



Memo

Date: May 30, 2020: Date of Completion of Memo with Final Public Input information.
May 14, 2020: (revised the Public Involvement section)
March 23, 2020: original date of document preparation

From: ROCOG Staff

Subject: Amend ROCOG 2040 Long Range Transportation Plan
**Reaffirmation to include the Rochester Rapid Transit Locally Preferred
Alternative (LPA)**

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NOTE: This memo follows the framework and memo/document design as given in the MnDOT Metropolitan Transportation Plan Amendment Policy version: 2.0

Background

The currently-valid Rochester-Olmsted Council of Governments (ROCOG) long range transportation plan (LRTP) is the 2040 ROCOG Long Range Transportation Plan Reaffirmation. When this plan was adopted in August of 2015 it represented another step in the ongoing evolution of regional planning for transportation in the Olmsted County area that began in 1972 with the creation of the Rochester-Olmsted Council of Governments. The ROCOG 2040 Transportation Plan Reaffirmation provides a comprehensive look at anticipated transportation system development in Olmsted County for the next 25 years. ROCOG is the federally recognized Metropolitan Planning Organization (MPO) for Rochester and all of Olmsted County.

As stated in long-standing federal transportation planning guidance, all projects that are to use federal highway or federal transit funds (or are regionally significant) must be

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shown in the MPO transportation plan and in the transportation improvement program when funds are programmed.

Graphic 1 below shows ROCOG as one of eight MPOs within Minnesota and the makeup of the ROCOG Board. The table following this graphic is Table 1 that contains a list of all past plans. As a further note, a new Plan is now being created that will extend the horizon year to year 2045; this plan will be adopted by the end of August 2020.

FIGURE 1: STATE MPOs AND COMPOSITION OF ROCOG

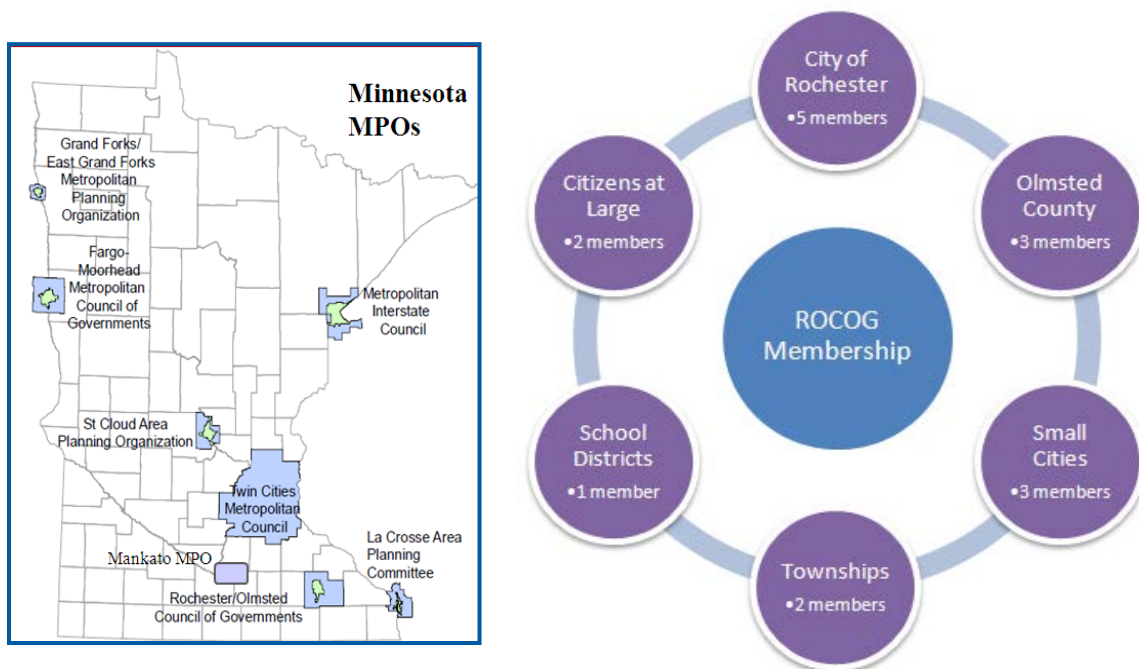


Table 1: Transportation LONG RANGE PLANS	
ROCOG Thoroughfare Plan (1977)	
ROCOG Thoroughfare Plan Update (1982) <i>Downtown and Medical Campus amendments</i>	
ROCOG Thoroughfare Plan Update (1985) <i>Northwest Rochester amendments</i>	
ROCOG Thoroughfare Plan Update (1995) <i>Willow Creek amendments</i>	
ROCOG Long Range Transportation Plan Update (June 1997) <i>Comprehensive LRTP update</i>	
ROCOG Interim Long Range Transportation Plan Update (June 2003)	
ROCOG 2035 Long Range Transportation Plan (2005) <i>Comprehensive LRTP update</i>	

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ROCOG 2035 Interim Long Range Plan Update (2007) <i>Policy Review of SAFETEA-LU Priorities</i>
ROCOG 2040 Long Range Transportation Plan (2010) Comprehensive LRTP update
ROCOG 2040 Long Range Transportation Plan (2015) Reaffirmation
Transportation POLICY PLANS
ROCOG Transportation Plan Policies (1977)
ROCOG Policy Directions Report (1996)

Note: *This amendment memo is a freestanding document used to summarize all aspects of the amendment as a way to keep all of the information in one document. The ROCOG Public Involvement Policy states that when amendments occur to the long range plan the chapters affected will be modified. Therefore, in each of the headings sections within this memo there is a note as to where this information will later be inserted into a chapter after the amendment has been approved by ROCOG. Table 2 points out the three chapters affected.*

Table 2: 2040 Plan Chapters Modified by Amendment Chapter #	Chapter Name	Modified by Amendment
1.	Intro and Plan Development	Yes
2.	Community Profile	
3.	System Profile	

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Table 2: 2040 Plan Chapters Modified by Amendment Chapter #	Chapter Name	Modified by Amendment
4.	Area Plans	
5.	Policy Review	
6.	Highway Network Plan	
7.	Non-Motorized	
8.	Transit	Yes
9.	Commercial Transportation	
10.	Travel Demand Forecast	
11.	Network Priorities	
12.	Safety and Security	
13.	Systems Management and Operations	
14.	TDM Sustainability	
15.	Financial Assessment	Yes
16.	Implementation	
Appendix	Appendices A - G	

Why this amendment is needed.

(To be inserted into 2040 LRTP Chapt 8)

Generalized plans to develop some kind of downtown Rochester circulator system (generally either assumed to be tram or bus rapid transit) have been included in the current 2040 Plan Reaffirmation and the original 2040 Plan adopted in 2010. Actions have now occurred to move this concept into reality with the adoption of a Locally Preferred Alternative (LPA) by the City of Rochester and the Destination Medical Center in the year 2019. This has set the framework for the MPO to amend this LPA into the current 2040 Long Range Transportation Plan.

Much of the following information in this amendment is taken from the City of Rochester's entry letter to the Federal Transit Administration of December 9, 2019. *Sent to the Federal Transit Administration on December 9, 2019, excerpt below:*

The City of Rochester, in close coordination with regional partners, submits this request for entry into the Small Starts Project Development phase for the Rochester Downtown Circulator BRT Project [now Rapid Transit], referred to as "the circulator" [now Rapid Transit] and "the project".

Purpose of the Project

The purpose of the project is to provide high quality downtown public transportation service for residents, commuters, businesses, patients, students, and visitors that will support the City of Rochester and Destination Medical Center (DMC)¹ district transportation, economic development, and livability goals and substantially increase public transportation use downtown.

¹ Destination Medical Center (DMC) is a \$5.6 billion, 20-year economic development initiative that was formed by statute in 2013. The purpose of DMC is to facilitate the financing and governance of public investments in Rochester that support Mayo Clinic as a global medical destination. DMC provides the public financing for infrastructure improvements and other projects needed to support the DMC vision.

Need for the Project

Downtown Rochester is expected to grow dramatically; employment is expected to grow by approximately 65 percent and population by 30 percent over the next 20 years. Both the City of Rochester's *Downtown Master Plan* and the *DMC Development Plan* identify a major increase in transit mode share to accommodate this growth and state a goal of carrying 23 to 30 percent of all commuters on transit. As a result, transit ridership on both the local and regional transit systems is expected to nearly double, requiring more transit capacity.

The following five factors contribute to the need for the project:

1. Growth in local and regional travel associated with the implementation of the *DMC Development Plan*.
2. Limited ability of the existing transportation network to support local and regional economic development priorities.
3. Congested downtown entry points and primary streets resulting from continued reliance on personal automobiles.
4. Parking program and policies that encourage the use of private automobiles.
5. Constrained transit system capacity and need to optimize/coordinate multiple existing services (RPT, Rochester City Lines [RCL], Mayo, and private shuttles).

This amendment is adding a project to the 2040 Long Range Transportation Plan Reaffirmation.

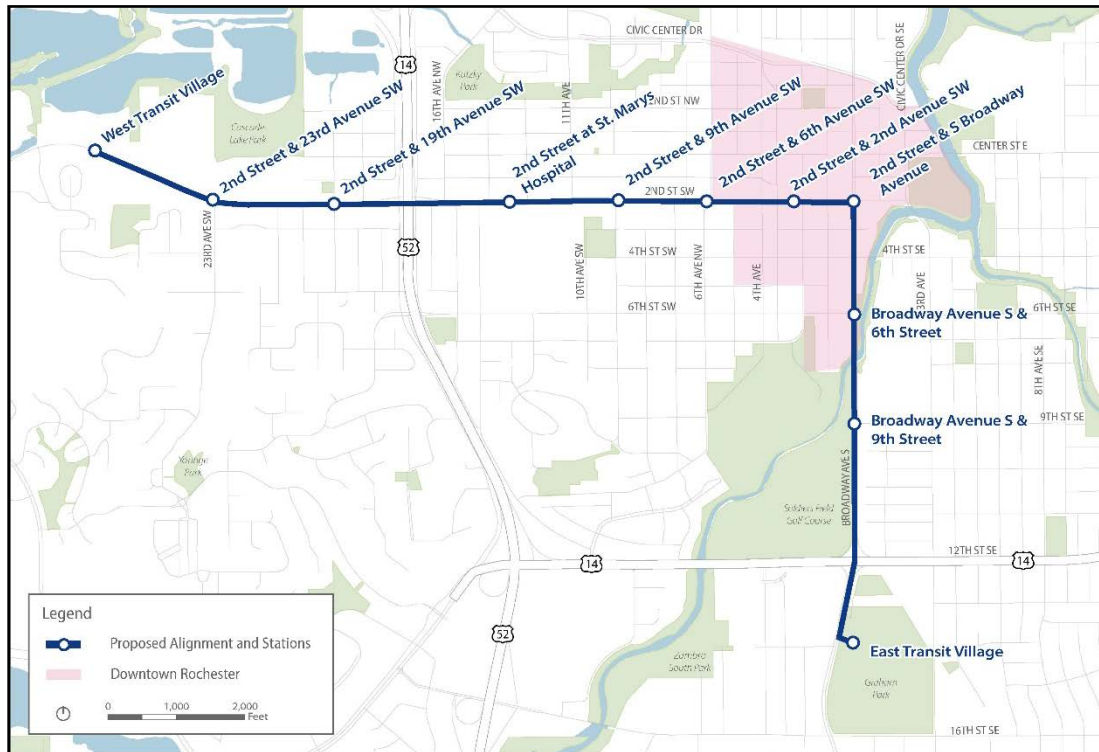
(To be inserted into 2040 LRTP Chapt 8)

Locally Preferred Alternative

The locally preferred alternative (LPA) is an approximately four-mile Bus Rapid Transit (BRT) route that will run from the Mayo Clinic West Parking Lot to downtown Rochester via 2nd Street SW, making intermediate stops at major intersections, as well as St. Marys Hospital. At the St. Marys station, a transit center will be constructed on the north side of 2nd Street SW along with a pedestrian tunnel providing access between the hospital and transit center. 2nd Street SW will be reconstructed in this area to accommodate these infrastructure investments. In downtown Rochester, the BRT will serve stations at 2nd Street and 2nd Avenue SW (Gonda Building) and at 2nd Street and S

Broadway Avenue before proceeding south along S Broadway Avenue, where it will serve the proposed future University of Minnesota-Rochester campus. The eastern terminus will potentially be located south of 12th Street SE on property owned by Olmsted County and will include the site preparation and construction of a 1,000-car parking structure. The alignment and terminus options are shown in Figure 2.

FIGURE 2: LOCALLY PREFERRED ALTERNATIVE AND PROJECT CORRIDOR



Service. During peak hours (6-9 am and 3-6 pm on weekdays), the BRT would operate every five minutes in order to provide sufficient capacity for the 1,200 passengers per hour expected to use the service. During off-peak and weekend times the BRT would operate every 10 minutes. Weekday service would operate from 5 am to 11 pm; weekend service would operate from 8 am to 11 pm.

Stations. The eleven proposed stations will all be newly constructed as part of the project. Each will include the following features:

- Ticket vending machines
- Fare card validators
- Textured warning strip and raised curb
- Shelter with heat, light, and seating

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- Real-time arrival information
- Information kiosk
- Bench seating
- Trash and recycling bins
- Pylon station marker

Additionally, all stations, transit facilities and services are and will be ADA accessible and comply with local, state and national requirements including 49 CFR 37, Transportation Services For Individuals With Disabilities (ADA).

Guideway. The BRT will operate in mixed traffic on 2nd Street SW from the Mayo West Lot terminus to the 23rd Avenue station, where it will transition into side-running business access and transit (BAT) lanes. The BRT will operate in BAT lanes along 2nd Street SW and through downtown Rochester until it reaches Broadway Avenue S, where it will turn south. The BRT will operate in BAT lanes along Broadway Ave S until reaching 12th Street SE, at which point the northbound lane will continue as a BAT lane while the southbound lane will convert to a mixed traffic lane for the remainder of the route. The BRT will operate in mixed traffic along 14th Street SE, where it will access the eastern terminus. It is proposed there will be one mile of mixed-traffic lanes, and three miles of business, access and transit (BAT) lanes.

Technology. Implementation of the project will expand on technology infrastructure investments that currently exist in the corridor. Realtime bus arrival information is currently available on monitors at bus stops on 2nd Street SW in downtown Rochester. All BRT platforms will include visual and audio real-time information. Transit riders are also able to use a computer or mobile device to access this information on DoubleMap. Transit Signal Priority (TSP) is planned for the length of the route.

Branding. BRT vehicles, station platforms, signage, and wayfinding will include unique branding. Exterior color scheme will be consistent with Rochester Public Transit (RPT) brand guidelines while the design will be easily distinguishable from local and express buses.

Fleet. The BRT will use 10 low-floor, articulated 60-foot electric BRT buses. 12 buses will be purchased to provide two spares for this subfleet. Boarding will be allowed through all doors.

Fares. Off board fare payment options will be evaluated during Project Development.

Project Sponsor, Partners, Roles and Responsibilities

The City of Rochester is the project lead and sponsor for the project. The City of Rochester, in contract with First Transit, operates RPT and owns the existing downtown Transit Center and shelters along the BRT route.

Project partners are: Olmsted County, Rochester-Olmsted Council of Governments (ROCOG), Destination Medical Center Economic Development Agency (DMC EDA), and the Minnesota Department of Transportation (MnDOT). In addition, the City of Rochester will retain a consultant team to assist the City and its partners in fulfilling the design and environmental requirements of the Project Development process. Each of the study partners will take on roles and responsibilities as described below.

City of Rochester

As the project sponsor, the City of Rochester is responsible for funding the Project Development work, the overall management of the project and the coordination of the various partners involved in the project. This includes final responsibility for the technical analyses, public involvement, project design, preliminary engineering, environmental review process and providing FTA with sufficient information to develop a project rating.

RPT will operate the BRT upon its completion. The project manager and key staff will coordinate with RPT throughout the Project Development process.

Additionally, the City of Rochester owns and maintains a significant portion of the right-of-way in which the project would operate. The City's elected officials and staff play a key role in informing the public about the project and providing public input to the project team.

Olmsted County

Olmsted County is a member of ROCOG and coordinates with the City of Rochester on long-range transportation planning efforts, such as the identification and implementation of BRT. Olmsted County owns the property that will potentially be used for the eastern terminus of the BRT route and will coordinate with the City of Rochester to implement a 1,000 stall parking facility at the chosen terminus.

Rochester-Olmsted Council of Governments (ROCOG)

ROCOG is assisting the City of Rochester and other partners with technical analyses and will be responsible for ensuring that the LPA is included in the fiscally-constrained metropolitan transportation plan and the regional transportation improvement program (TIP).

ROCOG also maintains and operates the metropolitan traffic model. This model will be used in the Project Development phase to understand the project's impact on local traffic patterns.

Destination Medical Center Economic Development Agency

The DMC EDA is a private, nonprofit economic development corporation authorized by the DMC statute ([MN Statute 469.40](#)). The functions of the DMC EDA include collaborating with the City of Rochester, Olmsted County, and other community organizations, as well as providing services to assist the City of Rochester and DMC Corporation in implementing the objectives, goals, and strategies of the DMC Development Plan. This includes coordination with the City regarding implementation of the BRT.

Minnesota Department of Transportation

The Minnesota Department of Transportation (MnDOT) owns and operates U.S. Highways 14 and 52 and all associated ramps, signals, and right-of-way. The City of Rochester will coordinate with MnDOT regarding implementation of the project across U.S. Highways 14 and 52.

Project Manager and Key Staff

The project manager for this effort is Jarrett Hubbard, Project Manager at the City of Rochester. Other key staff include:

- Aaron Parrish, Deputy City Administrator, City of Rochester
- Ia Xiong, Physical Development Manager, City of Rochester
- Dillon Dombrowski, City Engineer, City of Rochester

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- Josh Johnsen, Project Manager, City of Rochester – Overseeing the development of the eastern terminus known as the East Transit Village
- Jaymi Wilson, Project Manager, City of Rochester – Overseeing the development of the western terminus known as the West Transit Village

Project Development and Engineering

The combined cost of Project Development and engineering for the BRT is estimated at \$13,805,000. This work includes environmental documentation and design for all project components. The City of Rochester will fund the entire Project Development phase. The City has allocated \$3.872 million for Project Development in its 2020 Capital Improvement Program (CIP) and \$9.933 million in its 2021 CIP. The CIP was approved by the City Council on November 4, 2019.

This budget and the timeline outlined below assume that the LPA would result in the project conducting a Categorical Exclusion. Since the identification of the budget, the City has selected to elevate the environmental review to an Environmental Assessment (EA). This assumption is based on unknowns in the East Transit Village and the need to study how to best accomplish traveling to the site from Broadway Avenue. Despite of the increase in environmental review the City remains confident in the estimate and the timeline due to the project not requiring the full acquisition of any properties or the expansion of any maintenance facilities or have any negative environmental impacts (including those related to noise and vibration).

The City of Rochester City Council Resolution identifying the selection of an LPA and financial commitment for Project Development are included in Appendix B.

Timeline

The City of Rochester and its partners anticipate completing the following activities by the noted dates:

- Selection of an LPA:
 - Destination Medical Center Corporation Board approved LPA November 12, 2019.
 - Rochester City Council approved LPA November 18, 2019.
- Adoption of the locally-preferred alternative in the current 2040 fiscally-constrained long-range transportation plan July 2020.
- Development of sufficient information and documentation required to obtain a project rating from Federal Transit Administration: August 2020

- Completion of NEPA clearance: June 2021
- Anticipated receipt of a Small Starts Grant Agreement from the Federal Transit Administration: March 2022
- Anticipated start of revenue service: March 2025

Supporting documentation.

(To be inserted into 2040 LRTP Chapt 8)

Numerous plans and studies completed over the past ten years set the stage for transit services that would serve some or all of the corridor. A summary of the key documents follows.

- **Downtown Master Plan**². The Rochester Downtown Master Plan was adopted in 2010. The Downtown Master Plan highlights 2nd Street SW and Broadway Avenue South as the two future primary transit corridors in downtown. The plan calls for high-quality transit amenities along these streets with signage and marketing materials that make them identifiable as the primary transit corridors. The plan proposes expanding remote parking and providing connections into downtown with frequent, high-quality transit.
- **DMC Development Plan**³. The DMC Development Plan, adopted in late 2014, identifies the need for enhanced transit service in downtown Rochester and developed a set of concepts known as the Downtown Circulator Project. The Plan outlines an East-West Circulator that would operate on 2nd Street SW and Broadway Avenue S as the initial phase of the Downtown Circulator Project, and a North-South Circulator that would operate on 1st and 3rd Avenues.
- **ROCOG 2040 Long-Range Transportation Plan**⁴. The 2040 Long-Range Transportation Plan, which was reaffirmed by ROCOG in August 2015, identifies

² The Downtown Master Plan can be found at <https://www.rochestermn.gov/home/showdocument?id=5154>. Accessed September 6, 2019.

³ The DMC Development Plan can be found at <https://dmc.mn/themencode-pdf-viewer/?file=https://dmc.mn/wp-content/uploads/2018/07/DMC-Development-Plan-Vol.-II-Sec-7-DRAFT.pdf>. Accessed September 6, 2019.

⁴The ROCOG 2040 LRTP Transit Chapter can be found at https://www.co.olmsted.mn.us/planning/Documents/D-1Chap%208_%20Transit.pdf. Accessed September 6, 2019.

the need for upgraded transit service along the 2nd Street SW corridor. ROCOG is initiating the process to amend the long-range plan to include the LPA. The amendment is anticipated to be completed by summer 2020.

- **Rochester Transit Development Plan**⁵. The Rochester Transit Development Plan (TDP), adopted in 2017, identifies Broadway Avenue, 2nd Street SW, and 11th Avenue as corridors for future investment in BRT. The TDP prioritizes the addition of BRT in the 2nd Street corridor and lays out an implementation plan that anticipates the start of service in 2021.
- **Rochester 2040 Comprehensive Plan: Planning 2 Succeed**⁶. The Rochester 2040 Comprehensive Plan, adopted by the City Council in April 2018, identifies a primary transit network based on seven corridors, including 2nd Street SW and Broadway Avenue S. Though the plan does not explicitly call for the implementation of BRT or streetcar in these areas, it recognizes the importance of transit with the frequency, reliability, and visible permanence intrinsic to these modes and the capital investment needed for their implementation.
- **Integrated Transit Studies**⁷. The Integrated Transit Studies (ITS) Report, approved by the Common Council of Rochester and the DMC Corporation in June 2018, further explores the downtown circulator concept and identifies two complementary routes.
- **Downtown Transit Circulator Alternatives Evaluation Report**⁸. The Downtown Transit Circulator Alternatives Evaluation Report, completed in July 2019, assesses four potential alternatives for a transitway investment serving downtown Rochester, the DMC, University of Minnesota-Rochester, and other nearby destinations. The four alternatives evaluated were BRT on 2nd Street and Broadway, modern streetcar on 2nd Street SW and Broadway Avenue S, BRT on 2nd Street SW and 3rd Avenue S, and modern streetcar on 2nd Street SW and 3rd

⁵ The Rochester Transit Development Plan can be found at <https://www.rochestermn.gov/home/showdocument?id=14318>. Accessed September 6, 2019.

⁶ Planning 2 Succeed can be found at <https://www.rochestermn.gov/home/showdocument?id=21252>. Accessed September 6, 2019.

⁷ The Transit Circulator section of the Integrated Transit Studies can be found at <https://www.rochestermn.gov/home/showdocument?id=21075>. Accessed September 6, 2019.

⁸ The Alternatives Evaluation Report can be found at <http://rochestercitymn.igm2.com/Citizens/FileOpen.aspx?Type=1&ID=3157&Inline=True>. Accessed September 6, 2019.

Avenue S. Each of the four alternatives has its western terminus at the Mayo West lot. Two alternatives for the eastern terminus were considered, both of which are Olmsted County-owned properties located south of 12th Street SE.

Amendment effect on overall performance management.

(To be inserted into 2040 LRTP Chapt 1)

Table 3 below provides the status of performance planning in conformance with the FAST Act of 2015. ROCOG expects that once a downtown BRT is in operation some of the performance measures will be affected:

Safety (23 CFR 490, Subpart B) may be affected due to mode shifts from auto trips to transit trips. This can lower some of the performance measures reporting in the downtown Rochester subarea such as number of auto fatalities, serious injuries caused from auto crashes.

Transit asset management (49 CFR 625) likely will remain neutral as the Rochester Public Transit system is already meeting their asset management goals with capital and will continue to do so with capital needed to operate and maintain the downtown BRT.

Transit Safety (49 CFR 625.43) as of the time of the preparation of this amendment, ROCOG has not identified targets for this category to adopt. In general, over time transit safety could be affected with the addition of additional RTP vehicles in service for the BRT.

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TABLE 3. OVERVIEW: ROCOG ADOPTED PERFORMANCE MEASURES YEARS 2016 TO 2020

Rule	Measure(s)	ROCOG Targets Same as MnDOT	Targets for 2016	Targets for 2017	Targets for 2018 =	Targets for 2019 =	Targets for 2020 =
Safety (23 CFR 490, Subpart B)	<ul style="list-style-type: none"> • Number of fatalities • Rate of fatalities per 100 million VMT • Number of serious injuries • Rate of serious injuries per 100 million VMT • Number of non-motorized fatalities and non-motorized 	Yes (begin 2018 & 2019)	N/A	N/A	<ul style="list-style-type: none"> • Number of fatalities = 375 • Rate of fatalities per 100 million VMT= .620 • Number of serious injuries= 1935 • Rate of serious injuries/100 million VMT=3.19 • Number of non-motorized fatalities 	<ul style="list-style-type: none"> • Number of fatalities = 347 • Rate of fatalities per 100 million VMT= .622 • Number of serious injuries= 1708 • Rate of serious injuries/100 million VMT=2.854 • Number of non-motorized 	<ul style="list-style-type: none"> • Number of fatalities = 375.4 • Rate of fatalities per 100 million VMT= .626 • Number of serious injuries= 1714.2 • Rate of serious injuries/100 million VMT=2.854 • Number of non-motorized

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Rule	Measure(s)	ROCOG Targets Same as MnDOT	Targets for 2016	Targets for 2017	Targets for 2018 =	Targets for 2019 =	Targets for 2020 =
	serious injuries				and non-motorized serious injuries=348	fatalities and non-motorized serious injuries=241	fatalities and non-motorized serious injuries=317
Transit asset management (49 CFR 625)	<ul style="list-style-type: none"> Equipment (non-revenue service vehicles) State of Good Repair (SGR) Target - Percentage of Vehicles that have met or exceeded their Useful Life Benchmark (ULB) 				ROCOG adopts targets of Roch. Public Transit	ROCOG adopts targets of Roch. Public Transit	ROCOG adopts targets of Roch. Public Transit

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Rule	Measure(s)	ROCOG Targets Same as MnDOT	Targets for 2016	Targets for 2017	Targets for 2018 =	Targets for 2019 =	Targets for 2020 =
	<ul style="list-style-type: none"> <li data-bbox="430 423 663 1032">• Facilities SGR Target - Percentage of Facilities with an asset class rated below 3.0 on the TERM Scale (FTA's Transit Economic Requirements Model with 5 being excellent) <li data-bbox="430 1049 663 1382">• Rolling Stock SGR Target - Percentage of Revenue Vehicles within a particular asset class 						

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Rule	Measure(s)	ROCOG Targets Same as MnDOT	Targets for 2016	Targets for 2017	Targets for 2018 =	Targets for 2019 =	Targets for 2020 =
	that have met or exceeded their ULB						
National Highway System pavement condition (23 CFR 490, Subpart C)	<ul style="list-style-type: none"> • Percentage of pavements of the Interstate system in good condition • Percentage of pavement of the Interstate system in poor condition • Percentage of pavements of the non-Interstate NHS in good condition 	Yes	N/A	N/A	N/A	<ul style="list-style-type: none"> • Percentage of pavements of the Interstate system in good condition: Two-year target, 55%; Four-year target, 55% • Percentage of pavement of the Interstate system in 	<ul style="list-style-type: none"> • Percentage of pavements of the Interstate system in good condition: Two-year target, 55%; Four-year target, 55% • Percentage of pavement of the Interstate system in

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Rule	Measure(s)	ROCOG Targets Same as MnDOT	Targets for 2016	Targets for 2017	Targets for 2018 =	Targets for 2019 =	Targets for 2020 =
	<ul style="list-style-type: none"> Percentage of pavements of the non-Interstate NHS in poor condition 					<p>poor condition: Two-year target, 2%; Four-year target, 2%</p> <ul style="list-style-type: none"> Percentage of pavements of the non-Interstate NHS in good condition: Two-year target, 50%; Four-year target, 50% Percentage of pavements of the non-Interstate 	<p>poor condition: Two-year target, 2%; Four-year target, 2%</p> <ul style="list-style-type: none"> Percentage of pavements of the non-Interstate NHS in good condition: Two-year target, 50%; Four-year target, 50% Percentage of pavements of the non-Interstate

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Rule	Measure(s)	ROCOG Targets Same as MnDOT	Targets for 2016	Targets for 2017	Targets for 2018 =	Targets for 2019 =	Targets for 2020 =
						NHS in poor condition: Two-year target, 4%; Four-year target, 4%	NHS in poor condition: Two-year target, 4%; Four-year target, 4%
National Highway System bridge condition (23 CFR 490, Subpart D)	<ul style="list-style-type: none"> • Percentage of NHS bridges classified in good condition • Percentage of NHS bridges in poor condition 	Yes	N/A	N/A	N/A	<ul style="list-style-type: none"> • Percentage of NHS bridges classified in good condition: Two-year target, 50%; Four-year target, 50% • Percentage of NHS bridges in poor condition: 	<ul style="list-style-type: none"> • Percentage of NHS bridges classified in good condition: Two-year target, 50%; Four-year target, 50% • Percentage of NHS bridges in poor condition:

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Rule	Measure(s)	ROCOG Targets Same as MnDOT	Targets for 2016	Targets for 2017	Targets for 2018 =	Targets for 2019 =	Targets for 2020 =
						Two-year target, 4%; Four-year target, 4%	Two-year target, 4%; Four-year target, 4%
National Highway System performance (23 CFR 490, Subpart E)	<ul style="list-style-type: none"> Percent of person-miles traveled on the Interstate that are reliable (Interstate Travel Reliability measure) Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non- 	Yes	N/A	N/A	N/A	<ul style="list-style-type: none"> Percent of reliable person-miles on the Interstate: Two-year target, 80%; Four-year target, 80% Percent of reliable person-miles traveled on the non-Interstate NHS: Two- 	<ul style="list-style-type: none"> Percent of reliable person-miles on the Interstate: Two-year target, 80%; Four-year target, 80% Percent of reliable person-miles traveled on the non-Interstate NHS: Two-

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Rule	Measure(s)	ROCOG Targets Same as MnDOT	Targets for 2016	Targets for 2017	Targets for 2018 =	Targets for 2019 =	Targets for 2020 =
	Interstate Travel Time Reliability measure)					year target, N/A; Four-year target, 75%	year target, N/A; Four-year target, 75%
Freight movement on Interstates (23 CFR 490, Subpart F)	<ul style="list-style-type: none"> Truck travel time reliability (TTTR) index (freight reliability measure) 	Yes	N/A	N/A	N/A	<ul style="list-style-type: none"> Truck travel time reliability index: Two-year target, 1.5; Four-year target, 1.5 	<ul style="list-style-type: none"> Truck travel time reliability index: Two-year target, 1.5; Four-year target, 1.5
Transit Safety (49 CFR 625.43)	<ul style="list-style-type: none"> Equipment: (non-revenue) service vehicles – percentage of vehicles that have either met or exceed 	Unsure until MnDOT issues targets or Roch RPT	N/A	N/A	N/A	<ul style="list-style-type: none"> Equipment: (non-revenue) service vehicles: N/A Rolling Stock: N/A 	<ul style="list-style-type: none"> Equipment: (non-revenue) service vehicles: N/A Rolling Stock: N/A

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Rule	Measure(s)	ROCOG Targets Same as MnDOT	Targets for 2016	Targets for 2017	Targets for 2018 =	Targets for 2019 =	Targets for 2020 =
	<p>their useful life benchmark</p> <ul style="list-style-type: none"> • Rolling stock – percentage of vehicles within a particular asset class that have either met or exceed their useful life benchmark • Infrastructure : rail fixed-guideway track, signals and systems – percentage of track segments 	issues targets				<ul style="list-style-type: none"> • Infrastructure: N/A • Facilities: N/A 	<ul style="list-style-type: none"> • Infrastructure: N/A • Facilities: N/A

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Rule	Measure(s)	ROCOG Targets Same as MnDOT	Targets for 2016	Targets for 2017	Targets for 2018 =	Targets for 2019 =	Targets for 2020 =
	with performance restrictions <ul style="list-style-type: none"> • Facilities – percentage of facilities within as asset class, rated below condition 3 on the TERM scale 						

Financial constraint

(To be inserted into 2040 LRTP Chapt 15)

This amendment adds the Rochester Rapid Transit project to the fiscally constrained ROCOG 2040 Long Range Transportation Plan without removing a project of similar cost. The information in the following sections demonstrates that the plan remains fiscally constrained with the addition of this project since capital and operating costs will be funded by new revenues not currently reflected in the 2040 Plan.

Impact to the Plan / Transportation Finance

Capital and Operating Cost Estimate

At this time, it is expected the total capital investment supporting implementation of the Rochester Rapid Transit project would be approximately \$203 million in year of expenditure dollars, placing it in range for the Small Starts program as a corridor-based bus project. The City of Rochester currently estimates that 49 percent of the project cost would be requested through the Small Starts program.

The annual cost of operating and maintaining the BRT is anticipated to be \$4.04 million in Year 1, with an hourly operating cost per revenue hour of \$118.37 and 34,140 annual revenue hours of service expected to be provided.

The Rochester Downtown Bus Rapid Transit (BRT) project impacts the current capital and operations cost and revenue elements of the Transit Financial Assessment found in Chapter 15 of the ROCOG Long Range Transportation Plan. The following sections outline the cost and revenue assumptions associated with the proposed Downtown Rapid Transit.

The project fits within the fiscal constraint of the Plan by adding additional capital revenues that were not previously identified in the plan and will rely on a mix of operating revenues similar to current Rochester fixed route operations as described below.

Downtown Rapid Transit Capital Cost Estimate

The expected total capital investment needed to support development of the Rochester Downtown Rapid Transit is currently estimated over \$200 million in year of expenditure (2025) dollars. Table 4 summarizes the major elements of the project and expected costs of each element in current year (2019) and Year of Expenditure (2024) dollars

TABLE 4: ROCHESTER RAPID TRANSIT MAJOR CAPITAL COST COMPONENTS

Project Element	Base Year (2019)	Contingency Amount	Professional Services	Total Base Cost	YOE (2024) Cost
Vehicles / Electric Bus / 60' Articulated	\$16,800,000	\$1,600,000	\$100,000	\$18,500,000	\$21,000,000
BRT Guideway Development, Stations. Systems Operations Technology, etc.	\$39,400,000	5,800,000	19,700,000	\$64,900,000	\$75,100,000
2nd Street Reconstruction and Streetscape	\$5,500,000	\$800,000	\$1,900,000	\$8,200,000	\$9,700,000
Saint Marys Transit Center and Subway connection	\$8,700,000	1,100,000	\$3,100,000	\$13,000,000	\$15,200,000
East Parking Structure and Transit Hub	\$28,300,000	\$2,800,000		\$24,000,000	\$27,800,000
Unallocated Contingency	<i>Unallocated Contingency reflects the risk of scoping changes to the project based on unknown situations. This category will reduce as the level of planning and engineering increases. Inclusion is an FTA requirement at this stage of the project</i>			\$29,100,000	\$34,000,000
Totals	\$98,700,000	\$12,100,000	\$34,400,000	\$174,500,000	\$203,400,000

ROCOG 2040 LRTP Reaffirmation Amendment to include Rapid Transit LPA

The Rochester Downtown Rapid Transit is expected to be funded through a mix of revenue sources including a Federal Small Starts grant and local dollars available through the Destination Medical Center (DMC) Economic Development Program established by the State of Minnesota in 2014 and implemented in a partnership between the City of Rochester, the DMC Economic Development Authority, Olmsted County and the State of Minnesota. The financing structure for the DMC Economic Development Program provides multiple new funding streams, including Olmsted County Transit Aid supported by a local ¼ cent sales tax, and State of Minnesota General Aid and Transit Aid, representing a return of state tax dollars according to a predetermined formula reflecting private investment in the DMC Economic Development District as found in the statute establishing the Destination Medical Center Economic Development Authority.

Table 5 provides the anticipated breakdown of the capital funding sources for the project, by source and relationship to the existing MPO Long Range Transportation Plan. The applicant (City of Rochester) currently estimates that 49 percent of the project cost would be requested from the FTA Capital Investment Grants (CIG) program through a Small Starts Grant. Rochester anticipates submitting a Small Starts grant application in 2020.

TABLE 5 – ROCOGER DOWNTOWN RAPID TRANSIT CAPITAL FUNDING SOURCES

Revenue Sources	Federal Funding	Local Funding	Relationship to the Existing MPO Long Plan
FTA Small Starts Grant	\$99,800,000		This would be new project- specific plan revenue.
Destination Medical Center / Olmsted County Transit Aid		\$27,200,000	Olmsted County contributes approximately \$3 million annually in Transit Aid to the DMC Economic Development Program. This is new revenue to the ROCOG Plan specific to the DMC Program.
Destination Medical Center / State of Minnesota Transit Aid		\$41,000,000	The State of Minnesota is committed to contribute up to \$70 million to the DMC Program for Transit Capital investment through a formula reflecting private investment in DMC District. This is new revenue specific to the DMC initiative.

ROCOG 2040 LRTP Reaffirmation Amendment to include Rapid Transit LPA

Revenue Sources	Federal Funding	Local Funding	Relationship to the Existing MPO Long Plan
Destination Medical Center / State of Minnesota General State Aid for Infrastructure		\$32,400,000	The State of Minnesota is committed to contribute up to \$327 million to the DMC Program for general infrastructure investment through a formula reflecting private investment in DMC District. This is new revenue specific to the DMC initiative.
Other Funds		\$3,000,000	Other funds expected to be utilized in a limited fashion include: a) Municipal State Aid Highway revenue (which is funded through a combination of state fuel taxes, motor vehicle sales tax and sales tax on automotive parts and leasing/rentals) that is distributed to counties and which will fund street improvements; b) Utility Fees such as water, sanitary sewer and stormwater management fees that will help to fund any reconstruction or replacement of those utilities as part of the project
Total Revenue	\$99,800,000	\$103,600,000	Total Investment of \$203.4 million is revenue neutral in terms of Long Range Plan as funding streams are new to the plan

Downtown Rapid Transit Capital Replacement Cost Estimate

During the 20 year time horizon of the 2040 Long Range Plan it is anticipated there will be a need for capital replacement dollars for refurbishment or replacement of certain elements of the Rochester Downtown Rapid Transit System. Table 6 summarizes the expected average lifespan of key elements of the project:

TABLE 6: ASSUMED LIFESPAN OF PROJECT ELEMENTS

CATEGORY	AVERAGE LIFESPAN ASSUMPTION
GUIDEWAY	20 YEARS
STATIONS	70 YEARS
SUPPORT FACILITIES	50 YEARS
TECHNOLOGY SYSTEMS	25 YEARS
VEHICLES (BATTERIES)	12 YEARS (BATTERY PACK REPLACED AT MIDLIFE OF VEHICLE) <i>*SEE DISCUSSION IN FOLLOWING PARAGRAPH REGARDING VEHICLE LIFE</i>

With the Rapid Transit project placed in service in 2025, capital replacement needs expected to occur are replacement of vehicles and battery packs for the electric buses used for the service. While the FTA standard service life assumption for buses is 12 years, it is assumed regular maintenance will result in a longer in-service life. Replacement of buses is assumed to begin in Year 14 of service and continue through Year 19 of service at the rate of two buses per year. Relative to the 2040 ROCOG Plan, this technically means that two years of vehicle replacement purchases (years 14 and 15) occur within the timeframe of the 2040 plan and the remaining years of bus replacement purchases (years 16 through 19) occur beyond the horizon of the plan.

The midlife replacement of batteries and other major overhaul activities is expected to begin in Year 7 and carry through Year 10 at the rate of 3 vehicles per year, with all this work falling within the horizon of the 2040 Plan.

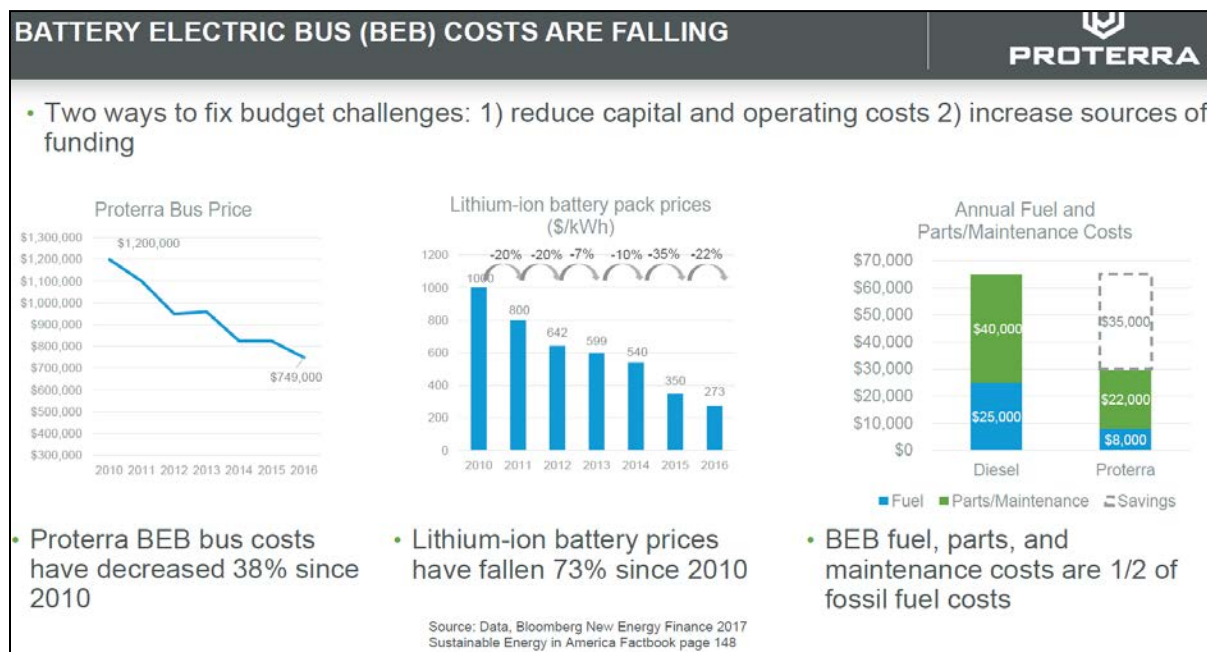
TABLE 7: CAPITAL REPLACEMENT NEEDS FOR DOWNTOWN RAPID TRANSIT

	Year	Projected Cost of 60' Electric Bus	Cost of Mid Life Overhaul	Vehicles	Total Cost of Replacement Buses
	2019	\$ 1,300,000	\$ 300,000		
First Full Year of Operation - 2025					
Battery Replace / Drivetrain Overhaul	2032	\$ 934,853	\$ 134,630	3	\$ 403,890
	2033	\$ 927,842	\$ 134,630	3	\$ 403,890
	2034	\$ 923,203	\$ 134,630	3	\$ 403,890
	2035	\$ 920,895	\$ 134,630	3	\$ 403,890
Replace Buses	2039	\$ 934,772	\$ -	2	\$ 1,869,543
	2040	\$ 944,119	\$ -	2	\$ 1,888,239
Horizon of current Long Range Plan – 2040					
Total Replacement Costs Thru 2040					\$5,373,342

Total capital replacement costs are estimated at \$5.4 million over the horizon of the current 2040 Long Range Plan. In estimating replacement needs, costs of both vehicles

and batteries are expected to continue to decline for a period of time as electric bus technology continues to evolve and mature. Recent history has shown significant reductions in technology cost as shown in Figure 3 below.

FIGURE 3: TRENDS IN BATTERY COSTS



Source:

APTA 2017 Sustainability and Multimodal Planning Workshop, Current State of Public Transit Funding Options for Electric Vehicles and Charging Systems

For purposes of estimating future vehicle costs, it was assumed the significant reduction in vehicles prices seen in the last decade are typical of newly emerging technology, but that the rate of change will slow over the next 10-12 years as the technology matures, and will eventually be offset by general inflationary cost increases of components used in the manufacturing of vehicles.

Cost figures used for estimating the mid-life overhaul needs shown in Table 7 are based on information found in the study **Sustainable Fleet Transition Plan** prepared by the Rhode Island Public Transit Authority (2017/18) which found that due to falling costs of battery technology, the cost of midlife vehicle overhauls, which include battery replacement and repair to powertrain components, are expected to drop from approximately \$306,000 currently to approximately \$134,600 by the year 2030. We have used this 2030 cost project to inform the collar estimates in Table 7.

Funding of Capital Replacement Cost

Funding for replacement buses and battery components is assumed to be a shared federal – local cost typical of the current FAST Act program, with 80% funding provided by programmatic federal funds and 20% funding provided by local funding. Federal funding for bus purchases would most likely be provided through Section 5307 or 5339 programs while local funding would be composed of tax levy and fare box collections.

Rochester Downtown Rapid Transit–System Operation Costs

System operations costs for the Rochester Downtown Rapid Transit are estimated based on assumed service characteristics which include 60 seated / 40 standing passenger vehicles running 5 minute headways during peak periods and 10 minute headways during off peak and weekends, operating 18 hours on weekdays and 15 hours on weekends and holidays at average speeds of 12 MPH in peak periods and 15 MPH off-peak. Based on these assumptions an estimated 34,150 hours of service would be provided annually.

To estimate operating costs, an evaluation of historic operating costs on Rochester Fixed Route transit service was completed to establish existing costs and historic rate of growth in operation costs. Tables 8 and 9 reports the results of this analysis, based on data from the National Transit Database.

Table 8: Analysis of Rochester Fixed Route Transit Historic Operating Costs

Year	Total Operating Cost	Passenger Miles	Vehicle Hours	Cost per Hour
2003	\$2,884,109	4,883,932	51,328	\$56.19
2004	\$3,063,304	4,532,599	60,551	\$50.59
2005	\$3,441,921	5,164,148	59,794	\$57.56
2006	\$3,523,929	5,666,540	59,975	\$58.76
2007	\$3,821,032	6,123,933	60,659	\$62.99
2008	\$4,521,036	6,344,333	62,679	\$72.13
2009	\$4,565,035	5,784,123	62,466	\$73.08
2010	\$4,933,635	5,333,876	63,380	\$77.84
2011	\$5,150,838	6,054,750	64,064	\$80.40
2012	\$6,039,279	6,131,805	63,272	\$95.45
2013	\$6,085,367	6,285,762	64,301	\$94.64
2014	\$6,339,028	5,800,058	67,991	\$93.23
2015	\$6,250,562	5,915,076	70,072	\$89.20
2016	\$6,579,810	5,936,790	69,445	\$94.75

Year	Total Operating Cost	Passenger Miles	Vehicle Hours	Cost per Hour
2017	\$7,516,562	6,624,194	82,289	\$91.34

TABLE 9: PERCENTAGE CHANGE IN FIXED ROUTE OPERATING METRICS

Year	Total Operating Cost	Passenger Miles	Vehicle Hours	Cost per Hour Current \$\$
2003-2017 % Change	160.6%	62.5%	58.8%	76.1%
<i>15 Year Annual % Change</i>	<i>4.4%</i>	<i>2.7%</i>	<i>2.6%</i>	<i>3.1%</i>
2008-2017 % Change	66.3%	27.4%	53.9%	21.9%
<i>10 Year Annual % Change</i>	<i>4.4%</i>	<i>2.4%</i>	<i>3.9%</i>	<i>2.0%</i>
2013-2017 % Change	19.0%	5.1%	21.9%	(3.6%)
<i>5 Year Annual % Change</i>	<i>4.8%</i>	<i>1.3%</i>	<i>5.5%</i>	<i>(0.9%)</i>

Table 8 indicates a base year operating costs of \$91.34 per vehicle revenue hour in 2017 and Table 9 indicates that over the short term (2013-2017) there has been an annual decrease in operating costs of just under 1% per year (0.9% in lower right cell of Table 9). However, when the analysis period is lengthened to 10 or 15 year interval costs have increased on an annual basis. To provide a conservative estimate of future operating costs an average increase in operating costs of 1.5% annually is used, representing an average of the three time periods (5-10-15 years) analyzed in Table 9.

Based on an evaluation conducted as part of Rochester's preparation of a Small Starts Program Entry Letter submitted in 2019 it was also determined that hourly operating costs for a high quality Bus Rapid Service will reflect a 15% premium over standard fixed route bus service, which is also built into the operating cost estimate.

Table 10 summarizes the estimated operating costs for selected years for the Rochester Downtown Rapid Transit over the horizon of the current Long Range Plan. In Year One estimated costs are \$4.04 million, rising to \$5.05 million by the year 2040 based on the assumptions summarized above, with a total 2025-2040 cost of \$72.46 million.

Table 10: Estimating Downtown Rapid Transit Annual Operating Costs

	Hourly Vehicle Operating Cost Standard Fixed Route	Hourly Vehicle Operating Cost Premium BRT Service	Annual Operating Costs (Assumes 34,150 Hours of Service)
Base Year 2017	\$91.34	\$105.04	
YOE 2025	\$102.89	\$118.33	\$4,041,000
2030	\$110.85	\$127.47	\$4,353,000
2035	\$119.41	\$137.32	\$4,690,000
2040	\$128.64	\$147.94	\$5,052,000

Funding Rochester Downtown Rapid Transit Operating Costs

Funding for The Rochester Downtown Rapid Transit will be through a mix of existing and new revenues as shown in Table 11. Expected revenues by source are shown in the 3rd column of the table for Year 1 of full operation (2025) and Year 15 of operation (2040), along with the total expected funding needed for the 15 years of operation coincident with the horizon of the 2040 Long Range plan.

Table 11: Rochester Downtown Rapid Transit Operating Revenue

Revenue Source	% Share of Operating Cost Funded	Revenue by Source	Relationship to the Existing Plan
Fare and/or Employer Contribution	25%	Year 1: \$1,010,250 Year 15: \$1,263,000 15 Year Total \$18,115,500	New Revenue from users of System;
Reallocation of Existing Operating Funds for Route Changes	25%	Year 1: \$1,010,250 Year 15: \$1,263,000 15 Year Total \$18,115,000	The BRT is anticipated to reduce or eliminate the need for three existing routes, ridership of which will shift to

			Rapid Transit route along with fare revenue
State of Minnesota Transit Operating	40	Year 1: \$1,616,400 Year 15: \$2,020,800 15 Year Total \$28,984,800	Assumes current State commitment to partnership for funding transit service is maintained at current level
Federal	2.5%	Year 1: \$101,025 Year 15: \$126,300 15 Year Total \$1,811,550	A share of annual 5307 funds set-aside for capital expense to fund BRT operations
City	2.5%	Year 1: \$101,025 Year 15: \$126,300 15 Year Total \$1,811,550	New city contribution to fund a partnership share of BRT service (supports non-commuter demand)
Advertising	5%	Year 1: \$202,050 Year 15: \$252,600 15 Year Total \$3,623,100	NEW sale of advertising on vehicles and/or at stations to support service
Total		Year 1: \$4,041,000 Year 15: \$5,052,000 15 Year Total \$72,462,000	

Existing Transit Service

Currently, RPT operates 25 local, limited-stop, and express transit routes in the corridor, with a cumulative weekday average of about 12,975 boardings. Limited stop routes provide a faster option and wider stop spacing than local service in high-demand corridors. Express routes are typically longer routes designed for peak-direction commuter travel. These routes, as well as existing private transportation options serving the corridor, are summarized in Tables 1 and 2 in Appendix A. The City intends to start the process of adjusting existing fixed-route service in the Project Development phase for the BRT. A complete RPT System review and rework will be conducted as part of the next Transit Development Plan anticipated to begin by 2022.

Public involvement

(To be inserted into 2040 LRTP Chapt 1)

- a. Discuss the public involvement process (to be) used.** (Note: this text was revised on May 14 after a ROCOG notification on May 13 of new developments on a Phased Approach to implementing the LPA as approved by the Rochester City Council on May 4, 2020).

The public involvement process involved the following:

- A public comment period on this amendment was in place from March 23 to May 27, 2020.
- An open house originally planned at the ROCOG/County Planning offices for April 14 from 4:30pm to 6:30pm was waived by ROCOG due to very low public response rate on this amendment noticing over many weeks and the impact of the COVID-19 pandemic on in-person public meetings.
- An original statement (and continuation throughout the public comment period regardless of the COVID-19 pandemic) was maintained of a commitment to 100% staff response to public inquiries, comments, and questions.
- The draft amendment was posted on the ROCOG web site, with a link provided on the ROCOG Facebook page, via email blasts, media notices, etc as listed in the ROCOG Public Involvement Policy (PIP).
- ROCOG conducted a public hearing prior to acting on the amendment at the May 27, 2020 noon ROCOG meeting held via Skype. A variety of additional public noticing was done prior to this meeting as the decision was made by ROCOG to using Skype for the meeting.
- Notice was also made prior to, and during the public comment period that: Per ROCOG PIP policy, at the time of the May 27 meeting to adopt the amendment, ROCOG may decide, upon receiving comments prior to and/or during the hearing, to provide additional public comment time by extending the public comment period another 15 to 30 days and move the amendment adoption out to a later meeting date. If this were to occur this information would be delivered to the public using all of the same engagement methods used previously.

- b. Identify the dates the amendment was available for public comment.**

March 23 to May 27, 2020

- c. Discuss any public comments received.**

A commenter's questions:

p. 6—It says the proposed “transit center will be constructed on the north side of 2d Street”. I didn't think the last plan had it right on 2nd St. but rather a little farther north. If it is on 2nd Street, what is it replacing?

p. 8—under Guideway section it says it will sometimes run in BAT lanes. I assume the bike lanes will remain on 2nd St. SW on the west side of Hwy. 52. Is that correct and if so, how exactly will that look?

Response to Commenter:

Thank you for your interest in Downtown Rochester Rapid Transit. The following information contains answers to your questions.

West Transit Village – 2nd Street Park and Ride

The West Transit Village is the west termini of the rapid transit system. The Village will be located on land currently owned by the Mayo Clinic and is the existing Mayo West employee parking lot located near Cascade Lake. The City has been working with Mayo officials for 6 months to reach agreement on the basic concept for the site. The site will include housing, retail, and the transit station in addition to 2,500 or more parking spaces. You can view these concepts at <https://storymaps.arcgis.com/collections/8e8b7e97cabb4745adce49581f45c414>.

Business Access & Transit (BAT) Lanes

BAT Lanes, or designated transit lanes that allow right hand turns into neighboring businesses, are currently proposed on much of the rapid transit project corridor. One corridor in which BAT lanes are not currently proposed is along 2nd Street west of 23rd Avenue. This is due to the existing bicycle lane and only one vehicle travel lane. In April of 2020, the City of Rochester began the process of completing engineering and environmental work related to the rapid transit project. As part of this work, a complete traffic impact study, including recommendations on mitigating factors, will be completed.

One of the elements that will ensure rapid transit as a high-amenity service is the frequency in which vehicles will visit stations. During peak rush times, before and after work, a rapid transit vehicle is anticipated to stop at a station every 5 to 10 minutes. In order to achieve this level of service, vehicles will need the advantage of traffic signal priority systems and uncongested travel lanes in the form of dedicated or transit-only lanes. The system's service requirements will be included in the traffic study and will determine if changes are necessary. Potential changes may consist of modifications to

the frequencies of the Rapid Transit service or other roadway system changes, such as additional traffic signals.

If you should have any additional questions, please reach out to me directly or at rapidtransit@rochestermn.gov. More information on High Amenity Downtown Rapid Transit can be found on the project website at <https://www.rochestermn.gov/departments/administration/downtown-rochester-high-amenity-circulator-rapid-transit-route>

Thank you



Jarrett Hubbard

Project Manager, Administration

Resolution (1st attachment)

Additional Attachments:

Memo on Phased Approach to Implementation of the LPA

Letter from the City of Rochester

Appendix A: Existing Transit and Transportation Services

Table 1: Rochester Public Transit Service in the 2nd Street / Broadway Avenue Corridor

Route	Route Type and Service Area	AM Peak Frequency	PM Peak Frequency	Average Daily Ridership
1D	Express (weekdays only): 2 nd St SW, Highway 52, 37 th St NW, N. Broadway Ave	30 minutes	15-30 minutes	420
1N	Express (weeknights only): 2 nd St SW, Highway 52, 37 th St NW, N. Broadway Ave	-	30 minutes	52
2	Local (weekdays only): S. Broadway Ave, 14 th St NE, 19 th Ave NE, E Center St	30 minutes	30 minutes	218
3	Local (weekdays only): 2 nd St SW, 4 th St SE, Rochester Community and Technical College	30 minutes	30 minutes	256
3D	Express (weekdays only): 2 nd St SW, 4 th St SE, College Dr SE, Highway 14, 12 th St SW, Highway 52	20 minutes	20 minutes	-
4A	Peak-only local (weekdays only): 2 nd St SE, 3 rd Ave SE, 6 th St SE, Hwy 14 SE	30 minutes	30 minutes	147
4B	Peak-only local (weekdays only): 2 nd St SE, Broadway Ave, 12 th St SE, Hwy 14 SE, Marion Rd SE	30 minutes	30 minutes	100
4D	Express (weekdays only): 2 nd St SW, 3 rd Ave SE, 12 th St SW, Highway 52	5 AM trips	4 PM trips	34
4M	Midday-only local (weekdays only): 2 nd St SW, 6 th St SE, Marion Rd SE, Hwy 14 SE	-	-	86
6A	Express (weekdays only): 2 nd St SW, Broadway Ave, 20 th St SW, Meadow Run Dr SW	30 minutes	30 minutes	288
6B	Peak-only local (peak hour weekdays only): 2 nd St SE, 3 rd Ave SE, Broadway Ave, 16 th St SW	30-45 minutes		203
6D	Express (weekdays only): 2 nd St SW,	15	15	798

Route	Route Type and Service Area	AM Peak Frequency	PM Peak Frequency	Average Daily Ridership
	Highway 52, Broadway Ave, 16 th St SW	minutes	minutes	
6M	Morning/afternoon-only local (weekdays only): 2 nd St SW, 3 rd Ave SE, Broadway Ave, St Bridget Rd SE	60 minutes	-	360
7	Local (weekdays only): 2 nd St SW, 7 th Ave SW, Frontage Rd, Salem Rd, Apache Dr	60 minutes	60 minutes	100
7A	Local (weekdays only): 2 nd St SW, 7 th Ave SW, 16 th St SW, Broadway Ave	60 minutes	60 minutes	137
7N	Limited (weeknights only): 2 nd St SW, 3 rd Ave SE, S Broadway Ave, 12 th St SW, 14 th Ave SW	-	30 minutes	72
8	Limited stop (weekdays only): 2 nd St SW, Country Club neighborhood	60 minutes	30 minutes	466
9	Local (weekdays only): 2 nd St SW, 19 th St NW, Valley High Dr, 11 th Ave NW	30 minutes	30 minutes	386
10	Local (weekdays only): 2 nd St SW, 11 th Ave NW, Elton Hills Dr, 18 th Ave NW, 41 st St NW	60 minutes	10-30 minutes	322
11	Local (weekdays only): 2 nd St SW, 8 th Ave NW, Elton Hills Dr, 48 th St NW, 41 st St NW	30 minutes	30 minutes	317
12	Limited stop (weekdays only): 2 nd St SW, E Frontage Rd, 55 th St NW	30 minutes	30-60 minutes	170
12M	Morning/afternoon-only limited stop (weekdays only): 2 nd St SW, E Frontage Rd, 55 th St NW, 31 st Ave NW	20 minutes	-	248
12N	Local (weeknights only): 2 nd St SW, 14 th St NW, 18 th Ave NW, 55 th St NW	-	30 minutes	81
14	Local (weekdays only): 2 nd St SW, Broadway Ave, 40 th St SW, 18 th Ave SW, Salem Rd SW	30-60 minutes	60 minutes	78
15D	Express (weekdays only): 2 nd St SW, Broadway Ave, 40 th St SW, Highway 52	20 minutes	20 minutes	320

Route	Route Type and Service Area	AM Peak Frequency	PM Peak Frequency	Average Daily Ridership
16	Local (weekdays only): 2 nd St SW, 4 th St SE, 11 th Ave NE, Vista Rd	35-60 minutes	30-60 minutes	122
17	Local (weekdays only): 2 nd St SW, 3 rd Ave SE, Highway 14, 50 th Ave SE, Marion Rd	30 minutes	60 minutes	65
18	Local (weekdays only): 2 nd St SW, 7 th St NW, Valleyhigh Dr, 41 st St NW	20-90 minutes	30-75 minutes	30
18D	Express (weekdays only): 2 nd St SW, 41 st St NW, IBM	5-25 minutes	2-30 minutes	1,352
19	Limited stop (weekdays only): 2 nd St SW, 55 th St NW, OMC NW Clinic	30 minutes	30 minutes	272

Table 2: Transportation Services in the 2nd Street / Broadway Avenue Corridor

Route	Provider	Service Area	Peak Frequency
West Shuttle	Mayo Clinic	Mayo South to West Lot	30 minutes
Northwest Shuttle – Red	Mayo Clinic	Mayo Support Center, Superior Drive Support Center, Mayo Clinic South, NW Clinic	40 minutes
Northwest Shuttle – Gray	Mayo Clinic	Mayo Support Center, Superior Drive Support Center, Mayo Clinic South, Northwest Clinic	40 minutes
Mayo East Lot to St. Marys (morning / midday)	Mayo Clinic	Mayo East Lot (Generose Employee Ramp) to St. Marys	7-15 minutes
Mayo East Lot to St. Marys (evening)	Mayo Clinic	St. Marys to Mayo East Lot (Generose Employee Ramp)	7-15 minutes
Mayo East Lot to Guggenheim (morning)	Mayo Clinic	Mayo East Lot to Guggenheim	7-15 minutes

Route	Provider	Service Area	Peak Frequency
West Lot to Guggenheim (morning)	Mayo Clinic	Mayo West Lot to Guggenheim	5-15 minutes
Guggenheim to West Lot (evening)	Mayo Clinic	Guggenheim to Mayo West Lot	5-15 minutes
Several	Rochester City Lines	31 weekday routes with 3-5 daily trips from the Twin Cities and southeast Minnesota communities to St. Marys and downtown Rochester	15-60 minutes
Bloomington to Rochester Airport	Rochester Shuttle Service	Kahler Grand Hotel; Mall of America, MSP Airport, RST Airport	60 minutes
Walmart to Downtown	Walmart Shuttle	2 nd St NW; 55 th St NW Walmart (service only provided Monday through Wednesday, Friday, and Saturday)	65 minutes

Resolution No. 2020-08



A RESOLUTION Amending the 2040 Long Range Transportation Plan Re-Affirmation to Include the Rochester Rapid Transit Locally Preferred Alternative (LPA)

WHEREAS, the U.S. Department of Transportation requires the periodic development of a Long Range Transportation Plan (LRTP) [alternately called: Metropolitan Transportation Plan (MTP)] by each Metropolitan Planning Organization, and in Olmsted County the MPO is the Rochester-Olmsted Council of Governments (ROCOG); and

WHEREAS, the currently-valid Long Range Plan is the 2040 Long Range Transportation Plan Re-Affirmation; and

WHEREAS, ROCOG wishes to amend the 2040 Long Range Transportation Plan Re-Affirmation to include the Rochester Rapid Transit Locally Approved Alternative (LPA), and soon hereafter will have modifications done for affected chapters of the Plan: Chapters 1 (Introduction and Plan Development), 8 (Transit), and 15 (Financial Assessment) ; and

WHEREAS, On May 4, 2020 the City of Rochester (project sponsor for the Rapid Transit project) approved a phased approach to begin implementing the Rapid Transit LPA and approved a Phase I Rapid Transit project for inclusion in an application for the Federal Transit Administration's Small Starts program;

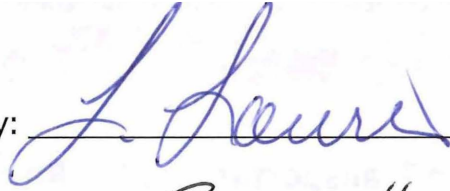
WHEREAS, A public comment period on the LPA amendment in excess of 45 days has been in effect, and during this time period the new information from the City of Rochester regarding the approval of the phased approach has been made available to the public by ROCOG, and a public hearing will occur during the May 27, 2020 ROCOG meeting.


WHEREAS, Several exhibits are attached as listed in this resolution.

NOW, THEREFORE, BE IT RESOLVED, that the Rochester-Olmsted Council of Governments approves amending the 2040 Long Range Transportation Plan Re-Affirmation to include the Rochester Rapid Transit Locally Preferred Alternative as described in Exhibit One.

Upon motion by Mr. Brown, seconded by Ms. Mustafa, this 27th day of May 2020.

ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS

By:  Chairman

ATTEST: 

Dated: 5/27/2020

*Attachments removed as are shown elsewhere
in this document.*



Memo

Date: May 14, 2020

Prepared by: ROCOG Staff

Subject: Phased Approach to Implementing the **Rochester Rapid Transit Locally Preferred Alternative (LPA)**

Contact: Dave Pesch, 328-7135 pesch.dave@CO.OLMSTED.MN.US

NOTE: This memo provides new information on action taken by the Rochester City Council on May 4, 2020 regarding implementation of the Locally Preferred Alternative (LPA) of the Rochester Rapid Transit system in a phased manner with the initial phase described briefly herein. This Phase I will be the focus of an application to the Federal Transit Administration Small Starts program in September of 2020.

Background

In March 2020 ROCOG initiated a process intended to result in an amendment of the 2040 Long Range Transportation Plan Reaffirmation (LRTP) to include the Rochester Rapid Transit project Locally Preferred Alternative (LPA) (at the time it was called the Rochester Downtown Circulator project). An initial 30 day public comment period with a date for an open house to be determined was set. With the outbreak of the COVID 19 pandemic two ROCOG meetings needed to be cancelled, in both March and April. By May it was clear that a future virtual open house on this project would be difficult to achieve given the time frame and technology available at the time. More importantly, on May 4 the Rochester City Council voted to revise the approach to implementing the Rapid Transit project to use phases, with a Phase I identified to be developed into the first application for FTA Small Starts funding in September of 2020. Since the Phase I was implementing part of the Locally Preferred Alternative, ROCOG was advised by federal agencies that a continuation of the public input process on amending the 2040

Phased Approach to Implementing the Rapid Transit LPA

L RTP could continue with a notification to the public of the new information obtained from the City of Rochester.

Phase I of Phased Implementation Approach

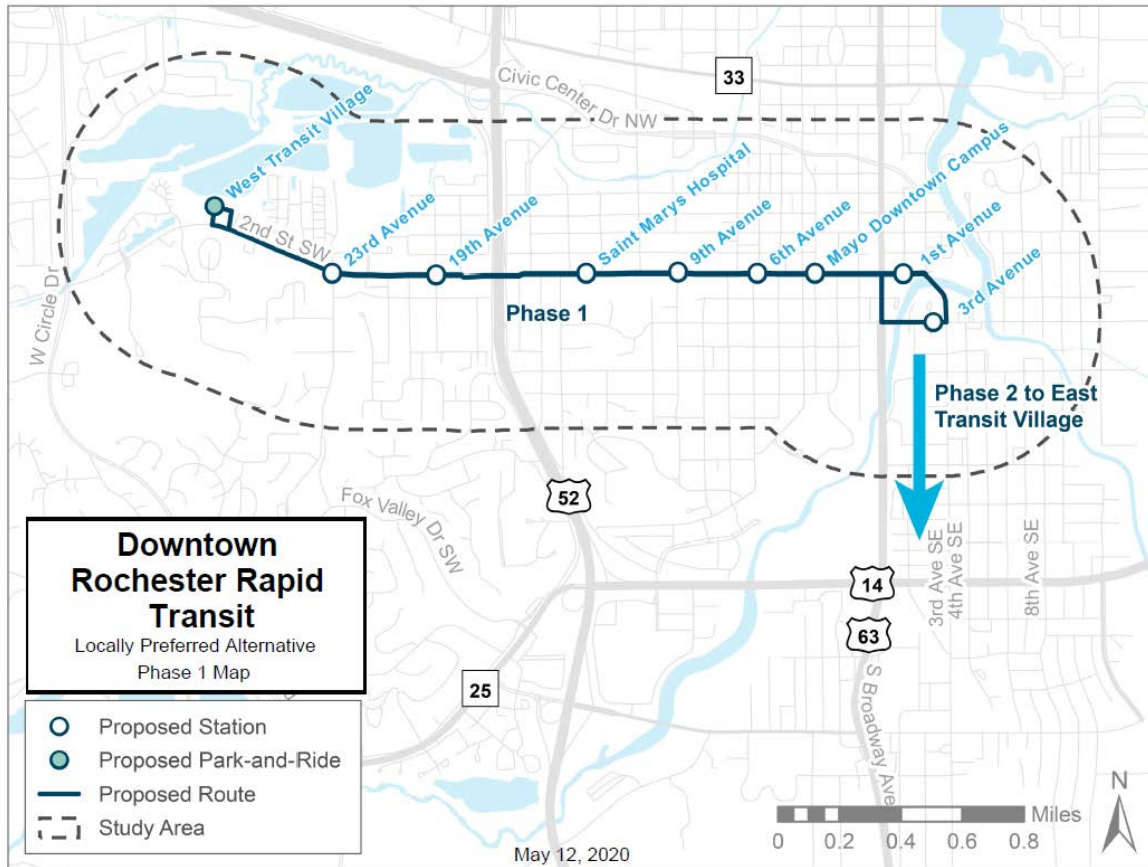
As approved at the May 4, 2020 City Council meeting, the City of Rochester intends to phase the development of the Rapid Transit system. The first phase will be bus rapid transit (BRT) on 2nd Street between the West Transit Village located on Mayo Clinic's West Lot and the Mayo Civic Center with a short loop south on 3rd Avenue, and west on 4th Street to serve Rochester City Hall and Olmsted County Government Center. (See the Rapid Transit Phase I map in Figure 1).

The second phase of the locally preferred alternative would extend the rapid transit system south to the East Transit Village at the Seneca Foods site. This second phase, yet uncertain as to details which would become available after later study, would further implement the Locally Preferred Alternative, also shown in this document as Figure 3.

Phasing the project in this manner permits the City to continue to refine the project and engage the public on such issues as designated transit-only lanes on Broadway Avenue, exploring additional routing options such as the current freight railroad corridor to the Seneca property, and to further explore land use alternatives for the East Transit Village. As part of the Council approval, it was the recommendation that the City continue with an FTA Capital Investment Grant funding application to the Small Starts program in September 2020.

Phased Approach to Implementing the Rapid Transit LPA

FIGURE 1: PHASE I



The overall costs and ridership for the Phase I project are shown in Figure 2. They were prepared as part of the information that went to the Rochester City Council on May 4.

FIGURE 2: PHASE I STATISTICS

TOTAL CAPITAL COST	\$107,400,000
ANNUAL OPERATING & MAINT COSTS (BRT SERVICE ONLY)	\$2,940,274
TOTAL DAILY RIDERSHIP ESTIMATES (OPENING YEAR)	9,925

Base Information That Does Not Change

The types of information that are contained in the larger amendment memo supporting the amendment of the 2040 LRTP to include the Rapid Transit LPA are not changing by the project sponsors in taking a phased project implementation approach. The types of information are briefly listed here.

Purpose of the Project

The purpose of the project remains to provide high quality downtown public transportation service for residents, commuters, businesses, patients, students, and visitors that will support the City of Rochester and Destination Medical Center (DMC) district transportation, economic development, and livability goals and substantially increase public transportation use downtown.

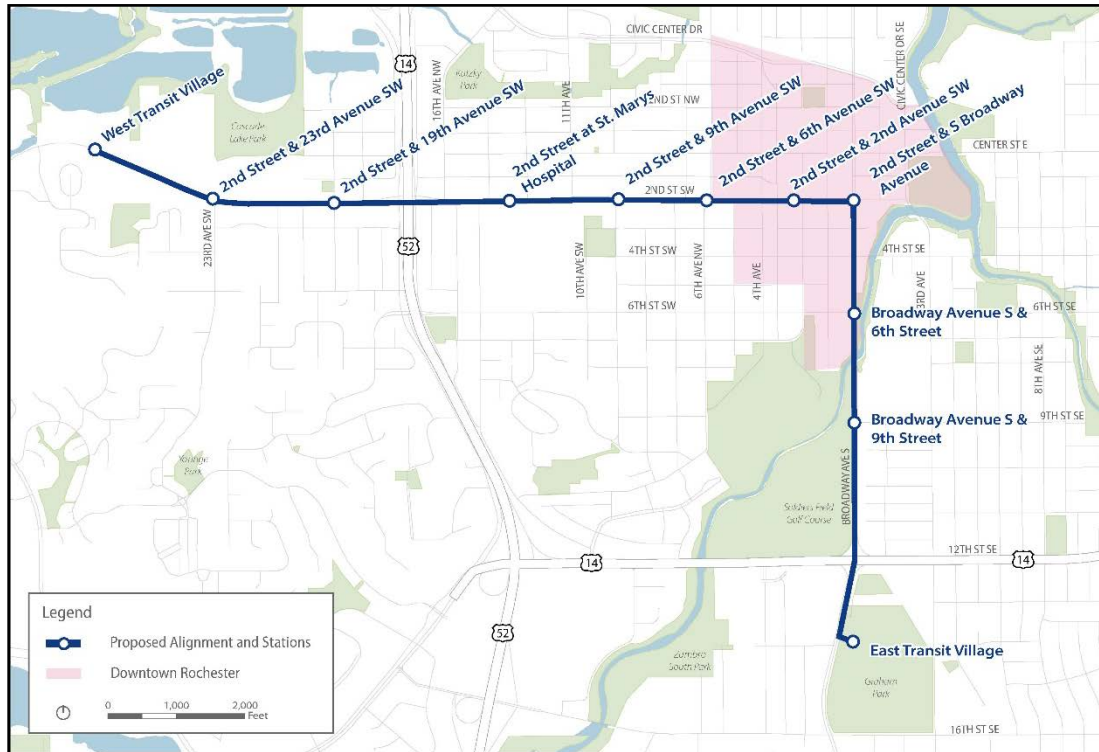
Need for the Project

Downtown Rochester is expected to grow dramatically; employment is expected to grow by approximately 65 percent and population by 30 percent over the next 20 years. Both the City of Rochester's *Downtown Master Plan* and the *DMC Development Plan* identify a major increase in transit mode share to accommodate this growth and state a goal of carrying 23 to 30 percent of all commuters on transit. As a result, transit ridership on both the local and regional transit systems is expected to nearly double, requiring more transit capacity.

The Description of the full Locally Preferred Alternative

The locally preferred alternative (LPA) remains unchanged and will be shown in both the ROCOG current 2040 Plan as amended, and the 2045 Plan Update. The alignment and terminus options are shown in Figure 3 below.

FIGURE 3: LOCALLY PREFERRED ALTERNATIVE AND PROJECT CORRIDOR



LPA Amendment Effect on Overall Performance Management.

The overall status of performance planning remains in conformance with the FAST Act of 2015. ROCOG expects that once a downtown BRT system is in operation some of the performance measures will be affected positively:

Safety (23 CFR 490, Subpart B) may be affected due to mode shifts from auto trips to transit trips. This can lower some of the performance reporting in the downtown Rochester subarea such as number of auto fatalities, serious injuries caused from auto crashes.

Transit asset management (49 CFR 625) likely will remain neutral as the Rochester Public Transit system is already meeting their asset management goals with capital and will continue to do so with capital needed to operate and maintain the downtown BRT.

Transit Safety (49 CFR 625.43) as of the time of the preparation of this amendment, ROCOG has not identified targets for this category to adopt. In

Phased Approach to Implementing the Rapid Transit LPA

general, over time transit safety could be affected with the addition of additional RTP vehicles in service for the BRT.

Financial constraint

Fiscal constraint is not affected by a phased approach in implementing the LPA. The same fiscal sources of funding will be used for Phase I as will eventually be used for fully developing the LPA. Phase I will be funded through a mix of revenue sources including an FTA Small Starts grant and local dollars available through the Destination Medical Center (DMC) Economic Development Program established by the State of Minnesota in 2014 and implemented in a partnership between the City of Rochester, the DMC Economic Development Authority, Olmsted County and the State of Minnesota.

Public involvement (note: this section can become final only after the Public Hearing on May 27, 2020 at the noon meeting of ROCOG and subsequent information is available)

The public involvement process (to be) used.

The public involvement process will involve the following:

- A public comment period on this amendment is in place from March 23 to May 27, 2020.
- A 100% staff response method to public inquiries will be in place during the public comment time period.
- The draft LPA amendment will be posted on the ROCOG web site, with the link provided on the ROCOG Facebook page, via email blasts, media notices, etc as listed in the ROCOG Public Involvement Policy (PIP).
- This current memo also will be posted on the ROCOG web site as of May 14, with the link provided on the ROCOG Facebook page, via email blasts, media notices, etc as listed in the ROCOG Public Involvement Policy (PIP).
- ROCOG will conduct a public hearing prior to acting on the amendment at the May 27, 2020 noon ROCOG meeting held at 2122 Campus Dr SE conference room A in Rochester. (This meeting may be held virtually via Skype or other internal meeting service due to the Corona virus pandemic)
- Per ROCOG PIP policy, at the time of the May 27 meeting to adopt the amendment, ROCOG may decide, upon receiving comments prior to and/or during the hearing, to provide additional public comment time by extending the public comment period another 15 to 30 days and move the amendment adoption out to a later meeting date. If this were to occur this information would

be delivered to the public using all of the same engagement methods used previously.

The dates the amendment is available for public comment.

March 23 to May 27, 2020

Public comments received.

TBD

ROCOG Resolution

Note that the resolution to be sent to ROCOG at the May 27, 2020 meeting to be used to approve the amendment to the 2040 Plan to include the Rapid Transit LPA will include language referring to the recently approved phased implementation approach by the project sponsor: the City of Rochester.



ROCHESTER

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May 12, 2020

Mr. Lenny Laures, Chair
Rochester-Olmsted Council of Governments
2122 Campus Drive SE
Rochester, MN 55904

Subject: Rochester Rapid Transit Update
Amendment to 2040 ROCOG Long-Range Transportation Plan for Rapid Transit Locally Preferred Alternative (LPA)

Dear Mr. Laures and ROCOG Members:

The City of Rochester appreciates the Council of Governments' movement toward adoption on the Amendment to the Long-Range Transportation Plan for the Locally Preferred Alternative (LPA) of the future Downtown Rochester Rapid Transit (RT) system. COVID-19 has prompted all public entities to conduct operations and engage with constituents in alternate ways.

Given ROCOG's engagement efforts and the extension of the open comment period to 65 days, we respectfully ask that the Council continue the schedule previously outlined at the February 26, 2020 meeting (attached for reference). The schedule was later revised to show action for the Amendment at the May 27, 2020 meeting. This includes the approval of the waiver for ROCOG provisions for an open house. In addition, the City of Rochester supports the adoption of the LPA in the updated 2045 Long-Range Transportation Plan in September 2020.

As approved at the May 4, 2020 City Council meeting, the City of Rochester intends to phase the Rapid Transit system. The first phase will be bus rapid transit on 2nd Street between the West Transit Village located on Mayo Clinic's West Lot and the Mayo Civic Center with a short loop south on 3rd Avenue, and west on 4th Street to serve Rochester City Hall and Olmsted County Government Center. The second phase of the locally preferred alternative would extend the rapid transit system south to the East Transit Village at the Seneca Foods site. Please see the rapid transit locally preferred alternative map attachment.

Phasing the project in this manner permits the City to continue to refine the project and engage the public on such issues as designated transit-only lanes on Broadway Avenue, explore additional routing options such as the current freight railroad corridor to the Seneca property, and to further explore land

use alternatives for the East Transit Village. As part of the Council approval, it was the recommendation that the City continue with an FTA Capital Investment Grant funding application to the Small Starts program in September 2020. Additionally, the phased system is recommended for inclusion in ROCOG's upcoming Long-Range Transportation Plan.

The City has communicated the move to a phased system with the FTA. The FTA does have an internal recommendation that all projects should proceed forward with all public engagement efforts moved to virtual or remote sessions. This approach is similar to the City of Rochester's recent public engagement in the month of April for the New Rapid Transit for A Growing and Equitable Rochester transit-oriented development planning effort.

If you have any questions about the project, please contact Jarrett Hubbard at jhubbard@rochestermn.gov or (507) 328-2022. We appreciate the partnership, time, and consideration.

Sincerely,

A handwritten signature in black ink that reads "Aaron Parrish". The signature is written in a cursive, flowing style.

Aaron Parrish
Deputy City Administrator

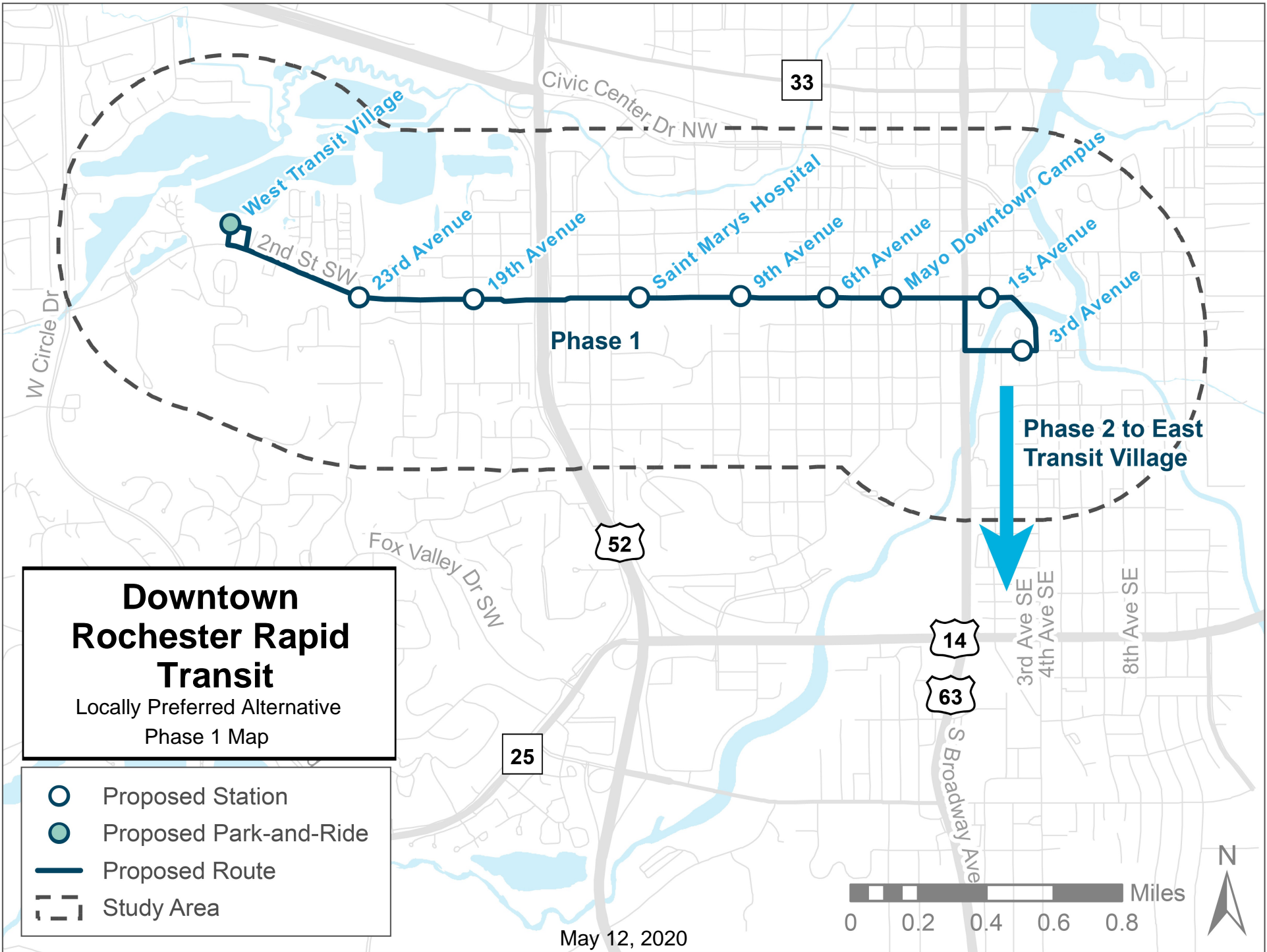
Attachments: Amendment to 2040 Plan for Circulator Schedule, Feb 26, 2020
Rapid transit locally preferred alternative phase 1 map

cc: Jarrett Hubbard, City of Rochester





Memo: Amend 2040 Plan for Circulator Feb 26, 2020

Overall, the intent is to have an approved amendment completed in the Spring or early Summer at the very latest, well in advance of the FTA application to be submitted by the City of Rochester and DMC in early September 2020.

Line #	ROCOG Mtgs	Development of ROCOG 2040 Plan Amendment to include Downtown Circulator LPA	ROCOG Action	Months
1	ROCOG Mtg 1	Amendment development process discussed with ROCOG (January 22)	Info	January
2	Staff	Develop draft amendment by ROCOG and City of Rochester staff.		January - February
3	ROCOG Mtg 2	ROCOG permits staff to set public input time period and date for open house and public hearing.	Motion	February 26, 2020
4	Staff	Draft amendment sent to MnDOT and FTA – FHWA for review prior to ROCOG consideration.		February - March
5	Staff	Possible changes made to amendment as needed after MnDOT and FTA – FHWA review. <i>(Assume no 2nd review by MnDOT, FTA, FHWA).</i>		March
6	Staff	Amendment released to public with notice of open house and hearing dates, along with other public input steps. (Probably just prior to March ROCOG meeting in order to ensure 30 days between posting and April meeting date).		March
7	ROCOG Mtg 3	Draft Amendment reviewed by ROCOG.	Info	March 25, 2020
8	ROCOG Mtg 4	ROCOG Hearing and action to approve amendment	Hearing, Resolution	April 22, 2020



Downtown Rochester Rapid Transit
 Locally Preferred Alternative
 Phase 1 Map

-  Proposed Station
-  Proposed Park-and-Ride
-  Proposed Route
-  Study Area

May 12, 2020

