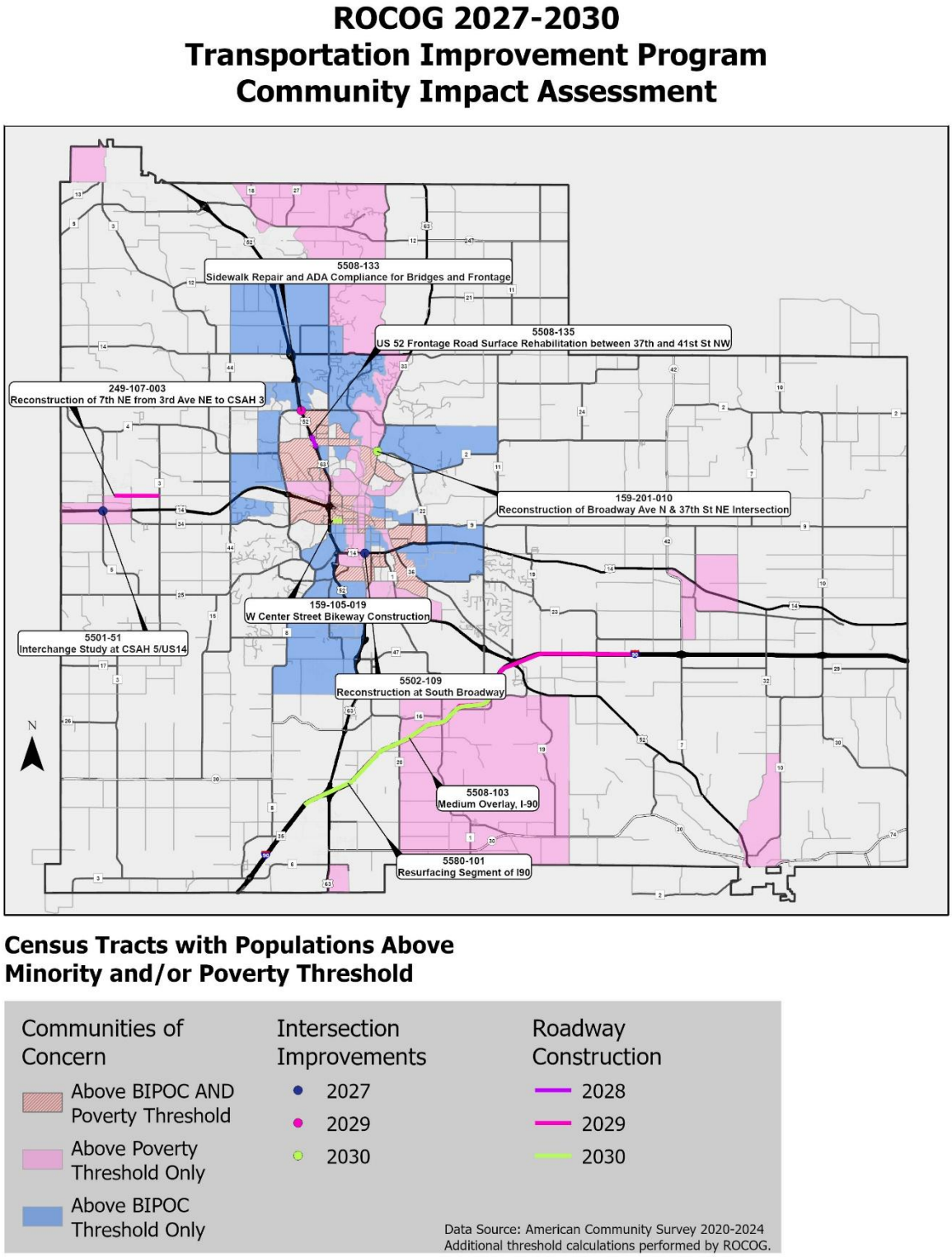


TABLE 12: OVERVIEW OF 2027-2030 TIP PROJECTS AFFECTING TITLE VI AREAS

Project Number	Year	Agency	Description	Discussion	Assessment of Potential Impact on Title VI Populations
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. Construction impacts are expected.
5501-51	2027	Olmsted County	Safety improvement planning on US 14, CSAH 3 and CSAH 5 future interchanges	Planning study to construct interchange at intersections of US 14 at CSAH 3 and at CSAH 5 to improve mobility and safety while traversing intersections, while studying impacts to non-motorized safety and assess potential emission-offset strategies.	Project is planning-only in nature with goal of understanding the impacts and benefits of proposed interchange projects at these intersections. Mitigation strategies will also be studied. No immediate disproportionate impact expected.
249-107-003	2028	Byron	7th Street NE Roadway reconstruction from 3rd Avenue NE to CSAH 3	Roadway reconstruction of aging segment of 7th Street in Byron, including curb and gutter, and pedestrian facilities.	Reconstructed roadway will provide improved neighborhood and local access and improve safety at major street crossings, benefiting adjacent neighborhoods identified as areas of concern. Project will help address safety concerns for vulnerable roadway users accessing two schools located on corridor.

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.
5508-103	2029	MNDOT	Resurface I-90 eastbound from Hwy 63 to County Road 19.	Preventative maintenance and resurfacing along major eastbound segment of Interstate-90, between Rochester and Stewartville.	Abutting landowners may experience minimal impacts (such as construction sound or debris) but most of those parcels are industrial and commercial. Impacts will be minimal in comparison as this is a preventative maintenance project and not a new construction.
5508-101	2030	MNDOT	Resurface I-90 westbound lanes from Highway 63 to east of Olmsted County Road 19.	Preventative maintenance and resurfacing along major westbound segment of Interstate-90, between Rochester and Stewartville.	Abutting landowners may experience minimal impacts (such as construction sound or debris) but most of those parcels are industrial and commercial. Impacts will be minimal in comparison as this is a preventative maintenance project and not a new construction.

Project Number	Year	Agency	Description	Discussion	Assessment of Potential Impact on Title VI Populations
159-105-019	2030	Rochester	Construct new bikeway improvements on W Center St from 11th Ave SW to 16th Ave SW in Rochester.	Project will construct protected bicycle facilities along W Center Street between 16th Ave NW and 11th Ave NW, part of a larger corridor reconstruction project through central Rochester.	Project will construct pedestrian and bicycle facilities along a major corridor facilitating safer access from historic neighborhoods through the city's downtown core. Project supports multimodal accessibility and safety in census block groups rated above both BIPOC and Poverty thresholds.
159-201-010	2030	Rochester	Reconstruction of Broadway Ave N & 37th St NE intersection	The purpose of the project is to improve safety, mobility, and accessibility, while updating signal system at a major intersection north of Rochester.	Project will enhance intersection safety by mitigating risks from current sweeping free-right turn lanes. Project improve multimodal accessibility and close gaps for walking, biking, and transit at major intersection surrounded by Title VI block groups. Additional study and evaluation of proposed improvements forthcoming in future years.

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. In short, projects identified in the TIP must be consistent with funds that are reasonably expected to be available in the year of expenditure and should not significantly exceed expected revenue sources.

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 37 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 2030 is set in 2026. Table 1 identifies the funding targets for ATP-6 set by MnDOT for programs or jurisdictional partners to be used in the solicitation process.

TABLE 13: MNDOT DISTRICT 6 ATP MANAGED FUNDS - FEDERAL DISTRIBUTION

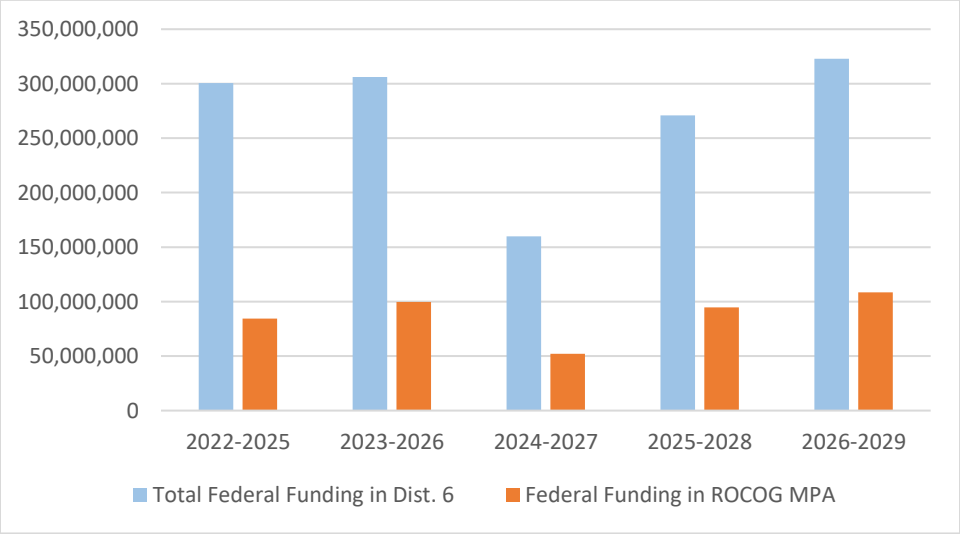
Sub-Targets	F.Y. 2027 Distribution (in millions of dollars)	F.Y. 2028 Distribution (in millions of dollars)	F.Y. 2029 Distribution (in millions of dollars)	F.Y. 2030 Distribution (in millions of dollars)
Transportation Alternative Program (TA)	$3.45	$2.10	$2.10	$2.10
HSIP - LOCAL	$3.30	$3.30	$3.30	$3.30
Carbon Reduction Program (CRP) Non-MPO Apportionment	$0.92	$0.92	$1.19	$1.18
STBG - Small Cities (24%)	$2.42	$2.40	$2.40	$2.40
STBG - Counties (46%)	$4.65	$4.60	$4.60	$4.60
STBG - ROCOG (30%)	$3.03	$3.00	$3.00	$3.00
Total	$16.69	$16.32	$16.59	$16.58

Each year, the District 6 ATP programs about $16 million in FHWA funds. Of that total, ROCOG has the direct responsibility to program between $2.4-$3.1 million, which varies marginally each year as shown (sourced via Surface Transportation Block Grant funds).

TRENDS IN FEDERAL HIGHWAY FUNDING

Figure 13 below compares the levels of federal (highway) funding being programmed in the 2027-2030 Area TIP and the District 6 ATIP with the corresponding levels of FHWA funding in the TIPs and ATIPs of the last 5 years.

FIGURE 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%
2026-2029	322,793,973	108,655,268	33.66%

Federal funding levels in MnDOT District 6 have remained fairly consistent over the last five years, with some variation due largely to high-cost projects like bridge replacements or major highway projects (eg. Interstate 90, US 52, 6th Street Bridge).

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 2027-2030 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 accounts for federally funded projects and RS projects. The TIP demonstrates fiscal constraint for each year by documenting 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 2027-2030 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 17 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, 2022-2026

Year	Operations and Maintenance (O&M)	Capital
2022	$620,000	$339,700
2023	$784,000	$1,570,000
2024	$3,711,440	$4,160,000
2025	$1,689,430	$0
2026	$800,000	$2,979,616
Total	$7,604,870	$9,049,316
Average	$1,520,974	$1,809,863
	Average Annual	$3,330,837

Source: MnDOT District 6

TABLE 15: OLMSTED COUNTY NON-FEDERAL INVESTMENTS, 2021-2025

Year	Operations and Maintenance (O&M)	Capital
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
2025	$10,181,070	$68,302,923
Total	$47,614,605	$256,166,494
	Annual Average	**$60,756,220**

Source: Office of State Auditor, 2026 Summary Budget Data

TABLE 16: CITY OF ROCHESTER NON-FEDERAL INVESTMENTS, 2021-2025

Year	Operations and Maintenance (O&M)	Capital
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
2025	$17,809,642	$30,243,524
Total	$81,827,235	$54,721,560
	Annual Average	$27,309,759

Source: Office of State Auditor, 2026 Summary Budget Data

TABLE 17: CITY OF BYRON NON-FEDERAL INVESTMENTS, 2021-2025

Year	Operations and Maintenance (O&M)	Capital
2021*	$713,417	$1,563,747
2022*	$754,863	$1,563,747
2023	$766,569	$1,792,993
2024	$882,240	$1,334,500
2025	$868,223	$2,570,000
Total	$3,985,312	$8,824,987
	Annual Average	$2,562,060

*Source: Office of State Auditor, 2026 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 18: MNDOT NON-FEDERAL SHARE OF HIGHWAY AND ACTIVE TRANSPORTATION INVESTMENTS, 2027-2030 TIP PROJECTS IN ROCOG MPO

Fiscal Year in TIP	Operations and Maintenance (O&M)	Capital
2027	$7,851,200	$4,254,464
2028	$6,763,799	$650,300
2029	$5,440,000	$910,420
2030	$3,560,000	$0
Total	$23,614,999	$5,815,184
Average	$5,903,750	$1,453,796
	Average Annual	**$7,357,546**

The local amounts MnDOT has planned to spend on federally funded projects in the ROCOG MPA in 2027-2030 fluctuate from year to year (see Table 18). From 2022 to 2026, MnDOT spent a total of $16,654,186 on Operation and Maintenance (O&M) and Capital projects in the ROCOG MPA (Table 14), for an average of $3,330,837 per year. This includes all non-federal funds dedicated to O&M plus Capital projects. MnDOT's O&M plus Capital projects in the 2027-2030 TIP total $23,614,999 for an average of $7,357,546 per year.

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

TABLE 19: TOTAL COST OF ALL TRANSPORTATION INVESTMENTS, 2027-2030 TIP PROJECTS IN DISTRICT 6

Year	Cost of Transportation Projects in District 6
2027	$ 211,039,730
2028	$ 207,547,602
2029	$ 135,473,280
2030	$ 229,548,050
Total	$ 783,608,662
Average	$ 195,902,166

In its 2027-2030 ATIP, MnDOT District 6 has identified sources for, on-average, at least $195 million in each year of this TIP (see Table 20). While these revenue amounts are not broken down into specific amounts for the ROCOG MPA, the district-wide amounts show adequate funds for providing local state match for federally funded projects.

TABLE 20: DISTRICT-WIDE TRANSPORTATION FUNDING SOURCES IDENTIFIED BY MNDOT DISTRICT 6, 2027-2030

Year	Federal Funds	State Funds	FTA	Local	Total
2027	$110,855,988	$53,059,728	$7,148,128	$42,576,844	$213,640,688
2028	$84,496,541	$53,991,275	$12,359,936	$39,159,350	$190,007,102
2029	$78,637,480	$59,406,920	$5,387,056	$29,122,824	$172,554,280
2030	$94,960,234	$61,735,048	$5,920,736	$45,179,032	$207,795,050
Total	$368,950,243	$228,192,971	$30,815,856	$156,038,050	$783,997,120
Average	$92,237,561	$57,048,243	$7,703,964	$39,009,512	$195,999,280

TABLE 21: OLMSTED COUNTY LOCAL SHARE OF PLANNED HIGHWAY AND ACTIVE TRANSPORTATION INVESTMENTS, 2027-2030 TIP PROJECTS

Fiscal Year in TIP	Operations and Maintenance (O&M)	Capital
2027	$0	$5,600,000
2028	$0	$0
2029	$0	$0
2030	$0	$0
Total	$0	$5,600,000
Average	$0	$1,400,000

Olmsted County often manages a single federally-funded project per year in the four-year TIP, and sometimes has none. This four-year TIP is an example of this with the County funding an engineering and planning study for the construction of future interchanges on Highway 14 at CSAH 3 and CSAH 5. From 2021 to 2025, Olmsted County spent a total of $263,040,644 on O&M plus Capital roadway projects in the ROCOG MPA, for an average of $60.7 million per year (based on information in Table 15). This includes all O&M plus Capital projects, not just those using federal funding.

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 funds totals only $5,600,000, an average of $1.4 million per year over the course of the TIP. The annual average is well within Olmsted County's most recent rolling average of local expenditures of $60.7 million per year (See Table 15). In its 2026 CIP, Olmsted County has identified funding sources for more than $37.8 million per year for the TIP period of 2027-2030 (see Table 21). The anticipated funding is sufficient for the local share of these federally funded projects.

TABLE 22: TRANSPORTATION FUNDING SOURCES IDENTIFIED BY OLMSTED COUNTY, 2027-2030

Year	2027	2028	2029	2030	Total
City/Township Cost Sharing	$2,200,000	$10,000	$20,000	$20,000	$2,250,000
Federal	$1,050,000	$300,000	$1,050,000	$300,000	$2,700,000
State Corridors of Commerce	$20,000,000	$0	$0	$0	$20,000,000
State Bridge Bonding	$800,000	$1,700,000	$232,000	$175,000	$2,907,000
State GO Highway Bonding	$0	$0	$0	$0	$0
State Aid	$12,483,600	$12,250,000	$7,500,000	$262,500	$32,496,100
State-Township Bridge Funding	$0	$520,000	$580,000	$520,000	$1,620,000
County Sales Tax (0.5%)	$15,792,492	$19,162,909	$25,168,859	$18,944,934	$79,069,194
Wheelage Tax	$2,930,000	$2,244,000	$2,644,000	$2,353,000	$10,171,000
Total	$55,256,092	$36,186,909	$37,194,859	$22,575,434	$151,213,294
Four Year Total	**$151,213,294**		Annual Average	**$37,803,324**	

TABLE 23: CITY OF ROCHESTER NON-FEDERAL PLANNED HIGHWAY AND ACTIVE TRANSPORTATION INVESTMENTS, 2027-2030 TIP PROJECTS

Fiscal Year in TIP	Operations and Maintenance (O&M)	Capital
2027	$0	$0
2028	$0	$0
2029	$0	$170,000
2030	$3,000,000	$722,000
Total	$3,000,000	$892,000
Average	$750,000	$973,000

The City of Rochester often has one or two federally funded projects per year in the four-year TIP. From 2021 to 2025, Rochester spent a total of $136,548,795 on O&M plus Capital projects in the ROCOG MPA, for an average of $27,309,759 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 2027-2030 TIP that use federal funding totals $3,892,000, for an average of $1,723,000 per year. Both the four-year total and the annual average are well within Rochester's recent average local O&M plus Capital spending of $27 million per year (see Table 16). In its 2026 CIP, the City of Rochester has identified average annual local funding for transportation improvements of $33.5 million in each year of this TIP (see Table 24), providing more than adequate funding for these federally funded projects.

TABLE 24: TRANSPORTATION FUNDING SOURCES IDENTIFIED BY CITY OF ROCHESTER, 2027-2030

Year	2027	2028	2029	2030	Total
Special Assessment Bonds	$250,000	$1,450,000	$1,000,000	$0	$2,700,000
Olmsted County	$869,500	$0	$0	$0	$869,500
Federal	$3,291,000	$3,280,000	$0		$6,571,000
Municipal State Aid for Streets	$7,650,000	$12,700,000	$0	$2,950,000	$23,300,000
Operating Transfer from Storm Water Utility	$1,150,000	$2,935,000	$2,000,000	$1,000,000	$7,085,000
Operating Transfer from Sewer Utility	$250,000	$690,000	$1,250,000	$100,000	$2,290,000
Private funds	$4,300,000	$6,600,000	$0	$0	$10,900,000
Project Reserves	$869,500	$1,300,000	$4,400,000	$2,000,000	$8,569,500
State				$100,000	$100,000
Tax Levy	$2,350,900	$2,951,600	$3,120,400	$3,300,000	$11,722,900
Traffic Improvement District Fees	$0	$100,000	$0	$0	$100,000
Water Utility	$750,000	$1,960,000	$1,150,000	$100,000	$3,960,000
Sales Tax DMC	*Pending*	*Pending*	*Pending*	*Pending*	$0
State DMC Funds	*Pending*	*Pending*	*Pending*	*Pending*	$0
County Transit Aid to DMC	$17,230,059	$0	$0	$0	$17,230,059
State Transit Aid to DMC	$0	$0	$0	$0	$0
Annual Totals	$38,710,959	$33,966,600	$12,920,400	$9,550,000	$95,397,959
Four Year Total	$95,147,959		**Annual Average**	$23,786,990	

TABLE 25: CITY OF BYRON NON-FEDERAL PLANNING HIGHWAY AND ACTIVE TRANSPORTATION INVESTMENTS, 2027-2030 TIP PROJECTS

Fiscal Year in TIP	Operations and Maintenance (O&M)	Capital
2027	$0	$0
2028	$3,000,000	$0
2029	$0	$0
2030	$0	$0
Total	$3,000,000	$0
Average		$750,000

The City of Byron has one federally funded project upcoming in FY 2028 for the reconstruction of a section of 7th Street NE. This is categorized as an O&M Project due to the reconstruction nature of the project, as compared to new construction. Local, non-federal contributions are listed in the table above.

From 2021 to 2025, Byron spent a total of $12,810,299 on O&M plus Capital projects in the ROCOG MPA, for an average of $2,562,060 per year (see Table 17). This includes all O&M plus Capital projects, not just those using federal funding. Both the four-year total and the annual average of Byron's non-federal transportation expenditures fall within their recent average local O&M plus Capital spending of $2.56 million per year (see Table 17).

Over the last four fiscal years, MnDOT's Municipal State Aid Street program has provided Byon with $1,881,260 in transportation related funding (an average of $ $376,252 per year). The City of Byron has appropriated an average of $454,275 annually towards O&M of substandard roadways. Taken together, this amounts to $830,527 funding expected each year towards O&M, which provides enough funding to cover the federally required local match for City of Byon projects within the 2027-2030 TIP.

TABLE 26: TRANSPORTATION FUNDING SOURCES FOR THE CITY OF BYRON

Year	MnDOT Municipal State Aid Street Apportionments	Historic Fund Balances Appropriated to Substandard Roads
2022	$360,394	$539,040
2023	$357,674	$555,753
2024	$409,520	$289,323
2025	$446,001	$324,606

2026	$462,656	-
Total	$2,036,245	$1,708,722
Average		$834,430

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 27: ROCHESTER PUBLIC TRANSIT NON-FEDERAL INVESTMENTS, 2022-2026

Year	Operations and Maintenance (O&M)	Capital	Total
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
2026	$13,075,000	$889,600	$13,964,600
Total	$67,665,000	$ 20,946,074	$88,611,074
Average Annual		$17,722,215	

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 72) to account for the effects of inflation at the year of expenditure.

Rochester Public Transit (RPT) capital spending fluctuates from year to year, based mostly on bus purchases; some years see more purchases than others due to recent expansions of the transit system. For example, in 2025, RPT spent matching grant funds on the construction of a new transit operations building, resulting in a large increase in total capital spending that year. From 2022-2026, RPT spent a total of $88,611,074 in non-federal funds on Operation and Maintenance plus Capital projects in the ROCOG MPA, for an average of $17,722,215 per year (see Table 27).

The O&M plus Capital expenditure total remains relatively consistent, with expected increases in years with fleet vehicle purchases, construction of new transit garages, or completion of transit plans, or the ongoing involvement in the City's downtown

economic development effort, which includes a significant transit component. RPT's non-federal funding for O&M plus Capital projects that are included in the 2027-2030 TIP (i.e., only those using federal funding or which are regionally significant) total $75,876,019 (see Table 28), for an average of $18,969,005 annually.

In the 2027-30 TIP, RPT plans to purchase several new service vehicles to replace current fleet models reaching the end of their serviceable lifespans, in addition to beginning Rochester Bus Rapid Transit operations in 2027. As a result, RPT's total spending on O&M plus Capital is anticipated to rise in upcoming years.

TABLE 28: ROCHESTER PUBLIC TRANSIT NON-FEDERAL PLANNED TRANSIT INVESTMENTS, 2027-2030

Year	Operations and Maintenance (O&M)	Capital	Total
2027	$18,000,000	$1,488,839	$19,488,839
2028	$18,000,000	$1,568,400	$19,568,400
2029	$17,685,000	$25,180	$17,710,180
2030	$18,950,000	$158,600	$19,108,600
Total	$72,635,000	$3,241,019	$75,876,019
	Average Annual	$18,969,005	

TABLE 29: TRANSIT FUNDING SOURCES IDENTIFIED BY CITY OF ROCHESTER, 2027-2030

Year	2027	2028	2029	2030	Total
Federal	$2,671,356	$5,998,690	-	$2,928,960	$11,599,006
Retained Earnings	$614,794	$1,458,730	-	$732,240	$2,805,764
State	$0	$0	$0	$0	$0
Tax Levy	$0	$0	$0	$0	$0
Sales Tax DMC	*Unavailable*	*Unavailable*	*Unavailable*	*Unavailable*	$0
State DMC Funds	*Unavailable*	*Unavailable*	*Unavailable*	*Unavailable*	$0
County Transit Aid to DMC	*Unavailable*	*Unavailable*	*Unavailable*	*Unavailable*	$0
State Transit Aid to DMC	*Unavailable*	*Unavailable*	*Unavailable*	*Unavailable*	$0
Annual Totals	$3,286,150	$7,457,420	$0	$3,661,200	$14,404,770
Four Year Total	**$14,404,770**	**Annual Average**		**$3,601,193**	

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, 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.

2027-2030 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), City of Byron, Olmsted County, and the Minnesota Department of Transportation are the entities that have projects identified in the 2027-2030 TIP and are responsible for their implementation. The City of Stewartville is also eligible to receive federal funds, but does not have a project in the 2027 to 2030 TIP.

A significant amount of cooperation exists among the agencies, which allows for early establishment 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 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 2027 to 2030 TIP webpage with comment forms: ROCOG created a webpage featuring this year's TIP development process. 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 14, 2026. Figure 31 shows the notice that was sent to the newspaper of record (Rochester Post-Bulletin) for publication on August 11, 2026 and publicizing the public hearing that occurred at the August 26th ROCOG Policy Board Meeting. In addition, this notice was placed on the ROCOG web site, with the web site notice linked to on ROCOG's Facebook page and circulated to major news stations in the Olmsted County region.

FIGURE 31

AUGUST 18, 2026 ANNOUNCEMENT OF OPPORTUNITY FOR PUBLIC COMMENT ON DRAFT TIP

Forum Communications Company

MN Affidavit No. GSpi3LtHUj4pTExJ3eng

AFFIDAVIT OF PUBLICATION

State of Florida, County of Broward, 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.

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 quailified 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, August 15, 2026
4. The publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to §331.A06, 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 Broward

SHERI SMITH
Notary Public - State of Florida
Commission # HH804448
Expires on May 31, 2030

Subscribed in my presence and sworn to before me on this: 08/17/2026

S Smith

Notary Public
Notarized remotely online using communication technology via Proof.

NOTICE OF OPPORTUNITY FOR PUBLIC INPUT ON ROCOG DRAFT 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Notice is hereby given that the Rochester-Olmsted Council of Governments will be meeting at **12:00 p.m. on Wednesday, August 26, 2026**, at the Public Works Service Center at 1188 50th St SE., Rochester, MN, to consider the following:

The Rochester-Olmsted Council of Governments (ROCOG) Policy Board at their scheduled monthly meeting on August 26, 2026, will review the Draft 2027-2030 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, 2026, during which time the draft 2027-2030 TIP will be available on the Transportation Improvement Program page of the ROCOG website (https://rocogmn.org/) or by contacting Matthew Tse, Principal Transportation Planner, at 507-328-6983 or Matthew.Tse@olmstedcounty.gov.

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.

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
ROCOG is planning in-person open houses for:
- Thursday, August 20, 2026, from 4 to 5:30pm, at the Rochester Public Library, 101 2nd St SE, 2nd Floor Meeting Room, Rochester, MN 55904.

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:
- Wednesday, August 19, 2026, from 12 to 1pm.

(Aug. 15, 2026)

CORRECTED ROCOG TIP Open Comment Period 2026 - Page 1 of 1

ROCOG also issued a general press release on August 18, 2026 in an effort to generate press coverage and to highlight upcoming open houses that were scheduled that month. Figure 32 is a copy of the press release that was issued:

FIGURE 32:

AUGUST 2026 PRESS RELEASE FOR OPPORTUNITY FOR PUBLIC COMMENT ON DRAFT TIP

Press Release

Date: August 18, 2026
Contact: Emma Diercks, Olmsted County Communications Specialist
507-328-6166 or emma.diercks@olmstedcounty.gov

2027-2030 Transportation Improvement Program (TIP) open houses

ROCHESTER, Minn. – Residents are invited to attend open houses to learn about the 2027–2030 Transportation Improvement Program (TIP) and share their comments.
The TIP is implemented by the Rochester-Olmsted Council of Governments (ROCOG). It outlines federally funded transportation improvements in the Rochester-Olmsted County metropolitan planning area.

Virtual open house

- Wednesday, August 19, 2026
  - Noon to 1 p.m.
  - Olmsted County online meeting portal

In-person open house

- Thursday, August 20, 2026
  - 4:30 to 6 p.m.
  - Rochester Public Library – 101 2nd St SE in Rochester, second floor meeting room

The ROCOG Policy Board will review the draft 2027-2030 TIP during its monthly meeting on August 26, 2026. During this meeting, a public hearing will be conducted allowing anyone an opportunity to provide verbal comments to the board. This meeting will be held at the Olmsted County Public Works Building (1188 50th St SE, Rochester, MN – Conference room 110). The meeting will also be accessible online

A formal open comment period is open through September 16, 2026. During this time, the public is encouraged to submit written comments to Olmsted County Principal Transportation Planner Matthew Tse. Comments may also be mailed to 2122 Campus Drive SE; Suite 100; Rochester, MN, 55904.

The ROCOG Policy Board will consider adoption of the 2027-2030 TIP during its meeting on September 23, 2026, at noon. This meeting will be held at the Olmsted County Public Works Building (1188 50th St SE, Rochester, MN – Conference room 110). The meeting will also be accessible online.

###

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 15, 2026, to make the public aware of the September 23, 2026 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 22, 2025 SECOND ANNOUNCEMENT OF OPPORTUNITY FOR PUBLIC COMMENT ON DRAFT TIP

Forum Communications Company

MN Affidavit No. dYLib6vG11UXOgOvcFF5

AFFIDAVIT OF PUBLICATION

State of New Jersey, County of Camden, 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.

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 quailified 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, September 15, 2026
4. The publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to §331.A06, 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)

SHARONN E THOMAS-POPE
NOTARY PUBLIC
STATE OF NEW JERSEY
My Commission Expires January 23, 2027

VERIFICATION

State of New Jersey
County of Camden

Subscribed in my presence and sworn to before me on this: 09/17/2026

Notary Public
Notarized remotely online using communication technology via Proof.

NOTICE OF OPPORTUNITY FOR PUBLIC INPUT ON ROCOG DRAFT 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Notice is hereby given that the Rochester-Olmsted Council of Governments will be meeting at **12:00 p.m. on Wednesday, September 23, 2026**, at the Olmsted County Public Works Service Center, 1188 50th St SE, Rochester, MN, to consider the following:

The Rochester-Olmsted Council of Governments (ROCOG) Policy Board at their scheduled monthly meeting on September 23, 2026, will adopt the Final Draft of the 2027-2030 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. The draft 2027-2030 TIP document is available on the Transportation Improvement Program page of the ROCOG website (https://rocogmn.org/) or by contacting Matthew Tse, Principal Transportation Planner, at 507-328-6983 or Matthew.Tse@olmstedcounty.gov.

The purpose of this meeting agenda item is to take public comments and questions about the draft TIP and formally approve the document. 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.

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. 15, 2026)

Final 27-30 TIP Approval - Page 1 of 1

In summary, ROCOG engaged in the following outreach efforts to solicit comments on the 2027-2030 TIP:

- Draft 2027-2030 TIP was placed on the ROCOG website on August 12, 2026 and contact information was provided for users to submit their comments and questions.
- Draft 2027-2030 TIP presented and public hearing solicited during the ROCOG meeting on August 26. No comments from members of the public were made at this hearing.
- 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 2027-2030 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 house was conducted on August 19 at noon. The virtual open houses included a presentation summarizing the TIP and participant opportunity to comment or ask questions.
- In-person open house on August 20 from 5 to 6:30 was 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.
- In-person presentation to the Rochester Citizens Advisory on Transit on August 14.

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 30 on the following pages provides a detailed summary of the status of projects included in the 2026-2029 TIP for the year 2026, which represents the current budget year for implementation agencies and lists those projects expected to be completed or underway in 2026. Tables 30 to 32 report on changes to projects for years 2027-2029 in the previous 2026-2029 TIP when compared to those same years from this year's 2027 – 2030 TIP.

FY 2026 PROJECT STATUS UPDATE

Table 28 reports the projects that were listed in the previous 2026-2029 TIP for implementation in 2026. The expectation for projects programmed for FY 2026 in the 2026-2029 TIP is that they are completed, under construction, or in the process of being contracted in FY 2026, and thus will drop out of the new 2027-2030 TIP.

TABLE 30: PROJECT STATUS OF FY 2026 PROJECTS FROM 2026-2029 TIP

Route System	Project Number	Project Year	Lead Agency	Description	Status	Project Total
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)	Completed	509,000
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)	Under construction, anticipated completion in 2027.	1,170,000
US 14	055-644-001	2026	OLMSTED COUNTY	**MN311**MN321** US 14 AND CSAH 44 CONSTRUCT GRADE SEPARATION	Authorized, In progress.	14,960,000
US 14	5501-47	2026	OLMSTED COUNTY	**COC IV**INDIRECT GARVEE** US 14 AND CSAH 44 CONSTRUCT GRADE SEPARATION	Authorized, In progress.	4,010,000
US 14	5501-47	2026	OLMSTED COUNTY	**AC**COC IV** US 14 AND CSAH 44 CONSTRUCT GRADE SEPARATION (AC PAYBACK IN THE FUTURE)	Authorized, In progress.	58,490,000
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)	Project encumbered; planned completion by 2027.	18,986,736
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)	Project encumbered; planned completion by 2027.	1,250,000
LOCAL STREETS	159-080-023	2026	ROCHESTER	**RAISE** CONSTRUCT NEW BRIDGE 6TH ST OVER THE ZUMBRO RIVER, SAFETY IMPROVEMENTS, MULTIMODAL INFRASTRUCTURE	Project bidding to begin in September 2026.	29,140,000
LOCAL STREETS	159-201-009	2026	ROCHESTER	**RAISE** SOUTH BROADWAY COMPLETE STREET AND PEDESTRIAN FACILITIES ALONG SOUTH BROADWAY AVENUE BETWEEN 4TH ST SE AND 9TH ST SE, PLANNING AND DESIGN	In progress, study underway	2,500,000
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)	Completed	16,209
US 63	5515-03AC	2026	MNDOT	**AC**SEC164** ROUNDABOUT ON US 63 AT COUNTY ROAD 112 (AC PAYBACK 1 OF 1)	Completed	1,530,000

Route System	Project Number	Project Year	Lead Agency	Description	Status	Project Total
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)	In progress	12,703,583
RAIL	55-00130	2026	LOCAL	DME RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT CSAH 7, CENTER AVE, EYOTA, OLMSTED COUNTY	In progress	350,000
TH 30	5504-19	2026	MNDOT	MN 30 1.5 IN MILL AND 3 IN BITUMINOUS OVERLAY FROM WEST OF US 63 TO CSAH 8 AND MN 30 INTERSECTION	In progress	1,900,000
999	8826-13	2026	MNDOT	**NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 209s ON I-90	Completed	712,690
US 63	5509-93	2026	STEWARTVILLE	SIGNAL INSTALLATION AT TH 63 AND SCHUMANN DR IN STEWARTVILLE	In progress	876,390
TRANSIT	TRF-0047-26C	2026	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	Using for operations	13,500,000
TRANSIT	TRF-0047-26D	2026	ROCHESTER	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	Using for operations	1,575,000
TRANSIT	TRF-0047-26F	2026	ROCHESTER	TRANSIT DEVELOPMENT PLAN	In progress	300,000
TRANSIT	TRF-0047-26G	2026	ROCHESTER	CITY OF ROCHESTER; PURCHASE ONE (1) CLASS 400LF GAS REPLACEMENT BUS	Project removed	337,000
TRANSIT	TRF-0047-26H	2026	ROCHESTER	CITY OF ROCHESTER; PURCHASE THREE (3) CLASS 400LF GAS REPLACEMENT BUSES	Project removed	1,011,000
TRANSIT	TRF-0047-26I	2026	ROCHESTER	CAMERAS - PURCHASE AND INSTALLATION	Project removed	300,000
TRANSIT	TRF-0047-26J	2026	ROCHESTER	TRANSIT FARE COLLECTION SERVICES HARDWARE AND SOFTWARE	Project removed	2,000,000
TRANSIT	TRF-0047-26K	2026	ROCHESTER	PARATRANSIT DISPATCH SOFTWARE	Project removed	600,000
TRANSIT	TRF-0047-26L	2026	ROCHESTER	ROCHESTER NORTH BROADWAY PARK AND RIDE	Construction began in November 2025 with substantial completion of construction expected in Q1 2027.	9,300,000

FY 2027 PROJECT CHANGES

Tables 31-33 reports the projects that were listed in the 2026-2029 TIP for implementation in 2027, 2028, and 2029.

TABLE 31: PROJECT CHANGES OF FY 2027 PROJECTS FROM 2026-2029 TIP IN THE NEW TIP

Route System	Project Number	Project Year	Lead Agency	Description	Changes	Previous Project Total
CSAH 18	~~055-618-008AC~~ 079-601-030AC	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)	New project number, project cost increased to $1,400,000	370,000
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 change	3,030,000
LOCAL STREETS	159-080-022ACCRP1	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)	No change	261,000
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)	Project cost decreased to $14M	14,400,000
	55-00130	2027	MNDOT	DME RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT CSAH 7, CENTER AVE, EYOTA, OLMSTED COUNTY	Project moved to 2026	350,000
US 14	5502-109	2027	MNDOT	**AC**US 14 RECONSTRUCTION AT SOUTH BROADWAY IN ROCHESTER (AC PAYBACK IN 2028)	Cost decreased to $18,300,000	19,550,000
US 63, MN 247, CSAH 12	055-070-026	2027	MNDOT	**HSIP** US 63, MN 247, AND CSAH 12 ROUNDABOUT IN OLMSTED COUNTY	No change	833,333
US 63, MN 247	5510-88	2027	MNDOT	**SEC164** US 63, MN 247, AND CSAH 12 ROUNDABOUT IN OLMSTED COUNTY	Cost increased to $4,037,333	3,204,000
MN 247	5512-15	2027	MNDOT	**CHAP127** MN 247 REPLACE BR 6934 - REPLACE NORTH HEADWALL	No change	900,000
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)	No change	4,631,765
TRANSIT	TRF-0047-27A	2027	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	Cost increased to $14,772,700	13,905,000

Route System	Project Number	Project Year	Lead Agency	Description	Changes	Previous Project Total
TRANSIT	TRF-0047-27B	2027	ROCHESTER	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	Cost increased to $2,032,900	1,635,750
TRANSIT	TRF-0047-27C	2027	ROCHESTER	SECT 5339; CITY OF ROCHESTER; PURCHASE TWO (2) ELECTRIC SUPPORT VEHICLES & RELATED CHARGING INFRASTRUCTURE & INSTALLATION	Cost increased to $160,765	155,600

FY 2028 PROJECT CHANGES

TABLE 32: PROJECT CHANGES OF FY 2028 PROJECTS FROM 2026-2029 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 Change	3,000,000
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)	No Change	280,000
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)	No Change	4,300,000
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)	Decreased to $3,500,000	4,900,000
US 14	5502-109AC	2028	MNDOT	**AC** US 14 RECONSTRUCTION AT SOUTH BROADWAY IN ROCHESTER (AC PAYBACK 1 OF 1)	No change	5,500,000
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	Decreased to $2,050,000	2,700,000
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	Decreased to $800,000	1,600,000
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)	Increased to $33,100,000	31,600,000
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)	No change	1,500,000
TRANSIT	TRF-0047-28A	2028	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	No change	14,300,000
TRANSIT	TRF-0047-28B	2028	ROCHESTER	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	Increased to $2,000,000	1,685,000
TRANSIT	TRF-0047-28C	2028	ROCHESTER	CITY OF ROCHESTER; PURCHASE TWO (2) CLASS 400LF GAS REPLACEMENT BUSES	Decreased to $800,000	2,100,000
TRANSIT	TRF-0047-28D	2028	ROCHESTER	CITY OF ROCHESTER; PURCHASE SEVEN (7) CLASS 700 DIESEL BUS REPLACEMENT BUS	Increased to $6,692,000	3,000,000

FY 2029 PROJECT CHANGES

TABLE 33: PROJECT CHANGES OF FY 2029 PROJECTS FROM 2026-2029 TIP IN THE NEW TIP

Route System	Project Number	Project Year	Lead Agency	Description	Changes	Previous Project Total
LOCAL STREETS	249-107-003	2029	BYRON	RECONSTRUCTION OF 7TH STREET NE IN BYRON FROM 3RD AVENUE NE TO CSAH 3	Project year changed to 2028	6,000,000
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)	No change	116,000
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)	No change	784,000
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)	No change	5,000,000
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	Increased from 3,750,000 to 5,000,000	3,750,000
999	8806-CRPRO-29	2029	MNDOT	**CRP** ROCOG CARBON REDUCTION PROGRAM SETASIDE	CRP setaside applied to 159-210-002, new project total of $450,000	261,000
TRANSIT	TRF-0047-29A	2029	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	No change	14,750,000
TRANSIT	TRF-0047-29B	2029	ROCHESTER	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	No change	1,735,000

APPENDICES

- Appendix A: Public Comment Report
- Appendix B: MnDOT Checklist
- Appendix C: TIP Amendment & Modification Policy

APPENDIX A: PUBLIC COMMENT REPORT

See Section 7 of the document for additional information on public engagement

BACKGROUND

ROCOG sought public comments on the region's draft 2027-2030 Transportation Improvement Program (TIP) between August 12, 2026 and September 16, 2026. During this time, the program was available on the ROCOG website, a TIP webpage and through printed copies as requested.

ROCOG hosted two public engagement open houses between August 19th to the 20th. ROCOG staff also presented the Citizens Advisory on Transit committee meeting. In addition, ROCOG promoted availability of the comment draft and public meetings, advertising them through social and standard media outlets and other means.

The following report includes a spreadsheet of comments received, and responses from ROCOG staff and any recommended changes.

People Engaged:

- ROCOG Web page.
  - 50 unique visitors.
  - 17 times document was opened / downloaded.
- TIP Webpage.
  - 202 views.
  - 0 comments.
- Virtual Open House Sessions
  - August 19, 2026.
  - 4 Attendees
- In-Person Open House Session
  - August 20, 2026.
  - 5 Attendees
- Rochester's Citizen Advisory on Transit Committee – Aug. 14th.
  - 6 people engaged.

Methods Used.

- Web announcement and web page notice.
- Olmsted County Primegov.com portal.
- Facebook.
- Rochester Post Bulletin (newspaper) Notice of Opportunity to comment.
- Virtual & In-Person Open House Sessions
- Public meetings for other transportation committees.
- Comments solicited through:
  - Email.
  - TIP Webpage.
  - In-person engagements.

PUBLIC ENGAGEMENT THEMES

- Common themes expressed during public engagement included: prioritization of safety in transportation projects; improvements in regional transit connections; improvements in local transit and paratransit services, and ongoing desire for regional trails.
- Additional comments received expressed general concern over the volume and duration of construction projects in the region.
- The safety of pedestrians and cyclists remained a consistent theme, even in discussing the following projects.
    - 18th Avenue (CR147) Reconstruction, FY 2026.
    - US 14 (12th Street South) and Broadway Intersection, FY 2027.
    - US 52 and Frontage Road Pavement Rehabilitation, FY 2028

TIP Open House event at Rochester Library on August 20, 2026. Hosting the event at the library was successful in attracting interested citizens at the library for other needs and purpose.

Electronic version of the program flyer available to members of the public during public outreach events.

APPENDIX B: MNDOT CHECKLIST

MINNESOTA MPO TIP CHECKLIST

MPO: Rochester-Olmsted Council of Governments (ROCOG)

Contact name: Matthew Tse, Principal Transportation Planner

TIP Time Period: 2026-2030

The table below identifies information that should be covered in your TIP as required by 23 CFR 450. Complete the requested information as applicable. MPO comments:

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, availability online, and explicit consideration and response to public input.	Yes	Section 7 Pages 104-109
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes	Section 2 Pages 25-29 104-109
450.322(b)	Congestion management	TMA's TIP reflects multimodal measures / strategies from congestion management process	N/A	
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes	Pages 20-36
450.326 (a)	TIP time period	TIP covers at least 4 years.	Yes	Resolution on Page 5 Pages 26, 34-36
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes	Page 5

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(a)	MPO conformity determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	N/A	
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	Yes	Section 11 Pages 104-109 Appendix A
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	N/A	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes	Section 3 Pages 37-59
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	Yes	Section 3 Pages 39-64
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes	Section 4 Pages 65-83
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes	Section 4 Pages 81-83
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes	Section 4 Pages 81-83
450.326(g)(2)	Individual project information	TIP includes estimated **total** cost (including costs that extend beyond the 4 years of the TIP).	Yes	Section 4 Pages 65-83
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes	Section 4 Pages 65-83

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	N/A	
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	N/A	
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes	Section 4 Pages 65-83
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type	Yes	Section 4 Pages 65-83
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	N/A	
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	Yes	Resolution Page 27-29
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	Yes	Section 6 Pages 91-103
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes	Section 6 Pages 91-103
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes	Section 6 Pages 91-103
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	N/A	
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes	Section 4 Pages 65-83

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Yes	Section 6 Pages 91-103
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes	Section 6 Pages 91-103
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes	Section 6 Pages 91-103
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	N/A	
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes	Section 6 Pages 91-103
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	N/A	
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.	N/A	
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes	Section 2 pages 36-38; Changes in priority see Pages 110-116
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes	Section 8 Pages 110-116
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	N/A	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.	Yes	See STIP
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes	Section 4 Pages 65-83
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable requirements including: 1) 23 USC 134, 49 USC 5303 and 23 CFR 450 Subpart C; 2) for attainment and maintenance areas, sections 174 and 196 (c) and (d) of the Clean Air Act, as amended, and 40 CFR 93; 3) Title VI of the Civil Rights Act as amended and 49 CFR 21; 4) 49 USC 5332 regarding discrimination; 5) section 1101(b) of the FAST Act and 49 CFR 26 regarding disadvantaged business enterprises; 6) 23 CFR 230 regarding equal employment opportunity program; 7) Americans with Disabilities Act of 1990 and 49 CFR 27, 37 and 38; 8) Older Americans Act, as amended regarding age discrimination; 9) 23 USC 324 regarding gender discrimination; and 10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR 27 regarding discrimination against individuals with disabilities.	Yes	Resolution on pages 5

APPENDIX C: TIP AMENDMENT/MODIFICATION POLICY

ROCOG's policy on the need for a Formal Amendment or an Administrative Amendment to the current TIP is expressed on pages 10-13 of ROCOG's Public Involvement Policy (May 2022). The policy is included here for ease of reference.

CHANGES TO THE CURRENT TIP: ADMINISTRATIVE MODIFICATIONS AND FORMAL AMENDMENTS

The TIP must be flexible enough to allow for changes to projects in the first program year or projects resulting from emergencies, implementation opportunities, or changes in priorities. To ensure the most up to date cost and programming information is reflected in the TIP, and to ensure consistency of the TIP and STIP is maintained, the TIP may need to be changed from time to time. Changes to the TIP can be initiated / requested by local road authorities, public transit providers, or MnDOT. Depending on the change, an administrative modification or a formal amendment may occur.

Administrative modifications are minor changes that are reviewed with the ROCOG Executive Committee for approval. No public notice or comment period is required.

Formal TIP amendments are considered at a Policy Board meeting open to the public where comment will be welcomed at the meeting the amendment is considered or accepted in writing/email before the meeting. A Formal TIP amendment will be an identified item on the agenda, which is posted at least 5 days before the meeting.

PROCESS FOR FORMAL AMENDMENTS TO THE TIP

Formal Amendments shall only be required when a new project is added, there is a significant change to federal funding levels proposed for a project, or when there is a change in the scope. Changes to the ROCOG TIP will also need to be reflected in MnDOT's STIP, necessitating a close collaboration between the two entities. To help ensure consistency between the TIP and the STIP, ROCOG's criteria for amending the TIP will follow MnDOT's criteria for amending the STIP, as articulated in the MnDOT document, *Procedures for Amendments and Administrative Modifications to the Minnesota State Transportation Improvement Program (STIP)*, effective November 2020. The following criteria are used when determining the need for a Formal TIP amendment:

1) Addition of a new project;
2) Revision in scope such as changing the major work from bridge rehabilitation to replacement, resurface to reconstruct, removing or adding additional work/bridge/lane/intersection/route; removing or adding a phase of work such as preliminary engineering/right-of way/construction;

3) Change in the project limits/termini/length greater than 0.3 miles;
4) Impact to air quality conformity findings *(Not applicable to ROCOG)*
5) An increase or decrease in a project's total programmed cost that falls within the ranges as listed in Table 1.

TABLE 2: PROJECT CHANGES THAT REQUIRE A FORMAL TIP AMENDMENT

FHWA Amendment		FTA Amendment	
Original STIP Programmed Cost	Cost Increase* or Decrease More Than:	Original STIP Programmed Cost	Cost Increase* More Than:
<$1,000,000	NA**	Any Amount	20%
$1,000,001 -- $3,000,000	50%		
$3,000,001 -- $10,000,000	35%		
$10,000,001 -- $50,000,000	20%		
$50,000,001 -- $100,000,000	15%		
>$100,000,000	10%		

*Fiscal constraint justification required

**No action required if the cost before and after the amendment is less than $1M

PROCEDURE FOR A FORMAL TIP AMENDMENT

1) Reviewed by the Transportation staff of each of the implementing agencies for amendment content accuracy (e.g., MnDOT, Olmsted County, City of Rochester and possibly other cities and/or townships)

2) Reviewed and endorsed by the ROCOG Transportation Technical Advisory Committee if time allows. Otherwise, notice is made to TTAC members via email.

3) Public input is solicited (see above)

4) Amendment information is included in a ROCOG Policy Board packet for their review and action. Part of the action item is an open comment period. Also, staff provides comments received prior to the meeting from the public.

5) Following action by the ROCOG Policy Board, resolution is forwarded to MnDOT D-6 and the local jurisdiction(s); MnDOT will forward information to FHWA and FTA.

ADMINISTRATIVE MODIFICATION

Administrative modifications are minor changes to the TIP that can be made without a formal amendment if they meet certain explicit criteria. ROCOG's Executive Committee may process administrative amendments in the instances noted below. Meetings of the Executive Committee will be properly noticed and open to the public consistent with the requirements of the Minnesota Open Meetings Law. To ensure that ROCOG's TIP, remains consistent with the MnDOT STIP, ROCOG's administrative modification criteria parallel those articulated in MnDOT's document, *Procedures for Amendments and Administrative Modifications to the Minnesota State Transportation Improvement Program (STIP)*, effective October 2024. Administrative modifications will be processed and approved by the Executive Director of ROCOG. Upon completion of an administrative modification, the ROCOG Policy Board will be notified at their next meeting or via email/paper mail. The following criteria are used when determining whether the Administrative Modification process can be applied:

1. Remove a project;

2. Incorporate a new non-federal funded project to an existing federal funded project provided the total cost of the revised project is within the ranges listed in Table 3;

3. Convert a non-federal funded project to a federal funded project with no change to cost or scope;

4. Identify a new project from an existing federal set-aside in the same fiscal year;

5. Revise a project description without change to scope or conflict with the environmental document such as clarifying the project description, adding / removing project coding or adding incidental work;

6. Make a technical correction to project information such as changing State Project Number (SP), funding source, funding type, work type, or lead agency;

7. Change a funding year such as advancing or deferring with no change to scope and cost (fiscal constraint finding required for advancing project);

8. Add, remove, increase, or decrease Advance Construction (AC);

9. Split or combine listed projects where projects remain within the original location with no change in total cost, no shift in funding year, and logical termini are maintained;

10. An increase or decrease in a project's total programmed cost that falls within the ranges as listed in Table 3, provided there is no change in scope

TABLE 3: CHANGES APPROVABLE BY ADMINISTRATIVE MODIFICATION

STIP Programmed Cost	Cost Increase* or Decrease More Than:
< $1,000,000	NA**

$1,000,001 - $10,000,000	20%
$10,000,001 - $100,000,000	10%
>$100,000,000	***

*Fiscal constraint justification required

**No action required if TIP programmed cost and the cost of the administrative modification is less than $1M

*** Prior collaborative discussion between MnDOT and FHWA required

Note: No TIP administrative modification is required for cost increase or decrease under 20% on FTA projects