



**2021-2024**

**T**ransportation  
**I**mprovement  
**P**rogram

September 2020

## Resolution No. 2020-10



### RESOLUTION ENDORSING THE FY 2021-2024 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**, ROCOG is the designated Metropolitan Planning Organization (MPO) for the Rochester-Olmsted metropolitan area; and

**WHEREAS**, it is the responsibility of the MPO, in conjunction with the State, to certify that the transportation planning process complies with all applicable federal laws and regulations; and

**WHEREAS**, a fiscally constrained and prioritized Transportation Improvement Program (TIP) for intermodal planning is required by the U.S. Department of Transportation (DOT) and was developed by the MPO for the Rochester-Olmsted metropolitan area; and

**WHEREAS**, the Fiscal Year 2021-2024 Transportation Improvement Program, dated September 2020, which defines the capital improvements for streets, highways, bicycle and pedestrian facilities, and transit for the local jurisdictions in the metropolitan area for a four-year period, has been approved by the Transportation Technical Committee; 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

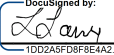
**WHEREAS**, the FY 2021-2024 Transportation Improvement Program has been given due consideration by the ROCOG Policy Board; therefore be it

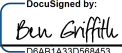
**RESOLVED**, that the Rochester-Olmsted Council of Governments approves the FY 2021-2024 Transportation Improvement Program, dated September 2020, and recommends said program be forwarded to the appropriate state and federal agencies; and be it further

**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. Keane, seconded by Mr. Wright, this 23<sup>rd</sup> day of September 2020.

ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS

By:  Chairman

ATTEST: 

Dated: 9/25/2020 | 12:18 PM CDT

Ben Griffith, AICP, Executive Director, ROCOG

## Resolution No. 2020-11



### RESOLUTION CONFIRMING THE LONG RANGE TRANSPORTATION PLAN AS BEING CURRENTLY HELD VALID

**WHEREAS**, the U.S. Department of Transportation requires that the Metropolitan Planning Organization (MPO) designated with the authority to carry out metropolitan transportation planning in a given urbanized area shall prepare a transportation plan for that area; and

**WHEREAS**, the U.S. Department of Transportation further requires that the MPO annually review this transportation plan, and confirm that it is currently held valid and consistent with current transportation and land use issues; and

**WHEREAS**, the Rochester-Olmsted Council of Governments (ROCOG) has been designated by the Governor of the State of Minnesota as the MPO for the Rochester-Olmsted metropolitan area; and

**WHEREAS**, ROCOG adopted its Short and Long Range Metropolitan Transportation Plan, *2045 LRTP*, in September 2020; and

**WHEREAS**, *2045 LRTP* includes a transportation systems management element, a short-range transportation element, and a long-range element providing for the transportation needs of the urbanized area; and


**WHEREAS**, the Transportation Technical Advisory Committee of ROCOG recommends that *2045 LRTP* be considered valid and consistent with current transportation and land use issues;

**NOW, THEREFORE, BE IT RESOLVED**, that the ROCOG Policy Board certifies that *2045 LRTP* is currently held valid and consistent with current transportation and land use considerations.

Upon motion by Mr. Keane, seconded by Wright, this 23<sup>rd</sup> day of September 2020.

ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS

By:  Chairman

ATTEST: 

Dated: 9/25/2020 | 12:18 PM CDT

Ben Griffith, AICP, Executive Director, ROCOG



September 23, 2020

## **TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT**

The Rochester-Olmsted Council of Governments (ROCOCG) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and 23 CFR Part 450;
2. In non-attainment 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;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Sections 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. 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;
8. 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;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender;

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

Full documentation of ROCOG's federal certification can be obtained by contacting ROCOG at 507-328-7100, [planningweb@co.olmsted.mn.us](mailto:planningweb@co.olmsted.mn.us), or by visiting in-person at 2122 Campus Drive SE, Suite 100, Rochester, MN 55904 during those times when the office is open to the public.

Rochester-Olmsted Council of  
Governments

DocuSigned by:  
  
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Signature

ROCOG Chair

Title

9/29/2020 | 10:16 AM CDT

Date

## **2021-2024 Transportation Improvement Program**

### Glossary

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

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

**Annual Element/Future Expenditures:** This section reports the proposed year of implementation and estimated cost for performing each staging item. The Annual Element column is most significant because activities shown in the first year of the TIP require no further project selection. Projects in the second and third year of the TIP, shown as Future Expenditures, could be subject to subsequent project selection. Project selection involves the process of identifying, prioritizing, and scheduling an improvement for implementation.

**Annual Listing:** This section identifies projects which have been programmed and funding has been obligated. The annual listing will represent 2014 projects for the 2016-2019 TIP.

**Area Transportation Improvement Program (ATIP):** The ATIP is a compilation of significant surface transportation improvements scheduled for implementation within a district of a state during the next four years. Minnesota has an ATIP for each of their Districts. ROCOG's TIP projects fall under the ATIP for MnDOT District 6. All projects listed in the TIP are required to be listed in the ATIP.

**Candidate Project:** A candidate project is one which is eligible for federal aid and an application has been submitted seeking federal aid. The project remains a candidate project until project selection for federal aid has occurred at which time the project either becomes "Programmed" or "Not Programmed."

**Classification:** This section provides the functional classification of the roadway or route as defined by ROCOG and approved by State DOT and FHWA.

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

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

**Estimated Cost and Funding:** This section reports the total estimated cost of the described project. It also lists the anticipated participation of various funding sources. These sources are defined by the following categories: federal, state, local. The estimated cost for each project includes right-of-way and construction costs.

**Facility:** This section refers to the roadway or route on which the project will be completed.

**F.A.S.T Act:** Fixing America's Surface Transportation Act was introduced on October 15, 2016 as the transportation bill to replace MAP-21. The Fixing America's Surface Transportation (FAST) Act is bipartisan, bicameral, five-year legislation to improve the

## **2021-2024 Transportation Improvement Program**

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 enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail.

**Federal Source:** This section 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 below.

<b>BR:</b>	Bridge*	<b>NHPP:</b>	National Highway Performance Program
<b>BRU:</b>	Bridge – Urban	<b>NHPPHBP:</b>	Highway Bridge Program
<b>CMAQ:</b>	Congestion Management Air Quality	<b>NHPP-IM:</b>	Interstate Maintenance
<b>FTA 5307:</b>	Urbanized Area Formula Program Funds	<b>NHPP-ITS:</b>	Intelligent Transportation Systems
<b>FTA 5308:</b>	Clean Fuels Formula Program	<b>NHPPNHS:</b>	National Highway System
<b>FTA 5310:</b>	Enhanced Mobility of Seniors and Individuals with Disabilities Program	<b>SRTS:</b>	Safe Routes to School*
<b>FTA 5311:</b>	Rural Transit Assistance Program	<b>STBGP:</b>	Surface Transportation Block Grant Program
<b>FTA 5339:</b>	Bus and Bus Facilities Program	<b>TA:</b>	Transportation Alternatives
<b>HPP:</b>	High Priority Projects Designated by Congress	<b>TCSP:</b>	Transportation & Community System Preservation Program
<b>HSIP:</b>	Highway Safety Improvement Program	<b>TE:</b>	Transportation Enhancement*
<b>IM:</b>	Interstate Maintenance		

\*SRTS and TE were combined into the TA program. Unobligated funds in these categories may be programmed until they are spent down to zero, de-obligated or expired.



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**Illustrative:** An illustrative project is 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 expeditious movement of relatively large volumes of traffic between 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 ROCOG's planning area. The member jurisdictions include the following: Minnesota Department of Transportation (MnDOT); Olmsted County; all the cities entirely within Olmsted County; and the portions of Pine Island and Chatfield that are within Olmsted County.

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

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

**Locally Funded Regionally Significant (LFRS):** LFRS projects are projects that are funded by other federal agencies and not requiring action by FHWA or FTA, or projects that are not federally funded but are of regional significance. Projects are considered to have regional significance if they occur on a collector, minor arterial or principal arterial roadway, or if they occur on any functionally classified roadway and serve any of the following:

- Intermodal facility, such as train stations, bus stations, airports, and major freight termini.
- Any major activity center such as regional shopping centers, sports complexes, or educational facilities.

**Locally Funded Project of Note:** Projects 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 are listed in the locally funded project section of this document.

**MAP-21:** Moving Ahead for Progress in the 21st Century, the previous surface transportation act that was signed into effect in July 6, 2012 and will expire September 30, 2014.

**Minor Arterials:** A road or street that provides for through traffic movements between collectors with other arterials. There is direct access to abutting property, 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.

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

**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

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design, provide controlled access to abutting land and is usually a multi-lane divided road with no provision for parking within the roadway.

**Project Description:** This section further identifies the project to be carried out on the previously stated “facility” by describing the limits and types of improvements.

**Project Location:** The project location places the project within the legal boundaries of the stated jurisdiction. In cases where the project shares land with another jurisdiction, the project location will list all of the affected governmental units. At a minimum, the jurisdiction taking the lead on the project will be shown.

**Project Number:** This is a means of labeling each project with a unique identifier for reference and for tracking the project across multiple years. This number is not related to any project number that may be assigned to a project by any other agency, and it does not reflect the order of priority in which the responsible agency has placed the project or the order of construction.

**Project Prioritization:** This is an exercise in which ROCOG and member jurisdictions evaluate candidate projects submitted for federal aid against other candidate projects within the same federal aid funding categories. ROCOG then submits the prioritized candidate projects to the state to further assist in project selection.

**Project Solicitation:** This is a request sent out to jurisdictional members 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 first year TIP projects are bid or let before the next annual TIP is developed.

**Public Involvement Policy (PIP):** An adopted RO COG 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:** A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

**Responsible Agency:** This section identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

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

**Staging:** This section depicts the latest estimate of work toward the project’s completion. The stages are Right-of-Way and Construction. Right-of-Way is the arrangement for the acquisition and purchase of land/or buildings for the construction

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of the proposed improvement. Lastly, construction includes bid letting and actual development of the proposed improvement.

**State Transportation Improvement Program (STIP):** The STIP is a compilation of significant surface transportation improvements scheduled for implementation with the state during the next four 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 City of Rochester is Rochester Public Transit (RPT).

**Transportation Improvement Program (TIP):** The TIP is a compilation of significant surface transportation improvements scheduled for implementation in the Rochester Metropolitan area during the next four years.

## **2021-2024 Transportation Improvement Program**

Preparation of this document is financed in part by the Federal Highway Administration as referenced in the ROCOG 2020 Transportation Work Program under Work Task 2214. Any questions or comments regarding the content of this document should be directed to the Rochester-Olmsted Council of Governments at 2122 Campus Drive S.E., Rochester, MN. 55904. This document can be made available in alternative formats by contacting the staff person below.

TIP contact:

Bryan Law, Principal Transportation Planner, 507-328-7112  
law.bryan@co.olmsted.mn.us

MnDOT Disclaimer:

The preparation of this report has been funding in part by the Minnesota DOT. The contents of this document reflect the views of the authors who are responsible for the facts or accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Minnesota DOT. The report does not constitute a standard, specification, or regulation.

U.S. DOT Disclaimer:

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City of Rochester Transit System

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## **SECTION 1 INTRODUCTION, PUBLIC INVOLVEMENT & ANNUAL LISTING**

The Transportation Improvement Program (TIP) is a product of the Rochester-Olmsted Council of Governments (ROCOG) transportation planning and programming process that documents a prioritized multi-year program of transportation projects proposed for implementation in the ROCOG planning area over the next 4 years. ROCOG is the officially designated Metropolitan Planning Organization (MPO) for the Rochester urban area and was formed in 1971. TIP projects are either taken directly from the current ROCOG Long Range Plan or from local projects that are in conformance with this Plan. Development of the TIP provides a process whereby local units of government, along with state and federal transportation agencies, document the short-term transportation priorities for the region.

This TIP process includes consultation with other planning organizations and stakeholders, including applicable tribes and federal land management agencies. The TIP was developed in cooperation with the Minnesota Department of Transportation and public transit operators.

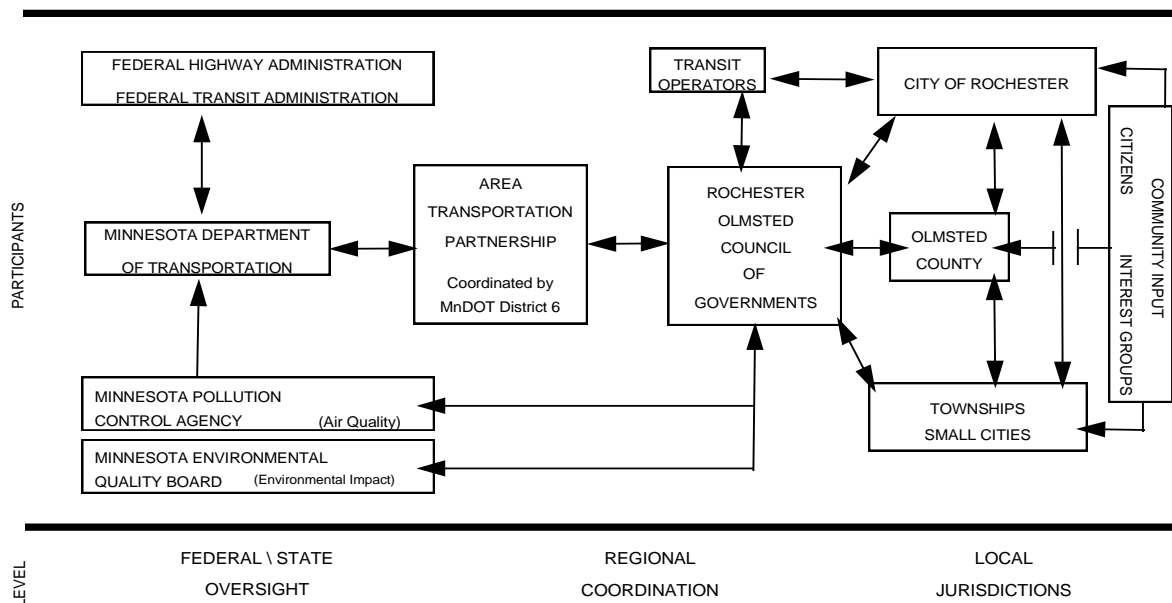
While each jurisdiction engages in this process in developing a Capital Improvements Program, transportation improvements often involve more than just a single jurisdictional funding source and, particularly in major corridors, must be considered in light of regional and even statewide concerns. This is particularly true for projects involving federal funding, since these projects typically are oriented towards corridors serving not only local traffic, but inter-regional transportation needs as well. For this reason, the Federal Highway Act, extending back to 1962, has recognized the need for inter-jurisdictional discussion and priority setting to ensure that federal transportation dollars are utilized not only in the best interests of a single jurisdiction but also in the interests of the entire region, state and nation. For this reason, subsequent National Transportation Acts require that a Metropolitan Planning Organization be organized (ROCOG in the case of Rochester) to provide coordination on an inter-jurisdictional and inter-regional level, and that both a regional Long Range Plan and an annual Transportation Improvement Program be developed which identify needs, priorities, and solutions for both long range and short term transportation improvements.

The interaction of federal, state, and local units of government to ensure that all relevant issues are considered is referred to as the 3-C Planning Process, which emphasizes that planning needs to be Comprehensive, Continuing, and Cooperative. Development of the TIP on an annual basis serves to ensure continuity from year to year and indicates that prior to the actual start of construction, coordination among jurisdictions has occurred and projects have been programmed in view of competing needs and resource limitations. For the ROCOG area, Figure 1 illustrates the partners in this process and their relationships.

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FIGURE 1

RELATIONSHIPS WITHIN STRUCTURE OF METROPOLITAN AREA PLANNING



The ROCOG planning area encompasses the entirety of Olmsted County, including parts of the border cities of Chatfield and Pine Island. Exhibit 1 depicts the extent of the area and illustrates that the primary transportation planning area includes only a subset of this region, made up of the City of Rochester and the Townships of Rochester, Marion, Cascade, and Haverhill along with that portion of High Forest Township north of Interstate 90.



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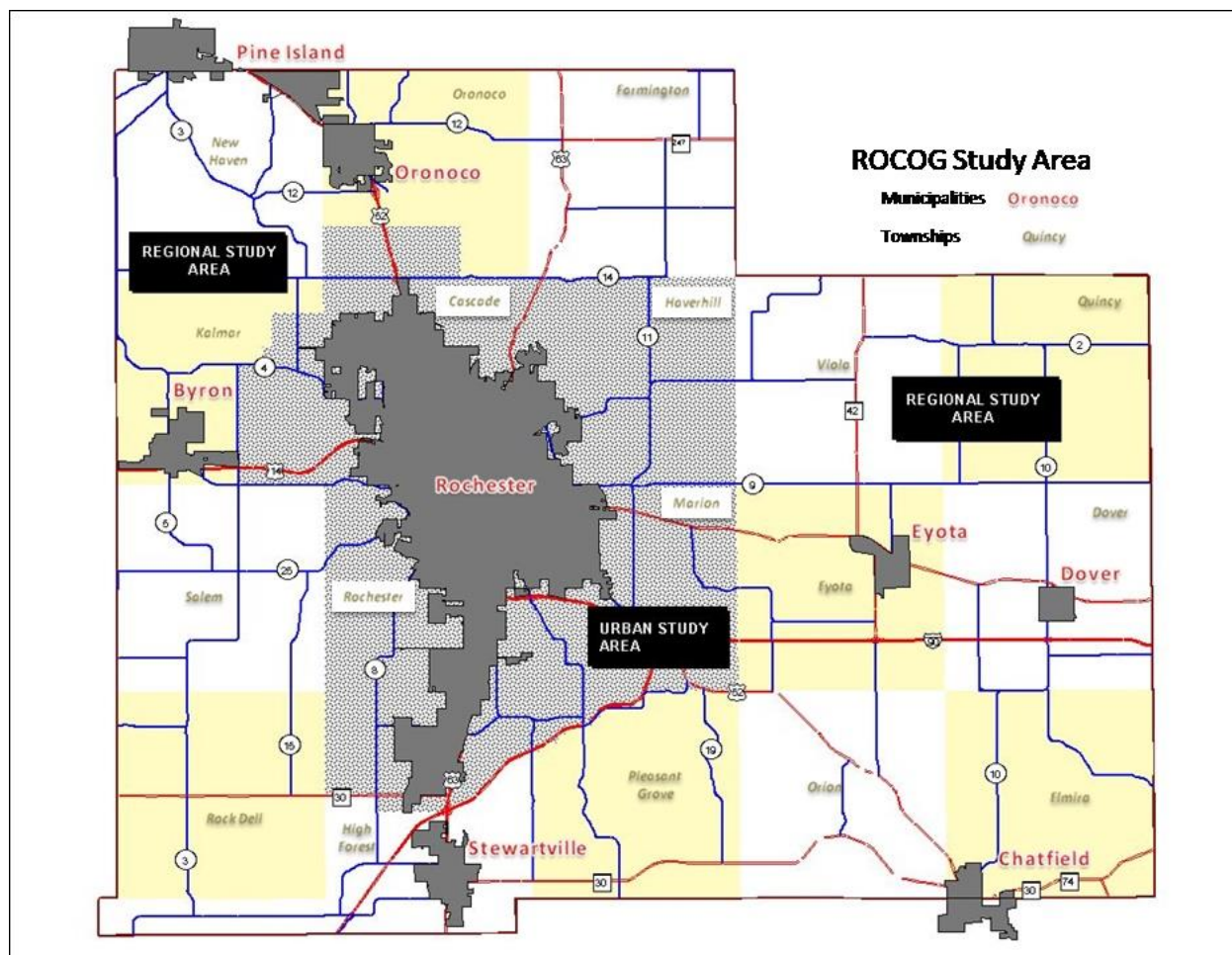


Exhibit 1: ROCOG Planning Area within Olmsted County

### **Metropolitan Planning Organization (MPO)**

The Rochester-Olmsted Council of Governments (ROCOG) was organized in November of 1971 to provide comprehensive planning services to member local units of government. ROCOG has the primary responsibility for transportation planning in the Rochester urbanized area. ROCOG is staffed by the Olmsted County Planning Department and maintains a cooperative relationship with both the City of Rochester and other Olmsted County departments to collaborate with their staff as necessary to fulfill the MPO's responsibilities in the area of transportation planning.

The ROCOG Policy Board is comprised of fourteen individuals who represent the local units of government within Olmsted County, along with two resident members (see Table 1).

A Transportation Technical Advisory Committee (TTAC) represents each of the major jurisdictions with dedicated transportation staff. TTAC is comprised of professional staff from the represented entities. The committee reviews and recommends to the Policy

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Board on transportation issues, which have been identified within the ROCOG planning area. The composition of the committee is listed in Table 1 below.

Table 1: Composition of ROCOG Board and Transportation Technical Advisory Committee

<b>Representative Group</b>	<b>Members on ROCOG Board</b>
City of Rochester	5
Olmsted County	3
Small Cities	3
Townships	2
School District	1
Resident Representatives	2
<b>TOTAL</b>	<b>16</b>
<b>Representative Group</b>	<b>Members on TTAC</b>
ROCOG Staff	3
Rochester Public Transit	1
MnDOT Central Office	1
MnDOT District 6	2
Township Maintenance	1
Small Cities	1
Olmsted County Public Works	2
City of Rochester Public Works	2
City of Rochester Administration	1
City of Rochester Community Development	1
FHWA	1
<b>TOTAL</b>	<b>16</b>

### **Public Participation Activities**

The Fixing America's Surface Transportation Act (FAST) Act continues the emphasis established in ISTEA and later legislation on citizen involvement in the development of the Transportation Improvement Program. ROCOG, unlike larger MPO's, engages a limited number of governmental jurisdictions and transportation agencies involved in the project identification and prioritization process. The City of Rochester, Olmsted County, and the Minnesota Department of Transportation are the units responsible for implementation of projects in the MPO area. A significant amount of cooperation exists among the agencies that allows for early identification of major needs and identification of projects in Capital Improvement Programs well in advance of detailed project development activities such as environmental reports and preliminary design activities. Early agreement on transportation needs allows the roadway authorities to work

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together in a cooperative spirit to establish reasonable timelines for implementation of projects

The MPO followed its public participation plan for the TIP process:

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

Reasonable opportunity for public comment: 30-day public comment period opened at the time the draft is prepared

Use of visualization: All MPO meetings are characterized by extensive use of maps and PowerPoint presentations which include summary graphics

Available online: MPO documents, including the TIP, are regularly published to the MPO website for public review, comment, and information. During the time of the public health emergency in response to the COVID-19 pandemic, MPO meetings and outreach efforts have been online.

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 in detailed minutes, 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

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. During the time of the public health emergency in response to the COVID-19 pandemic, MPO meetings and outreach efforts have been online.

Next generation public outreach: StoryMaps on the ROCOG website continued after success with this method of communication during the 2020-2023 TIP and the

## **2021-2024 Transportation Improvement Program**

development of the Long Range Transportation Plan 2045. Due to the social-distancing requirements of the response to the COVID-19 pandemic, ROCOG planned to hold a virtual open house for the TIP between August 19 and September 23, 2020. Since some members of the public might be better able to attend a virtual open house than an in-person one, ROCOG will consider continuing to offer virtual open houses in future outreach efforts, even after the COVID-19 pandemic has passed.

ROCOG's Public Involvement Policy (PIP) explains that the public will have opportunities to comment on the project selection for the TIP. The PIP describes the process in which a draft 4-year TIP is presented to ROCOG, opened for public comment for 30 days, and then voted on by ROCOG; unless public comments require significant changes to the TIP, in which case a second public review period of 15 days may be established before ROCOG votes on the TIP. After the adoption of a TIP, it can be amended at any time after a 7-21 day public review period of the proposed amendment (this range of days is to allow ROCOG enough flexibility to schedule a meeting quickly in order to pass an amendment that has unusual urgency about it). The PIP also describes the various online efforts ROCOG is using to engage the public with the TIP and other planning projects, including a Facebook page and Story Maps designed to elicit comments from the public. In 2020, outreach efforts also included an email blast to give notice of a public meeting, a TIP link on the ROCOG website, and Facebook posts about the public/online meeting and TIP information on the ROCOG website.

## **2021-2024 Transportation Improvement Program**

Early input was solicited from the public prior to the meeting discussing the Draft TIP and prior to the ROCOG meeting to adopt the Final TIP. Following is the notice sent out to all local media on the Draft TIP and placed on the ROCOG web site.

*For release to Rochester media, August 7, 2020*

### **Notice of Opportunity for Public Input on ROCOG Draft 2021-2024 Transportation Improvement Program**

The Rochester-Olmsted Council of Governments (ROCOG) Policy Board will meet to review the early draft of the 2021-2024 Transportation Improvement Program (TIP). The TIP is a four-year program of federally funded transportation projects in the Rochester-Olmsted County planning area. The draft 2021-2024 TIP, a StoryMap summary of the draft, and the 2020 Annual List of Projects status report are available on the ROCOG website ([rocogmn.org](http://rocogmn.org)), or by contacting Bryan Law, Principal Transportation Planner, at 507-328-7112 or [law.bryan@co.olmsted.mn.us](mailto:law.bryan@co.olmsted.mn.us).

The draft TIP will be reviewed at the ROCOG Policy Board meeting at:

Time: Noon

Date: Wednesday, August 19, 2020

Place: Meeting held remotely via Skype, in response to the social-distancing requirements of the COVID-19 pandemic response.

The purpose of this meeting agenda item is to take public comments and questions about the draft TIP. The street/highway, active transportation, and transit projects in the draft TIP are included because they are expected to receive federal transportation funds that are coordinated locally by ROCOG.

## **2021-2024 Transportation Improvement Program**

Opportunity for public input on the TIP will be provided through September 23, 2020. A new notice was developed, as shown below.

*For release to Rochester media, September 8, 2020*

### **Public Input for State and Federal Transportation Projects**

The Rochester-Olmsted Council of Governments (ROCOG) is soliciting public input on the draft of the 2021-2024 Transportation Improvement Program (TIP), a multi-year program of federally funded transportation projects in the Rochester-Olmsted County region. ROCOG is conducting a 30-day public comment period, ending at 12:00 noon on September 23, 2020.

The draft TIP for 2021-2024, a StoryMap summary of the draft, and the 2020 Annual List of Projects status report are available on the ROCOG web site ([rocogmn.org](http://rocogmn.org)) or by contacting Bryan Law, Principal Transportation Planner, at 507-328-7112 or [law.bryan@co.olmsted.mn.us](mailto:law.bryan@co.olmsted.mn.us).

The ROCOG Policy Board will discuss the TIP, take public comments, and vote on its adoption at:

Time: 12:00 p.m.

Date: Wednesday, September 23, 2020

Place: Meeting held remotely via Skype, in response to the social-distancing requirements of the COVID-19 pandemic response. ([Attend Skype meeting](#))

The street/highway, active transportation, and transit projects in the draft TIP are included because they are expected to receive federal transportation funds that are coordinated locally by ROCOG.

ROCOG engaged in outreach efforts to solicit comments on the 2021-2024 TIP. As in past years, the draft was placed on the ROCOG website and contact information was provided for users to submit their comments and questions. Also, as in years past, public comments on the TIP were solicited at ROCOG meetings in August and September (as described, above). ROCOG solicited input from the City of Rochester's Citizens Advisory on Transit and Pedestrian and Bicycle Advisory Committee. ROCOG also continued some methods of outreach it first employed in 2019, inspired by outreach efforts for the 2045 Long Range Transportation Plan (LRTP). ROCOG established a Facebook page in December 2018, and will announce the draft TIP and the invitation for public comments there in August 2020. ROCOG also built a StoryMap for the TIP, which presented users with brief summaries of the content of the TIP and an interactive map of the projects selected for this four-year period. Users were invited to use the interactive map to submit comments about individual projects. Since in-

## **2021-2024 Transportation Improvement Program**

person meetings were curtailed and discouraged during the response to the COVID-19 pandemic, ROCOG held an online virtual open house on September 10, 2020. The virtual open house was scheduled to begin with a presentation summarizing the TIP, and then participants would be invited to give feedback and ask questions. However, no one from the public attended the virtual open house.

Table 2, below, shows the results of the overall outreach effort.

**Table 2: Summary of 2021-2024 TIP Public Outreach**

<b>Outreach Method</b>	<b>Metrics for evaluating outreach</b>	<b>Results</b>
Facebook link to both StoryMaps and ROCOG Web site	People reached	29
	Engagements	2
During ROCOG meetings on TIP	# comments	None this year
ROCOG Web Site with link to StoryMaps	# website visits	328
	# times document opened	14
	# of emails to staff	None this year
Story Maps with direct comments	# story maps hits*	54
	# comments	None this year
Virtual Open House	# comments	None this year

\* This number shows the raw number of times a StoryMap is opened, whether by the public or by web developers testing and viewing the StoryMap

Also note that the development and presentation of this TIP during ROCOG Board meetings used visualization, was (and is) available on the World Wide Web, and the development process was consistent with the ROCOG public involvement plan.

### **Other Significant Citizen Input Opportunities Prior to TIP Development**

Other citizen participation activity is centered on the development of each individual jurisdiction's capital improvement program and negotiation among road authorities regarding responsibilities and roles related to major projects. The typical process is outlined below, with some in-person communications after mid-March 2020 moved to telecommunication, online meetings, and other remote methods that allow for social distancing, in response to the COVID-19 pandemic.

## **2021-2024 Transportation Improvement Program**

ROCOG also works in close consultation with the City of Rochester, other jurisdictions within Olmsted County, Rochester Public Transit, Olmsted County, and MnDOT in developing plans and programming projects. These other jurisdictions employ their own public involvement processes, which ensures that public input is solicited for all projects in ROCOG's TIP.

### **ROCOG Annual Listing of 2020 Projects**

(as posted on the Rochester-Olmsted Co. Dept web site August 2020)

Rochester-Olmsted Council of Governments (ROCOG)  
2122 Suite 100 Campus Drive S.E.  
Rochester, MN. 55904

ROCOG Chair: Lenny Laures  
ROCOG Executive Director: Ben Griffith

Contact: Bryan Law, Principal Transportation Planner, 507-328-7112,  
[law.bryan@co.olmsted.mn.us](mailto:law.bryan@co.olmsted.mn.us)

#### Background:

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." This act authorizes Federal highway, highway safety, transit, and rail programs for five years from Federal fiscal years (FY) 2016 through 2020.

FAST contains language to ensure that the public is kept informed of the implementation of federally-funded transportation projects at the state and local level. For this reason, the information contained in these pages meets the requirement of an Annual Listing of recent multi-modal projects using federal funds within the boundaries of a local Metropolitan Planning Organization (MPO).

The MPO for the greater Rochester urban area and Olmsted County is the Rochester-Olmsted Council of Governments (ROCOG). Each year ROCOG develops a 4-year listing of transportation projects that will use federal funds, regardless of whether for transit, highways, streets, county roads, bike trails, or other transportation improvements (planning/engineering studies) within the Olmsted County boundary. The report is called the Transportation Improvement Program (TIP). These projects might be under the jurisdiction of MnDOT, Olmsted County, Rochester, Stewartville, etc., but all are contained in one document. A copy of the most recent TIP, or information about this annual report, may be found by contacting ROCOG staff or checking the ROCOG website.



## **2021-2024 Transportation Improvement Program**

The purpose of this Annual Listing is to provide information on projects that are in the implementation stage from the most recent TIP, in this case projects for the year 2020.

Note that per CFR450.324 (I):

The ROCOG TIP lists major projects (from the previous year's TIP) that have been implemented or significantly delayed within this Annual Listing.

Note that per CFR 450.332:

The ROCOG TIP includes an annual list of obligated projects, including bike and/or pedestrian facilities.

Table 3 provides the list and status of 2019 projects using federal funding sources in the ROCOG planning region.

## **2021-2024 Transportation Improvement Program**

Table 3: ROCOG TIP Annual Listing Report for Year 2020

Route System	Projnum	Agency	Status as of July 2020	Description	Location	Project Total
TRANSIT	TRF-0047-19C	ROCHESTER	Pending; awaiting other transit agency partners in multi-agency bus production contract	SECTION 5339: CITY OF ROCHESTER PURCHASE OF SIX (6) STD. 40FT. REPLACEMENT BUSES (FY2017 \$1,275,500, FY2018 \$404,500)	Rochester	2,900,000
TRANSIT	TRF-0047-20A	ROCHESTER	In operation	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	Rochester	13,000,000
TRANSIT	TRF-0047-20B	ROCHESTER	Pending	CITY OF ROCHESTER; PURCHASE TWO (2) BUS SHELTERS	Rochester	24,000
TRANSIT	TRF-0047-20D	ROCHESTER	Planning in progress	SECT 5339(c): CITY OF ROCHESTER; EV CHARGING INFRASTRUCTURE	Rochester	1,237,500
TRANSIT	TRF-0047-20F	ROCHESTER	Planning in progress	SECT 5339(c): CITY OF ROCHESTER; PURCHASE OF 5 BRT 60' EV BUSES (5339(c) PORTION OF TRS-0047-20TD, TRF-0047-20G, and TRF-0047-20H; THE TOTAL PROJECT COST IS \$6,500,000)	Rochester	1,625,000
TRANSIT	TRF-0047-20G	ROCHESTER	Planning in progress	SECTION 5307: CITY OF ROCHESTER; PURCHASE OF 5 BRT 60' EV BUSES (5307 PORTION OF TRF-0047-20F,	Rochester	2,652,659

**2021-2024 Transportation Improvement Program**

Route System	Projnum	Agency	Status as of July 2020	Description	Location	Project Total
				TRS-0047-20TD, and TRF-0047-20H; THE TOTAL PROJECT COST IS \$6,500,000)		
TRANSIT	TRF-0047-20H	ROCHESTER	Planning in progress	SECTION 5307: CITY OF ROCHESTER; PURCHASE OF 5 BRT 60' EV BUSES (5339 PORTION OF TRF-0047-20F, TRS-0047-20TD, and TRF-0047-20G; THE TOTAL PROJECT COST IS \$6,500,000)	Rochester	1,300,000
TRANSIT	TRF-0047-20I	ROCHESTER	Coordination w/ Rapid Transit	SECT 5339 & SECTION 5307: CITY OF ROCHESTER; ST. MARY'S TRANSIT STATION IMPROVEMENTS [FTA COST SPLIT: \$150,000 SECT 5339; \$250,000 SECT 5307]	Rochester	500,000
TRANSIT	TRF-0047-20J	ROCHESTER	Pending	SECT 5307 CITY OF ROCHESTER; DOWNTOWN FARE KIOSKS	Rochester	100,000
TRANSIT	TRF-0047-20K	ROCHESTER	RFP draft for design in progress	SECT 5307: CITY OF ROCHESTER; 75TH ST NW AND TH52 PARK AND RIDE CONSTRUCTION	Rochester	2,000,000
TRANSIT	TRF-0047-20L	ROCHESTER	RFP draft in progress	SECTION 5339: CITY OF ROCHESTER; PURCHASE OF FARE TECHNOLOGY UPDATE	Rochester	100,000

**2021-2024 Transportation Improvement Program**

Route System	Projnum	Agency	Status as of July 2020	Description	Location	Project Total
TRANSIT	TRS-0047-20TA	ROCHESTER	Pending; awaiting other transit agency partners in multi-agency bus production contract	STBGP & SECT 5307: CITY OF ROCHESTER; PURCHASE EIGHT (8) STD. 40 FT. REPLACEMENT BUSES	Rochester	4,120,000
TRANSIT	TRS-0047-20TE	ROCHESTER	Pending; awaiting other transit agency partners in multi-agency bus production contract	Flexible STPBG: ROCHESTER RPT 10 Buses (6 expansion and 4 replacement)	Rochester	5,000,000
PED/BIKE	159-090-020	Roch/Olm	Design complete; final property acquisition ongoing	**AC**: ROCHESTER LINK - CHESTER WOODS TRAIL - (AC PROJECT, PAYBACK IN 2021)	Olmsted Co.	1,967,000
Local Streets	055-622-062	Olmsted County	On hold until courts reopen for public purpose hearing	Construct Members Parkway Extension and Public Street	Rochester	3,200,000
Highway US 52	5508-128	MnDOT	Project Complete	US 52 SB FROM 0.2 MI S OF 85TH ST TO 0.17 MI N OF CSAH 12/112, BITUMINOUS OVERLAY INCLUDING ALL RAMPS AT THE 55TH STREET INTERCHANGE	Olmsted Co.	1,139,229

**2021-2024 Transportation Improvement Program**

Route System	Projnum	Agency	Status as of July 2020	Description	Location	Project Total
Highway US 63	5509-84	MnDOT	On schedule; Let at \$15,419,780	*AC**US 63, OVER I 90, REPLACE NB BRIDGE 9890 WITH NEW BRIDGE 55822 AND SB BRIDGE 9889 WITH NEW BRIDGE 55821, INTERCHANGE IMPROVEMENTS AND CABLE MEDIAN BARRIER (AC PROJECT, PAYBACK IN 2021)	Olmsted Co.	10,070,000
Highway I 90	5580-96	MnDOT	On Schedule	I 90 MEDIAN FROM THE CROSS-OVER WEST OF CSAH 10 TO THE MEDIAN CROSS-OVER EAST OF MN 74 - HTCMB	Olmsted Co.	770,000
Highway US 52	5508-129	MnDOT	On Schedule	55077 AND 55078 IN ORONOCO, REPAIR OF PIER FOUNDATIONS AND ARMORING	Oronoco	250,000

## **2021-2024 Transportation Improvement Program**

### **Process for Amending the Transportation Improvement Program**

The Transportation Improvement Program must be flexible enough to allow for changes to the first program year resulting from emergencies, implementation opportunities, or changes in priorities. To keep the TIP current, amendments may be necessary from time to time. Amendments shall only be required when the project involves significant changes to federal funding levels proposed for a project or when there is a change in the scope. The TIP amendment procedure and policy is contained within the ROCOG Public Involvement Policy located on the ROCOG web site (link below).

[ROCOG PIP](#)

## **SECTION 2: TIP PROGRAM OF PROJECTS**

### **Introduction**

This Section provides a summary of those projects in the ROCOG planning area that have been selected for federal funding for federal fiscal years 2021 through 2024. These projects have been selected beginning with a process established by MnDOT that combines regional prioritization through a committee known as the District 6 Area Transportation Partnership (ATP) with centralized review by MnDOT's Office of Transportation System Management. This statewide prioritization process, instituted for the first time in 1993, is the result of Minnesota's effort to implement a process in keeping with the spirit and intent of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), as described in the following paragraphs. The process continued with TEA-21, SAFETEA-LU, MAP-21, and now with the Fixing America's Surface Transportation (FAST) Act. The ATP for southeast Minnesota represents a geographical area coincident with District 6 of the Minnesota Department of Transportation. Each ATP throughout Minnesota has developed their own process for selecting projects within their respective regions.

With the passage of ISTEA, Congress fundamentally changed the way federal transportation dollars would be distributed. A basic tenet of ISTEA was to provide more flexibility for the states to direct dollars to the highest priority projects no matter where in the state they are; in addition, the flexibility extends across modes so as to encourage development of the most efficient and effective solutions to transportation problems no matter what shape that solution might take. Shortly after ISTEA took effect and rulemaking was completed, MnDOT implemented the process illustrated in Figure 3-1 in 1993.

In the current federal metropolitan transportation planning regulations (23 CFR part 450 and 49 CFR Part 613), emphasis is placed on the concept that the development of the TIP and selection of projects for inclusion in the TIP result from a continuing, comprehensive transportation planning process that is carried on cooperatively by the state and local units of government. The goal of this process is for the TIP to naturally evolve from an MPO process in cooperation with MnDOT which has identified transportation needs, potential solutions to those needs, and priorities among competing needs.

Here in MnDOT District 6, staff of the cities and counties meet each year to prioritize their respective candidate project submittals for the next out-year ready for programming. The transportation alternatives program projects (a sub-set of the Surface Transportation Block Grant Program [STBGP]) are considered for one out-year with applications taken every year. The combined city/county group also meets to prioritize off-system bridge projects. These candidate lists are then forwarded to the ATP where the draft project list is reviewed for consistency with MnDOT's investment

## **2021-2024 Transportation Improvement Program**

priority guidelines. The basic principles for making transportation investment priorities emphasize preservation and management of existing systems over expansion projects, with safety being a key criterion involved in each goal.

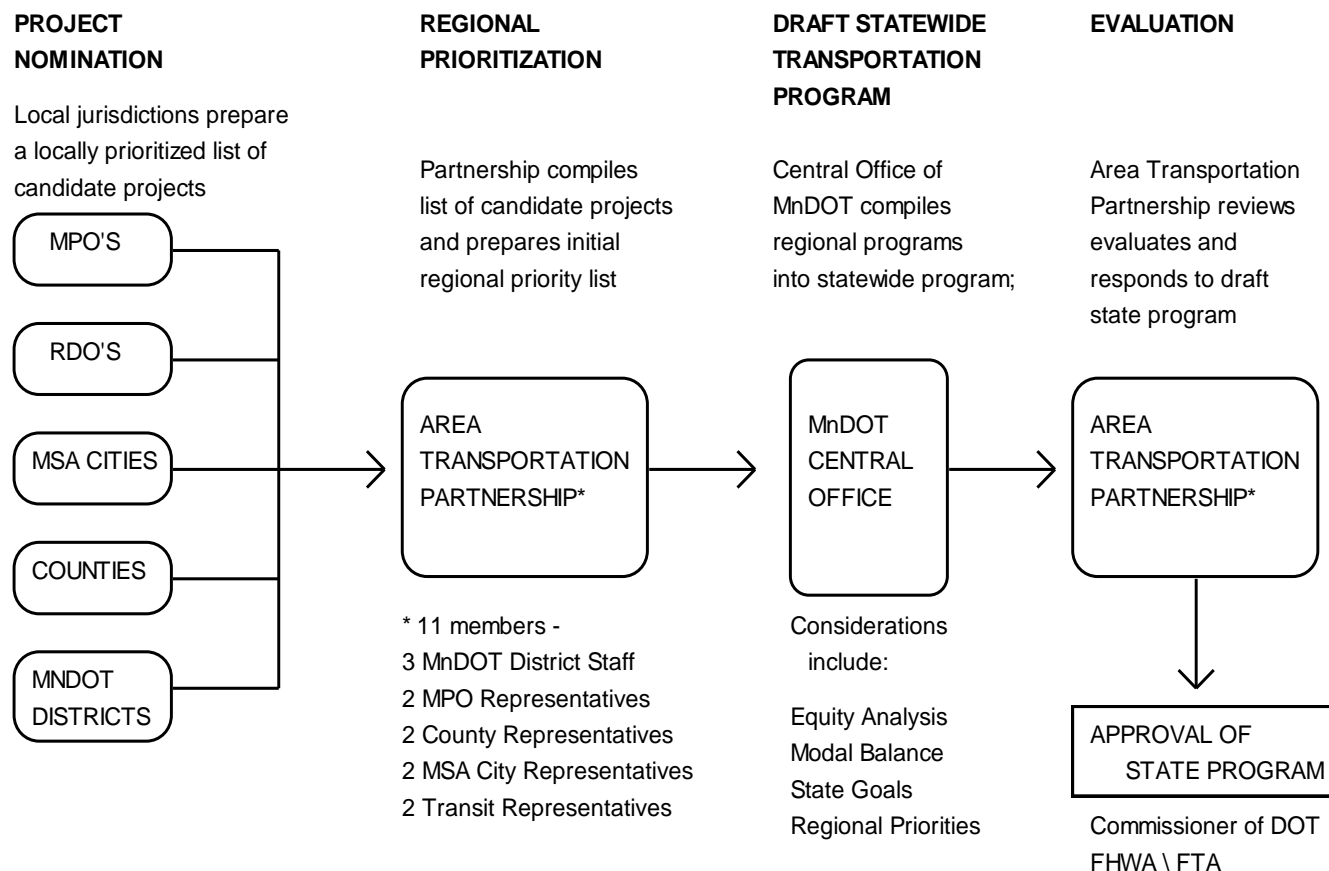


Figure 3 – 1: ATP & ROCOG TIP Project Selection Process [per CFR450.324 (I)]

As previously mentioned, after the ISTEA legislation of 1991, MnDOT created the ATP process around the state, and the ROCOG TIP project selection process became a concurrent part of the process.

Because of changes in funding programs due to the 2012 MAP-21 legislation, MnDOT updated the methods used to distribute Surface Transportation Program (STP) (and other) funds within each ATP (*note that STP is now STBGP with the FAST Act*). On November 1, 2013 the MnDOT District 6 ATP adopted a new policy for the distribution of its STP funds. In short, the new policy states that funds will be distributed annually on a percentage basis within the District. Each of 3 sub-groups will then recommend a slate of selected projects from that sub-group to the full ATP.

The percentages of annual STBGP funding by group are:

Small Cities:      23%      Population 5,000 and up



## **2021-2024 Transportation Improvement Program**

Counties: 47%  
ROCOG: 30% Includes Rochester, small cities in Olmsted County, and Olmsted County

### **ATP PROJECT SELECTION METHOD:**

In October 2017, ROCOG approved an updated TIP project selection allocation method, based on lining up the ATP project selection with the Long Range Transportation Plan. Funds become available from the District 6 Areawide Transportation Partnership; currently they are FAST Act Surface Transportation Program Block Grant funds.

Limits for Use of Funds:  
(as set by U.S. DOT or District 6 ATP)

- a) No funding for Right-of-Way
- b) No funding for project engineering
- c) No funding for project planning
- d) Project must be on, or eligible for inclusion on the Federal Functional Classification System.

ROCOG ATP Funding Policies:

1. Project must conform to the current ROCOG Long Range Transportation Plan (LRTP).
2. Project must be on a minor arterial or above on the ROCOG Functional Designation Map if it is a road or bridge project.
3. Funding may be contributed to a MnDOT project (e.g. an interchange or park & ride facility).
4. Funding may be used as a required contribution from a small city to a MnDOT project within that city's limits.
5. Funding may be used for an eligible park & ride facility outside of the Rochester Public Transit service area.
6. Project must be taken from the current ROCOG – ATP Project List (a list of several potential projects as approved by ROCOG).
7. Projects placed on ATP Project List will have consideration and some level of impact on ROCOG Performance Planning if possible.

## **2021-2024 Transportation Improvement Program**

### Annual Project Recommendation/Selection Process:

<b>ATP Project Selection Years and Construction Years</b>			
	<b>ROCOG Select Winter of:</b>	<b>Construct in ATP year:</b>	
Use modified method	2018	2022	
Begin use of ATP Project List method	2019 2020	2023 2024	Interim ATP Project List
2045 LRTP =	2021	2025	
Approved Mid Year 2020	2022 2023 2024 2025	2026 2027 2028 2029	ATP Project List now In Sinc with Long Range Plans

As shown in the figure above, a phasing process is recommended to reach the point where the ROCOG Long Range Plan is formally tied to the programming of ROCOG-ATP federal funds for projects.

### Development of the ATP Project List and Map:

Candidate projects are identified by ROCOG's Transportation Technical Advisory Committee (TTAC) with input from small city representatives. Besides the Limits for Use of Funds and ROCOG ATP Funding Policies listed above, representatives of units of government on TTAC should use their jurisdictional guidance in recommending projects as a road authority for inclusion on this List.

Once TTAC develops a draft ATP Project List/Map, it will be sent to ROCOG for approval. It is recognized that there are many factors used by road authorities and others in recommending projects for a given year of construction that are often not apparent several years prior, making it difficult to prioritize a list of projects and keep to that prioritization over a multi-year time frame. Therefore, the list may or may not be in order of TTAC or ROCOG priority.

Once approved by ROCOG, it will be used by TTAC to recommend *annual* projects to ROCOG for submission to the District 6 ATP. The ATP Project List/Map may be updated as needed either as a product of a formal Long-Range Plan development process, or outside the process as needed. Initiation of an update outside the formal Long-Range Plan development process may be recommended/initiated by either TTAC or ROCOG, but only ROCOG may approve this action.

### Annual Project Selection:

## **2021-2024 Transportation Improvement Program**

ROCOG selects project(s) based on TTAC recommendation.

Annual (February) notification to District 6 ATP:

ROCOG staff notifies ATP staff of the project(s) recommended for ROCOG's federal funding.

District 6 ATP approves the project.

The project is included in the Draft STIP and in the Draft ROCOG TIP.

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### **Federally Funded Transportation Improvement Program**

The tables contained in this Section identify the projects that have gone through the ATP prioritization process and have been approved for federal funding by the ATP in the ROCOG planning area for the upcoming four-year period. Other projects included in the table are MnDOT and FTA projects that are funded with federal dollars (and/or significant state dollars).

**Note:** The funding numbers in the 3 out-years show funding that is in future dollars adjusted for inflation (current consumer price index).

**Note:** Since the Statewide Transportation Improvement Program (STIP) shows projects based on the MnDOT state fiscal year (July-June), the ROCOG TIP is based on the same fiscal year.

**Note:** This 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, including transportation alternative projects. The TIP may exclude safety projects under 23 USC 402 and 49 USC 31102; metropolitan planning under 23 USC 104(f), 49 USC 5305(d) and 5339; state planning and research; emergency relief projects (unless involving substantial functional, locational, or capacity changes); national planning and research under 49 USC 5314; and project management oversight projects under 49 USC 5327.

**Note:** The following data is made available for projects listed in the tables on the following pages:

1. All regionally significant projects requiring FHWA or FTA action are included, regardless of funding source.
2. Sufficient scope description is provided for projects.

## **2021-2024 Transportation Improvement Program**

3. Estimated total cost is given (including costs that extend beyond the 4 years of the TIP).
4. Federal funds proposed are listed by year.
5. Proposed category and source of federal and non-federal funds are listed.
6. Recipient/responsible agency(s) are identified.
7. Identification of projects is made that will implement ADA paratransit or key station plans.

### **Federal Program 2021 – 2024**

The list of projects is shown in the tables on the following pages. The following is a list of abbreviations used in the tables and a brief explanation of each.

<b>Abbreviation</b>	<b>Definition</b>	<b>Comments</b>
AC	Advance Construction	In multi-year projects, sometimes the total amount is paid in the first year and the amount that was paid in advance is paid back in subsequent years
BROS	Bridge Off-System Program	State Aid bridge replacement program
CR	County Road	
CSAH	County State Aid Highway	Roadway designation that refers to key highways under county jurisdiction, and funded by a formula-based share of taxes on fuel, vehicle registrations, and vehicle sales
Dist C	Minnesota Department of Transportation Central Office	
EB	Eastbound	
ELLA	Early Let/Late Award	This process allows a project to be let in one state fiscal year (July 1 to June 30) but not awarded until the following fiscal year, allowing work to be awarded in advance and then commence as soon as the next fiscal year begins
EV	Electric vehicle	
FHWA	Federal Highway Administration	Part of the US Department of Transportation
FT	Foot	

## **2021-2024 Transportation Improvement Program**

FTA	Federal Transit Administration	Part of the US Department of Transportation
HSIP	Highway Safety Improvement Program	FHWA funding program directed at reducing fatalities and serious injuries on all public roads
ITS	Intelligent Transportation Systems	Refers to various uses of technology incorporated into transportation systems, including infrastructure; generally improves efficiency, performance, and/or safety
JCT	Junction	
LONO	Low or No Emission Vehicle Program	FTA grant program through Section 5339, funding projects that reduce or eliminate greenhouse gas emissions
MI	Mile(s)	
MnDOT	Minnesota Department of Transportation	
N. BR.	North Branch	
NB	Northbound	
NHPP	National Highway Performance Program	FHWA funding program directed at improvements to the National Highway System
NW	Northwest	
RCI	Reduced-Conflict Intersection	Roadway design that seeks to minimize the likelihood of crashes (e.g., replacing a left turn with a right-turn-only, which leads to an opportunity for a U-turn at a safer distance from the intersection)
RR	Regular Route	Usually refers to city transit agencies
SB	Southbound	
SECT	Section	Used in the naming of different sources of federal funds
SPP	Statewide Performance Program	Funding program that focuses on pavement preservation in pursuit of meeting the state's minimum pavement condition levels
STBGP (a.k.a. STP, STBGTP)	Surface Transportation Block Grant Program	FHWA grant program that provides states with flexible funding for: improvements to federal aid highways; bridge projects on all public roads; and transit, pedestrian, and bicycle projects
STD	Standard	
TA	Transportation Alternatives	Funds set aside within STBGP to fund smaller-scale transportation projects, especially pedestrian and bicycle projects and environmental
TH	Trunk Highway	

**2021-2024 Transportation Improvement Program**

TMS	Transportation Management System	Technology that allows for monitoring and information gathering about vehicle movements on roadways
WB	Westbound	

**2021-2024 Transportation Improvement Program**

ROCOG Multi-Jurisdictional Project Tables for: 2021-2024 TIP

Mode or System	Project Number	Year	Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State TH	Local
TRANSIT	TRF-0047-21A	2021	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	13,700,000	-	-	-	2,000,000	-	11,700,000
TRANSIT	TRF-0047-21D	2021	ROCHESTER	SECT 5307: ROCHESTER; TRANSIT DEVELOPMENT PLAN	FTA	250,000	-	-	-	200,000	-	50,000
TRANSIT	TRF-0047-21F	2021	ROCHESTER	SECT 5339: CITY OF ROCHESTER; PURCHASE OF SOLAR PANELS FOR BUS GARAGE	FTA	1,800,000	-	-	-	1,440,000	-	360,000
TRANSIT	TRF-0047-21H	2021	ROCHESTER	SECT 5307 CARES ACT: CITY OF ROCHESTER; PURCHASE SIX (6) STD. 40 FT. REPLACEMENT BUSES	FTA	3,180,000	-	-	-	3,180,000	-	-
TRANSIT	TRF-0047-22D	2021	ROCHESTER	SECT 5339: CITY OF ROCHESTER; EXPANSION OF EV CHARGING SYSTEM AND PURCHASE OF 2 EV 60 FOOT BUSES - CITY HAS BEEN AWARDED LONO FUNDING	FTA	3,649,114	-	-	-	3,156,747	-	492,367
PED/BIKE	159-090-020	2021	ROCHESTER	ROCHESTER LINK - CHESTER WOODS TRAIL (590,100 TRANSPORTATION ALTERNATIVES; 960,000 STBGP; 999,900 LOCAL)	TA	2,550,000	1,550,100	-	-	-	-	999,900
PED/BIKE	159-090-022	2021	Rochester	Trail Along Broadway And TH 14 From 14th Street To Crossroads Dr. SW	STBGTAP 5K-200K	528,000	200,000	-	-	-	-	328,000

2021-2024 Transportation Improvement Program

Mode or System	Project Number	Year	Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State TH	Local
LOCAL STREETS	159-133-007	2021	ROCHESTER	ELTON HILLS BRIDGE REPLACEMENT	STBG TAP 5K-200K	3,700,000	1,410,000	-	-	-	-	2,290,000
Highway US 14	5501-38	2021	MnDOT	**ELLA**ITS**: US 14 FROM CSAH 5 (BYRON) TO WEST CIRCLE DRIVE (ROCHESTER), TMS	NHPP	694,334	-	497,067	-	-	197,267	-
Highway US 52	5508-129	2021	MnDOT	US 52, BRIDGES 55077 AND 55078 OVER THE SOUTH BRANCH OF THE MIDDLE FORK OF THE ZUMBRO RIVER IN ORONOCO	NHPP	545,000	436,000	-	-	-	109,000	-
Highway US 63	5509-84AC	2021	MnDOT	*AC**US 63, OVER I 90, REPLACE NB BRIDGE 9890 WITH NEW BRIDGE 55822 AND SB BRIDGE 9889 WITH NEW BRIDGE 55821, INTERCHANGE IMPROVEMENTS AND CABLE MEDIAN BARRIER - (AC PAYBACK, 1 OF 1)	NHPP	1,930,000	-	-	1,930,000	-	-	-
Highway I 90	5580-98	2021	MnDOT	**SEC164**: I 90 FROM US 52 TO MN 42, HIGH TENSION CABLE BARRIER	HSIP	876,000	-	876,000	-	-	-	-



### **2021-2024 Transportation Improvement Program**

Rte_Sys	Projnum	#Year	Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State TH	Local
TRANSIT	TRF-0047-22A	2022	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	13,700,000	-	-	-	2,000,000	-	11,700,000
TRANSIT	TRF-0047-22C	2022	ROCHESTER	SECT 5307: CITY OF ROCHESTER; NW TRANSIT HUB DESIGN	FTA	150,000	-	-	-	120,000	-	30,000
TRANSIT	TRF-0047-22E	2022	ROCHESTER	SECT 5339 CITY OF ROCHESTER; ST MARYS STATION	FTA	3,500,000	-	-	-	2,800,000		700,000
TRANSIT	TRS-0047-22TC	2022	ROCHESTER	STP PURCHASE OF 1 500 CLASS REPLACEMENT BUS	STBGP 5K-200K	160,000	-	128,000	-	-	-	32,000
Highway CSAH 4	055-604-018	2022	Olmsted County	**AC**: CSAH 4 FROM CR 158 TO 0.5 MILES WEST OF JCT 50TH AVE NW AND 60TH AVE NW FROM CSAH 4 TO 65TH STREET NW IN ROCHESTER - RECONSTRUCTION - (AC PROJECT - PAYBACK IN 2023)	STBGP 5K-200K	9,000,000	2,370,000	-	-	-	-	6,630,000 (2,460,000 in federal funds AC by Olmsted Co.)
HIGHWAY US 14	5580-94	2022	MnDOT	**SPP**: I 90, EB FROM 2.5 MI E CSAH 1 IN MOWER COUNTY TO 0.9 MI E US 63 IN OLMSTED COUNTY, MILL AND OVERLAY	NHPP	4,980,000	4,482,000	-	-	-	498,000	-
Highway US 14	5501-40	2022	MnDOT	US 14, Byron to Rochester from CSAH 34 to US 52, High Tension Cable Barrier	HSIP	826,000	743,400	-	-	-	82,600	-

***2021-2024 Transportation Improvement Program***

Rte_Sys	Projnum	#Year	Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State TH	Local
Highway MN 30	5505-27	2022	MnDOT	MN 30, REPLACE BRIDGE 9008 AND BRIDGE 9009, OVER N. BR. ROOT RIVER	STBGP<5K	5,700,000	4,560,000	-	-	-	1,140,000	-

***2021-2024 Transportation Improvement Program***

Rte_Sys	Projnum	#Year	Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State TH	Local
TRANSIT	TRF-0047-23A	2023	ROCHESTER	SECT 5307: CITY OF ROCHESTER; RR OPERATING ASSISTANCE	FTA	15,000,000	-	-	-	2,000,000	-	13,000,000
TRANSIT	TRF-0047-23C	2023	ROCHESTER	SECT 5307: CITY OF ROCHESTER; ST. MARY'S TRANSIT STATION IMPROVEMENTS (TOTAL PROJECT COST IS \$8,100,000)	FTA	6,112,950	-	-	-	4,890,360	-	1,222,590
TRANSIT	TRF-0047-23D	2023	ROCHESTER	SECT 5339: CITY OF ROCHESTER; ST. MARY'S TRANSIT STATION IMPROVEMENTS (TOTAL PROJECT COST IS \$8,100,000)	STBGP 5K-200K	1,987,050	-	-	-	1,589,640	-	397,410
TRANSIT	TRS-0047-23T	2023	ROCHESTER	CITY OF ROCHESTER; PURCHASE FIVE (5) STD. 40 FT. REPLACEMENT BUSES	FTA STBGP 5K-200K	2,730,000	-	2,184,000	-	-	-	546,000
TRANSIT	TRS-0047-23TA	2023	ROCHESTER	CITY OF ROCHESTER; PURCHASE ONE (1) <30 FT. CLASS 500 REPLACEMENT BUSES	STBGP 5K-200K	160,000	-	128,000	-	-	-	32,000
HIGHWAY CR 107	055-598-060	2023	OLMSTED COUNTY	CR 107, 0.1 MILES SOUTH OF CR 152 JCT, REPLACE BR 93153	BROS	500,000	-	400,000	-	-	-	100,000

2021-2024 Transportation Improvement Program

Rte_Sys	Projnum	#Year	Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State TH	Local
Highway CSAH 4	055-604-018AC	2023	Olmsted County	**AC**: CSAH 4 FROM CR 158 TO 0.5 MILES WEST OF JCT 50TH AVE NW AND 60TH AVE NW FROM CSAH 4 TO 55TH STREET NW IN ROCHESTER - RECONSTRUCTION - (AC PROJECT - PAYBACK IN 2023)	STBGP 5K-200K	2,460,000	-	-	2,460,000	-	-	-
PED/BIKE	159-090-023	2023	ROCHESTER	CP RAIL SPUR TRAIL EXTENSION - STARTING FROM 3RD AVE AND 16TH ST SE INTERSECTION AND 600 FT EASTWARD ALONG 16TH ST SE THEN SOUTHERLY ALONG RR LINE TO A POINT AT THE INTERSECTION OF 20TH ST SE AND THE RR	TA	471,300	240,000	-	-	-	-	231,300
Highway US 14	5503-47	2023	MnDOT	**ELLA**SPP**: US 14 EB AND WB FROM CSAH 36/MARION ROAD TO 0.2 MI E CSAH 19, BITUMINOUS MILL AND OVERLAY	NHPP	2,820,000	2,256,000	-	-	-	564,000	-
HIGHWAY US 14	2002-35	2023	MnDOT	**ITS**: US 14 TMS PHASE III FROM OLMSTED CSAH 5 (BYRON) TO WEST OF MN 56 (DODGE CENTER)	NHPP	980,000	-	980,000	-	-	-	-

***2021-2024 Transportation Improvement Program***

Rte_Sys	Projnum	#Year	Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State TH	Local
TRANSIT	TRF-0047-24A	2024	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	15,300,000	-	-	-	2,000,000	-	13,300,000
TRANSIT	TRF-0047-24B	2024	ROCHESTER	SECT 5307: PURCHASE OF 1 EXPANSION BUS	FTA	700,000	-	-	-	560,000	-	140,000
TRANSIT	TRF-0047-24C	2024	ROCHESTER	SECT 5307: PURCHASE OF 3 REPLACEMENT BUSES	FTA	2,100,000	-	-	-	1,680,000	-	420,000
LOCAL STREETS	159-201-008	2024	ROCHESTER	FROM SILVER LAKE BRIDGE TO ELTON HILLS DR. NW, IN CITY OF ROCHESTER RECONSTRUCTION OF BROADWAY AVENUE, SIDEWALKS, BIKE LANE, TRAFFIC SIGNAL, CONCRETE PAVEMENT	STBGP 5K-200K	7,000,000	2,580,000	-	-	-	-	4,420,000
Highway US 14	5502-106	2024	MnDOT	<b>**SPP**</b> : US 14 FROM US 52 TO CSAH 36, BITUMINOUS MILL AND OVERLAY AND US 14, BROADWAY AVENUE, ROCHESTER, TRAFFIC SIGNAL IMPROVEMENTS	NHPP	3,100,000	2,360,000	-	-	-	590,000	150,000

2021-2024 Transportation Improvement Program

Rte_Sys	Projnum	#Year	Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State TH	Local
HIGHWAY I-90	5580-99	2024	MnDOT	**AC** I 90 OVER US 52 REPLACE BRIDGE 55809 WITH BRIDGE 55823 AND BRIDGE 55810 WITH BRIDGE 55824 (AC PROJECT, PAYBACK IN 2025)	NHPP	8,500,000	4,090,000	-	-	-	850,000	3,560,000 (in federal funds AC)
HIGHWAY MN 30	5505-30	2024	MnDOT	MN 30 FROM US 63 TO US 52, BITUMINOUS MILL AND OVERLAY AND US 63 AT THE JCT OF MN 30 (FIRST ST) IN STEWARTVILLE, TRAFFIC SIGNAL IMPROVEMENTS (AC PROJECT, PAYBACK IN 2025)	STP <5K	7,700,000	3,476,000	-	-	-	1,540,000	2,684,000 (in federal funds AC)
HIGHWAY I 90	5580-100	2024	MnDOT	**SEC164** I 90 FROM TH 42 TO CSAH 10 - HIGH TENSION CABLE BARRIER	HSIP	700,000	630,000	-	-	-	70,000	-
HIGHWAY US 14	5501-44	2024	MnDOT	**SEC164** US 14 AT CSAH 3, EAST OF BYRON, CONSTRUCT RCI	HSIP	900,000	810,000	-	-	-	90,000	-

## **2021-2024 Transportation Improvement Program**

### **TIP LINK TO MPO PLANNING**

#### **TIP Projects in Relation to the Long Range Plan:**

This Section provides a display of graphics that show some examples of projects contained within this TIP. Also note that projects included in this TIP are consistent with the federal requirement to select projects to include in the Transportation Improvement Program that are in conformance with the MPO's Plan. Maps showing future street and bike/ped projects are included for reference (see Figures 2 and 3). They are taken from the current Plan, The ROCOG 2045 Long Range Transportation Plan, which will be adopted in September 2020 by the ROCOG Policy Board.

In August of 2016, FHWA began outreach to Minnesota MPOs regarding ADA Transition Plans. The effort focused on the MPO's role certifying the planning process within their jurisdiction, which included provisions of the Americans with Disabilities Act of 1990 (23 CFR 450.336). This outreach was jointly coordinated with MnDOT's Office of State Aid for Local Transportation (SALT) reaching out to cities and counties across Minnesota. The goal was for Minnesota MPOs to self-certify ADA compliance starting with the 2019-2022 TIP submittal.

ROCOG staff have worked with applicable agencies in the planning region and can report on ADA efforts as shown in the table below. One of the resolutions adopted by ROCOG as part of this TIP update will self-certify ADA compliance. It has been noted that an MPO need only contact local agencies with  $\geq 50$  employees (full-time and part-time both count as one).

#### **Americans with Disabilities Act local status:**

Olmsted County Public Works – plan completed December 2018  
City of Rochester Public Works – plan completed February 2013

ROCOG plans to engage with the City of Rochester on how the MPO could be of assistance in updating its Americans with Disabilities Act plan.

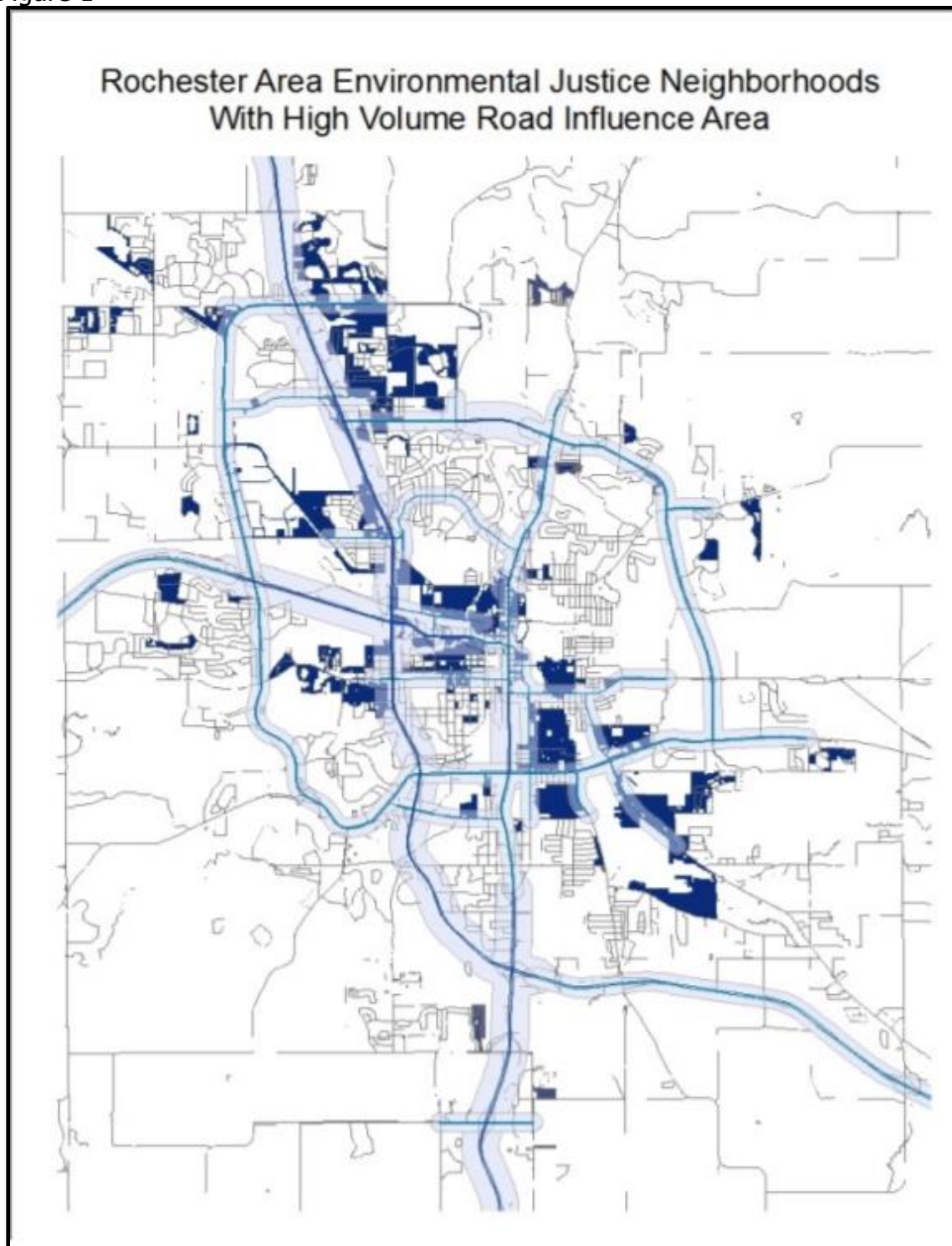
#### **Impacts on Environmental Justice Communities**

The projects in the 2021-2024 TIP should have no significantly disproportionate negative impacts on Environmental Justice Communities. As neighborhoods are shown in the map below (EJ Figure 1) from the ROCOG Environmental Justice Report, improvements in this TIP, upon completion, will positively impact EJ neighborhoods by opening up more active transportation opportunities and expanding transit capacity. Both of these efforts will help reduce exhaust emissions and provide alternatives to travel by single-occupant vehicles. In addition to these efforts to remove private cars as

## **2021-2024 Transportation Improvement Program**

point sources of pollution, RPT is beginning an exploration in solar-charged battery-electric buses, which will go further by removing transit vehicle exhaust from the sources of air pollution.

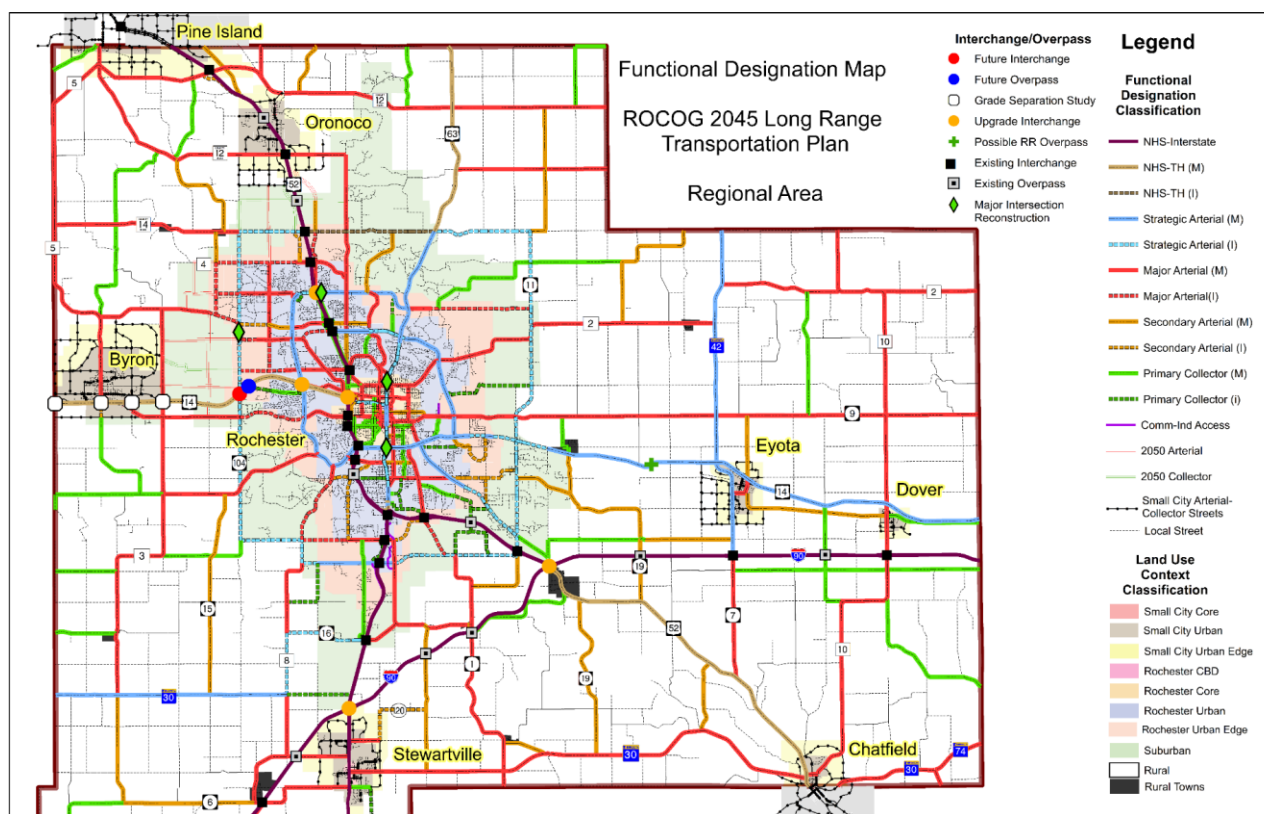
EJ Figure 1





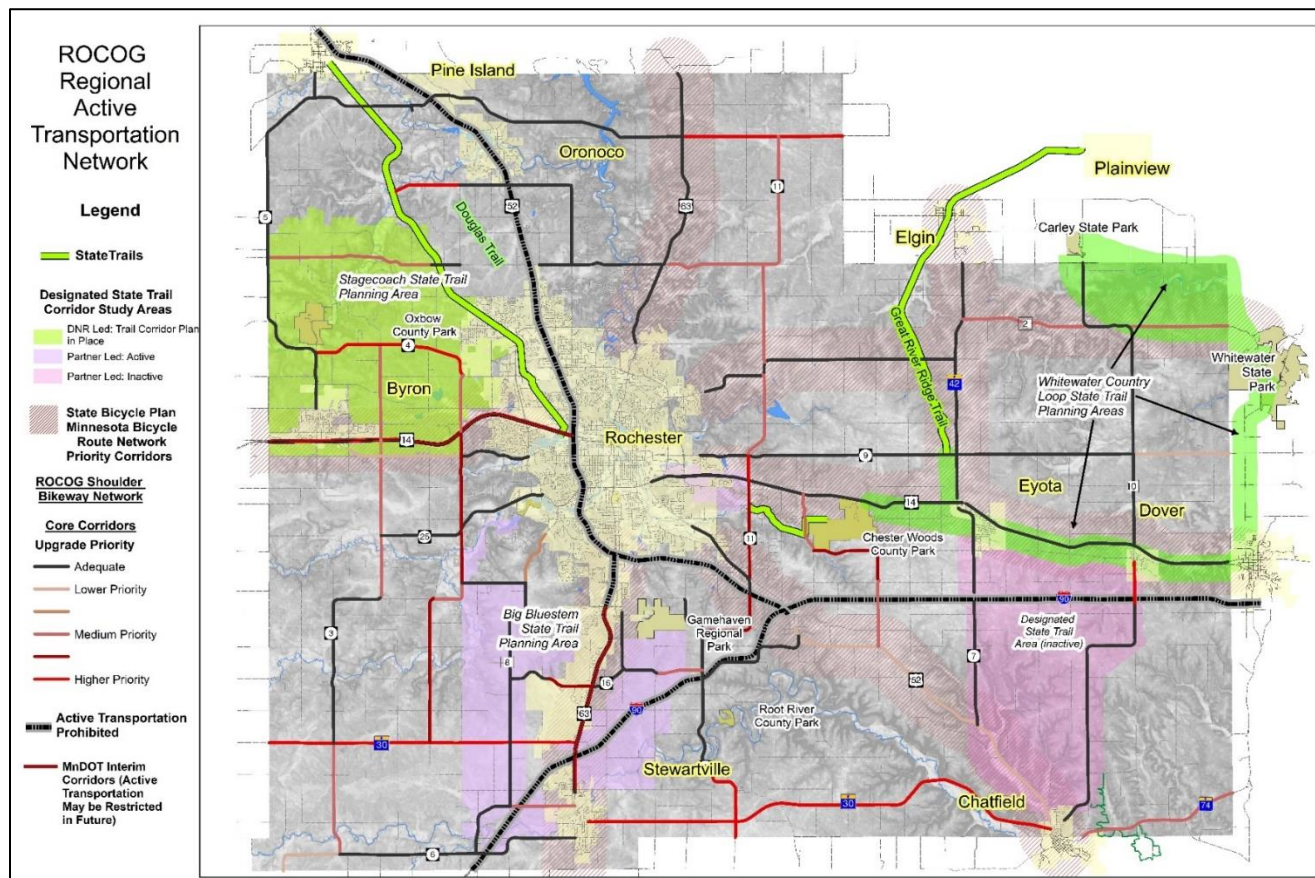
## **2021-2024 Transportation Improvement Program**

Figure 2: Functional Designation Map from 2045 Long Range Transportation Plan



## **2021-2024 Transportation Improvement Program**

Figure 3: ROCOG Area Active Transportation Map from 2045 Long Range Transportation Plan



## **SECTION 3: FEDERAL & ROCOG PERFORMANCE PLANNING AND FINANCIAL CAPACITY**

### **Federal Performance Planning Requirements**

Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law in 2012, and included several provisions that collectively transformed the Federal surface transportation program to be focused on the achievement of performance-based outcomes. The Fixing America's Surface Transportation (FAST) Act was signed into law in 2015, and it expanded upon the MAP-21 performance-based outcomes to emphasize planning and programming philosophies that are based upon continuously collected transportation data. The FAST Act also included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measurable benchmarks for FHWA, state DOTs, and MPOs to easily track their progress on safety, pavement and bridge condition, and system reliability goals. There are funding implications that are associated with the accomplishment or progress towards each target to incentivize that planning efforts be tied to performance targets and goals. ROCOG adopts safety performance targets annually, within 180 days from the state's adoption of safety targets. ROCOG adopts bridge and pavement condition and system reliability performance targets every four years, within 180 days of the state's adoption of these performance targets. When the state revisits bridge and pavement and system reliability targets after two years, ROCOG has 180 days to adopt a set of these targets. Historically, ROCOG has adopted the state's performance targets for safety, bridge and pavement condition, and system reliability.

### **Background**

**Regulatory Basis:** 23 CFR 450.326(d): The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

Performance planning is a national initiative that will coordinate national goals developed by the FHWA and FTA with performance measures adopted by the states and MPOs within respective states. As a first step, ROCOG has engaged with MnDOT in developing and adopting performance measures and targets beginning with the development of the 2018- 2021 TIP. This current TIP continues the process.

### **Latest Action:**

In September 2020, ROCOG set PM1—Safety Targets by agreeing to adopt MnDOT's 2021 targets. The performance targets are supported by the projects in ROCOG's Long Range Transportation Plan (LRTP) 2045, adopted in September 2020. (refer to 23 CFR 490, Subpart B)

## **2021-2024 Transportation Improvement Program**

Table 3-1: 2020 Adopted PM1—Safety Performance Targets

<b>Target</b>	<b>MnDOT Target</b>
Number of fatalities	352.4
Rate of fatalities per 100 million VMT	0.582
Number of serious injuries	1,579.8
Rate of serious injuries/100 million VMT	2.606
Number of non-motorized fatalities and non-motorized serious injuries	281.2

In September 2018, ROCOG set PM2—Bridge and Pavement Condition and PM3—System Reliability measures. ROCOG decided to support MnDOT's targets for both measures. MnDOT's targets for both measures are effective for a four-year period, putting the next full adoption in 2022. However, the adoption of these targets comes with an option for MnDOT to revisit and update them after 2 years. MnDOT is updating both measures in 2020. The performance targets are supported by the projects in ROCOG's Long Range Transportation Plan (LRTP) 2045, adopted in September 2020. (refer to 23 CFR 490, Subparts C, D, E, and F)

Table 3-2: 2018 Adopted PM2—Bridge and Pavement Condition Performance Targets

<b>Target</b>	<b>MnDOT Target</b>
Percentage of NHS bridges classified in good condition	50%
Percentage of NHS bridges in poor condition	4%
Percentage of pavements of the Interstate system in good condition	55%
Percentage of pavement of the Interstate system in poor condition	2%
Percentage of pavements of the non-Interstate NHS in good condition	50%
Percentage of pavements of the non-Interstate NHS in poor condition	4%

Table 3-3: 2018 Adopted PM3—System Reliability Performance Targets

<b>Target</b>	<b>MnDOT Target</b>
Percent of reliable person-miles on the Interstate	80%
Percent of reliable person-miles traveled on the non-Interstate NHS	75%
Truck travel time reliability index	1.5

### **Transit Asset Management Performance Targets:**

This category of performance targets includes the following measures:

- Equipment (non-revenue service vehicles) State of Good Repair (SGR) Target - Percentage of Vehicles that have met or exceeded their Useful Life Benchmark (ULB)
- 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)

## **2021-2024 Transportation Improvement Program**

- Rolling Stock SGR Target - Percentage of Revenue Vehicles within a particular asset class that have met or exceeded their ULB (refer to 49 CFR 625)

Public transit agencies often opt to set their own performance targets, rather than agree to those set by MnDOT. Rochester Public Transit (RPT) indicated in July 2017 that they will develop targets that will support and expand on those developed by MnDOT below entitled *MnDOT State of Good Repair: Transit Asset Management Performance Targets*. Via the resolution contained within this TIP, ROCOG has agreed with those targets. The RPT targets are currently available in a report entitled Public Transit Capital Asset Management Plan, dated October 2017. That report will be the repository of the RPT-MPO-supported targets until it may be updated.

RPT's TAM targets include maintaining no more than 10% of its facilities in a condition that has exceeded its useful life benchmark (ULB). The project list in Section 2 shows replacement bus purchases scheduled for each year, which will help RPT toward achieving this goal.

### **Transit Safety:**

This category of performance targets includes the following measures:

- Equipment: (non-revenue) service vehicles – percentage of vehicles that have either met or exceed their useful life benchmark
- 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 with performance restrictions
- Facilities – percentage of facilities within as asset class, rated below condition 3 on the TERM scale (refer to 49 CFR 625.43)

RPT is drafting a safety plan, and is expected to adopt it by the end of 2020.

### ***Notes on further action on Transit Safety performance measure:***

Each **MPO** will:

- Develop targets in cooperation with MnDOT and the public transportation provider.
- Coordinate with MnDOT and public transportation providers on the establishment of targets to ensure consistency, to the maximum extent practicable.
- Establish a target for each performance measure in their metropolitan planning area within 180 days of MnDOT or the public transportation provider setting initial targets by either:
  - Agreeing to plan and program projects so that they contribute toward the accomplishment of the transit asset management target for that performance measure, or

## **2021-2024 Transportation Improvement Program**

- Committing to a quantifiable target for that performance measure.
- Submit the resolution(s) approving the targets to OTSM. The resolution must clearly identify/state each target.
- Revisit the targets when the MPO updates its Transportation Improvement Program and or its metropolitan transportation plan. MPOs are not required to annually update its TAM targets. MPOs may choose to update safety targets as part of the TIP or MTP update.

Each **public transportation provider** will:

- Coordinate, to the maximum extent practicable, in selecting state and MPO safety performance targets. (Note: Public transportation providers located in bi-state MPOs may choose to follow the other state DOT's target setting process. In these instances, the public transportation provider must coordinate with the other state DOT and the MPO. The public transportation provider should notify MnDOT that it plans to follow the other state DOT's process.)
- Make its safety performance targets available to MnDOT and the MPO
- Annually review and update, as needed, its Public Transportation Agency Safety Plan as directed in 49 CFR 673.11(a)(5).

### **Anticipated Effect**

Table 3-4 shows how the ROCOG planning area measures against the safety performance targets. Unless otherwise noted, the numbers are a five-year average from 2014-2018.

Table 3-4: ROCOG Region PM1—Safety Performance Targets (5-year avg., 2014-2018, except as noted)

<b>Target</b>	<b>MnDOT Target</b>	<b>ROCOG Planning Area</b>
Number of fatalities	352.4	9.8
Rate of fatalities per 100 million VMT	0.582	0.66
Number of serious injuries	1,579.8	34.8
Rate of serious injuries/100 million VMT	2.606	2.32
Number of non-motorized fatalities and non-motorized serious injuries (2018)	281.2	46

The ROCOG region is meeting the performance targets for serious injuries, but is slightly above the target for fatalities. ROCOG participates in safety planning on state

## **2021-2024 Transportation Improvement Program**

and county road projects, taking safety into consideration in road design and in prioritizing projects for implementation. ROCOG will continue to incorporate the safety targets into its planning activities in an effort to reduce fatalities in the planning area to at least meet these targets, if not exceed them. In the 2021-2024 TIP, over \$57 million in projects are classified as promoting safety. Characteristic of these safety projects are the high-tension cable barriers being installed in highway medians to reduce injuries and fatalities from head-on collisions.

Table 3-5 shows how the ROCOG planning area measures against the bridge and pavement condition performance targets.

Table 3-5: ROCOG Region PM2—Bridge and Pavement Condition Performance Targets

<b>Target</b>	<b>MnDOT Target</b>	<b>ROCOG Planning Area</b>
Percentage of NHS bridges classified in good condition	50%	59%*
Percentage of NHS bridges in poor condition	4%	<1%
Percentage of pavements of the Interstate system in good condition	55%	77%
Percentage of pavement of the Interstate system in poor condition	2%	<1%
Percentage of pavements of the non-Interstate NHS in good condition	50%	68%
Percentage of pavements of the non-Interstate NHS in poor condition	4%	0.1%

\* indicates a 5-year average, 2014-2018

Each of these individual targets are established every four years, but State DOTs are required to report on each target annually. These six performance measures can be broken into two categories: bridge condition and pavement condition.

For the bridge condition targets, each bridge on the NHS system is assessed annually and the score is entered into the National Bridge Inventory (NBI). The score is based on the inspection ratings of the bridge's deck, superstructure, and substructure. Each bridge is given an overall rating based on the lowest score of the three elements. The scores are based on the following ranges:

Good 7-9  
Fair 5-6  
Poor 0-4

The ROCOG region is meeting and exceeding the bridge condition performance targets. In the 2021-2024 TIP, over \$16 million is programmed for projects involving bridges, most often bridge replacement at highway junctions or over rivers.

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For the pavement condition targets, each pavement segment is assessed annually by its jurisdiction. Pavement Condition Targets are only set every four years, with the option to update them every two. The jurisdictions assess each roadway segment based on a variety of factors to calculate the overall pavement condition. Then those assessments are combined and an output of a standard Pavement Condition Index (PCI) is produced. The following are PCI ratings and their associated range of scores:

Excellent 86-100  
Good 71-85  
Fair 56-70  
Poor 0-55

The ROCOG region is meeting and exceeding the pavement condition performance targets. In the 2021-2024 TIP, over \$19 million is programmed for projects involving pavement repair, most often mill and overlay projects for routine maintenance.

Table 3-6 shows how the ROCOG planning area measures against the system reliability performance targets.

Table 3-6: ROCOG Region PM3—System Reliability Performance Targets

<b>Target</b>	<b>MnDOT Target</b>	<b>ROCOG Planning Area</b>
Percent of reliable person-miles on the Interstate	80%	>85%
Percent of reliable person-miles traveled on the non-Interstate NHS	75%	>80%
Truck travel time reliability index	1.5	1.25

Each of these individual targets are established every four years, but State DOTs are required to report on each target annually. These three performance measures can be broken into two categories: travel time reliability and freight movement reliability. Reliability is defined by the consistency or dependability of travel times from day to day or across different times of the day.

For the travel time reliability targets, FHWA requires the use of National Performance Management Research Data Set (NPMRDS) to calculate the travel reliability for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides a monthly archive of probe data that includes average travel times that are reported every 5-minutes when data is available on the NHS.

Using the NPMRDS probe data, the Level of Travel Time Reliability (LOTTR) can be calculated for four (4) analysis periods using the following ratio:



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Longer travel times (80th percentile of travel times)  
to  
Normal travel times (50th percentile of travel times)

The analysis periods are:

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

For the freight reliability targets, FHWA also requires the use of NPMRDS data to calculate the truck travel time reliability index for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides truck travel times on the Interstate system in 15-minute increments.

Good 7-9

Fair 5-6

Poor 0-4

Reliable segments of roadway are considered to have a ratio of 1.50 or less, whereas segments of roadway with a ratio above 1.50 are considered unreliable.

The ROCOG region is meeting and exceeding the system reliability performance targets. In the 2021-2024 TIP, over \$23 million is programmed for projects that involve highway performance, and over \$19 million is programmed for projects that involve freight movement. Most of these projects are coupled with safety measures or pavement and bridge condition projects.

In the 2021-2024 TIP, over \$84 million is programmed for projects that involve transit asset management. Over \$24 million of that total is programmed for projects that involve transit safety. As might be obvious, there is significant overlap between projects categorized as supporting transit asset management and those categorized as supporting transit safety. These projects are typified by bus purchases for replacement, as well as expansion. Among these are RPT's first steps toward growing the fleet with battery-electric vehicles, which will be charged at least in part by using new solar-powered charging equipment.

### **TIP Performance Measures Discussion – Taken from FHWA Guidance**

#### Introduction

**Describe ROCOG's approach to the federal performance planning requirements overall, and ability to address them.** As of April 6, 2018 MnDOT, ROCOG, and Rochester Public Transit have signed an MOU with the purpose to: *support a performance-based approach to the metropolitan transportation planning and programming process.*

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ROCOG has the ability to address federal performance planning requirements as a typical small MPO. The overall approach to this requirement will in most cases be adopting the targets as set by MnDOT and then make every effort to reach them.

**Staff devoted to the measures.** A Principal Transportation Planner and the Executive Director.

**Does ROCOG intend to support MnDOT on all accounts, or create their own target for certain measures?** With the knowledge of the performance planning measures to date, it is expected that the first course of action with each performance target will be to consider supporting those developed by MnDOT.

**How do applicable MPO plans support achievement of the targets.** The ROCOG TIP and Long Range Plan (LRTP) are multi-modal, so projects included will support many of the performance targets. Often the support will be in coordination with MnDOT as National Highway System (NHS) routes, etc., that pass through the ROCOG planning area are the responsibility of MnDOT. In addition, ROCOG participates in other work in the area that ultimately address performance targets through work in the UPWP such as Destination Medical Center transportation planning which supports the NHS performance targets and the Rochester roundabout policy development/implementation that supports the safety performance targets.

The coming update of the LRTP to a horizon year of 2045 will include both the federal Planning Factors as well as the MAP-21 / FAST Act performance measures/targets as guiding principles.

**Are there factors that might impede or hinder progress in implementing performance targets?** If there are impeding factors, they will probably include funding availability.

**Comment on the anticipated effect of the TIP with respect to performance target categories.**

It is expected that the TIP will be able to function in coming years as it has in the past by including projects supporting both the growth of Rochester, Olmsted County, and surrounding communities, along with attempts to keep up with maintenance of current transportation infrastructure including that of MnDOT. As the TIP is multi-modal, projects are anticipated to support most/all of the applicable performance targets.

ROCOG is using the TIP document to be the “home” of performance target information and progress in achieving/supporting targets with projects. Table 3-4 on the following pages show current TIP projects with performance planning information.

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### MPO Investment Priorities

**Regarding ROCOG's strategy to meet the performance targets. Will this strategy shift (or not shift) over time?** There is a possibility that ROCOG's strategy to meet the performance targets will shift over time, both in response to updated MnDOT's targets and in response to future funding availability. So far ROCOG is supporting MnDOT targets in general and expect to continue to do so. Based on the history of TIP projects, it's expected that future projects will support progress toward achieving the performance targets.

### **Is there enough revenue to meet the performance targets?**

ROCOG, like most MPOs, is in a position of uncertainty in this regard. It is possible that investment priorities could need to be reevaluated in coming years due to funding issues.

### **What is ROCOG doing beyond federal funds to support the targets?**

The projects included in the TIP and Long Range Plan are jointly funded by a variety of sources, such as: City of Rochester, Olmsted County, MnDOT, townships, Small Cities within Olmsted County, State of Minnesota Economic Development funds, etc. In addition, ROCOG staff are involved in planning efforts that help achieve the goals of the performance targets, such as the US-14 Corridor Analysis and the DMC-related Downtown Rapid Transit and TOD Planning Study. ROCOG also fully expects to be included in the planning process for RPT's Transit Development Plan update, which is likely to begin in 2021 and conclude in 2022.

### Conclusion

#### **Major takeaways the MPO has gathered working with the performance measures so far?**

At this point, as of mid-2020, one takeaway is that about six years have passed since the start of the development of the measures by the U.S. DOT. It will probably be another 5 to 10 years to see the overall progress of achieving measurable targets, providing the federal dollars increase in a substantial way.

#### **ROCOG's intended direction forward.**

The direction moving forward is to respond to each performance measure as it is developed by U.S. DOT, and then each performance target as it is developed by MnDOT and the Rochester Public Transit system. At that point ROCOG can decide how to respond annually in the TIP and every five years with the Long Range Plan (LRTP). As time moves on, both the TIP and the LRTP will show progress made toward targets achievements over the year.

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**Table 3-4: Annual TIP ROCOG Performance Management by Project Table**

Projnum	#Year	Agency	Description	Perf Target:	Safety	Transit asset management	NHS pavement condition	NHS bridge condition	NHS performance	Freight Interstate movement	Transit safety
				STIP Total	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:
TRF-0047-21A	2021	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	13,700,000		X					
TRF-0047-21D	2021	ROCHESTER	SECT 5307: ROCHESTER; TRANSIT DEVELOPMENT PLAN	250,000		X					
TRF-0047-21F	2021	ROCHESTER	SECT 5339: CITY OF ROCHESTER; PURCHASE OF SOLAR PANELS FOR BUS GARAGE	1,800,000		X					
TRF-0047-21H	2021	ROCHESTER	SECT 5307: [1 of 2] CITY OF ROCHESTER; PURCHASE SIX (6) STD. 40 FT. REPLACEMENT BUSES (SECT 5307 PORTION OF TRS-0047-21T; TOTAL PROJECT COST IS \$3,180,002)	3,098,776		X					X
TRF-0047-22D	2021	ROCHESTER	SECT 5339: CITY OF ROCHESTER; EXPANSION OF EV CHARGING SYSTEM AND PURCHASE OF 2 EV 60 FOOT BUSES - CITY HAS BEEN AWARDED LONO FUNDING	3,649,114		X					X
159-090-020	2021	ROCHESTER	ROCHESTER LINK - CHESTER WOODS TRAIL (590,100 TRANSPORTATION ALTERNATIVES; 960,000 STBGP; 999,900 LOCAL)	2,550,000	X						
159-090-022	2021	Rochester	Trail Along Broadway And TH 14 From 14th Street To Crossroads Dr. SW	528,000	X						
159-133-007	2021	ROCHESTER	ELTON HILLS BRIDGE REPLACEMENT	3,700,000	X						
5501-38	2021	MnDOT	**ELLA**ITS**: US 14 FROM CSAH 5 (BYRON) TO WEST CIRCLE DRIVE (ROCHESTER), TMS	694,334	X				X		

***2021-2024 Transportation Improvement Program***

Projnum	#Year	Agency	Description	Perf Target:	Safety	Transit asset management	NHS pavement condition	NHS bridge condition	NHS performance	Freight Interstate movement	Transit safety
				STIP Total	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:
5508-129	2021	MnDOT	US 52, BRIDGES 55077 AND 55078 OVER THE SOUTH BRANCH OF THE MIDDLE FORK OF THE ZUMBRO RIVER IN ORONOCO	545,000	X			X			
5509-84AC	2021	MnDOT	*AC**US 63, OVER I 90, REPLACE NB BRIDGE 9890 WITH NEW BRIDGE 55822 AND SB BRIDGE 9889 WITH NEW BRIDGE 55821, INTERCHANGE IMPROVEMENTS AND CABLE MEDIAN BARRIER - (AC PAYBACK, 1 OF 1)	1,930,000	X			X			
5580-98	2021	MnDOT	**SEC164**: I 90 FROM US 52 TO MN 42, HIGH TENSION CABLE BARRIER	876,000	X				X	X	

***2021-2024 Transportation Improvement Program***

Projnum	#Year	Agency	Description	Perf Target:	Safety	Transit asset management	NHS pavement condition	NHS bridge condition	NHS performance	Freight Interstate movement	Transit safety
				STIP Total	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:
TRF-0047-22A	2022	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	13,700,000		X					
TRF-0047-22C	2022	ROCHESTER	SECT 5307: CITY OF ROCHESTER; NW TRANSIT HUB DESIGN	150,000		X					X
TRF-0047-22E	2022	ROCHESTER	SECT 5339 CITY OF ROCHESTER; ST MARYS STATION	3,500,000		X					X
TRS-0047-22TC	2022	ROCHESTER	STP PURCHASE OF 1 500 CLASS REPLACEMENT BUS	160,000		X					X
055-604-018	2022	Olmsted County	**AC**: CSAH 4 FROM CR 158 TO 0.5 MILES WEST OF JCT 50TH AVE NW AND 60TH AVE NW FROM CSAH 4 TO 65TH STREET NW IN ROCHESTER - RECONSTRUCTION - (AC PROJECT - PAYBACK IN 2023)	9,000,000	X						
5580-94	2022	MnDOT	**SPP**: I 90, EB FROM 2.5 MI E CSAH 1 IN MOWER COUNTY TO 0.9 MI E US 63 IN OLMSTED COUNTY, MILL AND OVERLAY	4,980,000			X				
5501-40	2022	MnDOT	US 14, Byron to Rochester from CSAH 34 to US 52, High Tension Cable Barrier	826,000	X				X	X	
5505-27	2022	MnDOT	MN 30, REPLACE BRIDGE 9008 AND BRIDGE 9009, OVER N. BR. ROOT RIVER	5,700,000	X			X			

***2021-2024 Transportation Improvement Program***

Projnum	#Year	Agency	Description	Perf Target:	Safety	Transit asset management	NHS pavement condition	NHS bridge condition	NHS performance	Freight Interstate movement	Transit safety
				STIP Total	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:
TRF-0047-23A	2023	ROCHESTER	SECT 5307: CITY OF ROCHESTER; RR OPERATING ASSISTANCE	15,000,000		X					
TRF-0047-23C	2023	ROCHESTER	SECT 5307: CITY OF ROCHESTER; ST. MARY'S TRANSIT STATION IMPROVEMENTS (TOTAL PROJECT COST IS \$8,100,000)	6,112,950		X					X
TRF-0047-23D	2023	ROCHESTER	SECT 5339: CITY OF ROCHESTER; ST. MARY'S TRANSIT STATION IMPROVEMENTS (TOTAL PROJECT COST IS \$8,100,000)	1,987,050		X					X
TRS-0047-23T	2023	ROCHESTER	CITY OF ROCHESTER; PURCHASE FIVE (5) STD. 40 FT. REPLACEMENT BUSES	2,730,000		X					X
TRS-0047-23TA	2023	ROCHESTER	CITY OF ROCHESTER; PURCHASE ONE (1) <30 FT. CLASS 500 REPLACEMENT BUSES	160,000		X					X
055-598-060	2023	OLMSTED COUNTY	CR 107, 0.1 MILES SOUTH OF CR 152 JCT, REPLACE BR 93153	500,000	X						
055-604-018AC	2023	Olmsted County	**AC**: CSAH 4 FROM JCT CSAH 3 NORTH TO 0.5 MILES WEST OF JCT 50TH AVE NW AND 60TH AVE NW FROM CSAH 4 TO 55TH STREET NW IN ROCHESTER - RECONSTRUCTION - (AC PROJECT - PAYBACK IN 2023)	2,460,000	X						

2021-2024 Transportation Improvement Program

Projnum	#Year	Agency	Description	Perf Target:	Safety	Transit asset management	NHS pavement condition	NHS bridge condition	NHS performance	Freight Interstate movement	Transit safety
				STIP Total	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:
159-090-023	2023	ROCHESTER	CP RAIL SPUR TRAIL EXTENSION - STARTING FROM 3RD AVE AND 16TH ST SE INTERSECTION AND 600 FT EASTWARD ALONG 16TH ST SE THEN SOUTHERLY ALONG RR LINE TO A POINT AT THE INTERSECTION OF 20TH ST SE AND THE RR	471,300	X						
5503-47	2023	MnDOT	**ELLA**SPP**: US 14 EB AND WB FROM CSAH 36/MARION ROAD TO 0.2 MI E CSAH 19, BITUMINOUS MILL AND OVERLAY	2,820,000			X				
2002-35	2023	MnDOT	**ITS**: US 14 TMS PHASE III FROM OLMSTED CSAH 5 (BYRON) TO WEST OF MN 56 (DODGE CENTER)	784,000			X				



**2021-2024 Transportation Improvement Program**

Projnum	#Year	Agency	Description	Perf Target:	Safety	Transit asset management	NHS pavement condition	NHS bridge condition	NHS performance	Freight Interstate movement	Transit safety
				STIP Total	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:
TRF-0047-24A	2024	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	15,300,000		X					
TRF-0047-24B	2024	ROCHESTER	SECT 5307: PURCHASE OF 1 EXPANSION BUS	700,000		X					X
TRF-0047-24C	2024	ROCHESTER	SECT 5307: PURCHASE OF 3 REPLACEMENT BUSES	2,100,000		X					X
159-201-008	2024	ROCHESTER	FROM SILVER LAKE BRIDGE TO ELTON HILLS DR. NW, IN CITY OF ROCHESTER RECONSTRUCTION OF BROADWAY AVENUE, SIDEWALKS, BIKE LANE, TRAFFIC SIGNAL, CONCRETE PAVEMENT	7,000,000	X						
5502-106	2024	MnDOT	**SPP**: US 14 FROM US 52 TO CSAH 36, BITUMINOUS MILL AND OVERLAY AND US 14, BROADWAY AVENUE, ROCHESTER, TRAFFIC SIGNAL IMPROVEMENTS	3,100,000	X		X		X		
5580-99	2024	MnDOT	**AC** I 90 OVER US 52 REPLACE BRIDGE 55809 WITH BRIDGE 55823 AND BRIDGE 55810 WITH BRIDGE 55824 (AC PROJECT, PAYBACK IN 2025)	8,500,000	X			X	X	X	
5505-30	2024	MnDOT	MN 30 FROM US 63 TO US 52, BITUMINOUS MILL AND OVERLAY AND US 63 AT THE JCT OF MN 30 (FIRST ST) IN STEWARTVILLE, TRAFFIC SIGNAL IMPROVEMENTS (AC PROJECT, PAYBACK IN 2025)	7,700,000	X		X		X	X	

***2021-2024 Transportation Improvement Program***

Projnum	#Year	Agency	Description	Perf Target:	Safety	Transit asset management	NHS pavement condition	NHS bridge condition	NHS performance	Freight Interstate movement	Transit safety
				STIP Total	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:	Proj Supports:
5580-100	2024	MnDOT	**SEC164** I 90 FROM TH 42 TO CSAH 10 - HIGH TENSION CABLE BARRIER	700,000	X				X	X	
5501-44	2024	MnDOT	**SEC164** US 14 AT CSAH 3, EAST OF BYRON, CONSTRUCT RCI	900,000	X				X	X	

## **2021-2024 Transportation Improvement Program**

### **FINANCIAL CAPACITY ANALYSIS**

#### Introduction

The Fixing America's Surface Transportation Act (FAST) of 2015 continues the financial planning requirements established as part of ISTEA (1991) for State Departments of Transportation, Metropolitan Planning Organizations (MPOs) and public transit agencies [23 CFR 450.324(h)]. The principal financial planning requirement is to show that projects contained in plans can be paid for with funds that can reasonably be expected to be available during the planning period. This is generally called a financially constrained program of projects.

The FAST policy principles for financial planning include:

- ◆ At the state level, the 4-year State Transportation Improvement Program (STIP) is to be financially constrained.
- ◆ At the metropolitan level, MPOs are required to prepare a financial plan as part of their Long Range Transportation Plan and the Transportation Improvement Program (TIP) to be financially constrained by year. The TIP shall also demonstrate how implementing agencies requesting federal funds can provide the requisite local match for projects while adequately operating and maintaining their existing transportation systems.

Further Refinement of Expectations Include [per CFR450.324 (h), (i)]:

1. Demonstrates the TIP can be implemented, indicates public and private resources.
2. Total costs are consistent with DOT estimate of available federal and state funds.
3. Construction or operating funds are reasonably expected to be available for all listed projects.
4. For new funding sources, strategies have been identified to ensure fund availability.
5. Includes all projects and strategies funded under 23 USC and Federal Transit Act, as well as regionally significant projects.
6. Contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.
7. Full funding for each project is reasonably anticipated to be available within the identified time frame.

## **2021-2024 Transportation Improvement Program**

8. TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.

As the designated MPO for the Rochester area, ROCOG is required to prepare a financial analysis for the jurisdictions within the ROCOG planning area that evaluates the ability of each jurisdiction to provide its local match commitment for federally supported improvements while maintaining and operating their existing transportation system. The future costs and revenues are developed based on inflation and other factors contained in the ROCOG 2040 Long Range Plan.

The annual inflation rate for projected costs in this TIP averages 3.0%.

The projects themselves are also consistent with the Long-Range Plan. The ability to maintain and operated projects are shown within the discussion of each jurisdiction.

## **2021-2024 Transportation Improvement Program**

### **Finding of Financial Capacity for 2021– 2024 TIP: Funding Sources Are Available to fund projects in this TIP**

The following sub-sections show each jurisdiction within the TIP and their financial capacity data.

#### **Minnesota Department of Transportation**

MnDOT District 6 uses a variety of funds to support their project and maintenance work in the ROCOG region. MnDOT annually receives a state dollar allocation and a federal dollar allocation from the Central Office. Their funding to provide the local match for federal funds comes mainly from state dollars. Projects within D-6 are supported by the District 6 Long Range Plan. The Federal allocation is distributed within the Area Transportation Partnership (ATP) process, so only some of these dollars are used in the ROCOG region from year to year.

Total MnDOT expenditures for the TIP program are \$16,807,534 with available revenues of \$93,020,000. The Minnesota Department of Transportation, District 6, will have sufficient local funds to provide the 20 percent match for their federally funded projects, while adequately maintaining and operating their existing transportation system.

#### **MnDOT Financial Capacity for TIP Projects**

Year	# of Projects in ROCOG Area	Federal Funding	State Funds/Local to Match Federal -- Expenditure	Maintenance & Operations - Expenditure	Total Expenditures	Revenue (State funds)
2021	3	1,809,067	306,267	2,630,000	2,936,267	22,950,000
2022	3	9,785,400	1,720,600	2,690,000	4,410,600	23,200,000
2023	2	3,040,000	564,000	2,770,000	3,334,000	23,330,000
2024	5	11,366,000	3,290,000	2,836,667	6,126,667	23,540,000
Totals:	13	26,000,467	5,880,867	10,926,667	16,807,534	93,020,000

Note: does not include Set-a-side line items

#### **Olmsted County**

County revenues for transportation projects come from state and federal aid, local bonding, and a share of the local property tax. In addition, during the year 2012 voters in Rochester approved a local sales tax extension that will provide \$17 million for the County over a 15 year period for transportation projects. This extension is similar to previous extensions of an original local sales tax set in the mid 1980s. All recent extensions have provided funds for capital improvement projects, mainly in the transportation area.

## **2021-2024 Transportation Improvement Program**

In addition, and in support of Mayo Clinic's Destination Medical Center initiative, in July of 2013 the County Board approved a ¼ cent local sales tax levy to support DMC *transit* infrastructure needs by matching DMC state dollars. In total, \$116 million can be made available between the county and state dollars over 20 years.

Further, the county also adopted a wheelage tax of \$10 that raises \$1.3 million per year for road maintenance. This source became available to all counties in the 2013 legislative session.

State and federal aids are from traditional funding sources. General obligation bonding is used for larger projects such as the county share of highway interchange construction. Funding from property tax is available annually and is expected to increase due to the growth in the tax base as well as a need to replace lost state funding over the last decade (and to some degree, federal decreases). Olmsted County has been able and will be able to have funding available for annual transportation costs.

Total expenditures for the Olmsted County TIP program are \$21,674,963 with available revenues of \$126,177,778. Olmsted County will have sufficient local funds to provide the 20 percent match for their federally funded projects, while adequately maintaining and operating their existing transportation system.

### **Olmsted County Financial Capacity for TIP Projects**

Year	# of Projects	Federal	Local Match -- Expenditure	Maintenance & Operations - Expenditure	Total Expenditures	Revenue
2021	0	0	0	4,130,000	4,130,000	29,600,000
2022	1	2,370,000	4,170,000	4,319,667	8,489,667	31,000,000
2023	1	400,000	100,000	4,400,889	4,500,889	32,133,333
2024	0	0	0	4,554,407	4,554,407	33,444,444
Totals:	2	2,770,000	4,270,000	17,404,963	21,674,963	126,177,778

### City of Rochester

City street/bike/ped revenues come from a variety of sources, including state and federal aids, a share of the local property tax, and contributions from private sector parties through means such as Special Assessments, Transportation Improvement District fees, and Substandard Street Improvement fees. Private sector charges and fees are expected to rise in line with inflation costs, as the charges are based on a percentage of actual project costs incurred.

As noted with Olmsted County, on November 6, 2012 voters in Rochester approved a half cent 15 year sales tax extension that will provide \$17 million in total for the City of

## **2021-2024 Transportation Improvement Program**

Rochester in funding for transportation projects. Rochester will mainly use these dollars for street/highway and downtown transit capital projects.

Funding from the Rochester property tax is expected to increase annually due to the growth in the tax base as Rochester grows propelled to a large degree by the growth of Mayo Clinic.

The following table identifies the revenues and expenditures that the City of Rochester is expected to have over the horizon of the TIP for roadway network needs and bike/ped projects.

### **City of Rochester Financial Capacity for Street, Interchange & Bike/Ped TIP Projects**

Year	# of Projects	Federal	Local Match -- Expenditure	Maintenance & Operations - Expenditure	Total Expenditures	Revenue
2021	3	3,160,100	3,617,900	6,100,000	9,717,900	31,300,000
2022	0	0	-	6,300,000	6,300,000	32,200,000
2023	1	240,000	231,300	6,500,000	6,731,300	32,733,333
2024	1	2,580,000	4,420,000	6,700,000	11,120,000	33,511,111
Totals:	5	5,980,100	8,269,200	25,600,000	33,869,200	129,744,444

Total expenditures for the TIP program are \$33,869,200 with available revenues of \$129,744,444. The City of Rochester will have sufficient local funds to provide the 20 percent match for their federally funded projects, while adequately maintaining and operating their existing transportation system.

### **City of Rochester Transit System**

The City of Rochester's Transit System receives capital funding from the Federal Transit Administration and the city provides the local match along with the state of Minnesota. On-going maintenance costs are provided for in the general operating budget for the system.

The table below shows capital projects for the 4 years of the TIP. Total expenditures for the TIP program are \$9,703,404, with available revenues of \$23,106,667. Here again, the City of Rochester is financially able to maintain the transit capital improvement program for their transit system.

### **Rochester Transit Financial Capacity for TIP CAPITAL Projects**

Year	# of Projects	Federal - FHWA & FTA	Local Match	Maintenance	Total Expenditures	Revenue
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**2021-2024 Transportation Improvement Program**

2021	4	7,976,747	902,367	1,240,000	2,142,367	5,600,000
2022	3	3,048,000	762,000	1,293,333	2,055,333	5,710,000
2023	4	8,792,000	2,198,000	1,347,111	3,545,111	5,840,000
2024	2	2,240,000	560,000	1,400,593	1,960,593	5,956,667
Totals:	13	22,056,747	4,422,367	5,281,037	9,703,404	23,106,667



## **2021-2024 Transportation Improvement Program**

### Minnesota MPO TIP Checklist

<b>Regulatory Citation (23 CFR)</b>	<b>Key Content of Rule</b>	<b>REF Number</b>	<b>Review Guidance</b>	<b>Included in TIP?</b>	<b>If yes, which page(s)?</b>
450.316(a)	Public involvement	1	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, use of visualization, available online, and explicit consideration and response to public input.	Yes	17
450.316(b)	Consultation	2	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes	21
450.322(b)	Congestion management	N/A	TMA's TIP reflects multimodal measures / strategies from congestion management process	N/A	N/A
450.326(a)	Cooperation with State and public transit operators	3	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes	21
450.326(a)	TIP time period	4	TIP covers at least 4 years.	Yes	37
450.326(a)	MPO approval of TIP	5	Signed copy of the resolution is included.	Yes	Inside Cover
450.326(a)	MPO conformity determination	N/A	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	N/A	N/A
450.326(b)	Reasonable opportunity for public comment	6	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	Yes	17
450.326(b)	TIP public meeting	N/A	TMA's process provided at least one formal public meeting.	Yes	N/A

## **2021-2024 Transportation Improvement Program**

<b>Regulatory Citation (23 CFR)</b>	<b>Key Content of Rule</b>	<b>REF Number</b>	<b>Review Guidance</b>	<b>Included in TIP?</b>	<b>If yes, which page(s)?</b>
450.326(c)	Performance targets	7	TIP designed to make progress toward achieving established performance targets.	Yes	58
450.326(d)	Performance targets	8	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	Yes	52
450.326(e)	Types of projects included in TIP	9	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	37
450.326(f)	Regionally significant projects	10	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes	37
450.326(g)(1)	Individual project information	11	TIP includes sufficient scope description (type, termini, length, etc.).	Yes	37
450.326(g)(2)	Individual project information	12	TIP includes estimated <b>total</b> cost (including costs that extend beyond the 4 years of the TIP).	Yes	37
450.326(g)(3)	Individual project information	13	TIP identifies federal funds proposed, by year, and proposed category(ies) of federal funds and source(s) of non-federal funds.	Yes	37
450.326(g)(4)	Individual project information	14	TIP identifies recipient / responsible agency(s).	Yes	37
450.326(g)(5)	Individual project information	N/A	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	N/A	N/A

## **2021-2024 Transportation Improvement Program**

<b>Regulatory Citation (23 CFR)</b>	<b>Key Content of Rule</b>	<b>REF Number</b>	<b>Review Guidance</b>	<b>Included in TIP?</b>	<b>If yes, which page(s)?</b>
450.326(g)(6)	Individual project information	N/A	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	N/A	N/A
450.326(g)(7)	Individual project information	15	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes	37
450.326(h)	Small projects	16	TIP identifies small projects by function or geographic area or work type	Yes	37
450.326(h)	Small projects	N/A	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	N/A	N/A
450.326(i)	Consistency with approved plans	17	Each project is consistent with the MPO's approved transportation plan.	Yes	45
450.326(j)	Financial plan	18	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	Yes	67
450.326(j)	Financial plan	19	Total costs are consistent with DOT estimate of available federal and state funds.	Yes	67
450.326(j)	Financial plan	20	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes	67
450.326(j)	Financial plan	21	For new funding sources, strategies are identified to ensure fund availability.	Yes	67
450.326(j)	Financial plan	22	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes	67
450.326(j)	Financial plan	23	TIP contains system-level estimates of costs and revenues expected to	Yes	67

## **2021-2024 Transportation Improvement Program**

<b>Regulatory Citation (23 CFR)</b>	<b>Key Content of Rule</b>	<b>REF Number</b>	<b>Review Guidance</b>	<b>Included in TIP?</b>	<b>If yes, which page(s)?</b>
			be available to operate and maintain Federal-aid highways and transit.		
450.326(j)	Financial plan	24	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes	67
450.326(k)	Financial constraint	25	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes	67
450.326(k)	Financial constraint	N/A	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	N/A	N/A
450.326(k)	Financial constraint	26	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes	67
450.326(k)	Financial constraint	N/A	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	N/A	N/A
450.326(m)	Sub-allocated funds	27	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.	Yes	37
450.326(n)(1)	Monitoring progress	28	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes	30
450.326(n)(2)	Monitoring progress	29	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes	24
450.326(n)(3)	Monitoring progress	N/A	If a nonattainment / maintenance area, progress implementing TCS is described.	N/A	N/A

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<b>Regulatory Citation (23 CFR)</b>	<b>Key Content of Rule</b>	<b>REF Number</b>	<b>Review Guidance</b>	<b>Included in TIP?</b>	<b>If yes, which page(s)?</b>
450.328	TIP / STIP relationship	30	Approved TIP included in STIP without change.	Yes	33
450.334	Annual Listing of Obligated Projects	31	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes	37
450.336	Certification	32	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	Inside Front Cover