

This document is not fully ADA accessible. For assistance, please contact the Olmsted County Planning Department at 507 328-7100.



2020-2023

Transportation **I**mprovement **P**rogram

September 2019

Draft 2020-2023 Transportation Improvement Program

Preparation of this document is financed in part by the Federal Highway Administration as referenced in the ROCOG 2019 Transportation Work Program under Work Task 2331. 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:

The preparation of this report has been funding in part by the U.S. DOT, Federal Highway Administration and Federal Transit Administration. 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 U.S. DOT. The report does not constitute a standard, specification, or regulation.

Draft 2020-2023 Transportation Improvement Program

TABLE OF CONTENTS

SECTION 1 INTRODUCTION, PUBLIC INVOLVEMENT & ANNUAL LISTING	5
Metropolitan Planning Organization (MPO)	7
Public Participation Activities	8
Other Significant Citizen Input Opportunities Prior to TIP Development	13
Annual Resolutions of The ROCOG Policy Board	15
ROCOG Annual Listing of 2019 Projects	16
Process for Amending the Transportation Improvement Program	22
SECTION 2: TIP PROGRAM OF PROJECTS	23
Introduction	23
ATP PROJECT SELECTION METHOD:	25
Annual Project Recommendation/Selection Process:	26
Development of the ATP Project List and Map:	26
Federally Funded Transportation Improvement Program	27
Federal Program 2020 – 2023	28
TIP LINK TO MPO PLANNING	44
TIP Projects in Relation to the Long Range Plan:	44
Americans with Disabilities Act local status:	44
Impacts on Environmental Justice Communities	45
SECTION 3: FEDERAL & ROCOG PERFORMANCE PLANNING AND FINANCIAL CAPACITY	44
Federal Performance Planning Requirements	44
Background	44
Transit Asset Management Performance Targets:	50
TIP Performance Measures Discussion – Taken from FHWA Guidance	50
Introduction	50
MPO Investment Priorities	52
Conclusion	52
FINANCIAL CAPACITY ANALYSIS	61
Introduction	61
Minnesota Department of Transportation	63
Olmsted County	63

Draft 2020-2023 Transportation Improvement Program

City of Rochester	64
City of Rochester Transit System	65

EXHIBIT A: MEDIA RELEASE INVITING PUBLIC COMMENT ON DRAFT TIP	72
--	-----------

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. For the ROCOG area, Figure 1 illustrates the partners in this process and their relationships. The term "3-C process" 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 represents that prior to actual start of construction, coordination among jurisdictions has occurred and projects have been programmed in view of competing needs and resource limitations.

Draft 2020-2023 Transportation Improvement Program

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.

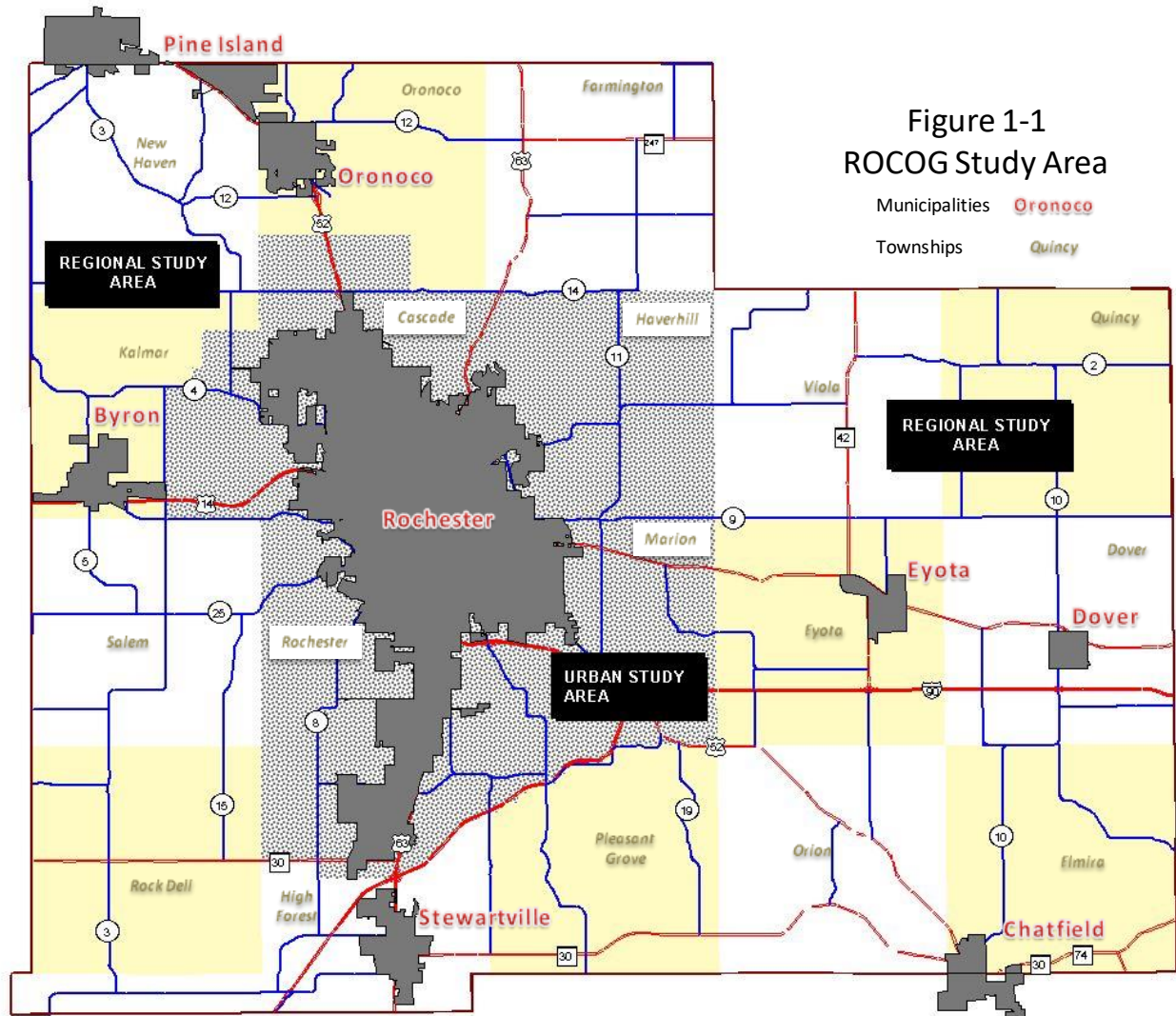
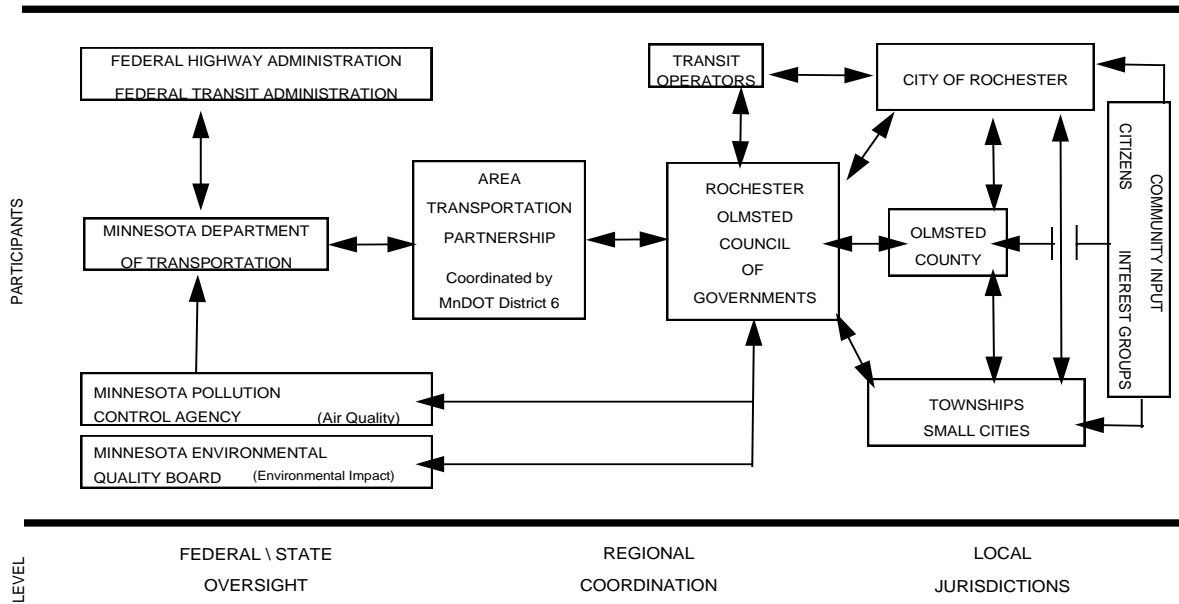


Exhibit 1: ROCOG Planning Area within Olmsted County

Draft 2020-2023 Transportation Improvement Program

FIGURE 1

RELATIONSHIPS WITHIN STRUCTURE OF METROPOLITAN AREA PLANNING



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 Olmsted County to utilize their staff as necessary to fulfill its 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 to the Policy Board also exists that represents each of the major jurisdictions with dedicated transportation staff.

The Transportation Technical Advisory Committee (TTAC) reviews and recommends to the Policy Board on transportation issues, which have been identified within the ROCOG planning area. The composition of the committee is listed in Table 1 below.

Draft 2020-2023 Transportation Improvement Program

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

Representative Group	Members on ROCOG Board
City of Rochester	5
Olmsted County	3
Small Cities	3
Townships	2
School District	1
Resident Representatives	2
TOTAL	16
Representative Group	Members on TTAC
ROCOG Staff	4
Rochester Public Transit	1
MnDOT CO	2
MnDOT District 6	2
Township Maintenance	1
Olmsted County Public Works	2
City of Rochester Public Works	2
FHWA	1
TOTAL	15

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

(1) TIP Checklist: 450.316(a); Public involvement; MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.

Draft 2020-2023 Transportation Improvement Program

(6) TIP Checklist: 450.326(b); Reasonable opportunity for public comment; TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.

MPO followed its public participation plan for the TIP process:

Adequate public notice: the draft TIP is announced several weeks before the MPO meeting at which the draft is first 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: MPO meetings when the TIP is on the agenda is 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

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

Draft 2020-2023 Transportation Improvement Program

Next generation public outreach: StoryMaps on the web (a new GIS interactive technique, pop-up meetings, reaching out to underrepresented populations began to be used with the development of the 2020-2023 TIP

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. 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 2019, outreach efforts also included an email blast to give notice of a public meeting, a TIP link on the ROCOG website, visits to local festivals and other special events, and Facebook posts about the public meeting and TIP information on the ROCOG website.

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.

Draft 2020-2023 Transportation Improvement Program

Table 2: Summary of 2020-2023 TIP Public Outreach

Outreach Method	Metrics for evaluating outreach	Results
Facebook link to both StoryMaps and ROCOG Web site	People reached	30
	Engagements	3
During ROCOG meetings on TIP	# comments	None this year
ROCOG Web Site with email link to Story Maps	# website visits	119
	# times document opened	4
	# of emails to staff	None this year
Story Maps with direct comments	# story maps hits	503*
	# comments	1
Attending Events	# comments	None this year
Pop ups	# comments	10

* As of September 25, 2019. 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.

Notice of Opportunity for Public Input on ROCOG Draft 2020 – 2023 Transportation Improvement Program

The ROCOG Policy Board will meet at the following time and date to review the early draft of the 2020 – 2023 Transportation Improvement Program (TIP), a multi-year program of federal funded transportation improvements in the Rochester-Olmsted County region. The draft TIP is located on the Internet at:

<https://www.co.olmsted.mn.us/planning/rocog/Citizen%20Representative/Pages/2020-2023-TIP.aspx>

or by contacting the staff person listed below.

Time: Noon

Date: August 12, 2019

Place: Building 2122 Campus Dr. in Rochester – Conference Room A.

The purpose of this meeting agenda item is to take comments and questions on the draft projects in the TIP from members of the public. Note that projects in the TIP are included because they are expected to receive federal transportation funds that are coordinated here locally by ROCOG (the Rochester-Olmsted Council of Governments). Projects are mainly from MnDOT, the City of Rochester, and Olmsted County.

Questions may be directed to Bryan Law, Principal Transportation Planner at 507.328.7112 or law.bryan@co.olmsted.mn.us

Draft 2020-2023 Transportation Improvement Program

Final TIP opportunity for public input was provided prior to and during the September 20, 2019, ROCOG meeting. A new notice was developed, as shown below.

Notice of Opportunity for Public Input on ROCOG Draft 2020 – 2023 Transportation Improvement Program

The Rochester-Olmsted Council of Governments (ROCOG) has released a draft of the 2020–2023 Transportation Improvement Program (TIP) for a 30-day public comment period. The TIP is a multi-year program of federally funded transportation improvements in the Rochester-Olmsted County region. The draft TIP is located on the ROCOG website at:

<https://www.co.olmsted.mn.us/planning/rocoG/Citizen%20Representative/Documents/2020%20-%202023%20TIP/draft%20ROCOG%20TIP%20Aug%202019.pdf>

or by contacting ROCOG staff (see below).

Comments and questions about the draft TIP may be directed to Bryan Law, Principal Transportation Planner at 507.328.7112 or jaw.bryan@co.olmsted.mn.us, until noon on Friday, September 20, 2019.

The release of this draft TIP begins a 30-day public comment period. Following that, ROCOG will meet to discuss and vote on a final draft of the TIP. That meeting is open to the public, and public comments are invited to be made at that time. The meeting is scheduled for:

Time: Noon

Date: September 20, 2019

Place: Building 2122 Campus Dr. in Rochester – Conference Room A.

Note that projects in the TIP are included because they are expected to receive federal transportation funds that are coordinated here locally by ROCOG. Projects are mainly from MnDOT, the City of Rochester, and Olmsted County.

ROCOG engaged in outreach efforts to solicit comments on the 2020-2023 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). But for the 2020-2023 TIP, ROCOG engaged in some new methods of outreach, inspired by outreach efforts for the 2045 Long Range Transportation Plan (LRTP). ROCOG established a Facebook page in December 2018, and announced the draft TIP and the invitation for public comments there in August 2019. ROCOG staff attended two pop-up events to gather public input: the Diversity Council's Annual Celebration on August 7, 2019; and a pop-up in the Shops at University Square, in the downtown Rochester skyway dining area, at lunch time on September 11, 2019. Both of these pop-ups were joint outreach events for the LRTP and the TIP, so comments were solicited for both. Ten comments were collected regarding the TIP. These comments were mostly positive. Several respondents mentioned that individual projects identified for 2020-2023 were long overdue, and that additional funding should be sought to speed up the timetable for some projects.

Draft 2020-2023 Transportation Improvement Program

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. Only one public comment was received through the Storymap, but ROCOG plans to continue this method of outreach in the future, expecting that it will stimulate more public involvement in coming years.

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.

(2) TIP Checklist: 450.316(b); Consultation; TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.

(3) TIP Checklist: 450.326(a); Cooperation with State and public transit operators; TIP developed in cooperation with the State (DOT) and (any) public transit operators.

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. This is outlined below:

CITY OF ROCHESTER:

Street - Highway Programs:

The City Council holds public informational meetings followed by a Public Hearing prior to adoption of the Capital Improvement Program. Staff from the Public Works Department, which contains the transportation division, makes presentations to community groups including business groups such as the Chamber of Commerce, community groups such as the Seroma and Kiwanis Clubs, and neighborhood groups in areas of planned projects. These activities occur throughout the course of the year and provide citizens the opportunity to offer their opinions and input to staff or their City Council representative prior to final action on the CIP. Information about the CIP is disseminated primarily through the newspaper, although other media will also report on the major projects proposed.

TRANSIT

The transit coordinator works with the private sector providers to gather input on needed projects. Annual operating and capital budgets are reviewed with the Citizen's Advisory on Transit, and the coordinator will meet throughout the year with client groups and social service agencies to discuss dial-a-ride \ accessible route service and

Draft 2020-2023 Transportation Improvement Program

identify unmet needs and how to implement service changes. All advisory meetings are open to the public. Citizens may attend and present concerns to the advisory committee. Citizen input is also solicited through numerous community surveys that are conducted on an ongoing basis and through consumer-initiated telephone contacts.

OLMSTED COUNTY

Highway Programs

The Olmsted County Board of Commissioners conducts multiple public informational meetings followed by a Public Hearing prior to adoption of the Capital Improvement Program. Staff from the Public Works Department, which contains the county transportation engineering division, makes presentations to community groups including the Chamber of Commerce to discuss transportation projects prior to final action on the Olmsted County CIP. The Planning Department will review the CIP with the Planning Commission to gather their input. Information about the CIP is disseminated through the newspaper primarily, and other media will report on the major projects included in the TIP.

Individual projects of major significance will also be managed so as to provide the opportunity for public input. Design open houses are normally held in advance of all major projects for the purpose of providing an opportunity for community input.

Bridge Program

Another major effort of Olmsted County is in the area of Bridge repair and replacement. Review and coordination of this program is integrated into the highway program review described above.

MINNESOTA DEPARTMENT OF TRANSPORTATION

The Minnesota Department of Transportation holds a Public Meeting within the district annually to disseminate information on the proposed capital improvement program. Local newspaper and radio\TV also report this information to educate the public about planned projects. The District Office also makes presentations to community groups on request to discuss the program and projects of interest in a particular community. The Department has a community relations officer whose purpose is to work with local jurisdictions and staff on disseminating information about the program.

MnDOT also uses community advisory committees on its major projects in the project development process. Two projects, the US 14/52 Reconstruction and the US 63 South Design and Environmental Analysis have had active citizen committees involved in the completion of the design of these projects. Other projects having a citizen involvement phase included the Oronoco / Pine Island TH 52 Subarea Study.

Draft 2020-2023 Transportation Improvement Program

Annual Resolutions of The ROCOG Policy Board

In approving the Transportation Improvement Program, the ROCOG Policy Board annually adopts a set of resolutions certifying that the transportation planning and programming efforts of the Rochester MPO are consistent with the guidelines and requirements established for the use of federal transportation funds. The federal government, through the programs of the Federal Highway Administration and Federal Transit Administration, has a significant stake in the transportation system of this region, as evidenced by the planned expenditure of multiple millions of dollars in the planning region over the four-year period of the TIP.

Since expenditures of this magnitude have the ability to influence not only transportation service but other socio-economic goals as well, the United States Congress over the years has identified policies regarding not only technical transportation matters but social and environmental goals as well which transportation expenditures should support.

The adoption of the four resolutions on the following pages indicates that this community has made a good faith effort to implement these goals and is in compliance with the intent of a number of federal mandates. The resolutions that are adopted annually by the Policy Board at the time the final TIP is presented and discussed by the Board. Signed resolutions are shown on the ROCOG web site in the TIP section.

First Resolution:

APPROVES THE TIP and establishes that the TIP has been prepared in a cooperative manner with other partner units of government and the public and represents current community priorities on transportation needs within the region for the upcoming 4-year period.

CONFIRMS THE CURRENT LONG RANGE TRANSPORTATION PLAN: Along with the annual development of a Transportation Improvement Program each metropolitan area is required to have an adopted Long Range Plan and to certify that it represents the current agreement of the community regarding the future development of transportation facilities and services for the community.

(32) TIP Checklist: 450.336; Certification; TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable provisions of 23 CFR 450.334 and federal lobbying restrictions of 49 CFR 20.110.

SELF CERTIFICATION FINDING in lieu of the federal government auditing local actions to ensure all applicable federal policies are being addressed by local areas. With this finding the community is stating that efforts to comply with various federal policies are

Draft 2020-2023 Transportation Improvement Program

ongoing and that the transportation program of the region is in compliance with the intent of these various mandates.

U.S. DOT REGULATIONS ON LOBBYING: Each MPO must certify that it is in compliance with the provisions of 49 CFR Part 20 regarding lobbying restrictions on influencing certain Federal activities.

Second Resolution:

Approves the federal performance planning targets supporting FAST Act performance targets for Safety per (23 CFR 490, Subpart B) and for Transit Asset Management per (49 CFR 625) (note: later may include Transit Safety)

Third Resolution:

Approves the federal performance planning targets supporting FAST Act NHS Pavement Condition per 23 CFR 490.307(a) and Bridge Condition per 23 CFR 490.407(c)

Fourth Resolution:

Approves the federal performance planning targets to Assess NHS Performance per 23 CFR 490, and to Assess Freight Movement per 23 CFR 490, Subpart F

Note: signed resolutions are posted on the ROCOG web site under the TIP section.

(5) TIP Checklist: 450.326(a); MPO approval of TIP; Signed copy of the resolution is included.

(29) TIP Checklist: 450.326(n)(2); Monitoring progress; TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.

ROCOG Annual Listing of 2019 Projects

(as posted on the Rochester-Olmsted Co. Dept web site June 2019)

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

ROCOG Chair: Mark Thein
ROCOG Executive Director: Ben Griffith

Draft 2020-2023 Transportation Improvement Program

Contact: Bryan Law, Principal Transportation Planner, 507-328-7112,
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.

The purpose of this Annual Listing is to provide information on projects that are in the implementation stage from the most recent Transportation Improvement Program, in this case projects for the year 2019.

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.

Draft 2020-2023 Transportation Improvement Program

Table 3: ROCOG TIP Annual Listing Report for Year 2019

Route System	Projnum	Agency	Status as of June, 2019	Description	City	Project Total
BB	TRF-0047-19A	RPT	In operation	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	Rochester	11,450,000
BB	TRF-0047-19B	RPT	Pending-coordination with DMC	SECT 5307: CITY OF ROCHESTER; ST MARY'S STATION - CONSTRUCTION	Rochester	250,000
BB	TRF-0047-19C	RPT	FTA grant submitted	SECT 5339: CITY OF ROCHESTER; PURCHASE SIX (6) STD. 40 FT. REPLACEMENT BUSES	Rochester	2,900,000
BB	TRF-0047-19D	RPT	FTA grant submitted	SECT 5307: CITY OF ROCHESTER; REMOTE HUB LOCATION & DESIGN STUDY	Rochester	150,000
BB	TRF-0047-19E	RPT	FTA grant submitted	SECT 5307: CITY OF ROCHESTER; PURCHASE TWO (2) 40 FT. EXPANSION BUSES	Rochester	968,000
BB	TRF-0047-19F	RPT	FTA grant submitted	ROCHESTER; EXPANSION OF BUS GARAGE	Rochester	6,125,000
BB	TRF-0047-19G	RPT	FTA grant submitted	ROCHESTER: 4 BUS SHELTERS	Rochester	40,000
BB	TRF-0047-19H	RPT	FTA grant submitted	ROCHESTER: DOWNTOWN BUS STOP IMPROVEMENTS	Rochester	50,000
BB	TRF-0047-19I	RPT	on schedule	ROCHESTER: FARE KIOSKS AND TECH UPDATES	Rochester	100,000

Draft 2020-2023 Transportation Improvement Program

Route System	Projnum	Agency	Status as of June, 2019	Description	City	Project Total
BB	TRF-0047-19J	RPT	on schedule	ROCHESTER: ITS ENHANCEMENTS TO GPS BASED AVL BUS TRACKING	Rochester	50,000
BB	TRF-0047-19K	RPT	FTA grant submitted	SECT 5307: CITY OF ROCHESTER; PURCHASE FIVE (5) 60' BRT EXPANSION BUSES	Rochester	6,500,000
BB	TRF-0047-19L	RPT	FTA grant submitted	SECT 5307: CITY OF ROCHESTER; PURCHASE AND INSTALL ELECTRICAL CHARGING STATION	Rochester	1,000,000
BB	TRF-0047-19M	RPT	FTA grant submitted	SECT 5307: CITY OF ROCHESTER; PURCHASE TWO (2) <30' PARATRANSIT BUSES	Rochester	330,000
BB	TRF-0047-19N	RPT	FTA grant submitted	SECT 5307: CITY OF ROCHESTER; PURCHASE TWO (2) <30' BUSES FOR REGULAR ROUTE	Rochester	330,000
CSAH 9	055-609-018AC	Olm	project complete	*AC* CSAH 9, FROM CSAH 22 TO CR 119 SOUTH, RECONSTRUCTION AND CONCRETE MILL & OVERLAY. REPLACE BR #92150, REPLACE RAILROAD CROSSING USDOT NO. 193270F (AC PAYBACK 1 OF 1)	Rochester	354,848

Draft 2020-2023 Transportation Improvement Program

Route System	Projnum	Agency	Status as of June, 2019	Description	City	Project Total
CSAH 9	055-609-019	Olm	anticipated letting date July 2019; majority of construction work to occur in 2020	COLLEGE VIEW ROAD (CSAH 9) FROM 19TH AVE SE TO EAST CIRCLE DRIVE (CSAH 22) - CONCRETE PAVEMENT (TIED WITH S.P. 159-020-022)	Rochester	5,524,200
RR	5506-30	Olm	\$311,504 encumbered - on schedule	DME RR, INSTALL GATES AT MN TH 42, EYOTA, OLMSTED COUNTY	Rochester	250,000
US 52	2505-57	MnDOT	Let at \$737,948 - on schedule	*ITS* US 52 TMS PHASE III - ITS FROM ELK RUN TO MN 60 W INTERCHANGE	Olmsted County	690,000
US 52	5507-64	MnDOT	Let at \$8,829,760 - on schedule	*SPP* US 52 FROM 0.1 MI N OF FILLMORE COUNTY CSAH 5 TO 0.2 MI S I90, BITUMINOUS MILL AND OVERLAY, ADA IMPROVEMENTS AND REPLACE BRIDGE 6124 WITH NEW BRIDGE 55X25, 8182 WITH NEW BRIDGE 55X23 AND 8183 WITH NEW BRIDGE 55X24	Olmsted County	8,400,000
US 52	5507-69AC	MnDOT	AC payback - on schedule	*AC*SPP* US 52 NB AND SB FROM 0.2 MI S OF I 90 TO US 63, BITUMINOUS OVERLAY (AC PAYBACK 1 OF 1)	Olmsted County	1,641,097

Draft 2020-2023 Transportation Improvement Program

Route System	Projnum	Agency	Status as of June, 2019	Description	City	Project Total
US 52	5507-69SAC	MnDOT	AC payback - on schedule	*AC* US 52 FROM I-90 TO US 63 IN SOUTH ROCHESTER, CABLE MEDIAN BARRIER - HSIP PORTION OF S.P. 5507-69 (AC PAYBACK 1 OF 1)	Rochester	645,505
US 63	5509-86	MnDOT	on schedule	*SEC164* US 63, FROM NORTH LIMITS OF STEWARTVILLE TO SOUTH LIMITS OF ROCHESTER JUST SOUTH OF TH 52, CABLE MEDIAN BARRIER	Stewartville	800,000

Draft 2020-2023 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

(4) TIP Checklist: 450.326(a) TIP time period, TIP covers at least 4 years.

This Section provides a summary of those projects in the ROCOG planning area that have been selected for federal funding for federal fiscal years 2020 through 2023. 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 Area Transportation Partnership 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 tenant 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 meets 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

Draft 2020-2023 Transportation Improvement Program

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 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.

(28) TIP Checklist: 450.326(n)(1); Monitoring progress; TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.

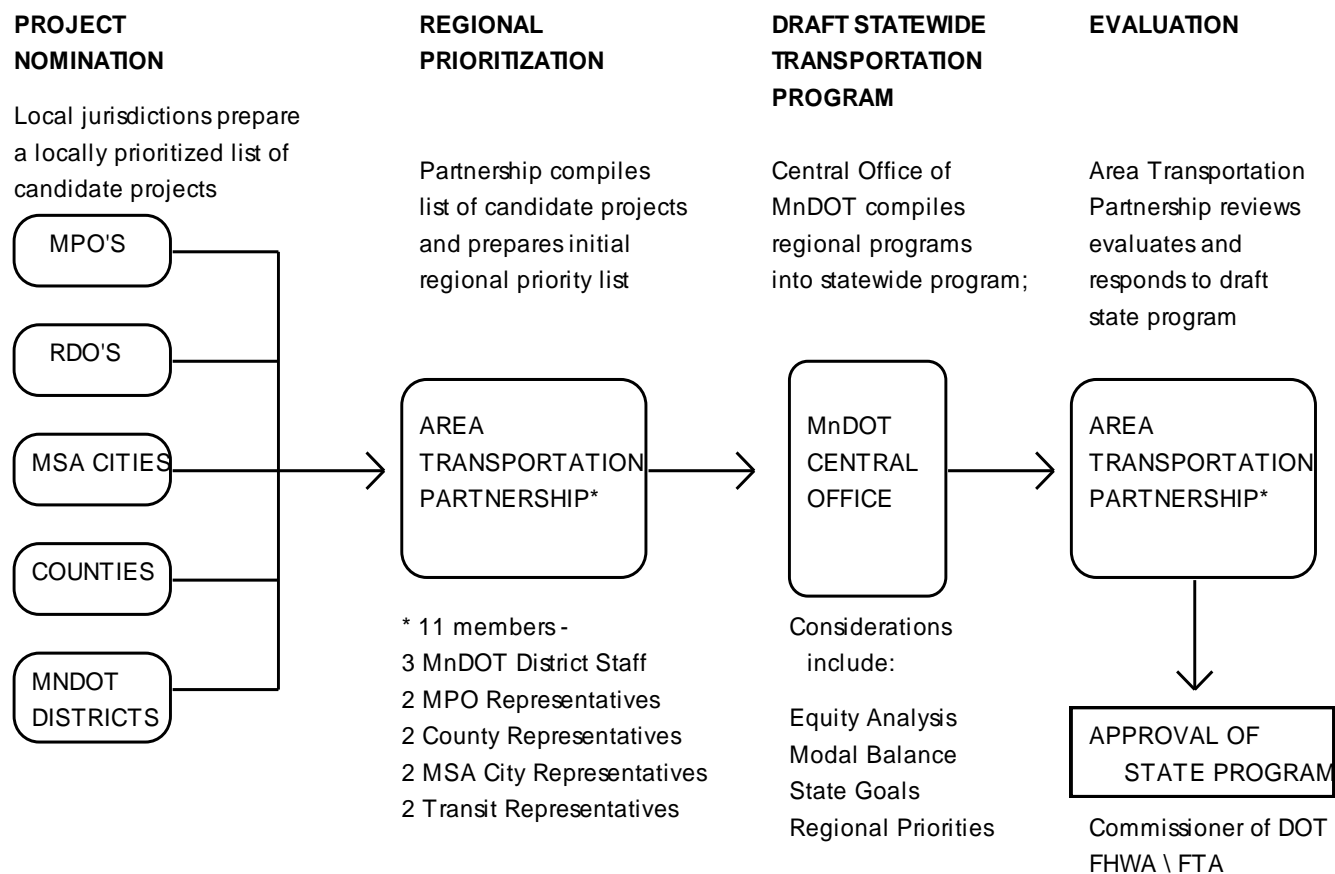


Figure 3 - 1
 ATP & ROCOG TIP Project Selection Process [per CFR450.324 (I)]:

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

Draft 2020-2023 Transportation Improvement Program

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

On October 2, 2017, ROCOG approved the updated TIP project selection allocation method. It is as follows:

ATP PROJECT SELECTION METHOD:

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.

Draft 2020-2023 Transportation Improvement Program

- 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.

Annual Project Recommendation/Selection Process:

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

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

Draft 2020-2023 Transportation Improvement Program

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:

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.

(30) TIP Checklist: 450.328; TIP / STIP relationship; Approved TIP included in STIP without change.

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

Draft 2020-2023 Transportation Improvement Program

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.
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 2020 – 2023

The list of projects is shown in the [tables on the following pages](#).

(4) TIP Checklist: 450.326 (a); TIP time period; TIP covers at least 4 years.

(9) TIP Checklist: 450.326(e); Types of projects included in TIP; TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.

(10) TIP Checklist: 450.326(f); Regionally significant projects; TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.

(11) TIP Checklist: 450.326(g)(1); Individual project information; TIP includes sufficient scope description (type, termini, length, etc.).

(12) TIP Checklist: 450.326(g)(2); Individual project information; TIP includes estimated total cost (including costs that extend beyond the 4 years of the TIP).

(13) TIP Checklist: 450.326(g)(3); Individual project information; TIP identifies federal funds proposed, by year, and proposed category(ies) of federal funds and source(s) of non-federal funds.

Draft 2020-2023 Transportation Improvement Program

(14) TIP Checklist: 450.326(g)(4); Individual project information; TIP identifies recipient / responsible agency(s).

(15) TIP Checklist: 450.326(g)(7); Individual project information; TIP identifies projects that will implement ADA paratransit or key station plans.

(16) TIP Checklist: 450.326(h); Small projects; TIP identifies small projects by function or geographic area or work type.

(27) TIP Checklist: 450.326(m); Sub-allocated funds; Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.

(31) TIP Checklist: 450.334; Annual Listing of Obligated Projects; TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.

Draft 2020-2023 Transportation Improvement Program

ROCOG Multi-Jurisdictional Project Tables for: 2020-2023 TIP

Rte_Sys	Projnum	#Year	Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State TH	Local
TRANSIT	TRF-0047-20A	2020	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	13,000,000	-	-	-	2,000,000	-	11,000,000
TRANSIT	TRF-0047-20B	2020	ROCHESTER	CITY OF ROCHESTER; PURCHASE TWO (2) BUS SHELTERS	LF	24,000	-	-	-	-	-	24,000
TRANSIT	TRF-0047-20D	2020	ROCHESTER	SECT 5339(c): CITY OF ROCHESTER; EV CHARGING INFRASTRUCTURE	FTA	1,237,500	-	-	-	990,000	-	247,500
TRANSIT	TRF-0047-20E	2020	ROCHESTER	SECT 5339: CITY OF ROCHESTER; ST. MARY'S TRANSIT STATION IMPROVEMENTS	FTA	250,000	-	-	-	200,000	-	50,000
TRANSIT	TRF-0047-20F	2020	ROCHESTER	SECT 5339(c): [1 of 4] 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)	FTA	1,625,000	-	-	-	1,300,000	-	325,000

Draft 2020-2023 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-0047-20G	2020	ROCHESTER	SECTION 5307: [2 of 4] CITY OF ROCHESTER; PURCHASE OF 5 BRT 60' EV BUSES (5307 PORTION OF TRF-0047-20F, TRS-0047-20TD, and TRF-0047-20H; THE TOTAL PROJECT COST IS \$6,500,000)	FTA	2,652,659	-	-	-	2,122,127	-	530,532
TRANSIT	TRF-0047-20H	2020	ROCHESTER	SECTION 5339: [3 of 4] 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)	FTA	1,300,000	-	-	-	1,040,000	-	260,000
TRANSIT	TRS-0047-20TD	2020	ROCHESTER	[4 of 4] CITY OF ROCHESTER; PURCHASE OF 5 BRT 60' EV BUSES (STBGP PORTION OF TRF-0047-20F, TRF-0047-20G, and TRF-0047-20H; THE TOTAL PROJECT COST IS \$6,500,000)	STBGP 5K-200K	922,341	-	737,873	-	-	-	184,468

Draft 2020-2023 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-0047-20I	2020	ROCHESTER	SECT 5307: CITY OF ROCHESTER; ST MARYS STATION IMPROVEMENTS	FTA	250,000	-	-	-	200,000	-	50,000
TRANSIT	TRF-0047-20J	2020	ROCHESTER	SECT 5307 CITY OF ROCHESTER; DOWNTOWN FARE KIOSKS	FTA	100,000	-	-	-	80,000	-	20,000
TRANSIT	TRF-0047-20K	2020	ROCHESTER	SECT 5307: CITY OF ROCHESTER; 75TH ST NW AND TH52 PARK AND RIDE CONSTRUCTION	FTA	2,000,000	-	-	-	1,600,000	-	400,000
TRANSIT	TRS-0047-20T	2020	ROCHESTER	CITY OF ROCHESTER; PURCHASE ONE (1) 40 FT. EXPANSION BUS	STBGP 5K-200K	500,000	-	400,000	-	-	-	100,000
TRANSIT	TRS-0047-20TA	2020	ROCHESTER	STBGP & SECT 5307: CITY OF ROCHESTER; PURCHASE EIGHT (8) STD. 40 FT. REPLACEMENT BUSES	STBGP 5K-200K FTA	4,000,000	-	1,565,975	-	1,634,025	-	800,000
TRANSIT	TRS-0047-20TC	2020	ROCHESTER	CITY OF ROCHESTER; PURCHASE OF FARE TECHNOLOGY UPDATE	STBGP 5K-200K	100,000	-	80,000	-	-	-	20,000
PED/BIKE	159-090-020	2020	Roch/Olm	**AC**: ROCHESTER LINK - CHESTER WOODS TRAIL - (AC PROJECT, PAYBACK IN 2021)	STBGTAP 5K-200K	1,967,000	(590,100 AC by Roch)	-	-	-	-	1,967,000

Draft 2020-2023 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
Local Streets	055-622-062	2020	Olmsted County	Construct Members Parkway Extension and Public Street	STBGP 5K-200K	3,200,000	2,515,000	-	-	-	-	685,000
Highway US 52	5508-128	2020	MnDOT	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	SF	1,139,229	-	-	-	-	1,139,229	-
Highway US 63	5509-84	2020	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 PROJECT, PAYBACK IN 2021)	NHPP	10,070,000	8,870,000 (1,930,000 AC by MnDOT SF)	-	-	-	1,200,000	-
Highway I 90	5580-96	2020	MnDOT	I 90 MEDIAN FROM THE CROSS-OVER WEST OF CSAH 10 TO THE MEDIAN CROSS-OVER EAST OF MN 74 - HTCMB	NHPP	770,000	693,000	-	-	-	77,000	-

Draft 2020-2023 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-0047-21A	2021	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	13,700,000	-	-	-	2,000,000	-	11,700,000
TRANSIT	TRF-0047-21B	2021	ROCHESTER	SECT 5339: ROCHESTER; PURCHASE (2) DAR REPLACEMENT BUSES	FTA	360,000	-	-	-	288,000	-	72,000
TRANSIT	TRF-0047-21C	2021	ROCHESTER	SECT 5339: ROCHESTER; PURCHASE ONE (1) ST. 40 FT EXPANSION BUS	FTA	500,000	-	-	-	400,000	-	100,000
TRANSIT	TRF-0047-21D	2021	ROCHESTER	SECT 5307: ROCHESTER; TRANSIT DEVELOPMENT PLAN	FTA	250,000	-	-	-	200,000	-	50,000
TRANSIT	TRF-0047-21E	2021	ROCHESTER	ROCHESTER: PURCHASE TWO (2) BUS SHELTERS	LF	24,000	-	-	-	-	-	24,000
TRANSIT	TRF-0047-21F	2021	ROCHESTER	SECT 5307: CITY OF ROCHESTER; PURCHASE OF SOLAR PANELS FOR BUS GARAGE	FTA	1,800,000	-	-	-	1,440,000	-	360,000
TRANSIT	TRF-0047-21G	2021	ROCHESTER	SECT 5339: CITY OF ROCHESTER; ST. MARY'S TRANSIT STATION IMPROVEMENTS	FTA	3,500,000	-	-	-	2,800,000	-	700,000

Draft 2020-2023 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-0047-21H	2021	ROCHESTER	SECT 5307: [1 of 2] CITY OF ROCHESTER; PURCHASE SIX (6) STD. 40 FT. REPLACEMENT BUSES (SECT 5339 PORTION OF TRS-0047-21T; TOTAL PROJECT COST IS \$3,000,000)	FTA	516,463	-	-	-	413,170	-	103,293
TRANSIT	TRF-0047-21I	2021	ROCHESTER	SECT 5307: CITY OF ROCHESTER; ST MARYS STATION IMPROVEMENTS	FTA	3,500,000	-	-	-	2,800,000	-	700,000
TRANSIT	TRF-0047-21J	2021	ROCHESTER	SECT 5307: [1 of 2] CITY OF ROCHESTER; PURCHASE OF 4 BRT 60' EV BUSES (5307 PORTION OF TRF-0047-21K; TOTAL PROJECT COST IS \$5,200,000)	FTA	4,840,000	-	-	-	3,872,000	-	968,000
TRANSIT	TRF-0047-21K	2021	ROCHESTER	SECT 5339: [2 of 2] CITY OF ROCHESTER; PURCHASE OF 4 BRT 60' EV BUSES (5339 PORTION OF TRF-0047-21J; TOTAL PROJECT COST IS \$5,200,000)	FTA	360,000	-	-	-	288,000	-	72,000

Draft 2020-2023 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	TRS-0047-21T	2021	ROCHESTER	SECT 5339 AND STP: [2 of 2] CITY OF ROCHESTER; PURCHASE SIX (6) STD. 40 FT. REPLACEMENT BUSES (STBGP & SECT 5339 PORTION OF TRF-0047-21H; TOTAL PROJECT COST IS \$3,000,000)	STBGP 5K-200K FTA	2,483,538	-	1,917,600	-	69,230	-	496,708
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
PED/BIKE	159-090-020AC	2021	Rochester	**AC**: ROCHESTER LINK - CHESTER WOODS TRAIL - (AC PAYBACK 1 OF 1)	STBGTAP 5K-200K	590,100	-	-	590,100	-	-	-
Highway MSAS 106	159-106-020	2021	Rochester	MSAS 106, 16th Ave SW To 11th Ave SW, Reconstruction	STBGP 5K-200K	7,770,000	2,370,000	-	-	-	-	5,400,000
Highway US 14	5501-38	2021	MnDOT	**ITS**: US 14 FROM CSAH 5 (BYRON) TO WEST CIRCLE DRIVE (ROCHESTER), TMS	NHPP	670,000	-	536,000	-	-	-	-
Highway US 14	5503-46	2021	MnDOT	**ELLA**: US 14, OVER STREAM, REPLACE BRIDGE 6034 WITH NEW BRIDGE 55X26 AND CULVERT WORK	STBGP<5K	640,000	512,000	-	-	-	128,000	-

Draft 2020-2023 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	2021	MnDOT	MN 30, REPLACE BRIDGE 9008 AND BRIDGE 9009, OVER N. BR. ROOT RIVER	STBGP<5K	4,800,000	3,840,000	-	-	-	960,000	-
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	-	-	-	-

Draft 2020-2023 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-0047-22B	2022	ROCHESTER	CITY OF ROCHESTER; PURCHASE TWO (2) BUS SHELTERS	LF	24,000	-	-	-	-	-	24,000
TRANSIT	TRF-0047-22C	2022	ROCHESTER	SECT 5307: CITY OF ROCHESTER; NW TRANSIT HUB DESIGN	FTA	150,000	-	-	-	120,000	-	30,000
TRANSIT	TRF-0047-22D	2022	ROCHESTER	SECT 5307: CITY OF ROCHESTER; EXPANSION OF EV CHARGING SYSTEM	FTA	1,200,000	-	-	-	960,000	-	240,000
TRANSIT	TRS-0047-22T	2022	ROCHESTER	CITY OF ROCHESTER; RR PURCHASE 40-FT. BUS FOR EXPANSION	STBGP 5K-200K	507,500	-	406,000	-	-	-	101,500
TRANSIT	TRS-0047-22TA	2022	ROCHESTER	CITY OF ROCHESTER; PURCHASE FIVE (5) FIXED ROUTE REPLACEMENT BUSES (CLASS 700)	STBGP 5K-200K	2,537,500	-	2,030,000	-	-	-	507,500
TRANSIT	TRS-0047-22TB	2022	ROCHESTER	SECT 5307 & STP: CITY OF ROCHESTER; ST. MARY'S TRANSIT STATION IMPROVEMENTS	FTA STBGP 5K-200K	8,100,000	-	1,589,640	-	4,890,360	-	1,620,000
TRANSIT	TRF-0047-22E	2022	ROCHESTER	SECT 5307 CITY OF ROCHESTER; ST MARYS STATION IMPROVEMENTS	FTA	8,100,000	-	-	-	6,480,000	-	1,620,000

Draft 2020-2023 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	055-604-018	2022	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 65TH STREET NW IN ROCHESTER - RECONSTRUCTION - (AC PROJECT - PAYBACK IN 2023)	STBGP 5K-200K	9,000,000	2,370,000	-	-	-	-	6,630,000 (2,310,000 in federal funds AC by Olmsted Co.)
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	-

Draft 2020-2023 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-0047-23B	2023	ROCHESTER	SECT 5339: CITY OF ROCHESTER; PURCHASE ONE (1) STD. 40 FT EXPANSION BUS	FTA	515,113	-	-	-	412,090	-	103,023
TRANSIT	TRS-0047-23T	2023	ROCHESTER	CITY OF ROCHESTER; PURCHASE FIVE (5) STD. 40 FT. REPLACEMENT BUSES	FTA STBGP 5K-200K	2,575,565	-	2,060,452	-	-	-	515,113
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
Highway CSAH 4	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 65TH STREET NW IN ROCHESTER - RECONSTRUCTION - (AC PAYBACK 1 OF 1)	STBGP 5K-200K	2,310,000	-	-	2,310,000	-	-	-

Draft 2020-2023 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
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	STBG TAP 5K-200K	471,300	240,000	-	-	-	-	231,300
Highway US 14	5502-106	2023	MnDOT	**SPP**: US 14 FROM US 52 TO CSAH 36, BITUMINOUS MILL AND OVERLAY AND US 14, BROADWAY AVENUE, ROCHESTER, TRAFFIC SIGNAL IMPROVEMENTS	NHPP	3,500,000	2,680,000	-	-	-	670,000	150,000
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	-

Draft 2020-2023 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 US 63	5509-89	2023	MnDOT	**ELLA**: US 63 AT THE JCT OF MN 30 (FIRST ST) IN STEWARTVILLE, TRAFFIC SIGNAL IMPROVEMENTS	SF LF	352,500	-	-	-	-	290,000	62,500
HIGHWAY US 14	5580-94	2023	MnDOT	**SPP**FLEX 22**: 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	5,490,000	4,941,000	-	-	-	549,000	-
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	-	784,000	-	-	196,000	-
						Four-Year Totals	31,640,300	13,383,540	4,830,100	42,599,002	5,855,829	74,372,437

Draft 2020-2023 Transportation Improvement Program

TIP LINK TO MPO PLANNING

(17) TIP Checklist: 450.326(i); Consistency with approved plans; Each project is consistent with the MPO's approved transportation plan.

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. They are taken from the current Plan, The ROCOG 2040 Long Range Transportation Plan Reaffirmation, which was adopted in August of 2015 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 ≥ 50 employees (full-time and part-time both count as one).

Americans with Disabilities Act local status:

Agency (≥ 50 Employees)	Jurisdiction (City/County)	Response? (Yes/No)	Plan Complete? (Yes/No)	In Progress? (If yes, include projected completion date)	Link to Plan (If applicable)	MPO Assistance Role (If applicable)
Olmsted County Public Works	Olmsted County	Yes	Yes	December 2018		MPO assisted in organizing an open house in July 2018

Draft 2020-2023 Transportation Improvement Program

City of Rochester Public Works	City of Rochester	Yes	Yes	2/27/2013		MPO provided assistance in ADA Transportation Planning
--------------------------------	-------------------	-----	-----	-----------	--	--

Impacts on Environmental Justice Communities

It is determined that there are no 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 will positively impact EJ neighborhoods. The overlay project for the interchange ramps of the 55th St NW / TH 52 interchange and the overlay of TH 14 through SE Rochester are examples of such projects that positively impact these neighborhoods

EJ Figure 1

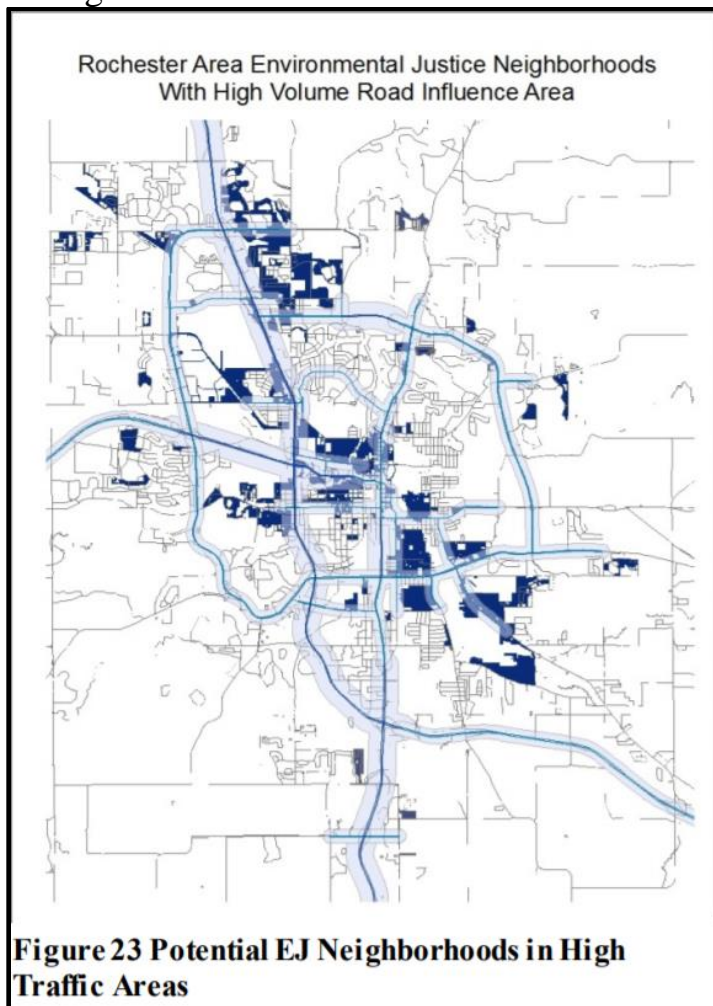


Figure 23 Potential EJ Neighborhoods in High Traffic Areas

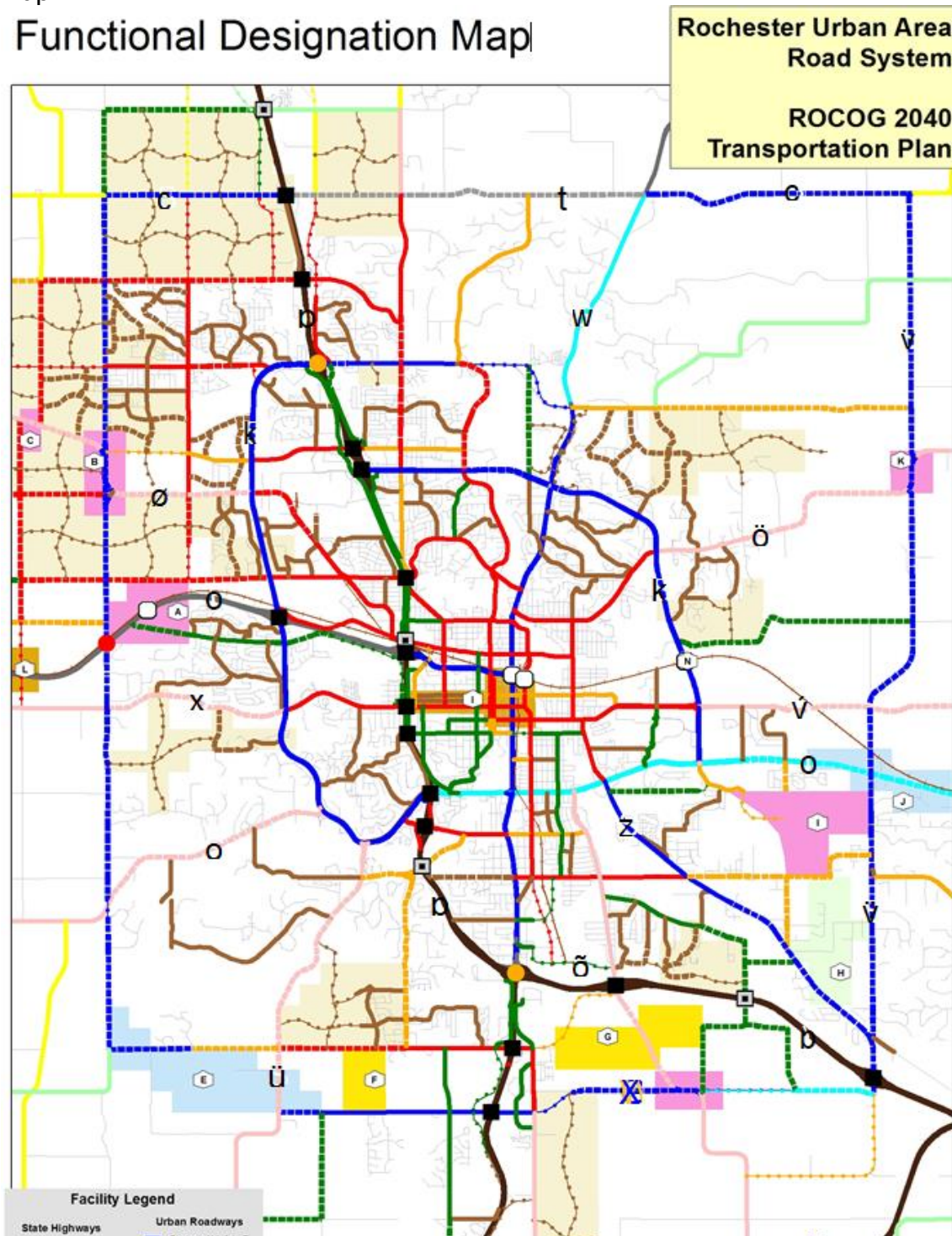
Draft 2020-2023 Transportation Improvement Program

The list of figures are:

- ◇ **Map 4-1** = the current Long Range Street/Highway Plan Element.
- ◇ **Map 4-2** = the Current ROCOG Long Range Bike/Ped Plan.

Map 4-1

Functional Designation Map



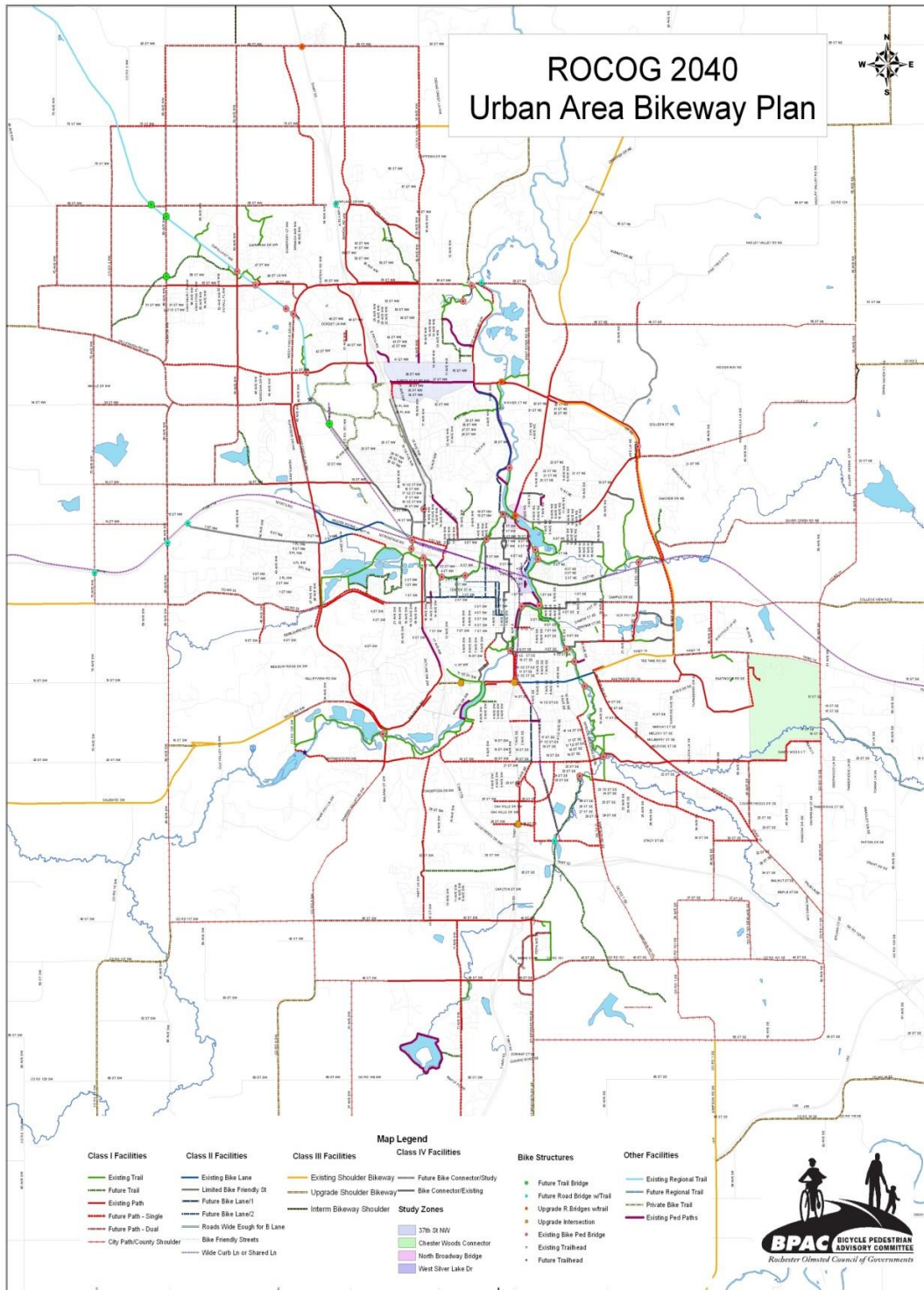
Draft 2020-2023 Transportation Improvement Program

Legends Below:

Facility Legend	
State Highways	Urban Roadways
Interstate - E	Strategic Urb Art - E
Interregional - E	Strategic Urb Art - U
Interregional - U	Strategic Urb Art - F
Regional Highways	Major Urb Art - E
Strategic Reg Art - E	Major Urb Art - U
Strategic Reg Art - U	Major Urb Art - F
Strategic Reg Art - F	Secondary Urb Art - E
Major Reg Art - E	Secondary Urb Art - U
Major Reg Art - U	Secondary Urb Art - F
Major Reg Art - F	Primary Urb Coll - E
Secondary Reg Art - E	Primary Urb Coll - U
Secondary Reg Art - U	Primary Urb Coll - F
Secondary Reg Art - F	Local Roads / Streets
Primary Reg Coll - E	Local Collector - E
Primary Reg Coll - U	Local Collector - U
Primary Reg Coll - F	Local Collector - F

Grade Separation Classifications	Planning Areas
Existing Interchange	Strategic Art
Existing Overpass	Arterial
Future Interchange	Primary Collector
Future Overpass	Local Collector
Grade Separation Study	Subarea Study
Upgrade Interchange	

Draft 2020-2023 Transportation Improvement Program



SECTION 3: FEDERAL & ROCOG PERFORMANCE PLANNING AND FINANCIAL CAPACITY

Federal Performance Planning Requirements

With the enactment of MAP-21 and the FAST Act, performance planning is underway to become a significant component of the MPO 3C planning process. This Section now includes ROCOG's performance target discussion and adoption information. Also, note that a formal resolution regarding performance planning is also approved by ROCOG annually at the time of the TIP adoption.

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 Transportation Improvement Program. This current TIP continues the process.

In addition, a 2018 framework has been provided by FHWA for Minnesota MPOs to use in discussing performance measures in the annual TIP. This is being used for ROCOG discussion after the following table.

Table 1 on the next page shows each federal performance measure and the target either developed by MnDOT or Rochester Public Transit and ROCOG's status in adoption of the target.

Draft 2020-2023 Transportation Improvement Program

Table 1. Overview: ROCOG Adopted Performance Measures

Rule	Measure(s)	ROCOG has 2020 Targets	Targets Same as MnDOT	Targets for 2020 =	L RTP Projects Support
Safety (23 CFR 490, Subpart B)	<ul style="list-style-type: none"> • Number of fatalities • Rate of fatalities per 100 million VMT • Number of serious injuries • Rate of serious injuries per 100 million VMT • Number of non-motorized fatalities and non-motorized serious injuries 	Yes	Yes (updated July 30.2019)	<ul style="list-style-type: none"> • Number of fatalities = 375.4 • Rate of fatalities per 100 million VMT= .626 • Number of serious injuries= 1714.2 • Rate of serious injuries/100 million VMT=2.854 • Number of non-motorized fatalities and non-motorized serious injuries=317 	Yes, with 2045 Update
Transit asset management (49 CFR 625)	<ul style="list-style-type: none"> • Equipment (non-revenue service vehicles) State of Good Repair (SGR) Target - Percentage of Vehicles that have met or exceeded their Useful Life Benchmark (ULB) • 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) 	Yes	ROCOG adopts targets of Rochester Public Transit	See information after this table	Yes, with 2045 Update

Draft 2020-2023 Transportation Improvement Program

Rule	Measure(s)	ROCOG has 2020 Targets	Targets Same as MnDOT	Targets for 2020 =	L RTP Projects Support
	<ul style="list-style-type: none"> Rolling Stock SGR Target - Percentage of Revenue Vehicles within a particular asset class that have met or exceeded their ULB 				
National Highway System pavement condition (23 CFR 490, Subpart C)	<ul style="list-style-type: none"> Percentage of pavements of the Interstate system in good condition Percentage of pavement of the Interstate system in poor condition Percentage of pavements of the non-Interstate NHS in good condition Percentage of pavements of the non-Interstate NHS in poor condition 	Yes	Yes	<ul style="list-style-type: none"> Percentage of pavements of the Interstate system in good condition: Two-year target, 55%; Four-year target, 55% Percentage of pavement of the Interstate system in poor condition: Two-year target, 2%; Four-year target, 2% Percentage of pavements of the non-Interstate NHS in good condition: Two-year target, 50%; Four-year target, 50% Percentage of pavements of the non-Interstate NHS in poor condition: Two-year target, 4%; Four-year target, 4% 	Will with 2045 Update
National Highway System bridge condition (23 CFR 490, Subpart D)	<ul style="list-style-type: none"> Percentage of NHS bridges classified in good condition Percentage of NHS bridges in poor condition 	Yes	Yes	<ul style="list-style-type: none"> Percentage of NHS bridges classified in good condition: Two-year target, 50%; Four-year target, 50% Percentage of NHS bridges in poor condition: Two-year target, 4%; Four-year target, 4% 	Will with 2045 Update

Draft 2020-2023 Transportation Improvement Program

Rule	Measure(s)	ROCOG has 2020 Targets	Targets Same as MnDOT	Targets for 2020 =	L RTP Projects Support
National Highway System performance (23 CFR 490, Subpart E)	<ul style="list-style-type: none"> Percent of person-miles traveled on the Interstate that are reliable (Interstate Travel Reliability measure) Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure) 	Yes	Yes	<ul style="list-style-type: none"> Percent of reliable person-miles on the Interstate: Two-year target, 80%; Four-year target, 80% Percent of reliable person-miles traveled on the non-Interstate NHS: Two-year target, N/A; Four-year target, 75% 	Will with 2045 Update
Freight movement on Interstates (23 CFR 490, Subpart F)	<ul style="list-style-type: none"> Truck travel time reliability (TTTR) index (freight reliability measure) 	Yes	Yes	<ul style="list-style-type: none"> Truck travel time reliability index: Two-year target, 1.5; Four-year target, 1.5 	Will with 2045 Update
Transit Safety (49 CFR 625.43)	<ul style="list-style-type: none"> Equipment: (non-revenue) service vehicles – percentage of vehicles that have either met or exceed 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 	Not at this time	Unsure until MnDOT issues targets	<ul style="list-style-type: none"> Equipment: (non-revenue) service vehicles: Rolling Stock: Infrastructure: Facilities: 	Will with 2045 Update

Draft 2020-2023 Transportation Improvement Program

Rule	Measure(s)	ROCOG has 2020 Targets	Targets Same as MnDOT	Targets for 2020 =	LRTP Projects Support
	<ul style="list-style-type: none"> Facilities - percentage of facilities within as asset class, rated below condition 3 on the TERM scale 				

Draft 2020-2023 Transportation Improvement Program

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
 - 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).

Transit Asset Management Performance Targets:



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 for 2018. The RPT targets are currently available in a report entitled Public Transit Capital Asset Management Plan, dated October 2017. This report will be the repository of the RPT - MPO-supported targets until it may be updated.

(12) TIP Checklist: 450.326(g)(2); Individual project information; TIP includes estimated total cost (including costs that extend beyond the 4 years of the TIP).

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.*

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 adopted the targets as set by MnDOT and then make every effort to reach them.

Staff devoted to the measures. The Transportation Planning Coordinator.

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

Draft 2020-2023 Transportation Improvement Program

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 2 on the following pages show current TIP projects with performance planning information.

The Key to this table is shown below:

KEY:	Safety (23 CFR 490, Subpart B)	Transit asset management (49 CFR 625)	NHS pavement (49 CFR 490, Subpart C)	NHS bridge condition (23 CFR 490, Subpart D)	NHS performance (23 CFR 490, Subpart E)
KEY:	Freight movement on Interstates (23 CFR 490, Subpart F)	Transit safety (49 CFR 673)	N/A for ROCOG =	CMAQ – On-road mobile source emissions (23 CFR 490, Subpart H)	CMAQ – Traffic Congestion (23 CFR 490, Subpart G)

Draft 2020-2023 Transportation Improvement Program

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 Minn Economic Development funds, etc.

Conclusion

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

At this point, as of mid-2019, one takeaway is that some five 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.

Draft 2020-2023 Transportation Improvement Program

Table 2: Annual TIP RCOG Performance Management by Project Table

(7) TIP Checklist: 450.326(c); Performance targets; TIP designed to make progress toward achieving established performance targets.

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-0047-20A	2020	Rochester	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	13,000,000		X					
TRF-0047-20B	2020	Rochester	CITY OF ROCHESTER; PURCHASE TWO (2) BUS SHELTERS	24,000		X					X
TRF-0047-20D	2020	ROCHESTER	SECT 5339(c): CITY OF ROCHESTER; EV CHARGING INFRASTRUCTURE	1,237,500		X					X
TRF-0047-20E	2020	ROCHESTER	SECT 5339: CITY OF ROCHESTER; ST. MARY'S TRANSIT STATION IMPROVEMENTS	250,000		X					X
TRF-0047-20F	2020	ROCHESTER	SECT 5339(c): [1 of 4] 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)	1,625,000		X					X
TRF-0047-20G	2020	ROCHESTER	SECTION 5307: [2 of 4] CITY OF ROCHESTER; PURCHASE OF 5 BRT 60' EV BUSES (5307 PORTION OF TRF-0047-20F, TRS-0047-20TD, and TRF-0047-20H; THE TOTAL PROJECT COST IS \$6,500,000)	2,652,659		X					X
TRF-0047-20H	2020	ROCHESTER	SECTION 5339: [3 of 4] 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)	1,300,000		X					X
TRS-0047-20TD	2020	ROCHESTER	[4 of 4] CITY OF ROCHESTER; PURCHASE OF 5 BRT 60' EV BUSES (STBGP PORTION OF TRF-0047-20F, TRF-0047-20G, and TRF-0047-20H; THE TOTAL PROJECT COST IS \$6,500,000)	922,341		X					X

Draft 2020-2023 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-0047-20I	2020	ROCHESTER	SECT 5307: CITY OF ROCHESTER; ST MARYS STATION IMPROVEMENTS	250,000		X					X
TRF-0047-20J	2020	ROCHESTER	SECT 5307 CITY OF ROCHESTER; DOWNTOWN FARE KIOSKS	100,000		X					
TRF-0047-20K	2020	ROCHESTER	SECT 5307: CITY OF ROCHESTER; 75TH ST NW AND TH52 PARK AND RIDE CONSTRUCTION	2,000,000		X					X
TRS-0047-20T	2020	ROCHESTER	CITY OF ROCHESTER; PURCHASE ONE (1) 40 FT. EXPANSION BUS	500,000		X					X
TRS-0047-20TA	2020	ROCHESTER	STBGP & SECT 5307: CITY OF ROCHESTER; PURCHASE EIGHT (8) STD. 40 FT. REPLACEMENT BUSES	4,000,000		X					X
TRS-0047-20TC	2020	ROCHESTER	CITY OF ROCHESTER; PURCHASE OF FARE TECHNOLOGY UPDATE	100,000		X					
159-090-020	2020	Roch/Olm	**AC** : ROCHESTER LINK - CHESTER WOODS TRAIL - (AC PROJECT, PAYBACK IN 2021)	1,967,000	X						
055-622-062	2020	Olmsted County	Construct Members Parkway Extension and Public Street	3,200,000	X						
5508-128	2020	MnDOT	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	1,139,229			X				
5509-84	2020	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 PROJECT, PAYBACK IN 2021)	12,000,000	X			X			

Draft 2020-2023 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:
5580-96	2020	MnDOT	I 90 MEDIAN FROM THE CROSS-OVER WEST OF CSAH 10 TO THE MEDIAN CROSS-OVER EAST OF MN 74 - HTCMB	770,000	X				X	X	

Draft 2020-2023 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-0047-21A	2021	Rochester	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	13,700,000		X					
TRF-0047-21B	2021	Rochester	SECT 5339: ROCHESTER; PURCHASE (2) DAR REPLACEMENT BUSES	360,000		X					X
TRF-0047-21C	2021	Rochester	SECT 5339: ROCHESTER; PURCHASE ONE (1) ST. 40 FT EXPANSION BUS	500,000		X					X
TRF-0047-21D	2021	Rochester	SECT 5307: ROCHESTER; TRANSIT DEVELOPMENT PLAN	250,000		X					
TRF-0047-21E	2021	Rochester	ROCHESTER: PURCHASE TWO (2) BUS SHELTERS	24,000		X					X
TRF-0047-21F	2021	Rochester	SECT 5307: CITY OF ROCHESTER; PURCHASE OF SOLAR PANELS FOR BUS GARAGE	1,800,000		X					
TRF-0047-21G	2021	Rochester	SECT 5339: CITY OF ROCHESTER; ST. MARY'S TRANSIT STATION IMPROVEMENTS	3,500,000		X					X
TRF-0047-21H	2021	ROCHESTER	SECT 5307: [1 of 2] CITY OF ROCHESTER; PURCHASE SIX (6) STD. 40 FT. REPLACEMENT BUSES (SECT 5339 PORTION OF TRS-0047-21T; TOTAL PROJECT COST IS \$3,000,000)	516,463		X					X
TRF-0047-21I	2021	ROCHESTER	SECT 5307: CITY OF ROCHESTER; ST MARYS STATION IMPROVEMENTS	3,500,000		X					X
TRF-0047-21J	2021	ROCHESTER	SECT 5307: [1 of 2] CITY OF ROCHESTER; PURCHASE OF 4 BRT 60' EV BUSES (5307 PORTION OF TRF-0047-21K; TOTAL PROJECT COST IS \$5,200,000)	4,840,000		X					X
TRF-0047-21K	2021	ROCHESTER	SECT 5339: [2 of 2] CITY OF ROCHESTER; PURCHASE OF 4 BRT 60' EV BUSES (5339 PORTION OF TRF-0047-21J; TOTAL PROJECT COST IS \$5,200,000)	360,000		X					X

Draft 2020-2023 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:
TRS-0047-21T	2021	Rochester	SECT 5339 AND STP: [2 of 2] CITY OF ROCHESTER; PURCHASE SIX (6) STD. 40 FT. REPLACEMENT BUSES (STBGP & SECT 5339 PORTION OF TRF-0047-21H; TOTAL PROJECT COST IS \$3,000,000)	2,483,538		X					X
159-090-022	2021	Rochester	Trail Along Broadway And TH 14 From 14th Street To Crossroads Dr. SW	528,000	X						
159-090-020AC	2021	Rochester	**AC**: ROCHESTER LINK - CHESTER WOODS TRAIL - (AC PAYBACK 1 OF 1)		X						
159-106-020	2021	Rochester	MSAS 106, 16th Ave SW To 11th Ave SW, Reconstruction	7,770,000	X						
5501-38	2021	MnDOT	**ITS**: US 14 FROM CSAH 5 (BYRON) TO WEST CIRCLE DRIVE (ROCHESTER), TMS	670,000	X				X		
5503-46	2021	MnDOT	**ELLA**: US 14, OVER STREAM, REPLACE BRIDGE 6034 WITH NEW BRIDGE 55X26 AND CULVERT WORK	640,000				X			
5505-27	2021	MnDOT	MN 30, Replace Bridge 9008 and Bridge 9009, over N. Br. Root River	4,800,000	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)		X			X		X	
5580-98	2021	MnDOT	**SEC164**: I 90 FROM US 52 TO MN 42, HIGH TENSION CABLE BARRIER	876,000	X				X	X	

Draft 2020-2023 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-0047-22B	2022	Rochester	CITY OF ROCHESTER; PURCHASE TWO (2) BUS SHELTERS	24,000		X					X
TRF-0047-22C	2022	Rochester	SECT 5307: CITY OF ROCHESTER; NW TRANSIT HUB DESIGN	150,000		X					X
TRF-0047-22D	2022	ROCHESTER	SECT 5307: CITY OF ROCHESTER; EXPANSION OF EV CHARGING SYSTEM	1,200,000		X					X
TRS-0047-22T	2022	Rochester	CITY OF ROCHESTER; RR PURCHASE 40-FT. BUS FOR EXPANSION	507,500		X					X
TRS-0047-22TA	2022	Rochester	CITY OF ROCHESTER; PURCHASE FIVE (5) FIXED ROUTE REPLACEMENT BUSES (CLASS 700)	2,537,500		X					X
TRS-0047-22TB	2022	Rochester	SECT 5307 & STP: CITY OF ROCHESTER; ST. MARY'S TRANSIT STATION IMPROVEMENTS	8,100,000		X					X
TRF-0047-22E	2022	ROCHESTER	SECT 5307 CITY OF ROCHESTER; ST MARYS STATION IMPROVEMENTS	8,100,000		X					X
055-604-018	2022	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 65TH STREET NW IN ROCHESTER - RECONSTRUCTION - (AC PROJECT - PAYBACK IN 2023)	9,000,000	X						
5501-40	2022	MnDOT	US 14, Byron to Rochester from CSAH 34 to US 52, High Tension Cable Barrier	826,000	X				X		

Draft 2020-2023 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-0047-23B	2023	ROCHESTER	SECT 5339: CITY OF ROCHESTER; PURCHASE ONE (1) STD. 40 FT EXPANSION BUS	515,113		X					X
TRS-0047-23T	2023	ROCHESTER	CITY OF ROCHESTER; PURCHASE FIVE (5) STD. 40 FT. REPLACEMENT BUSES	2,575,565		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 65TH STREET NW IN ROCHESTER - RECONSTRUCTION - (AC PAYBACK 1 OF 1)	2,310,000	X						
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						
5502-106	2023	MnDOT	**SPP**: US 14 FROM US 52 TO CSAH 36, BITUMINOUS MILL AND OVERLAY AND US 14, BROADWAY AVENUE, ROCHESTER, TRAFFIC SIGNAL IMPROVEMENTS	3,500,000	X		X		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				

Draft 2020-2023 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:
5509-89	2023	MnDOT	**ELLA** : US 63 AT THE JCT OF MN 30 (FIRST ST) IN STEWARTVILLE, TRAFFIC SIGNAL IMPROVEMENTS	352,500	X				X		
2002-35	2023	MnDOT	**SPP**FLEX 22** : 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	5,490,000			X				
2002-35	2023	MnDOT	**ITS** : US 14 TMS PHASE III FROM OLMSTED CSAH 5 (BYRON) TO WEST OF MN 56 (DODGE CENTER)	980,000			X				

Draft 2020-2023 Transportation Improvement Program

FINANCIAL CAPACITY ANALYSIS

(18) TIP Checklist: 450.326(j); Financial plan; TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.

(19) TIP Checklist: 450.326(j); Financial plan; Total costs are consistent with DOT estimate of available federal and state funds.

(20) TIP Checklist: 450.326(j); Financial plan; Construction or operating funds are reasonably expected to be available for all listed projects.

(21) TIP Checklist: 450.326(j); Financial plan; For new funding sources, strategies are identified to ensure fund availability.

(22) TIP Checklist: 450.326(j); Financial plan; TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.

(23) TIP Checklist: 450.326(j); Financial plan; TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.

(24) TIP Checklist: 450.326(J); Financial plan; Revenue and cost estimates are inflated to reflect year of expenditure.

(25) TIP Checklist: 450.326(k); Financial constraint; Full funding for each project is reasonably anticipated to be available within the identified time frame.

(26) TIP Checklist: 450.326(k); Financial constraint; TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.

Introduction

The Fixing America's Surface Transportation Act (FAST) of 2015 reauthorization continues the financial planning requirements established as part of ISTEA (1991) for State Departments of Transportation, Metropolitan Planning Organizations (MPO's) 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

Draft 2020-2023 Transportation Improvement Program

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.
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 inflation rate for 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.

Draft 2020-2023 Transportation Improvement Program

The ROCOG Finding regarding Financial Capacity is:

Finding of Financial Capacity for

2020– 2023 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 \$16,535,829 with available revenues of \$92,360,000. 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)
2020	3	9,563,000	2,416,229	2,590,000	5,006,229	22,880,000
2021	5	5,764,000	1,088,000	2,630,000	3,718,000	22,950,000
2022	1	743,400	82,600	2,690,000	2,772,600	23,200,000
2023	5	10,661,000	2,269,000	2,770,000	5,039,000	23,330,000
Totals:	14	26,731,400	5,855,829	10,680,000	16,535,829	92,360,000

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

Draft 2020-2023 Transportation Improvement Program

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.

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 \$1.3million 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 \$22,058,556 with available revenues of \$121,333,333. 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
2020	1	2,515,000	685,000	4,103,000	4,788,000	28,600,000
2021	0	0	0	4,130,000	4,130,000	29,600,000
2022	1	2,370,000	4,320,000	4,319,667	8,639,667	31,000,000
2023	1	400,000	100,000	4,400,889	4,500,889	32,133,333
Totals:	3	4,885,000	5,005,000	16,953,556	22,058,556	121,333,333

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

Draft 2020-2023 Transportation Improvement Program

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 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
2020	1	590,100	1,376,900	5,900,000	7,276,900	30,950,000
2021	2	2,570,000	5,728,000	6,100,000	11,828,000	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
Totals:	4	3,400,100	7,336,200	24,800,000	32,136,200	127,183,333

Total expenditures for the TIP program are \$32,136,200 with available revenues of \$127,183,333. 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 \$63,885,081, with available revenues of \$22,610,000. Here again, the City of Rochester is financially able to maintain the transit capital improvement program for their transit system.

Draft 2020-2023 Transportation Improvement Program

Rochester Transit Financial Capacity for TIP Projects For TIP CAPITAL Projects

Year	# of Projects	Federal - FHWA & FTA	Local Match	Maintenance	Total Expenditures	Revenue
2020	14	13,950,000	14,011,500	1,186,000	15,197,500	5,460,000
2021	12	16,488,000	15,346,001	1,240,000	16,586,001	5,600,000
2022	8	18,476,000	15,843,000	1,293,333	17,136,333	5,710,000
2023	3	4,472,542	13,618,136	1,347,111	14,965,247	5,840,000
Totals:	37	53,386,542	58,818,637	5,066,444	63,885,081	22,610,000

Draft 2020-2023 Transportation Improvement Program

Minnesota MPO TIP Checklist

Regulatory Citation (23 CFR)	Key Content of Rule	REF Number	Review Guidance	Included in TIP?	If yes, which page(s)?
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	8
450.316(b)	Consultation	2	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes	12
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	12
450.326(a)	TIP time period	4	TIP covers at least 4 years.	Yes	23
450.326(a)	MPO approval of TIP	5	Signed copy of the resolution is included.	Yes	16
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	9
450.326(b)	TIP public meeting	N/A	TMA's process provided at least one formal public meeting.	Yes	9

Draft 2020-2023 Transportation Improvement Program

Regulatory Citation (23 CFR)	Key Content of Rule	REF Number	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(c)	Performance targets	7	TIP designed to make progress toward achieving established performance targets.	Yes	53
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	44
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	28
450.326(f)	Regionally significant projects	10	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes	28
450.326(g)(1)	Individual project information	11	TIP includes sufficient scope description (type, termini, length, etc.).	Yes	28
450.326(g)(2)	Individual project information	12	TIP includes estimated total cost (including costs that extend beyond the 4 years of the TIP).	Yes	28, 50
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	28
450.326(g)(4)	Individual project information	14	TIP identifies recipient / responsible agency(s).	Yes	29
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
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

Draft 2020-2023 Transportation Improvement Program

Regulatory Citation (23 CFR)	Key Content of Rule	REF Number	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(g)(7)	Individual project information	15	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes	29
450.326(h)	Small projects	16	TIP identifies small projects by function or geographic area or work type	Yes	29
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	44
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	61
450.326(j)	Financial plan	19	Total costs are consistent with DOT estimate of available federal and state funds.	Yes	61
450.326(j)	Financial plan	20	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes	61
450.326(j)	Financial plan	21	For new funding sources, strategies are identified to ensure fund availability.	Yes	61
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	61
450.326(j)	Financial plan	23	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Yes	61
450.326(j)	Financial plan	24	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes	61

Draft 2020-2023 Transportation Improvement Program

Regulatory Citation (23 CFR)	Key Content of Rule	REF Number	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(k)	Financial constraint	25	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes	61
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	61
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	29
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	24
450.326(n)(2)	Monitoring progress	29	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes	16
450.326(n)(3)	Monitoring progress	N/A	If a nonattainment / maintenance area, progress implementing TCS is described.	N/A	N/A
450.328	TIP / STIP relationship	30	Approved TIP included in STIP without change.	Yes	27
450.334	Annual Listing of Obligated Projects	31	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes	29
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	Yes	15

Draft 2020-2023 Transportation Improvement Program

Regulatory Citation (23 CFR)	Key Content of Rule	REF Number	Review Guidance	Included in TIP?	If yes, which page(s)?
			(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.		

Draft 2020-2023 Transportation Improvement Program

EXHIBIT A: MEDIA RELEASE INVITING PUBLIC COMMENT ON DRAFT TIP

For release to Rochester media, August 15, 2019

Public Input for State and Federal Transportation Projects

The Rochester-Olmsted Council of Governments (ROCOG) is soliciting public input on the draft of the 2020-2023 Transportation Improvement Program (TIP), a multi-year program of federally funded transportation improvements in the Rochester-Olmsted County region.

Public comments/suggestions are welcome during the ROCOG public meeting on September 20, 2019, at 12:00 noon, to be held at 2122 Campus Drive SE, Conference Room A, Rochester, MN.

The draft TIP for 2020-2023, a Storymap summary of the draft, and the 2019 Annual List of Projects status report are located on the ROCOG web site:

<https://www.co.olmsted.mn.us/planning/rocog/Citizen%20Representative/Pages/2020-2023-TIP.aspx>

They are also located at the Olmsted County Planning Department, 2122 Campus Drive SE, Suite 100, Rochester, MN 55904.

For more information, contact Bryan Law, Principal Planner (507-328-7112; law.bryan@co.olmsted.mn.us).