

Rochester-Olmsted Council of Governments
(ROCOG)

TRANSPORTATION IMPROVEMENT PROGRAM FY 2022-2025

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

ADOPTON: September 22, 2021

2122 Campus Drive SE, Suite 100

Rochester, MN 55904

visit our webpage at: rocogmn.org

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Rochester-Olmsted Council of Governments (ROCOG)

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RESOLUTION NO. 2021-08

APPROVING THE FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS

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Resolution No. 2021-08



RESOLUTION ENDORSING THE FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE ROCHESTER-OLMSTED METROPOLITAN AREA

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

WHEREAS, ROCOG is the designated Metropolitan Planning Organization (MPO) for the Rochester-Olmsted metropolitan area; and

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

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

WHEREAS, the Fiscal Year 2022-2025 Transportation Improvement Program, dated September 2021, which defines the capital improvements for streets, highways, bicycle and pedestrian facilities, and transit for the local jurisdictions in the metropolitan area for a four-year period, has been approved by the Transportation Technical Committee; and

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

WHEREAS, the US Department of Transportation regulations provide for self-certification that the MPO is carrying out a continuing, cooperative, and comprehensive urban transportation planning process in conformance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and 23 CFR Part 450;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended [42 U.S.C. 7504, 7506 (c) and (d)] and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;

4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Sections 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities; and

WHEREAS, the FY 2022-2025 Transportation Improvement Program has been given due consideration by the ROCOG Policy Board; therefore be it

RESOLVED, that the Rochester-Olmsted Council of Governments approves the FY 2022-2025 Transportation Improvement Program, dated September 2020, and recommends said program be forwarded to the appropriate state and federal agencies; and be it further

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

Upon motion by Mr. Johnson, seconded by Mr. Schimmel, this 22nd day of September, 2021.

ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS

By:  Chairman
879182CA2CF448D

ATTEST:  Dated: 9/23/2021 | 10:59 AM CDT
D6AB1A33D589453

Ben Griffith, AICP, Executive Director, ROCOG

RESOLUTION NO. 2021-09

CONFIRMING THE LONG RANGE TRANSPORTATION PLAN AS BEING CURRENTLY HELD VALID FOR THE ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS

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Resolution No. 2021-09



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

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

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

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

WHEREAS, ROCOCG adopted its Short and Long Range Metropolitan Transportation Plan, *2045 L RTP*, in September 2020; and

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

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

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

Upon motion by Mr. Johnson, seconded by Mr. Laures, this 22nd day of September, 2021.

ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS

By:  Signed by: _____ Chairman

ATTEST:  Dated: 9/23/2021 | 10:59 AM CDT

Ben Griffith, AICP, Executive Director, ROCOCG

TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION STATEMENT FOR ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS

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September 22, 2021

TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and 23 CFR Part 450;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended [42 U.S.C. 7504, 7506 (c) and (d)] and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Sections 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender;

Olmsted County Planning Department
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507 328-7100 | www.rocogmn.org

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

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

Rochester-Olmsted Council of
Governments

DocuSigned by:
Kenneth Brown
870162CA3CF446D...

Signature

Chair

Title

9/27/2021 | 12:30 PM CDT

Date

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The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code, and by the Minnesota Department of Transportation (MnDOT).

DISCLAIMER

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the Minnesota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided locally by Olmsted County (Minnesota). The United States Government and the State of Minnesota assume no liability for the contents or use thereof.

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

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

TITLE VI ASSURANCE

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

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

GLOSSARY

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

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

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

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

Annual Listing of Obligated Projects (ALOP): This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior the end of 2021 Federal Fiscal Year (September 30, 2021). The annual listing will represent 2021 projects as part of the 2022-2025 TIP.

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

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

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

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

Federal Functional Classification: The federal functional classification system defines a framework for describing the primary purpose(s) of a road or street in the

network of streets and highways across the United States. Generally, the two basic functions or purposes that roadways serve are: (1) to allow for access to property and (2) to provide travel mobility. The primary “classifications” under the system include various classes of Arterial, Collector, and Local roadways, which describe the balance/priority between access and mobility for different types of roadways. This typically ranges from high mobility/low access (Arterials) to high access/low mobility (Locals), with Collector roadways falling somewhere in between.

Federal Revenue Source: In the project tables, this column identifies the source of federal revenues proposed for funding the project. The categories are abbreviated to indicate the specific federal program planned for the scheduled improvement. The abbreviations to these categories are shown in the list on page 22.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Project Year: This is the year in which the project is funded, or the year in which funding is identified and programmed for the project. The project year is not necessarily the construction year however, it is typical that first year TIP projects are bid or let before the next annual TIP is developed.

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

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

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

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

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

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

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

ACRONYMS

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

TAM	Transit Asset Management	US	United States Designated Trunk Highway
TDP	Transit Development Plan	USC	United States Code
TERM	Transit Economic Requirements Model	USDOT	United States Department of Transportation
TH	Trunk Highway (Minnesota)	UZA	Urbanized Area
TIP	Transportation Improvement Program	VMT	Vehicle Miles Traveled
TTTR	Truck Travel Time Reliability	YOE	Year of Expenditure

FUNDING SOURCES

5307	FTA Section 5307 - Urbanized Area Formula	ELLE	Early Let Late Encumbrance
5310	FTA Section 5310 - Enhanced Mobility for Seniors and Individuals with Disabilities	HSIP	Highway Safety Improvement Program
5311	FTA Section 5311 - Formula Grants for Other than Urbanized Areas	LF	Local Funds
5339	FTA Section 5339 - Bus and Bus Related Facilities	NHFP	National Highway Freight Program
BF	Bond Funding	NHPP	National Highway Performance Program
BR	Bridge	NHS	National Highway System - State Project
BROS	Bridge Replacement - County Off-System Project	RRS	Highway Rail Grade Crossing & Rail Safety Program
CMAQ	Congestion Management Air Quality	SF	State Funds
DEMO	Demonstration Project	SRTS	Safe Routes to School
ELLA	Early Let Late Award	STBGP	Surface Transportation Block Grant Program
		TA	Transportation Alternatives

LOCAL JURISDICTION CONTACTS

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

Federal Transit Administration – Region V

Matt Lange

Transportation Program Specialist

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MnDOT

Anna Pierce

Metropolitan Planning Program
Coordinator

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City of Rochester

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1 | INTRODUCTION

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

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

The TIP must be developed and approved regularly: every four years, at a minimum, but more often if necessary to be compatible with the state's development of the State Transportation Improvement Program (STIP). MPOs work in cooperation with state departments of transportation and local public transit agencies in development of the TIP and STIP. ROCOG and Minnesota develop their TIP and STIP, respectively, each year, programming the upcoming four years of federally funded and regionally significant transportation projects.

Projects identified through the TIP process serve to implement the projects identified in ROCOG's Long Range Transportation Plan (LRTP).

ABOUT ROCOG

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

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

— the birth of the so-called 3C, "continuing, comprehensive and cooperative planning process."¹

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

The core area of planning conducted by an MPO is the urbanized area, which is one type of urban area defined by the US Census Bureau as "a densely settled core of census tracts and/or census blocks that meet minimum population density requirements, along with adjacent territory containing non-residential urban land uses as well as territory with low population density included to link outlying densely settled territory with the densely settled core."² Urbanized areas have at least 50,000 people, and are customarily named after the central municipality that forms the urbanized core of the area. Urbanized areas usually extend beyond the city limits of their namesake core municipalities and include some territory that is unincorporated and not necessarily developed as urban, but which is part of the central area and/or helps to link populated areas of that central area.

Urbanized areas are initially identified and defined by the U.S. Census Bureau as part of the Decennial Census update. This boundary is adjusted by local officials and approved by the overseeing state Department of Transportation (DOT), resulting in the official Adjusted Urban Area Boundary (known as the UZA). In ROCOG's case, the overseeing DOT is Minnesota Department of Transportation (MnDOT). The UZA boundary is used to determine the type of transportation funding programs that potential projects may be eligible to receive. The Rochester UZA was first established after the 1970 US Census, when the City of Rochester surpassed a population of 50,000.

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

As a result, ROCOG's MPA boundary was expanded to include the entirety of Olmsted County, along with the cities of Pine Island and Chatfield (which extend into Goodhue and Fillmore Counties, respectively). Collectively, this area constitutes the ROCOG MPA.

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

² 2010 Census Urban and Rural Classification and Urban Area Criteria, US Census website – <https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural/2010-urban-rural.html>

The MPA boundary is ROCOG's "planning area" or area of influence respective to the metropolitan transportation planning program. These areas are significant not only as potential future population centers, but also because of their close economic relationship with the central city and their proximity to existing and future transportation assets of regional significance.

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

- The Metropolitan Planning Area Boundary (which is all of Olmsted County);
- The Rochester Urbanized Area boundary;
- The boundary of the Rochester Independent School District 535;
- Cities within the MPA; and
- Olmsted County townships within the MPA.

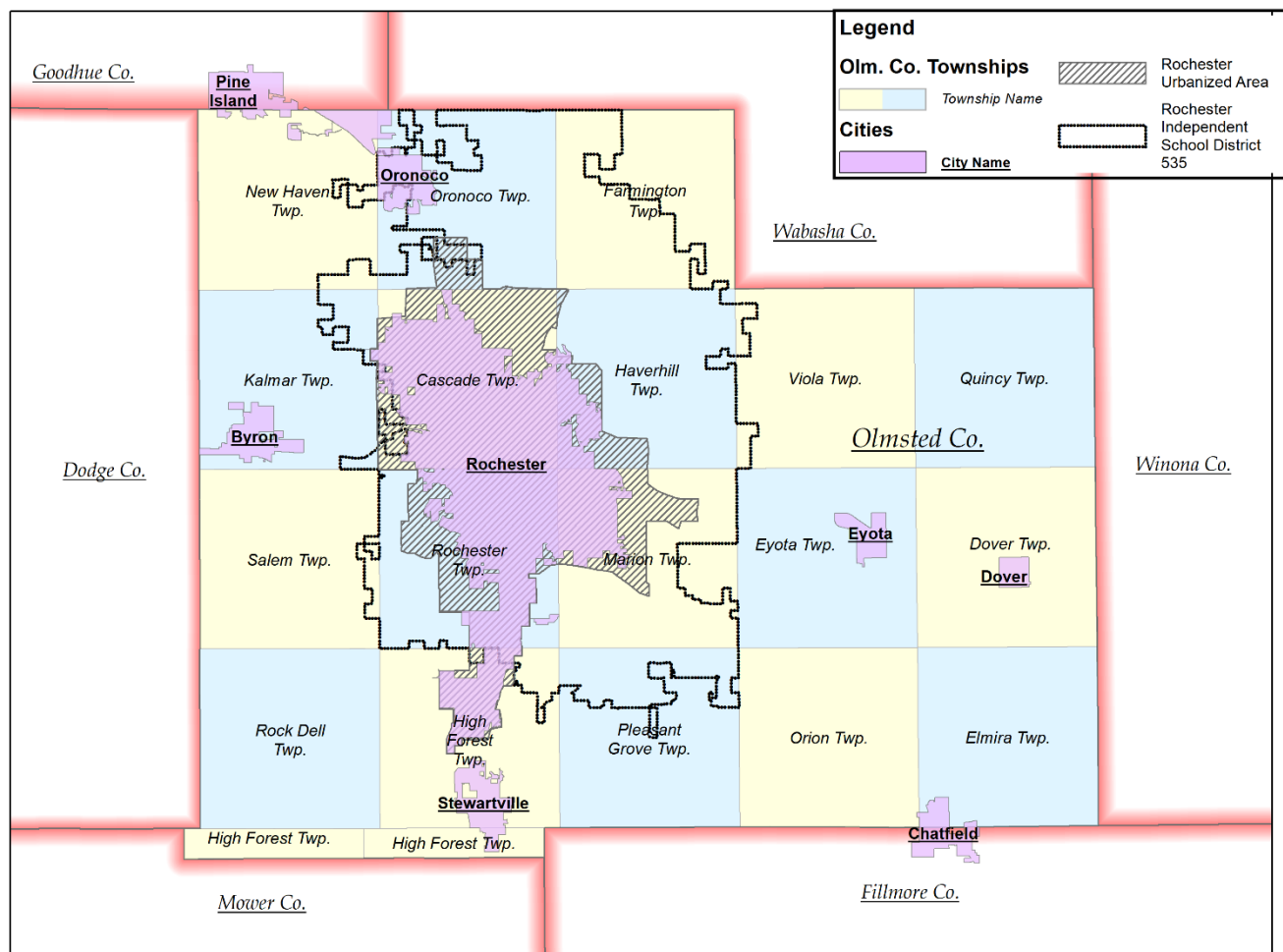


FIGURE 1: ROCOG PLANNING AREA

The ROCOG Policy Board has 16 members:

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

ROCOG provides regional coordination and approves the use of federal transportation funds within the MPA. Responsibility for the implementation of specific transportation projects lies with MnDOT and the local units of government as road authorities and transit providers.

GOVERNANCE AND ORGANIZATIONAL STRUCTURE

Figure 2 provides an overview of ROCOG's organizational structure. ROCOG is served by a permanent Transportation Technical Advisory Committee (TTAC), made up of members from ROCOG staff, City of Rochester Public Works, Olmsted County Public Works, Rochester Public Transit, MnDOT Central Office, MnDOT District 6, Township Maintenance Officials, and FHWA. These TTAC members offer their technical knowledge in making recommendations to help the ROCOG Policy Board in making its decisions. The recommendations of TTAC are not binding on the ROCOG Policy Board.

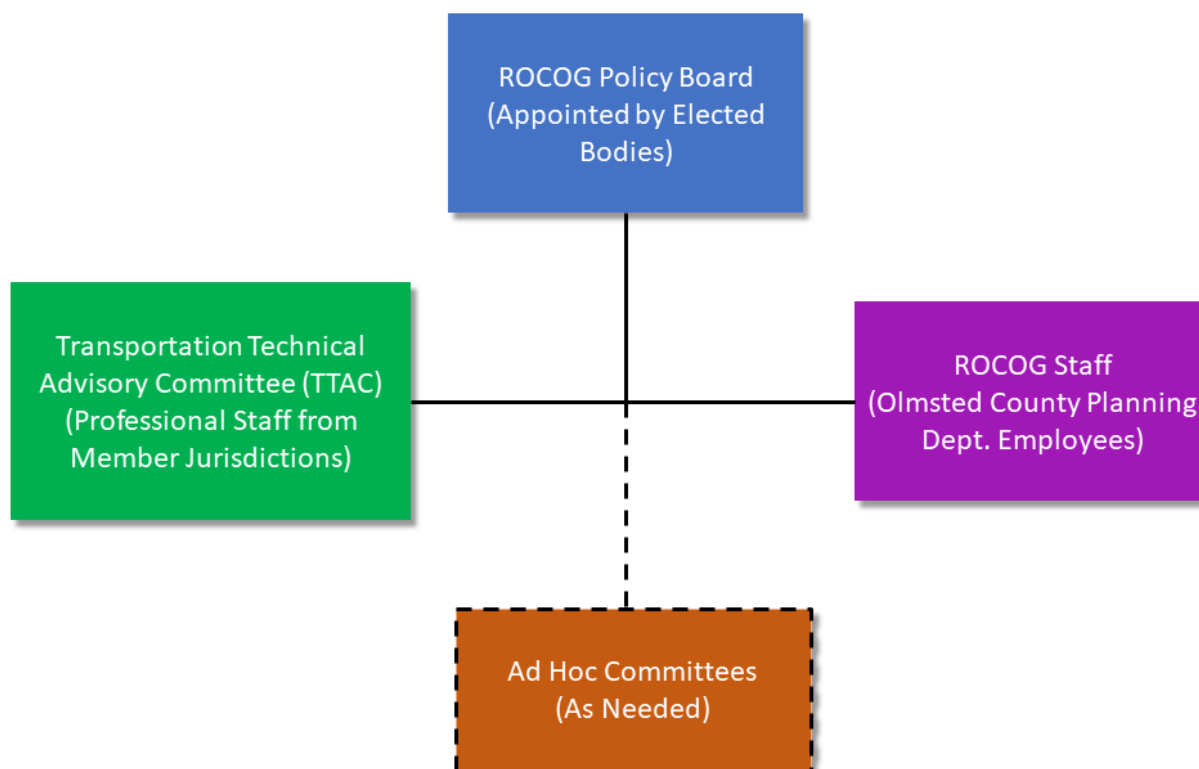


FIGURE 2: ROCORG ORGANIZATIONAL CHART

ROCORG is staffed by employees of the Olmsted County Planning Department. The Planning Director serves as Executive Director of ROCORG. ROCORG staff are tasked with organizing the work of the MPO, ensuring that it is done in accordance with state and federal requirements, and reporting to the Policy Board on its status and completion.

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

The TTAC, ad hoc committees, and staff provide recommendations to the Policy Board.

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

As the only permanent advisory committee, TTAC members represent the professional staff of by local jurisdictions and provide a broad range of transportation-related technical knowledge and experience regarding relevant subject matter (e.g., roads,

transit, and bicycle and pedestrian issues). The committee also includes representatives from MnDOT, with participation from FHWA and FTA.

ROCOG encourages participation of all citizens in the region's transportation planning and programming process. Additionally, ROCOG has two Policy Board members from the general public. All Policy Board meetings are also public meetings.

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

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

MPO'S ROLE IN PLANNING PROCESS

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

- Maintaining a certified "3-C" transportation planning process: continuing, cooperative, and comprehensive.
- Coordinating its planning and implementation activities with all local, regional, and state transportation agencies.
- Undertaking an effective public participation process, which ensures meaningful public input is part of the decision-making process for plans and programs.
- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.
- Planning for a multimodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an energy-efficient manner.

PLANNING FACTORS

The federal transportation law, Fixing America's Surface Transportation (FAST) Act, identifies ten planning factors that must be considered in the transportation planning process. This guidance is informed by [23 CFR 450.306(b)]. The process used to select projects to be programmed through the TIP is informed by consideration of these factors:

- 1) Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- 2) Increase safety of the transportation system for motorized and non-motorized users.
- 3) Increase security of the transportation system for motorized and non-motorized users.
- 4) Increase accessibility and mobility of people and freight.
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- 6) Enhance integration and connectivity of the transportation system across and between modes, people and freight.
- 7) Promote efficient system management and operation.
- 8) Emphasize preservation of the existing transportation system.
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- 10) Enhance travel and tourism.

TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a federally mandated, annually prepared document that contains pedestrian, bicycle, transit, highway, and other transportation projects that are recommended for federal funding during the subsequent four federal fiscal years within the MPA. The projects listed in the TIP include information regarding cost, specific funding sources, location, anticipated timing, etc.

The projects included in each year's TIP are derived from the area's [Long Range Transportation Plan \(LRTP\)](#) and are aimed at meeting the long-range needs of the transportation system.

Agencies and jurisdictions propose projects to the MPO annually, based on expectations of the level of federal funding that will be available, and ROCOG coordinates the review

of proposed projects to create a comprehensive list of the area's federally funded transportation improvements planned for the next 4 years.

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

Projects programmed into the TIP must comply with regulations issued by FHWA and FTA.

Projects can be revised or amended at any time during the program year by action of the MPO Policy Board.

As a management tool for monitoring the progress of implementing the LRTP, development of the TIP provides a process for prioritizing implementation of transportation projects – including any changes in priorities from the previous TIP that were implemented – and identifies any significant delays in the planned implementation of other projects.

Projects in the TIP represent a commitment on the part of the implementing jurisdiction or agency to complete those projects.

TIP projects programmed for the ROCOG MPA are included, without change, in the MnDOT District 6 Area Transportation Improvement Program (ATIP) and subsequent [Minnesota State Transportation Improvement Program \(STIP\)](#).

REGIONALLY SIGNIFICANT PROJECTS

In addition to the projects using federal money, federal regulations dictate the MPO must include in their annual TIP "all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53)."

Federal regulations go on to state:

"For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds."

Federal regulations have left the determination of "regionally significant" transportation projects up to individual MPOs.

Regionally significant projects include those that require an action by FHWA or FTA; are funded by federal agencies other than FHWA or FTA; or are not federally funded, but

affect transportation systems or networks that are regional in nature. Each project is reviewed for this consideration on a case-by-case basis.

ILLUSTRATIVE PROJECTS

Illustrative Projects are those projects that were not included in the fiscally constrained four-year project list due to limited funds. These projects are first to be considered if funds become available and may have a total estimated cost associated with them. Illustrative projects must also conform to the goals and priorities outlined in the LRTP.

ADVANCE CONSTRUCTION PROJECTS

A practice referred to as “Advanced Construction” (AC) may be used in order to maximize the area’s ability to expend federal funds. This practice allows project sponsors to have a project occur in one fiscal year (FY) and be reimbursed with federal funds in one or more later FY(s). When AC is used, project sponsors may front the entire cost, or a portion of the project cost in the programmed FY with local or state funds. The project may then be included in subsequent FY(s) when federal funds become available to reflect a reimbursement of eligible project costs.

CONSISTENCY WITH OTHER PLANS

LONG RANGE TRANSPORTATION PLAN

The LRTP documents the recommendations that have evolved from the ongoing, multimodal transportation planning process in the MPA. The ROCOG’s current LRTP, *ROCOG 2045 Long Range Transportation Plan*, was adopted in September 2020 by the Policy Board and has a planning horizon of 2045. The 2045 LRTP sets the regional transportation policy for the MPA and identifies the major, long-range transportation investments.

The LRTP provides a 20- to 25-year overview of transportation needs in the MPA. The TIP looks at which projects in the LRTP to program federal transportation funds for in the next 4 years. Projects contained in the TIP must first be identified in the LRTP specifically or should further the goals set forth in the LRTP. In addition, the TIP must be consistent with other plans developed by the MPO.

TRANSIT DEVELOPMENT PLAN

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

In the ROCOG MPA, Rochester Public Transit (RPT) is the public transit provider. RPT is a division within the City of Rochester Department of Public Works and produces the

TDP. The last TDP was adopted in 2017, and the next TDP update is expected to be adopted in 2022.

ROCOG is involved in the planning of the TDP because a significant share of operating and capital funds for RPT come from federal funding identified in the TIP, which the MPO produces. The goals of the TDP are consistent with the overall transit goals identified in the LRTP and other planning documents. The TIP implements the TDP by identifying the federally funded and regionally significant transit investments RPT will make in the next 4 years.

PUBLIC INVOLVEMENT POLICY

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

ROCHESTER AREA BICYCLE MASTER PLAN

This plan was adopted by the City of Rochester in 2012 and identifies needed bicycling infrastructure that will improve system connectivity and increase the usability of the bicycle network for both recreation and transportation. An update to this plan is expected in 2021. Since bicycle infrastructure is eligible for federal funding, and since many such projects involve regional active transportation networks, ROCOG is involved in the City of Rochester's bicycle and pedestrian plans.

TABLE 1: SUMMARY OF ROCOG AREA TRANSPORTATION PLANS

Transportation Plan	Date Approved
Long Range Transportation Plan	Sept. 2020
Transit Development Plan	May 2017
Public Involvement Policy	June 2019
Bike/Ped Plan	Feb. 2012

PROGRAMMING THE TIP

MnDOT has established eight Area Transportation Partnerships (ATPs) throughout the state to manage the programming of Federal transportation projects. Each of these ATPs is responsible for developing a financially constrained Area Transportation Improvement Program (ATIP) and incorporated into a financially constrained STIP.

MnDOT District 6 is represented by the [Southeast Minnesota Area Transportation Partnership](#).

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

Project selection is discussed further in Chapter 2.

FUNDING SOURCES

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

Funding sources are identified on the following pages by the acronym in parentheses after each funding name listed below. The list below is for general reference and strives for inclusion. Therefore, not every funding source listed below is found in the project lists in the current TIP.

BONDS (BF)

Funding identified as BF in the TIP indicate that projects are being funded almost exclusively with funds raised through the issuance of transportation bonds by the state of Minnesota.

BRIDGE REPLACEMENT OFF-SYSTEM (BROS)

A federally funded bridge replacement program intended to reduce the number of deficient off-system bridges within the state. This program applies to bridges under the jurisdiction of a public authority, located on a non-federal aid roadway and open to the public.

DEMO

NHPP, Earmark, National Corridor Improvement Program, Projects of National & Regional Significance and all projects that have a Demo ID (indicating a Demonstration Project).

EARLY LET LATE AWARD (ELLA)

Sunsetting with FY2024 - MnDOT's ELLA process is a tool used to manage project delivery and fluctuations in funding. This process is used on MnDOT projects only and affects both the federal and state funding targets and the State Road Construction Budget in the year of funding availability. ELLA projects are let in one state fiscal year (July 1 to June 30) and awarded (i.e., funds actually encumbered) in the following fiscal year. The advantage of ELLAs are that it allows the project to be let and awarded in advance of funding availability so that work can begin as soon as the next SFY begins. ELLA projects are not listed as ELLE as of the 2022-2025 TIP.

EARLY LET LATE ENCUMBRANCE (ELLE)

Starting for FY2025 - MnDOT's ELLE process is a tool used to manage project delivery and fluctuations in funding. This process is used on MnDOT projects only and affects both the federal and state funding targets and the State Road Construction Budget in the year of funding availability. ELLE projects are let in one state fiscal year (July 1 to June 30) and awarded (i.e., funds actually encumbered) in the following fiscal year. The advantage of ELLEs are that it allows the project to be let and awarded in advance of funding availability so that work can begin as soon as the next SFY begins. ELLE projects were listed in TIPs prior to the 2022-2025 TIP, as ELLA projects.

FEDERAL TRANSIT ADMINISTRATION (FTA; 5307, 5310, 5311, 5339)

Transit funding authorized by the FAST Act is managed in several ways. The largest amount is distributed to the states by formula; other program funds are discretionary. FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded in the TIP are generally funded by one of several subcategories that represent different programs administered by the FTA to provide either capital or operating assistance to public transit providers.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The Highway Safety Improvement Program is aimed at achieving a significant reduction in traffic fatalities and serious injuries on all public roads and is related to addressing conditions identified in a state's Strategic Highway Safety Plan (SHSP). Funds – allocated based upon merit by MnDOT's Office of Traffic Safety and Technology – may be used for a variety of safety improvements on any public road. Publicly owned bicycle and pedestrian pathways or trails are also eligible for HSIP dollars. The Federal share is 90% (for certain projects it can be 100%), and up to 10% of a state's HSIP funds can be used to help fund other activities including education, enforcement, and emergency medical services.

HIGHWAY RAIL GRADE CROSSING & RAIL SAFETY (RRS)

Railroad-highway grade crossing safety is funded under 23 USC Section 130. The current Federal participation for railroad-highway grade crossing safety improvement projects is 100 percent of the cost of warning system. Normally it is expected that the local road authority will pay for roadway or sidewalk work that may be required as part of the signal installation. Limited amounts of state funds are available for minor grade crossing safety improvements.

LOCAL FUNDS (LF)

Funding identified as LF in the TIP indicate projects that are funded almost exclusively with local funds, but are identified as regionally significant and are therefore included in the TIP.

NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)

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

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

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

STATE FUNDS (SF)

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

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

The Surface Transportation Block Grant Program (STBGP; sometimes STP, though this abbreviation is considered outdated) provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a minimum 20% share of project costs funded through this program.

TRANSPORTATION ALTERNATIVES (TA)

The Transportation Alternatives (TA) is a revision of the former Transportation Enhancements program under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU; 2005) and now funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bicycles, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related to Safe Routes to School (SRTS) activities. States and localities are responsible for a

minimum 20% of TA funds applied to projects. States may also transfer up to 50% of TA funds to NHPP, STBGP, HSIP, Congestion Mitigation and Air Quality (CMAQ), and/or metropolitan planning. Local ATPs oversee selecting projects for the solicitation.

OTHER

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

PROJECT SELECTION

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

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

See Chapter 2: Project Selection for additional information.

FISCAL CONSTRAINT

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

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

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

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

ENVIRONMENTAL JUSTICE

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

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

PUBLIC INVOLVEMENT

The MPO affords opportunities for the public and other interested parties to comment on the proposed and approved TIP. Public meeting notices are published in the

Rochester *Post Bulletin* – the newspaper of record for the MPO – and the TIP document is made readily available for review and comment. Public meetings and the opportunities for public input are advertised through the ROCOG Facebook page. The draft TIP is posted on the ROCOG website, where a StoryMap summary of it also appears. Users can submit comments through the StoryMap, or through the more traditional channels of email, phone, or postal mail.

The TIP public participation process is consistent with the MPO's [Public Involvement Policy \(PIP\)](#), updated in June 2019. The process provides stakeholders a reasonable opportunity to comment on the TIP.

Chapter 7 provides a more comprehensive look at public involvement used in developing the FY 2022-2025 TIP.

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

SELF CERTIFICATION

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

- Title VI of the Civil Rights Act of 1964, as amended;
- Prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises in USDOT-funded projects;
- Implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990;
- Prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- Prohibiting discrimination based on gender; and
- Prohibiting discrimination against individuals with disabilities.

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

2 | PROJECT SELECTION

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

As with the previous federal transportation bills SAFETEA-LU (2005) and MAP-21 (2012), the FAST Act (2015) continues to call for the prioritization of projects on a statewide basis, which leads to the development of a Statewide Transportation Improvement Program (STIP). The statewide program is informed by those projects developed at the local level.

MNDOT DISTRICT 6 ATP (SOUTHEAST MINNESOTA AREA TRANSPORTATION PARTNERSHIP)

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

Similar to the MPO, the purpose of the ATP is to prioritize projects in the larger region for receiving federal funding. This priority list is called the ATIP and is combined with the other ATIPs from the other ATPs around the state. This combined document is the draft STIP. Through the development of the TIP, the MPO leads the selection of projects located within the MPA boundaries. The ATP leads the project selection outside the MPA boundaries.

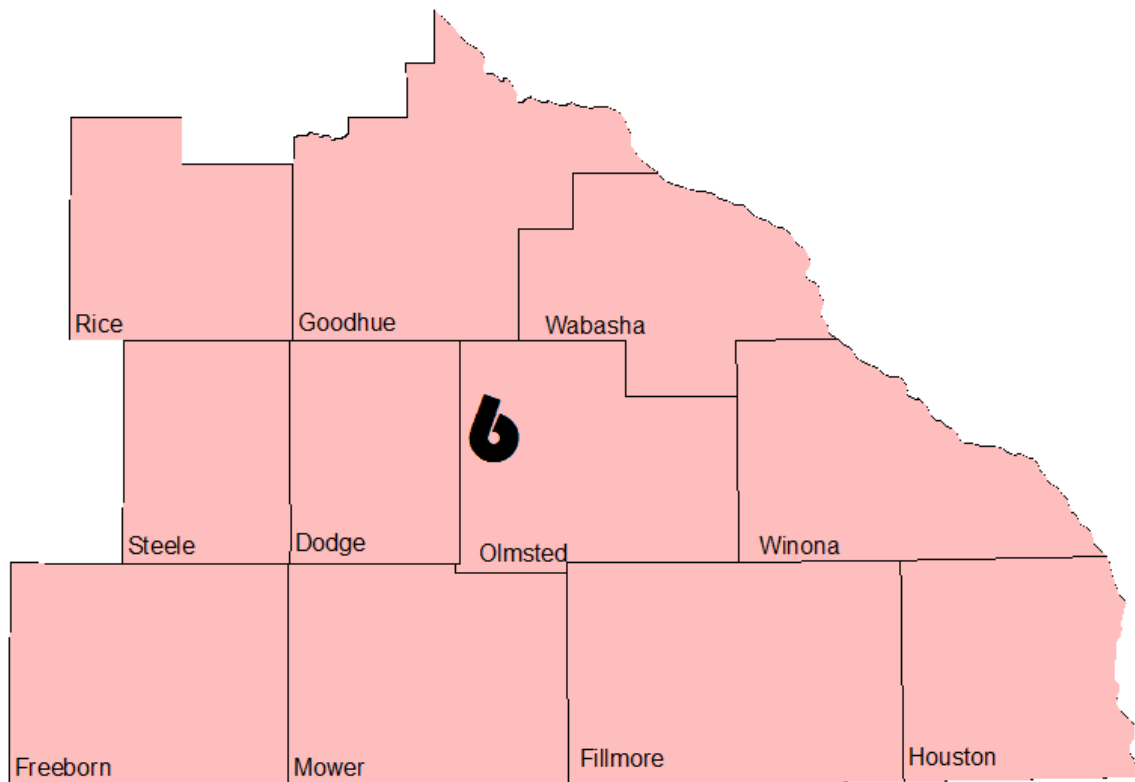


FIGURE 3: MEMBERSHIP COUNTIES OF MNDOT DISTRICT 6 ATP

ELIGIBILITY FOR ROADWAY AND TRANSIT PROJECTS

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

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

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

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

PROJECT SELECTION PROCESS

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

In the ROCOG MPA, projects selected for funding generally result from ongoing close collaboration between the MPO and local road authorities and transit providers. Because ROCOG is staffed by the Olmsted County Planning Department, the MPO remains informed of and even directly involved in the planning of many of the transportation projects in the MPA. ROCOG also sits on the District 6 ATP board, where the MPO casts votes and otherwise contributes to decisions made in awarding annual Transportation Alternative grants and prioritizing the projects that the ATP will fund using other STBGP resources. The District 6 ATP has about \$14 million in federal funding to assign to projects each year within its 11 counties. ROCOG itself has direct control over approximately \$2.3 million of that total each year.

PROJECT EVALUATION AND PRIORITIZATION

The MPO's project evaluation process establishes a framework for decision-makers to guide them in prioritizing project submittals. The process was designed to help ensure that projects are consistent with the goals and objectives of the LRTP and that limited financial resources are used in a cost-effective manner. Individual projects are prioritized by their sponsoring agency, but all must be consistent with the goals of the LRTP, which those same agencies played a role in setting. The LRTP [describes general principles](#) that guide the prioritization of transportation projects as follows:

- **Travel Service** – defines the primary travel character of a roadway, based on its functional designation and the land use context it is located in. These guidelines identify whether mobility or accessibility will be prioritized, which modes are of primary importance given location, and provide a target travel speed for vehicular traffic.
- **Sizing Factors** – establishes basic parameters that impact right-of-way needs, such as anticipated number of travel lanes for different modes, whether use of a median should be considered, and how other general considerations such as drainage and topography affect right-of-way needs.
- **Basic Modal Accommodations** – identify the basic level of modal improvement to plan for based on potential combinations of roadway designation and land use.

- **Modal Overlays** – mode-specific improvement recommendations, especially as identified in other plans, that will prioritize particular modes in specific locations (e.g., creation of a transit corridor)

3 | PERFORMANCE MEASURES AND TARGETS

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

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

The FAST Act included requirements for state DOTs and MPOs to establish measurable targets for various performance measures to allow agencies to easily track and report progress.

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

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

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

³ The National Highway System (NHS) consists of those roadways delineated as important to the nation's economy, defense and mobility and was developed by the U.S. Department of Transportation in cooperation with the states, local officials, and MPOs. The NHS for the ROCOG area is illustrated in Figure 4 on page 41.

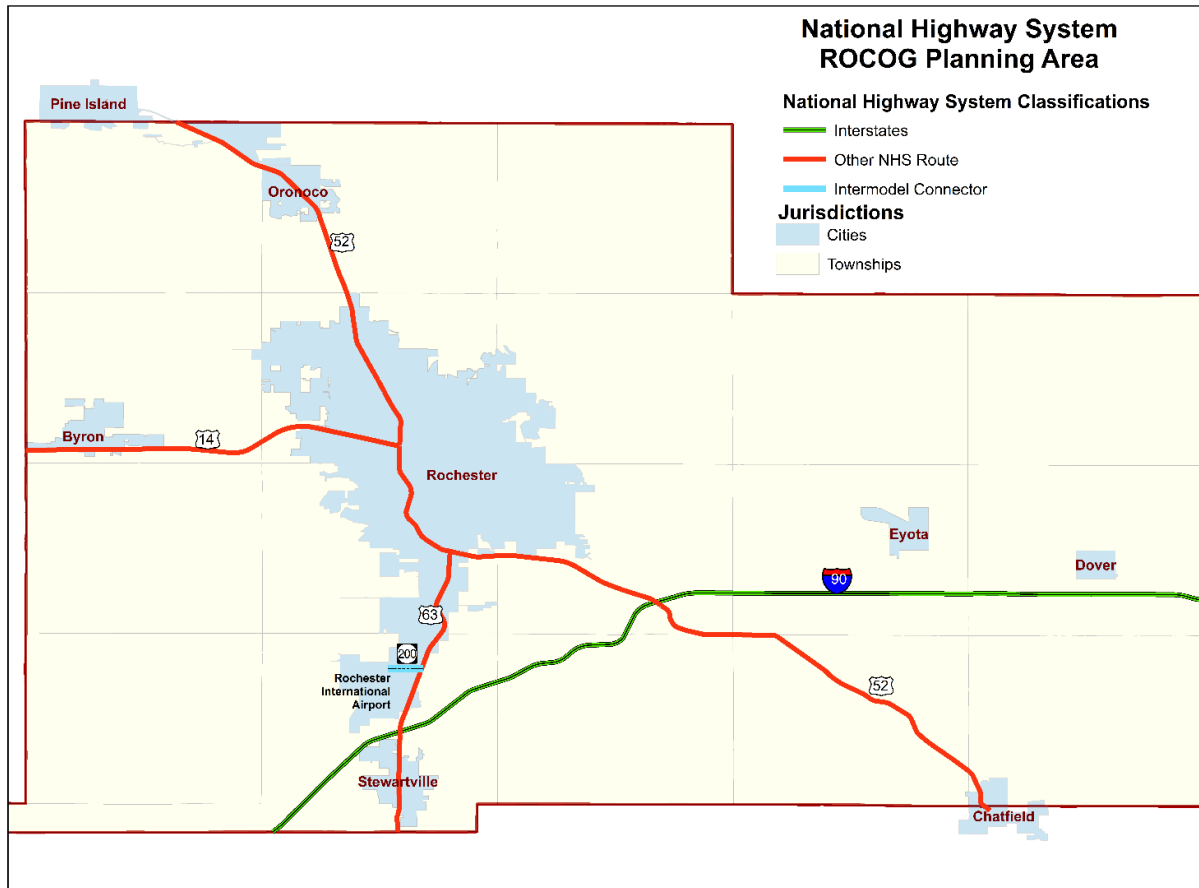


FIGURE 4: NATIONAL HIGHWAY SYSTEM IN THE ROCOG PLANNING AREA

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

PM1 - SAFETY

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

- Annual Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles of Travel (VMT)

- Annual Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Annual Total Number of Non-motorized Fatalities and Serious Injuries

Assessment of safety performance and adjustment of safety targets is done annually and is based upon a five-year rolling average for each target. Thus, in 2020, performance was reviewed based on the averaged results for 2015 through 2019 and how that compared to five year rolling average results for prior years. Revision of the target for upcoming years is based on assessing the trend observed over past years and whether continuation of recent trends, when projected forward, will reach future desired goals.

ANNUAL NUMBER OF FATALITIES

Figure 5 highlights the trend that has been observed at both the statewide level and in the ROCOG MPA for the past five years relative to total number of fatalities and the rolling average of annual fatalities, as calculated based on the prior five years of experience. Fatality numbers in Minnesota have varied by about 10% over the last five years, from a low of 358 in 2017 to a high of 395 in 2020, with the five year rolling average holding relatively steady. In the ROCOG MPA absolute numbers vary within a relatively small absolute band (6 to 16 annually) while the five year rolling average has been relatively steady, ranging from 9.4 to 11. Unlike the statewide total, which rose by 8% in 2020, the unofficial ROCOG MPA total declined by about one-third between 2019 and 2020.

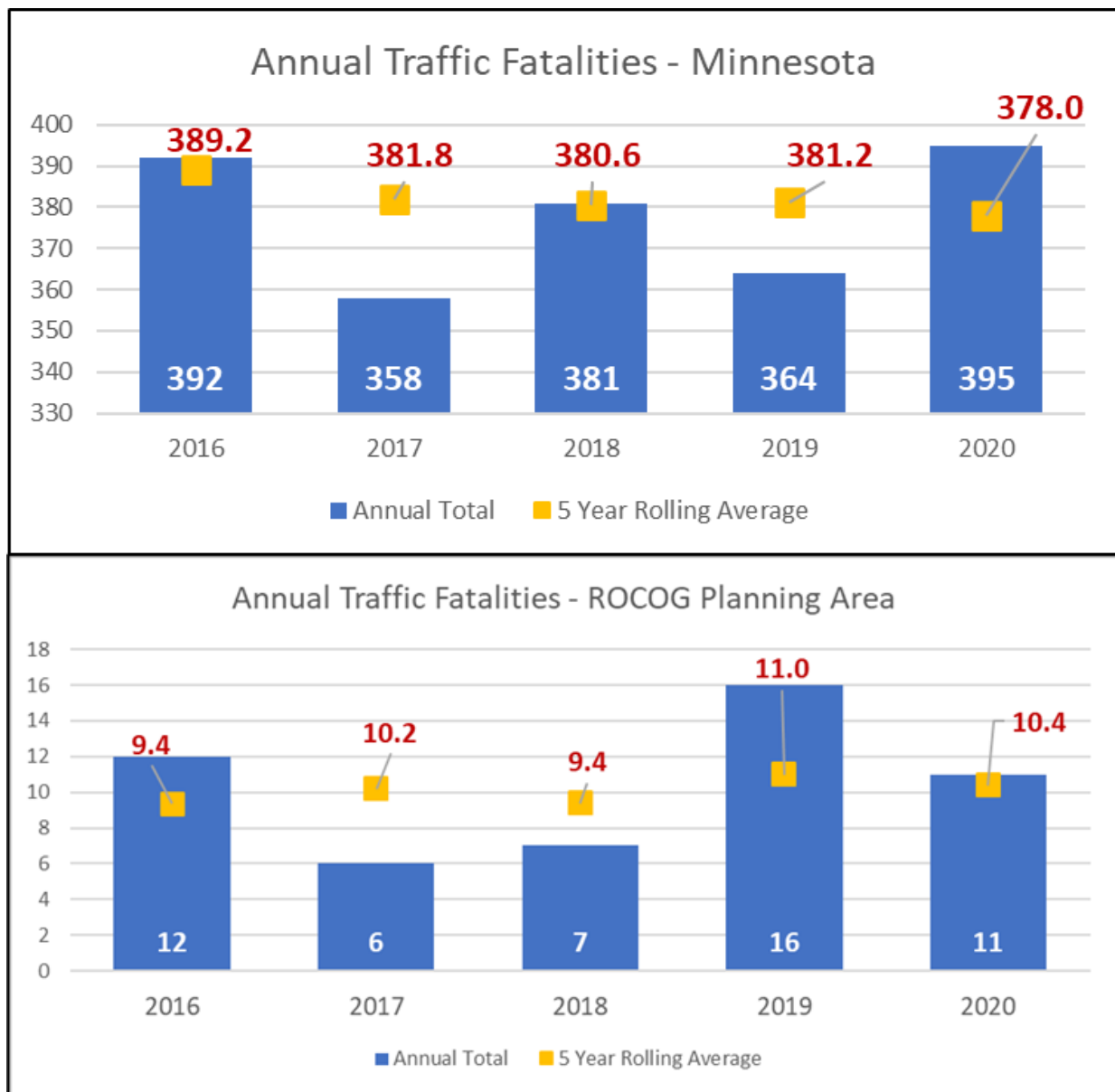


FIGURE 5: TRENDS IN ANNUAL TRAFFIC FATALITIES

Table 2 reports statewide performance relative to the annual target that was set for each year for the total number of traffic fatalities. A red x (x) indicates the target for a given year was not met; a green check (✓) indicates the annual target was met. Note that ROCOG has supported the statewide targets and collaborates with MnDOT on efforts to meet statewide targets; MPA performance is shown for information only.

TABLE 2: PERFORMANCE RELATIVE TO TARGET: TOTAL TRAFFIC FATALITIES

	2016	2017	2018	2019	2020
Annual Number of Fatalities – Minnesota	392	358	381 ^x	364 [✓]	395 ^x
Annual Number of Fatalities – ROCOG MPA	12	6	7	16	11 [†]
Five Year Rolling Average, Fatalities – Minnesota	389.2	381.8	380.6 ^x	381.2 ^x	378.0 ^x
Five Year Rolling Average, Fatalities – ROCOG MPA	9.4	10.2	9	11	10

† Preliminary

RATE OF FATALITIES PER 100 MILLION VEHICLE MILES OF TRAVEL (VMT)

Table 3 reports statewide and MPA performance relative to the number of fatalities occurring per 100 million vehicle miles of travel on an annual basis and the five-year rolling average for this metric. The official PM-1 target for rate of fatalities applies only to the five year rolling average in the lower part of the table, while the annual result in the upper half of the table is for information only. The green check (✓) and red x (✗) indicate whether the annual target was met or not met, respectively, in the years since establishment of the targets in 2018.

**TABLE 3: PERFORMANCE RELATIVE TO TARGET: TRAFFIC FATALITIES PER 100
MILLION VEHICLE MILES OF TRAVEL (MVMT)**

	2016	2017	2018	2019	2020
Annual Fatality Rate per 100 MVMT – Minnesota	0.66	0.60	0.63 ^x	0.60 [✓]	0.77 ^x
Annual Fatality Rate per 100 MVMT – ROCOG MPA	0.81	0.40	0.44 [✓]	1.01 ^x	0.82 ^x
Five Year Rolling Average, Fatalities per 100 MVMT – Minnesota	0.55	0.53	0.52 [✓]	0.51 [✓]	0.65 ^x
Five Year Rolling Average, Fatalities per 100 MVMT – ROCOG MPA	0.65	0.70	0.63 ^x	0.72 ^x	0.70 ^x

ANNUAL NUMBER OF SERIOUS INJURIES

Figure 6 highlights the trend that has been observed at both the statewide level and in the ROCOG MPA for the past five years relative to total number of traffic-related serious injuries and the rolling average of annual serious injuries as calculated based on the prior five years of experience.

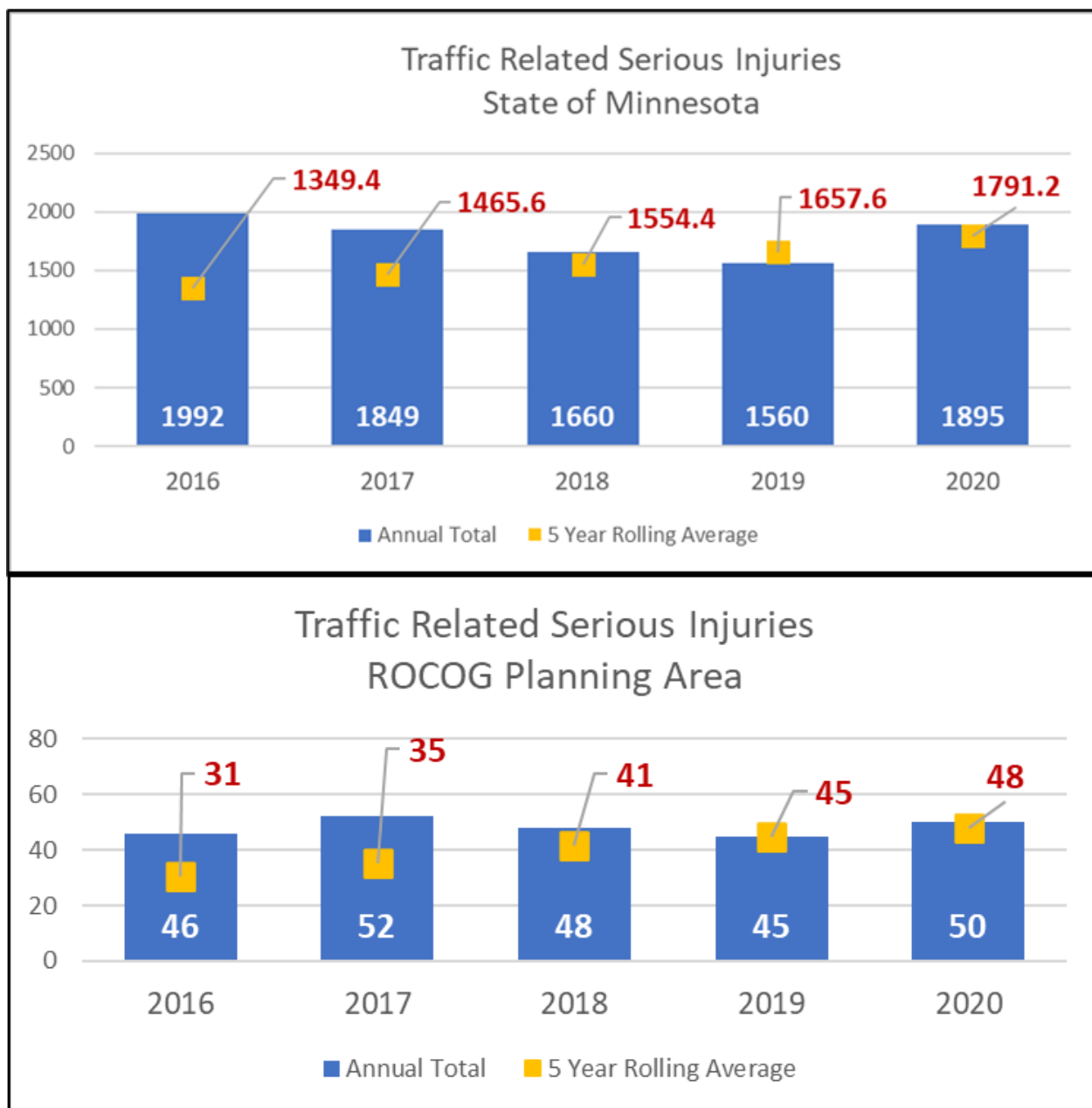


FIGURE 6: TREND IN ANNUAL NUMBER OF TRAFFIC RELATED SERIOUS INJURIES

Figure 6 illustrates that the number of traffic related serious injuries in Minnesota have varied by about 20% over the last five years, from a low of 1,560 in 2019 to a high of 1,992 in 2016, with the Five Year Rolling Average increasing each year by about 100 incidents. It is important to note that the five year rolling average in 2016 through 2019 is reflecting data from years prior to 2016 collected under a different crash reporting system which may affect the rolling average numbers through 2019. In the ROCOG MPA, absolute numbers vary within a relatively small absolute band (45 to 52 annually) while the five year rolling average has increased steadily, again possibly due to differences observed in the pre- and post-2016 databases.

Table 4 reports statewide performance relative to the annual target that was set for each year for the total number of serious injuries. A red x (✗) indicates the target for a given year was not met; a green check (✓) indicates the annual target was met. Note that ROCOG has supported the statewide targets and collaborates with MnDOT on efforts to meet statewide targets; MPA metrics are shown for information only.

TABLE 4: PERFORMANCE RELATIVE TO TARGET: TOTAL NUMBER OF SERIOUS INJURIES

	2016	2017	2018	2019	2020
Annual Number of Serious Injuries – Minnesota	1,992	1,849	1,660✓	1,560✓	1,895✗*
Annual Number of Serious Injuries – ROCOG MPA	46	52	48	45	50*
Five Year Rolling Average, Serious Injuries per 100 MVMT – Minnesota	1,349	1,466	1,554✓	1,658✓	1,791✗
Five Year Rolling Average, Serious Injuries per 100 MVMT – ROCOG MPA	31	35	41	45	48

* Preliminary

Rate of Serious Injuries per 100 million Vehicle Miles of Travel (VMT)

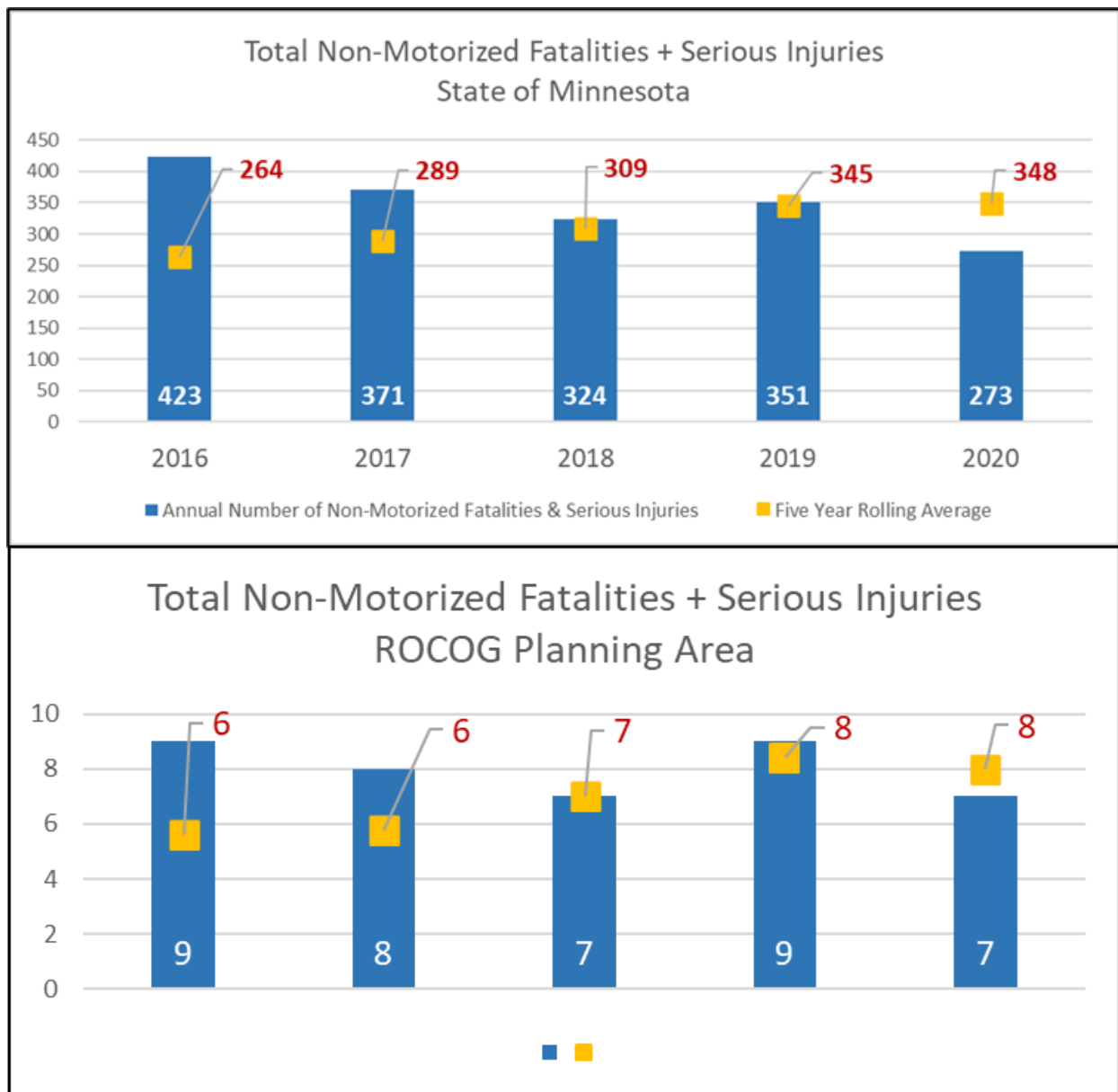
Table 5 reports statewide and MPA performance relative to the number of serious injuries occurring per 100 million vehicle miles of travel on an annual basis (upper part of table) and the five-year rolling average for this metric (lower part of table). The official PM-1 target for rate of serious injuries applies only to the five year rolling average in the lower part of the table, while the annual result in the upper half of the table is for information only. A red x (✗) or a green check (✓) indicates whether the annual target was met or not in a given year.

**TABLE 5: PERFORMANCE RELATIVE TO TARGET: TRAFFIC-RELATED SERIOUS
INJURIES PER 100 MILLION VEHICLE MILES OF TRAVEL (MVMT)**

	2016	2017	2018	2019	2020
Annual Rate of Serious Injuries, per 100 MVMT – Minnesota	3.38	3.08	2.75 [✓]	2.57 [✓]	3.68 [✗]
Annual Rate of Serious Injuries, per 100 MVMT – ROCOG MPA	3.11	3.44	3.03 [✓]	2.84 [✓]	3.74 [✗]
Five Year Rolling Average, Serious Injury Rate per 100 MVMT – Minnesota	2.33	2.51	2.63 [✓]	2.78 [✓]	3.09 [✗]
Five Year Rolling Average, Serious Injury Rate per 100 MVMT – ROCOG MPA	2.13	2.39	2.76 [✓]	2.95 [✗]	3.23 [✗]

TOTAL NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES

Figure 7 highlights the trend that has been observed at both the statewide level and in the ROCOG MPA for the past five years relative to total number of non-motorized fatalities and serious injuries that have occurred. The number of non-motorized fatalities and serious injuries statewide have generally trended downward over the last five years, from a high of 423 in 2016 to a low of 273 in 2020. The five-year rolling average shows a distinctly different trendline, moving upward over the five year period, which again appears to be influenced by the pre-2016 data that was collected through the different traffic data management system in place before 2016. In the ROCOG MPA, absolute numbers vary within a relatively small absolute band (7 to 9 annually) while the five year rolling average also varied within a narrow band of 6 to 8, here again influenced by differences observed in the pre- and post-2016 databases.



**FIGURE 7: TREND IN TOTAL NUMBER OF NON-MOTORIZED FATALITIES AND
SERIOUS INJURIES**

Table 6 reports statewide performance relative to the annual target set for each year for the total number of non-motorized fatalities and serious injuries. The red x (x) indicates the target for a given year was not met; a green check (✓) indicates the annual target was met. Note that ROCOG has supported the statewide targets and collaborates with MnDOT on efforts to meet statewide targets; MPA metrics are shown for information only.

TABLE 6: PERFORMANCE RELATIVE TO TARGET: TOTAL NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES

	2016	2017	2018	2019	2020
Annual Rate of Serious Injuries, per 100 MVMT – Minnesota	423	371	324 [✓]	351 [✗]	273 [✓]
Annual Rate of Serious Injuries, per 100 MVMT – ROCOG MPA	9	8	7	9	7
Five Year Rolling Average, Serious Injury Rate per 100 MVMT – Minnesota	264	289	309 [✓]	345 [✗]	348 [✗]
Five Year Rolling Average, Serious Injury Rate per 100 MVMT – ROCOG MPA	6	6	7	8	8

UPDATED 2021 TARGETS FOR PM-1: SAFETY

Table 7 outlines the specific safety performance measure and lists the 2021 targets for each measurement that have been established by MnDOT in cooperation with local partners, and which are supported by ROCOG. ROCOG chose to support MnDOT's targets through Resolution 2020-15, adopted on October 28, 2020.

TABLE 7: PERFORMANCE MEASURE 1 - SAFETY MEASURES AND TARGETS

Target	MnDOT's Targets 2021
Number of Fatalities	352.4
Rate of Fatalities per 100 million VMT	0.582
Number of Serious Injuries	1,579.8
Rate of Serious Injuries per 100 million VMT	2.606
Number of Non-Motorized Fatalities and Serious Injuries	281.2

SAFETY PERFORMANCE MEASURES SUMMARY

In the category of safety, whose targets are updated annually, ROCOG's support of the state targets indicates that ROCOG will support state efforts at reducing overall levels of fatalities and serious injury by assisting in the identification of and programming of Highway Safety Improvement Funds in an effort to address motorist behaviors and roadway conditions contributing to crashes involving fatality or serious injury.

In regard to fatalities, there have been selected years (2015, 2016, and 2019) that have seen elevated numbers of fatalities in the ROCOG MPA that cause the five year fatality rate to rise and fall with the latest results, while the overall statewide trend,

based on a larger sample size, has continuously trended downward. The ROCOG MPA performance in regard to serious injury rates (5-year averages) compares favorably to the target rates set by MnDOT for 2015-2018, with a sudden uptick in 2019. See [ROCOG's 2045 LRTP, Chapter 9](#), for more information.

It is not clear if the 2019 outcome in the ROCOG MPA is an outlier and is not representative of the general trends. For instance, the number of fatalities in the ROCOG MPA fell each year from 2015 to 2018, before sharply increasing in 2019. Moreover, early reports of road fatalities in 2020 and 2021 show a distressing rise in number of fatalities and traffic stops for extreme speed. While some of this has been blamed on recklessness enabled by decreases in traffic due to COVID-19 lockdowns and other restrictions beginning in spring of 2020, it is too early yet to determine if these worrying trends are a result of the pandemic or of something else. ROCOG's adoption of MnDOT performance targets indicate areas where ROCOG should pay close attention in its planning activities in order to see if these performance outcomes in the ROCOG MPA move closer to the MnDOT targets.

The projects in the 2022-2025 TIP that contribute to achieving the targets for PM1 in the ROCOG MPA include road maintenance and reconstruction; bridge replacement; installation of high-tension cable barriers; construction of new bicycle and pedestrian infrastructure; and construction of a reduced-conflict intersection. These projects will provide infrastructure that contributes to safe operation of motor vehicles, as well as providing dedicated infrastructure for active transportation uses that decreases the points of conflict with motor vehicles. One such example is Project #5501-40, a high-tension cable barrier on US-14 between CSAH 34 and US-52, scheduled for 2022. This type of project contributes to lower serious injuries and fatalities by stopping cars from crossing the median on a highway and crashing into oncoming traffic. Another example is project 159-212-001, the construction of pedestrian facilities on 37 St NW from 18 Ave NW to W River Parkway NW in Rochester, scheduled for 2025. This type of project reduces the conflicts between automobiles and pedestrians, allowing people to travel on foot in much safer conditions than currently exist.

PM2 – NHS BRIDGE AND PAVEMENT CONDITION

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

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

- Percentage of Non-Interstate NHS Pavement in Poor Condition

Two- and four-year targets are established at the beginning of the performance period every four years. States report on performance every two years. These six performance measures can be broken into two categories: bridge condition and pavement condition. Refer to Figure 4 for identification of roadways in the ROCOG MPA that are on the National Highway System.

NHS BRIDGE CONDITIONS

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

The targets for bridge condition were originally set as two- and four-year targets in May of 2018, with an opportunity to adjust at the mid-performance period in 2020.

In October 2020, MnDOT determined that the four-year targets would remain the same for bridge condition targets except for **Percentage of NHS Bridges in Good Condition**, which would be decreased from 50% to 35% (improvements in inspection data have resulted in fewer bridges categorized as "good"; this lowered target better represents the current reality than maintaining the original target would).

Table 8 reports the trend observed in the ROCOG MPA since the first bridge performance targets were established in 2017. The red x (✗) indicates the target for a given year was not met; a green check (✓) indicates the annual target was met. Note that the target for the percentage of NHS bridges in good or better condition was 50% in 2019, and was not revised to 35% until 2020.

TABLE 8: NHS BRIDGE CONDITION RATINGS

	2017	2018	2019	2020
Percent NHS Bridges in Good or Better Condition – ROCOG MPA	62.55✓	58.18✓	48.50✗	Not available
Percent NHS Bridges in Poor Condition – ROCOG MPA	0.00✓	0.00✓	0.00✓	Not available

Table 9 outlines the specific bridge condition performance measures and the 2021 MnDOT targets for those measures. In the ROCOG MPA, performance outcomes related to NHS Bridge Condition generally meet or exceed MnDOT's targets, and therefore ROCOG chose to support MnDOT's targets through Resolution 2020-16, adopted on October 28, 2020.

**TABLE 9: PERFORMANCE MEASURE 2 - BRIDGE CONDITION MEASURES AND
TARGETS**

Target	MnDOT 4-yr Target 2021
Percentage of NHS Bridges in Good Condition	35% (revised)
Percentage of NHS Bridges in Poor Condition	4%

The projects in the 2022-2025 TIP that contribute to achieving the bridge condition targets in the ROCOG MPA include replacement of bridges on a state highway and on an interstate highway. These projects will allow for safer travel across the bridge decks, as well as safer movement from one highway to another. An example of this type of project is Project #5505-27, the replacement of Bridge 9008 and Bridge 9009, over the north branch of the Root River on State Highway 30, west of Chatfield, scheduled for 2023. This type of project allows for safer connections between communities on roadways that can attract traffic from higher-traffic highways.

NHS PAVEMENT CONDITION

For the pavement condition targets, pavement segments are assessed annually by the road authority which owns the roadway. In the ROCOG MPA, all roadways on the NHS are owned and monitored by MNDOT. Pavement Condition Targets are only set every four years, with the option to update them every two. The targets for pavement condition were originally set as four-year targets in May of 2018, with an opportunity for review at the mid-period in 2020. In 2020, MnDOT determined that the four-year targets would remain the same for all pavement condition measures. The jurisdictions assess each roadway segment based on a variety of factors to calculate the overall pavement condition.

Table 10 highlights the trends that have been observed in the ROCOG MPA for the past five years relative to Pavement Condition on the Interstate Highway network. Table 11 reports the trend for the past five years on the non-interstate portion of the NHS. A red x (x) indicates the target for a given year was not met; a green check (✓) indicates the annual target was met.

TABLE 10: INTERSTATE HIGHWAY PAVEMENT CONDITION

	2017	2018	2019	2020
Percent Interstates in Good or Better Condition – ROCOG MPA	44.3 ^x	78.4 [✓]	71.8 [✓]	72.0 [✓]
Percent Interstates in Poor Condition – ROCOG MPA	0.00 [✓]	0.00 [✓]	0.00 [✓]	0.00 [✓]

**TABLE 11: NON-INTERSTATE NATIONAL HIGHWAY SYSTEM PAVEMENT
CONDITION**

	2017	2018	2019	2020
Percent Non-Interstate NHS in Good or Better Condition – ROCOG MPA	54.08 [✓]	66.30 [✓]	67.60 [✓]	72.37 [✓]
Percent Non-Interstate NHS in Poor Condition – ROCOG MPA	0.37 [✓]	0.1 [✓]	0.1 [✓]	0.2 [✓]

Table 12 outlines the specific pavement condition performance measures and the 2021 MnDOT targets for each measurement. The ROCOG MPA generally achieves performance outcomes that meet or exceed MnDOT's targets in the categories of pavement condition, and therefore ROCOG chose to support MnDOT's targets through Resolution 2020-16, adopted on October 28, 2020.

**TABLE 12: PERFORMANCE MEASURE 2 - PAVEMENT CONDITION MEASURES AND
TARGETS**

Target	MnDOT 4-yr Target 2021
Percentage of Interstate Pavement in Good Condition	55%
Percentage of Interstate Pavement in Poor Condition	2%
Percentage of Non-Interstate NHS Pavement in Good Condition	50%
Percentage of Non-Interstate NHS Pavement in Poor Condition	4%

The projects in the 2022-2025 TIP that contribute to achieving the pavement condition targets in the ROCOG MPA include routine maintenance of road surfaces and the installation of transportation management system equipment that will allow better detection of the causes of congestion on the roadway. One example is Project #5503-47, bituminous mill and overlay on US-14 between CSAH 36/Marion Rd and CSAH 19,

scheduled for 2023. This project will extend the useful life of this roadway. Another example is Project 2022-35, Transportation Management Systems Phase III on US-14 from CSAH 5 in Byron to Dodge Center, scheduled for 2023. This project will help detect traffic patterns and sources of congestion.

PM3 – NHS SYSTEM RELIABILITY

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

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

Each of these individual targets are established every four years, but State DOTs are required to report on each target biennially. The targets for system reliability were originally set as four-year targets in May of 2018, with an opportunity for review at the mid-performance period in 2020. In October 2020, MnDOT determined that the four-year targets would remain the same for all targets except for **Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable**, which would be set at 90% (this target was not required to be set in the original list of targets in 2018, so was added at the mid-performance period review).

These three performance measures can be broken into two categories: travel time reliability and freight movement reliability. Reliability is defined by the consistency or dependability of travel times from day to day or across different times of the day.

TRAVEL TIME RELIABILITY ON THE NHS

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

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

Longer travel times (95th percentile of travel times)

to

Normal Travel Times (50th percentile of travel times)

The analysis periods are:

- Morning Weekday (6am-10am)
- Midday Weekday (10am -4pm)

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

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

PERSON-MILES OF TRAVEL THAT ARE RELIABLE

Table 13 highlights the trends that have been observed in the ROCOG MPA for the past five years relative to the reliability of travel on the Interstate and non-Interstate elements of the NHS. A red x (✗) indicates the target for a given year was not met; a green check (✓) indicates the annual target was met. Performance in the ROCOG MPA has consistently met performance targets since measures were adopted and targets set in 2018.

TABLE 13: PERCENT OF PERSON-MILES OF TRAVEL (PMT) ON THE NATIONAL HIGHWAY SYSTEM THAT ARE RELIABLE

	2017	2018	2019	2020
Percent Interstate PMT Reliable – ROCOG MPA	100✓	100✓	100✓	Not available
Percent Non-Interstate PMT Reliable – ROCOG MPA	94✓	99.9✓	100✓	Not available

The projects in the 2022-2025 TIP that contribute to achieving the travel time reliability targets in the ROCOG MPA include routine road maintenance; traffic signal improvements; installation of safety equipment such as high-tension cable barriers; bridge replacement; and the construction of a reduced-conflict intersection. Most of these projects are intended to increase safe operation of motor vehicles, thus reducing the travel time that is lost when crashes or unsafe conditions force the closure of a lane and the merging of dense auto traffic. One example is Project 5501-44, intersections on US-14 at CSAH 3, CSAH 44 and 7 St NW, between Byron and Rochester, scheduled for 2022. This project will allow for safer turns while opening more opportunities for turn movements that are delayed currently. Another example is Project 5505-30, Bituminous mill and overlay on state highway 30 between Stewartville and Chatfield, scheduled for 2024. This project includes traffic signal improvements in Stewartville, which will improve traffic functions there.

TRUCK TRAVEL RELIABILITY ON THE INTERSTATE HIGHWAYS

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

Table 14 highlights the trend observed in the ROCOG MPA for the past five years relative to the reliability of truck travel on the Interstate Highway system. Performance in the ROCOG MPA has consistently met performance targets since measures were adopted and targets set in 2018. A red x (x) indicates the target for a given year was not met; a green check (✓) indicates the annual target was met.

TABLE 14: TRUCK TRAVEL TIME RELIABILITY INDEX ON INTERSTATE HIGHWAYS

	2017	2018	2019	2020
Truck travel Time Reliability Index	100✓	100✓	100✓	Not available

Table 15 outlines the three travel reliability performance measures, and the 2021 MnDOT targets for each measurement. ROCOG MPA performance outcomes related to NHS Bridge Condition generally meet or exceed MnDOT's targets, and ROCOG supports MnDOT's targets through Resolution 2020-17, adopted on October 28, 2020.

TABLE 15: PERFORMANCE MEASURE 3 - FREIGHT MOVEMENT RELIABILITY MEASURES AND TARGETS

Target	MnDOT's Targets 2021
Percent of person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability)	80%
Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability)	90%
Truck travel Time Reliability Index (TTTR Index)	1.5

The projects in the 2022-2025 TIP that contribute to achieving the travel time reliability targets in the ROCOG MPA include routine road maintenance; traffic signal improvements; installation of safety equipment such as high-tension cable barriers; bridge replacement; and the construction of a reduced-conflict intersection. Most of these projects are intended to increase safe operation of motor vehicles, thus reducing

the travel time that is lost when crashes or unsafe conditions force the closure of a lane and the merging of dense auto traffic. Projects 5501-44 and 5505-30, mentioned above, will contribute to this measure.

TRANSIT ASSET MANAGEMENT (TAM)

In addition, a separate set of performance measures is required to be developed and maintained by transit agencies receiving Federal funding assistance. Known as Transit Asset Management (TAM), transit agencies must establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance. As part of the TAM plan, transit agencies must also establish performance measures which will help the respective transit agency maintain a state of good repair (SGR) which aligns with the Useful Life Benchmark (ULB) for each asset. ULB is defined as the expected lifecycle of a capital asset or the acceptable period of use in service. SGR must be documented for the following assets:

- Equipment: Non-revenue support-service and maintenance vehicles. SGR Target: percentage of vehicles that have met or exceeded their ULB.
- Rolling Stock: Revenue vehicles by mode. SGR Target: percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB.
- Infrastructure: Only for rail-fixed guideway, track, signals, and systems.
- Facilities: Maintenance and administrative facilities, passenger stations (buildings), and parking facilities. SGR Target: percentage of facilities with an asset class rated below 3.0 on the Transit Economic Requirements Model (TERM) scale, which assigns a numerical rating (1 [low] to 5 [high]) based on conditions.

TAM plan requirements fall into two categories

- Tier I: Operates rail $OR \geq 101$ vehicles across all fixed route modes $OR \geq 101$ vehicles in one non-fixed route mode.
- Tier II: Subrecipient of 5311 funds OR American Indian Tribe $OR \leq 100$ vehicles across all fixed route modes $OR \leq 100$ vehicles in one non-fixed route mode.

Within the ROCOG's planning area, Rochester Public Transit (RPT) is required to develop a Transit Asset Management (TAM) plan falling under the Tier II requirements. Urban public transit agencies in Minnesota opted to set their own performance targets, instead of having a statewide TAM Plan. In July 2017, RPT developed targets that support and expand on those developed by MnDOT in the document *MnDOT State of Good Repair: Transit Asset Management Performance Targets*. ROCOG has agreed with those targets via Resolution 2018-5, adopted in September 2018.

The RPT targets are currently available in a report entitled [Public Transit Capital Asset Management Plan](#), dated October 2017. The following chart outlines the MnDOT SGR

targets for each measurement, RPT's baseline measurement, and RPT's adopted targets.

TABLE 16: TRANSIT ASSET MANAGEMENT MEASURES AND TARGETS

Target	MnDOT's Targets 2020 & 2022	RPT Baseline	RPT 2020 Past ULB
Rolling Stock (revenue vehicles) – Cutaways, <25-foot	≤ 10% exceeding ULB	≤ 10% exceeding ULB	18%
Rolling Stock (revenue vehicles) – 40-foot	≤ 10% exceeding ULB	≤ 10% exceeding ULB	36%

RPT's fleet has aged in the last two years because of a delay in bus purchasing contracts that has affected transit agencies statewide.

RPT's TAM Plan outlines the ULB targets and TERM scale ratings for facilities. The Public Works Transit and Operations Center functions as a Combined Administrative and Maintenance Facility, with a ULB of 40 years. This facility was built in 2012 and expanded in 2020. It is well under its ULB. The TAM Plan indicates that its TERM scale rating in 2018 was 4.0. Thus, RPT's facilities firmly meet their target of no more than 10% of all facilities with a TERM scale rating below 3.

The project list in the 2022-2025 TIP shows replacement bus purchases scheduled for each year, which will assist RPT in achieving its goal of no more than 10% of its rolling stock exceeding its UBL. Furthermore, the projects in this TIP include the design and construction of new transit facilities, namely the St Marys Transit Center and the 75 St NW park and ride facility, that will enhance the safety and comfort of passengers.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

The Public Transportation Agency Safety Plan (PTASP) regulation requires covered public transportation providers and state DOTs to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan which can be found at the following webpage:

www.transit.dot.gov/regulations-and-guidance/safety/national-public-transportation-safety-plan

The deadline for PTASP establishment by public transportation providers was extended until December 31, 2020 due to the extraordinary circumstances presented by the

global pandemic of COVID-19. MPOs have 180-days from their specific public transportation operator's PTASP adoption to adopt PTASP targets for the MPA.

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

Transit systems are given the option of setting their own safety targets instead of adopting the state's. RPT has chosen to set its own safety targets, and they are outlined in [RPT's Agency Safety Plan](#), adopted by the Rochester City Council on October 19, 2020. Table 17 shows the safety targets adopted by RPT. These targets reflect the actual performance of RPT, which posts an excellent safety record when compared to its peer systems.

TABLE 17: TRANSIT SAFETY PERFORMANCE MEASURES AND TARGETS

Performance Measure	RPT Fixed Route Target	RPT ADA Paratransit Target
Number of Fatalities by Mode	0	0
Rate of Fatalities by Mode per Vehicle Revenue Mile	0	0
Number of Injuries by Mode	1	0
Rate of Injuries by Mode per Vehicle Revenue Mile	0.0568	0
Number of Safety Events per mode	1	0
Rate of Safety Events by Mode per Vehicle Revenue Mile	0.568	0
Miles between Major Mechanical Failures by Mode	73,291	36,900

RPT has established an excellent safety record over many years, and RPT has opted to set its own transit safety performance targets based on its past performance. RPT and ROCOG coordinated on this, and ROCOG chose to adopt RPT's transit safety performance targets through Resolution 2020-18, adopted on October 28, 2020.

The project list in the 2022-2025 TIP shows replacement bus purchases scheduled for each year, and some expansion vehicles. Newer vehicles will help RPT operate a safer and accessible transit system. Furthermore, the projects in this TIP include the design and construction of new transit facilities, namely the St Marys Transit Center and the 75 St NW park and ride facility, that will enhance the safety and comfort of passengers.

4 | FY 2022 – 2025 TIP PROJECTS

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

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

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

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

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

Description: Scope of project, location, length, etc.

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

Project Total: Total anticipated cost of the project.

Target FHWA and Dist C FHWA: The estimated federal aid highway funding to be used for the project. This includes advance construction conversion funding. The “Target FHWA” column indicates funds allocated by the District 6 ATP; the “Dist C FHWA” column indicates funds allocated by MnDOT Central Office.

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

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

State Trunk Hwy: The total estimated **state trunk highway** funding to be used for the project.

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

Further information about the terms, abbreviations, and funding sources used throughout the project tables can be found in the Glossary (p. 16), list of Acronyms (p. 20), and list of Funding Sources (p. 22).

Figure 8 provides an overview of the location of all the construction projects that are included for the years 2022 through 2025 in the Transportation Improvement Program (not all projects in the list are depicted, as they are not construction or other very tangible projects; some examples of projects that are not mapped are bus purchases and funding for operations or plans). The project lists follow, in Table 18 through Table 21. After each table of projects, maps showing detail areas of Figure 8 provide a depiction of the project locations. The project numbers are indicated on these detail maps, Figure 9 through Figure 20.

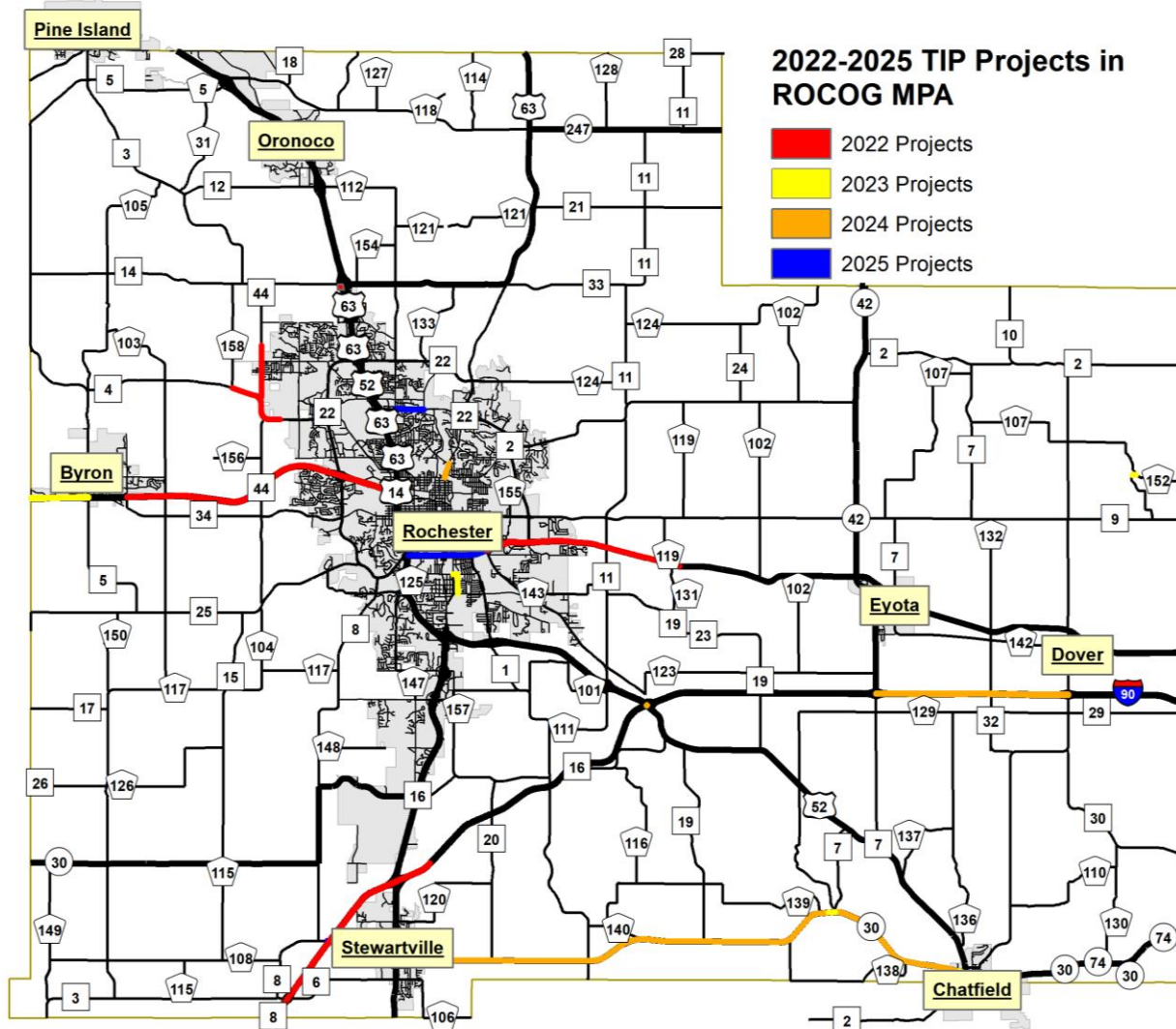


FIGURE 8: OVERALL MAP OF 2022-2025 TIP PROJECTS IN ROCOG MPA

FY 2022 FEDERALLY FUNDED TRANSPORTATION PROJECTS

TABLE 18: FY2022 FEDERALLY FUNDED TRANSPORTATION PROJECTS TABLE

FY 2022 FEDERALLY FUNDED TRANSPORTATION PROJECTS												
Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State Trunk Hwy	Local
TRANSIT	TRF-0047-22A	2022	ROCHESTER	SECT 5307: CITY OF ROCHESTER; RR OPERATING ASSISTANCE	FTA	13,700,000	-	-	-	2,000,000	-	11,700,000
TRANSIT	TRF-0047-22AB	2022	ROCHESTER	SECT 5307: CITY OF ROCHESTER; DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	LOCAL	1,145,000						1,145,000
TRANSIT	TRF-0047-22F	2022	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	TRF-9177-22	2022	MnDOT	SECT 5310: SEMCAC, SMALL URBAN MOBILITY MANAGEMENT 1/1/23 - 12/31/23	FTA	57,500				46,000		11,500
Highway CSAH 4	055-604-018	2022	Olmsted County	**AC**: CSAH 4 FROM CR 158 TO 0.5 MILES WEST OF JCT 50TH AVE NW AND 60TH AVE NW FROM CSAH 4 TO 3000' NORTH OF THE INTERSECTION WITH 55TH STREET NW IN ROCHESTER - RECONSTRUCTION - (2,460,000 IN AC PROJECT PAYBACK IN 2023)	STP 5K-200K	12,000,000	2,370,000	-	-	-	-	7,170,000
Highway US 14	5501-40	2022	MnDOT	US 14, BYRON TO ROCHESTER FROM CSAH 34 TO US 52, HIGH TENSION CABLE BARRIER (TIED WITH SP 5501-44)	HSIP	997,000	897,300	-	-	-	99,700	-
HIGHWAY US 14	5501-44	2022	MnDOT	US 14 INTERSECTIONS AT CSAH 3, CSAH 44 AND 7TH STREET NW, FROM 1.33 MI E OF BYRON TO 0.76 MI W OF ROCHESTER (TIED WITH SP 5501-40)	HSIP	1,200,000	960,000	-	-	-	240,000	-
Highway US 14	5503-47	2022	MnDOT	*SPP*: US 14 EB AND WB FROM CSAH 36/MARION ROAD TO 0.2 MI E CSAH 19, BITUMINOUS MILL AND OVERLAY	NHPP	3,100,000	2,480,000	-	-	-	620,000	-

FY 2022 FEDERALLY FUNDED TRANSPORTATION PROJECTS												
Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State Trunk Hwy	Local
HIGHWAY I-90	5580-94	2022	MnDOT	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, BRIDGES 9858,9857,9856, & 9706	NHPP	5,900,000	5,310,000	-	-	-	590,000	-

LOCATION DETAIL FOR FY 2022 FEDERALLY FUNDED TRANSPORTATION PROJECTS

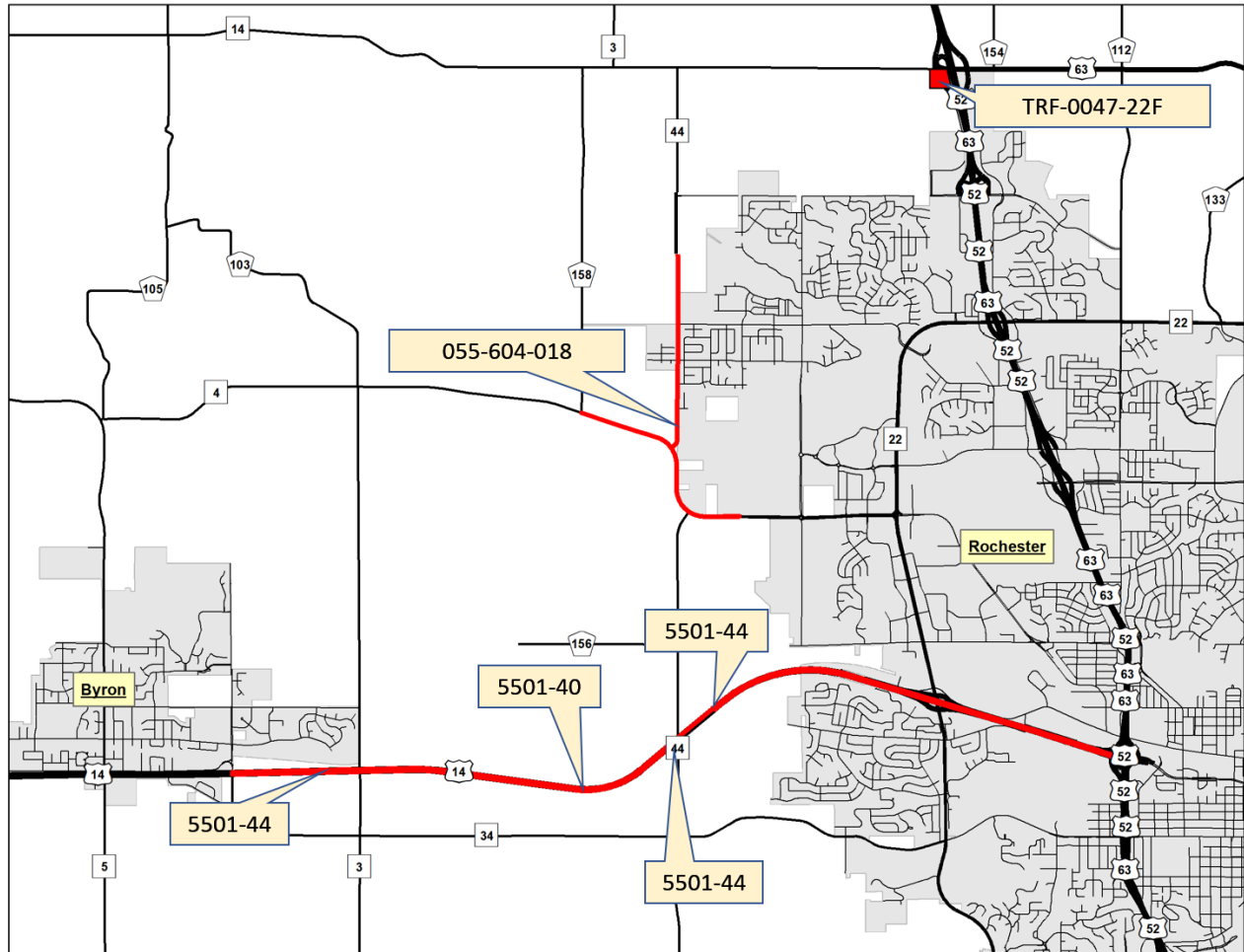
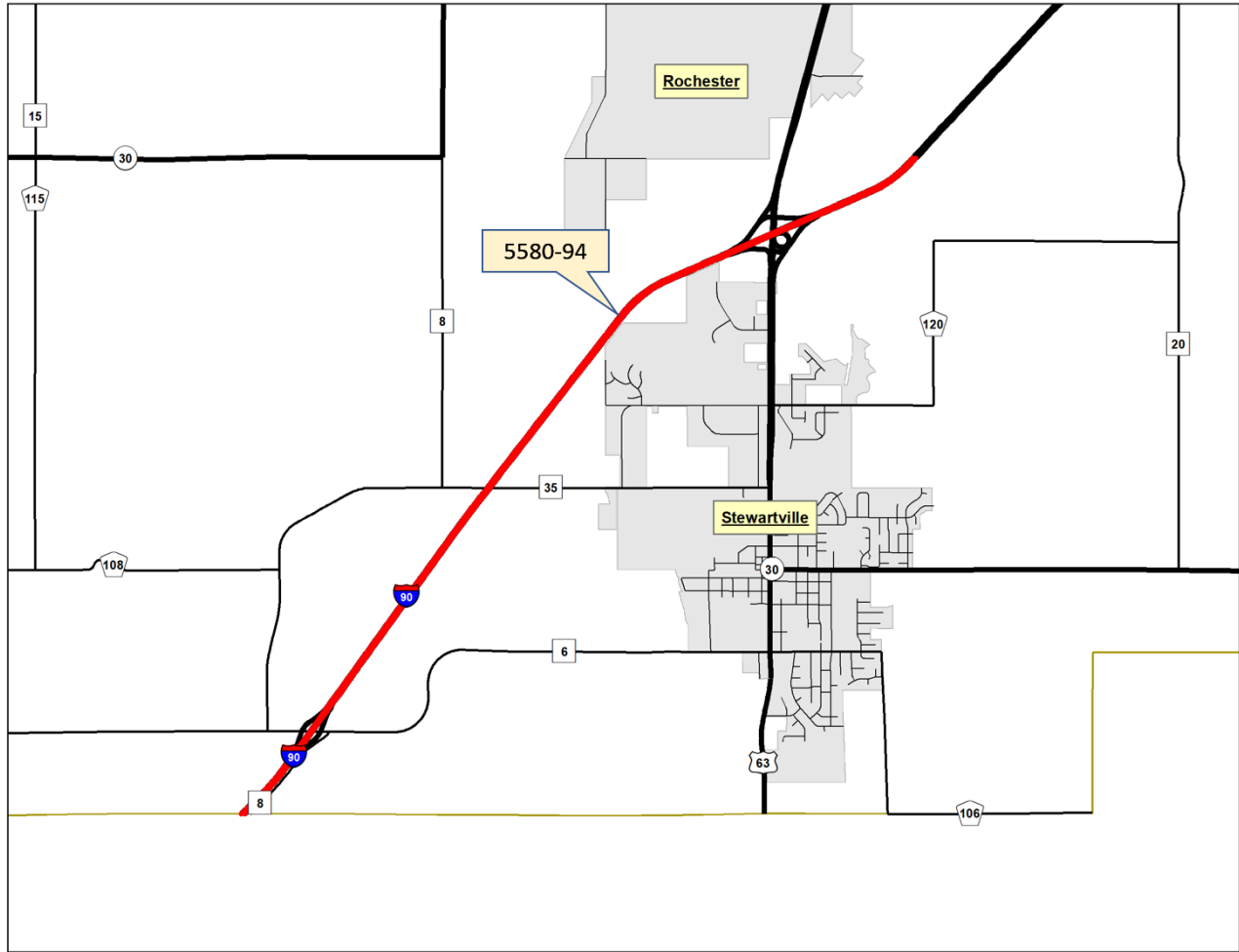


FIGURE 9: FY 2022 FEDERALLY FUNDED TRANSPORTATION PROJECTS MAP,
NORTHWEST DETAIL



**FIGURE 10: FY 2022 FEDERALLY FUNDED TRANSPORTATION PROJECTS MAP,
SOUTH DETAIL**

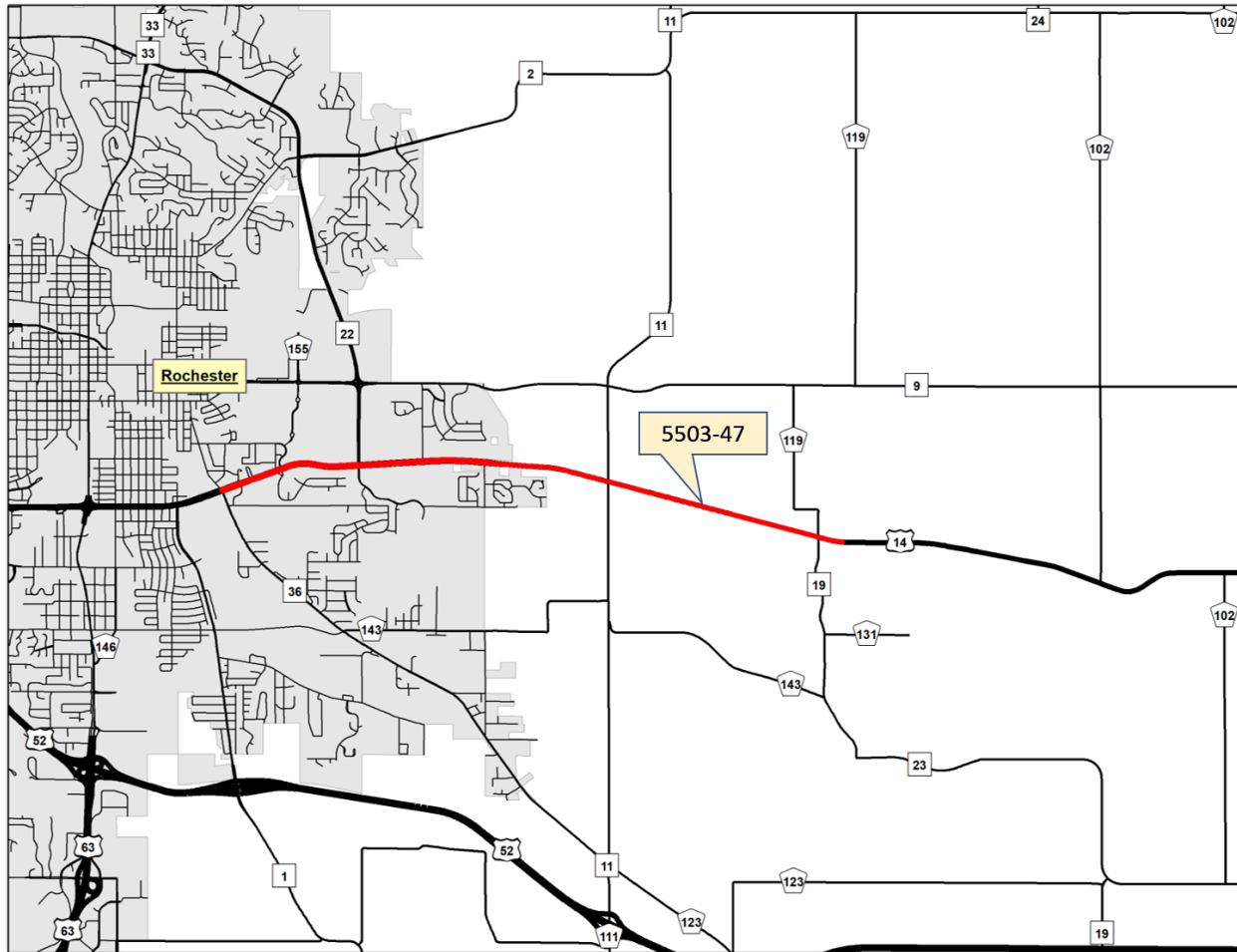


FIGURE 11: FY 2022 FEDERALLY FUNDED TRANSPORTATION PROJECTS MAP,
EAST ROCHESTER DETAIL

FY 2023 FEDERALLY FUNDED TRANSPORTATION PROJECTS

TABLE 19: FY2023 FEDERALLY FUNDED TRANSPORTATION PROJECTS TABLE

FY 2023 FEDERALLY FUNDED TRANSPORTATION PROJECTS												
Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State Trunk Hwy	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-0047-23AB	2023	ROCHESTER	CITY OF ROCHESTER; DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	LOCAL	1,180,000						1,180,000
TRANSIT	TRF-0047-23E	2023	ROCHESTER	SECT 5339: CITY OF ROCHESTER; ST MARYS STATION IMPROVEMENTS	FTA	3,500,000	-	-	-	2,800,000		700,000
TRANSIT	TRF-9177-23	2023	MnDOT	SECTION 5310: SEMCAC, SMALL URBAN MOBILITY MANAGEMENT 1/1/2024 - 12/31/2024	FTA	57,500				46,000		11,500
PED/BIKE	159-090-023	2023	ROCHESTER	CP RAIL SPUR TRAIL EXTENSION - STARTING FROM 3RD AVE AND 16TH ST SE INTERSECTION AND 600 FT EASTWARD ALONG 16TH ST SE THEN SOUTHERLY ALONG RR LINE TO A POINT AT THE INTERSECTION OF 20TH ST SE AND THE RR	TA	471,300	240,000	-	-	-	-	231,300
LOCAL STREETS	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 CR 158 TO 0.5 MILES WEST OF JCT 50TH AVE NW AND 60TH AVE NW FROM CSAH 4 TO 3000' NORTH OF THE INTERSECTION WITH 55TH STREET NW IN ROCHESTER - RECONSTRUCTION - (AC PROJECT - PAYBACK IN 2023)	STBGP 5K-200K	2,460,000	-	-	2,460,000	-	-	-

FY 2023 FEDERALLY FUNDED TRANSPORTATION PROJECTS												
Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State Trunk Hwy	Local
Highway MN 30	5505-27	2023	MnDOT	MN 30, REPLACE BRIDGE 9008 AND BRIDGE 9009, OVER N. BR. ROOT RIVER	STBGP<5K	6,600,000	5,200,000	-	-	-	1,300,000	100,000
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	-

An important project to note in FY2023 is the Link, a bus rapid transit (BRT) project in downtown Rochester, for which the City of Rochester has submitted a Small Starts Grant application to FTA. This project was identified in the DMC Plan of 2015, and evolved through several years of planning into a BRT line that would run from a large parking reservoir, the West Transit Village, west of downtown, along 2 St SW to St Marys Hospital, Mayo Clinic’s main campus, the Rochester Public Library, Civic Center, and Government Center, before returning to the West Transit Village. The service is planned to be frequent, all-day, and run 7 days a week. The project includes construction of new BRT stations with level-boarding platforms and off-board fare payment. One such station would be a new Transit Plaza across 2 St SW from St Marys Hospital, connected to the hospital with a pedestrian subway under 2 St SW. This pedestrian subway would be constructed in conjunction with a major road project on 2 St SW, between 11 Ave SW and 16 Ave SW, scheduled for 2024. In May 2021, the City received notice that FTA had recommended the project in the FY 2022 Annual Capital Investment Grants (CIG) report. This project is not yet fiscally constrained, since the grant has not been formally awarded. The City of Rochester, however, has greater confidence in the eventual appropriation of this funding after this CIG report, and it is appropriate to mention this major, transformative transit project for the ROCOG MPA as an illustrative project in the TIP, with the expectation that it can be moved into the fiscally constrained project list when the federal and local funds are secured (probably in early 2023). The project will cost \$114 million to construct over the course of about two years. The Small Starts funding would contribute \$56,100,000 in federal funds to the project, and the local match would be \$57,900,000.

LOCATION DETAIL FOR FY 2023 FEDERALLY FUNDED TRANSPORTATION PROJECTS

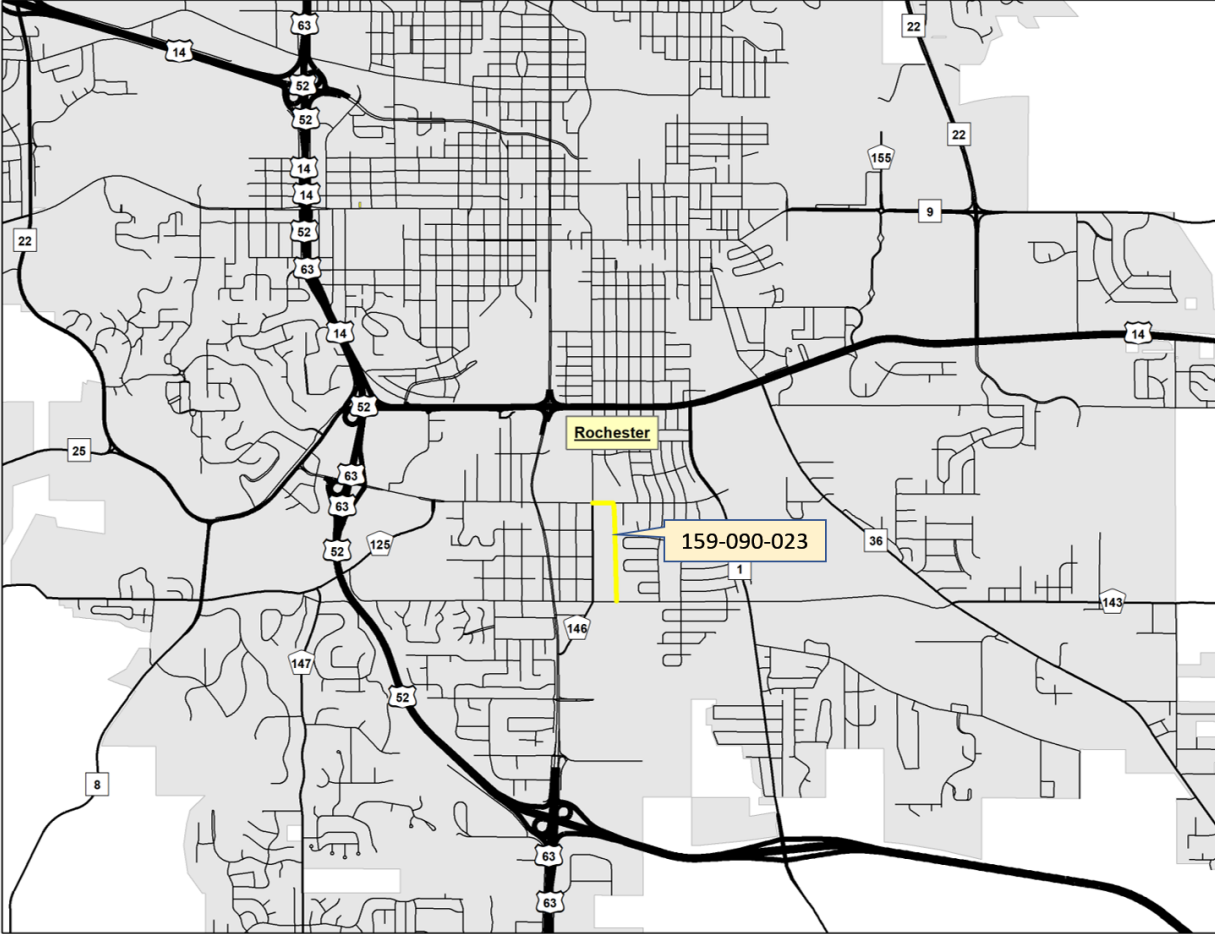
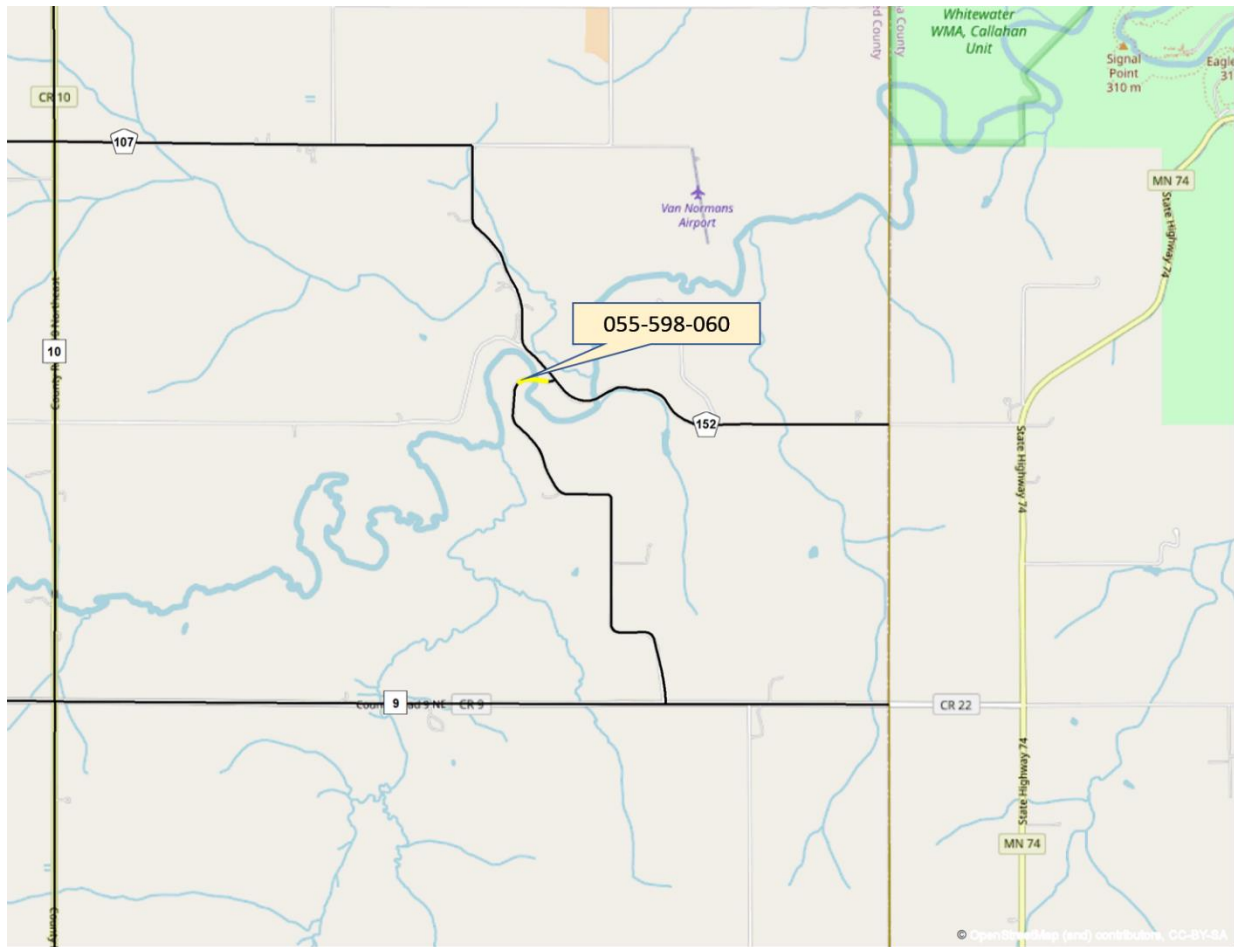


FIGURE 12: FY 2023 FEDERALLY FUNDED TRANSPORTATION PROJECTS MAP,
EAST ROCHESTER DETAIL



**FIGURE 14: FY 2023 FEDERALLY FUNDED TRANSPORTATION PROJECTS MAP,
EAST OLMSTED CO. DETAIL**

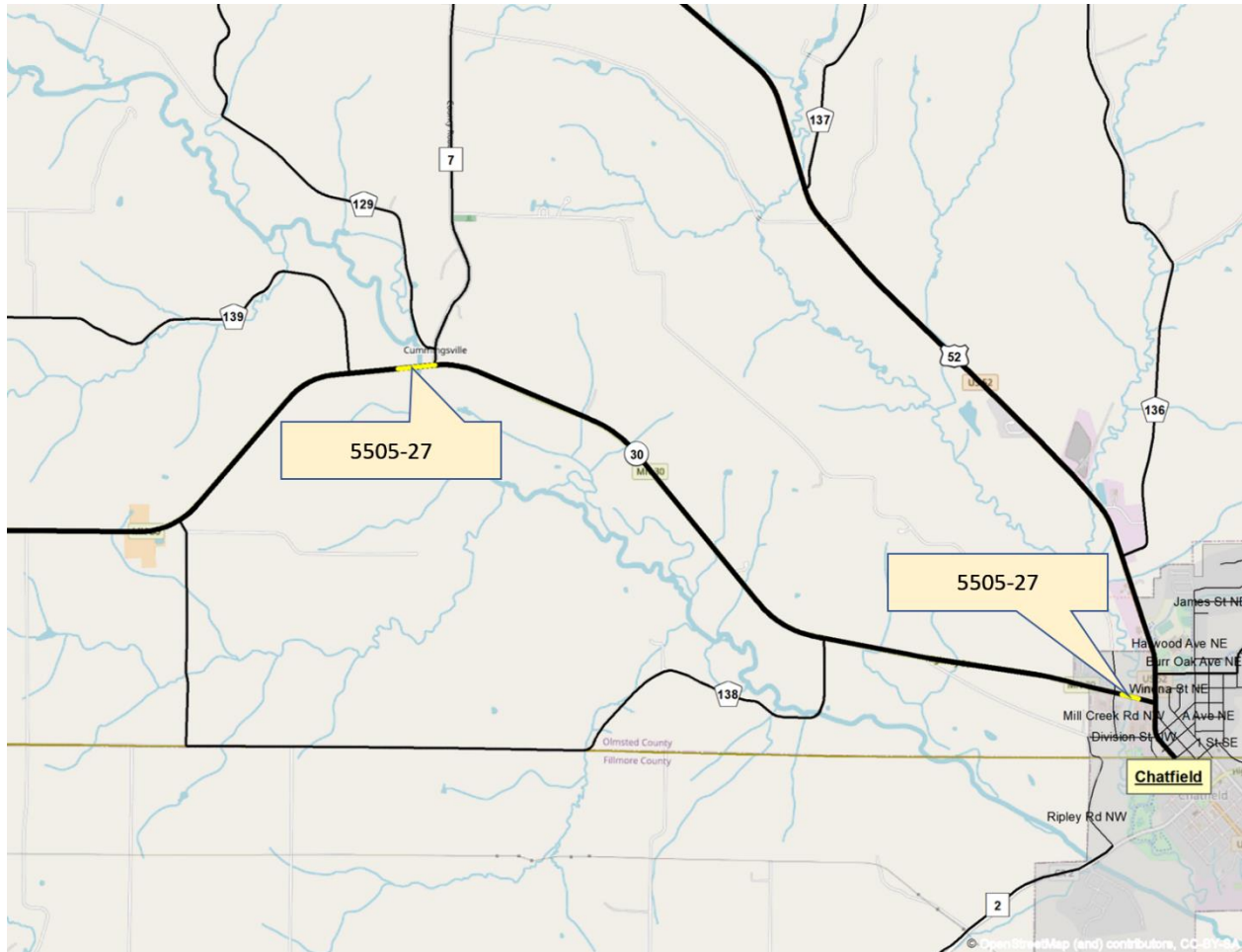
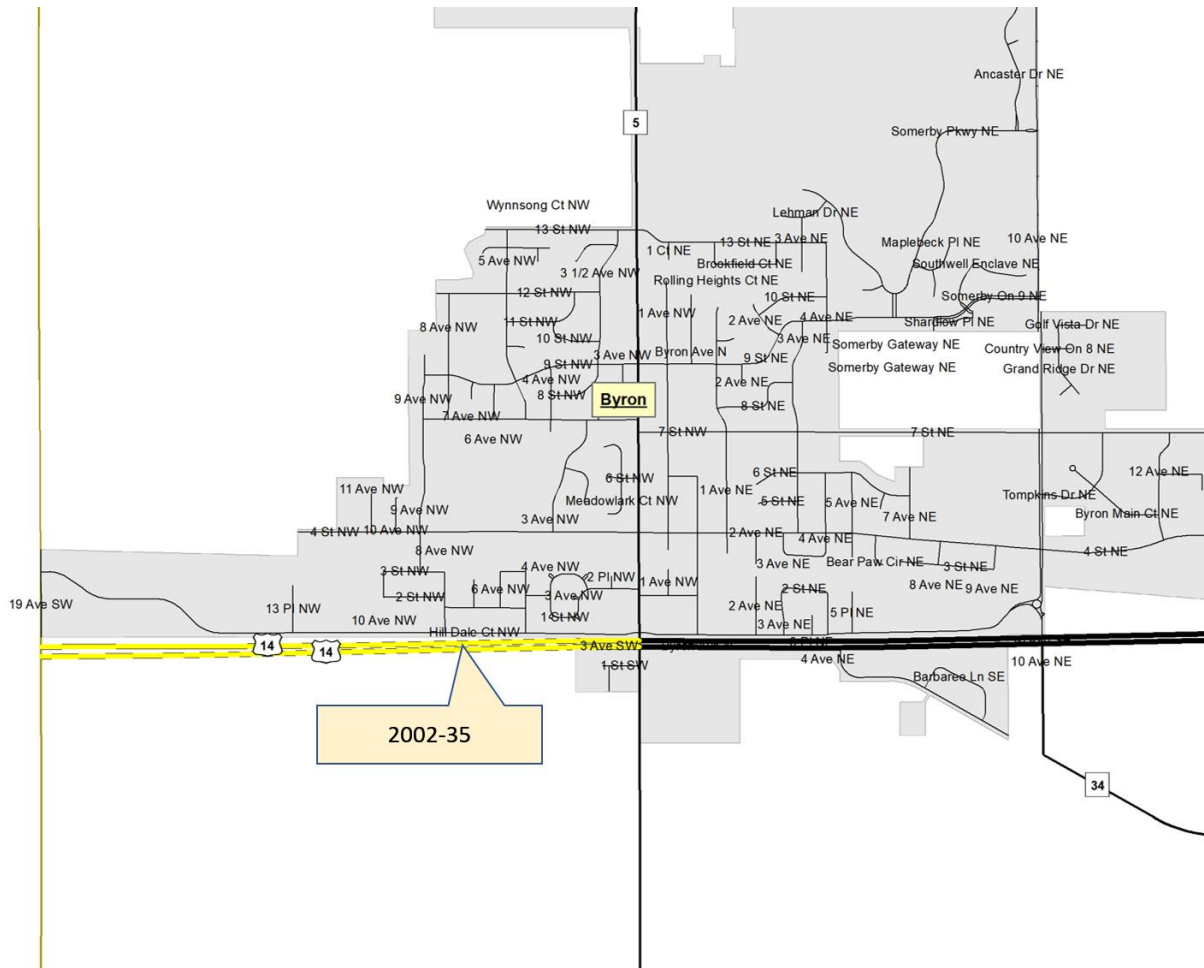


FIGURE 15: FY 2023 FEDERALLY FUNDED TRANSPORTATION PROJECTS MAP, SOUTHEAST OLMSTED CO. DETAIL



**FIGURE 16: FY 2023 FEDERALLY FUNDED TRANSPORTATION PROJECTS MAP,
BYRON DETAIL**

FY 2024 FEDERALLY FUNDED TRANSPORTATION PROJECTS

TABLE 20: FY2024 FEDERALLY FUNDED TRANSPORTATION PROJECTS TABLE

FY 2024 FEDERALLY FUNDED TRANSPORTATION PROJECTS												
Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State Trunk Hwy	Local
TRANSIT	TRF-0047-24A	2024	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	15,300,000	-	-	-	2,000,000	-	13,300,000
TRANSIT	TRF-0047-24AB	2024	ROCHESTER	CITY OF ROCHESTER; DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	LOCAL	1,215,000						1,215,000
TRANSIT	TRF-0047-24B	2024	ROCHESTER	SECT 5307: PURCHASE OF 1 EXPANSION BUS	FTA	700,000	-	-	-	560,000	-	140,000
TRANSIT	TRF-0047-24C	2024	ROCHESTER	SECT 5307: PURCHASE OF 3 REPLACEMENT BUSES	FTA	2,100,000	-	-	-	1,680,000	-	420,000
TRANSIT	TRF-0047-24E	2024	ROCHESTER	SECT 5339: CITY OF ROCHESTER; ST. MARY'S TRANSIT STATION IMPROVEMENTS (TOTAL PROJECT COST IS \$8,100,000)	FTA	1,987,050	-	-	-	1,589,640	-	397,410
TRANSIT	TRF-0047-24F	2024	ROCHESTER	SECT 5307: CITY OF ROCHESTER; ST. MARY'S TRANSIT STATION IMPROVEMENTS (TOTAL PROJECT COST IS \$8,100,000)	FTA	6,112,950	-	-	-	4,890,360	-	1,222,590
LOCAL STREETS	159-201-008	2024	ROCHESTER	**AC**FROM SILVER LAKE BRIDGE TO ELTON HILLS DR. NW, IN CITY OF ROCHESTER RECONSTRUCTION OF BROADWAY AVENUE, SIDEWALKS, BIKE LANE, TRAFFIC SIGNAL, CONCRETE PAVEMENT (2,580,000 IN AC PAYBACK IN 2025)	STBGP 5K-200K	7,000,000	2,580,000	-	-	-	-	4,420,000
HIGHWAY MN 30	5505-30	2024	MnDOT	MN 30 FROM US 63 TO US 52, BITUMINOUS MILL AND OVERLAY AND US 63 AT THE JCT OF MN 30 (FIRST ST) IN STEWARTVILLE, TRAFFIC SIGNAL	STBGP 5K-200K	7,750,000	3,650,000	-	-	-	1,540,000	50,000

FY 2024 FEDERALLY FUNDED TRANSPORTATION PROJECTS												
Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State Trunk Hwy	Local
				IMPROVEMENTS (2,510,000 in AC PROJECT PAYBACK IN 2025)								
HIGHWAY I 90	5580-100	2024	MnDOT	**SEC164** I 90 FROM TH 42 TO CSAH 10 - HIGH TENSION CABLE BARRIER	HSIP	700,000	-	630,000	-	-	70,000	-
HIGHWAY I-90	5580-99	2024	MnDOT	**AC** I 90 OVER US 52 REPLACE BRIDGE 55809 WITH BRIDGE 55823 AND BRIDGE 55810 WITH BRIDGE 55824, CONSTRUCT NEW RAMP/BRIDGE OVER HWY 52, REPLACE BOX CULVERTS 91201 AND 91203, AND RECONSTRUCT RAMPS (14,768,800 IN AC PROJECT PAYBACK IN 2025)	NHPP	22,000,000	5,031,200	-	-	-	2,200,000	-

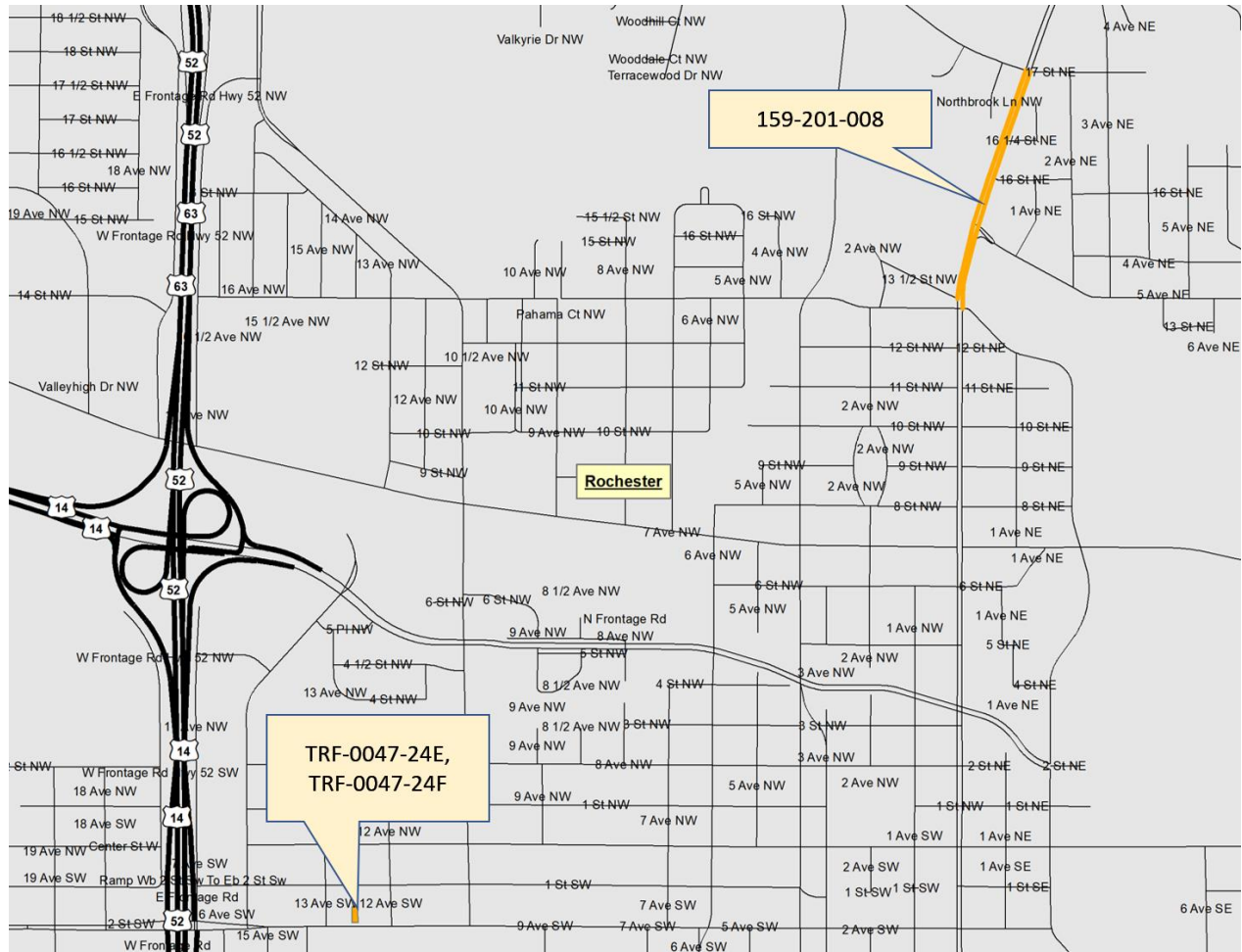
An important project to note in FY2024 is the planned interchange at US-14 and CSAH 44 (formerly County Road 104) located in the Rochester Urbanized Area. US 14 is a high speed suburban expressway, classified as a Principal Arterial, with an Average Weekday Traffic Volume (AWDT) measured in May, 2021 of 29,035. CSAH 44 is currently classified as a Minor Collector, with an estimated 2019 AADT of 4550 on the north leg and 1900 on the south leg of the intersection. Based on future plans, given construction of the planned interchange and anticipated growth of the City of Rochester, it is anticipated CSAH 44 would be reclassified in the future as a major collector or minor arterial as it takes on added importance in the urban area highway network.

The intersection presently operates under at-grade two-way stop control (TWSC), and is considered a high risk intersection, with the roads intersecting at a skewed angle, which makes it difficult for motorists to judge the adequacy of gaps in the high speed traffic flow on TH 14. Furthermore, as evidenced by the change in designation of the County Road to a CSAH, traffic volumes at this intersection have grown and motorists have longer waits for appropriate gaps to make crossing or turning movements. The at-grade intersection is experiencing an average of 10-13 crashes per year, with one recent fatality; the critical index⁴ for total crashes is 2.44 but for fatal and serious injuries is 0.8. With an increase in commuter traffic expected in coming years due to continued employment growth in Rochester, this intersection is likely to see continued increases in traffic volumes. Therefore, a solution is needed to create a safer crossing of these two roadways, while maintaining mobility and increased capacity. This project, when funded, would remove over 60 points of conflict with an interchange at US-14 and CSAH 44 and construction of a flyover at the intersection of TH 14 and 7 St NW a short distance to the east of the intersection.

The Minnesota Legislature appropriated \$6 million toward the engineering and preliminary right-of-way acquisition for this project in its 2020 capital bonding bill. Construction funding has not been secured, leaving this project not yet fiscally constrained. The state's 2020 pledge of bonding funds, though, gives Olmsted County greater confidence that this project will continue to move ahead, with the expectation that it can be moved into the fiscally constrained project list when the total necessary funds are secured. The project currently is estimated to cost approximately \$40 million to construct, including the \$6 million needed for engineering and right-of-way acquisition

⁴ The Critical Index reports the magnitude of difference between the observed crash rate and the expected crash rates for intersections of similar character. A critical index of 1.00 +/- 20% would indicate an intersection operating within normal range in terms of crash experience; a value above that indicates the intersection experiences crashes at a higher than expected level, while a value below that indicates an intersection experiencing fewer than expected crashes.

LOCATION DETAIL FOR FY 2024 FEDERALLY FUNDED TRANSPORTATION PROJECTS



**FIGURE 17: FY 2024 FEDERALLY FUNDED TRANSPORTATION PROJECTS MAP,
ROCHESTER DETAIL**

FY 2025 FEDERALLY FUNDED TRANSPORTATION PROJECTS

TABLE 21: FY2025 FEDERALLY FUNDED TRANSPORTATION PROJECTS TABLE

FY 2025 FEDERALLY FUNDED TRANSPORTATION PROJECTS												
Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State Trunk Hwy	Local
TRANSIT	TRF-0047-25A	2025	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	15,600,000	-	-	-	2,000,000	-	13,600,000
TRANSIT	TRF-0047-25AB	2025	ROCHESTER	CITY OF ROCHESTER; DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	LOCAL	1,250,000						1,250,000
TRANSIT	TRS-0047-25TA	2025	ROCHESTER	CITY OF ROCHESTER; PURCHASE THREE (3) CLASS 700 DIESEL REPLACEMENT BUSES	STBGP 5K-200K	1,788,000		1,430,400		0		357,600
TRANSIT	TRF-0047-25B	2025	ROCHESTER	PURCHASE OF LAND FOR SOUTH BROADWAY P&R	GF	850,000						850,000
LOCAL STREETS	159-212-001	2025	ROCHESTER	CONSTRUCT PEDESTRIAN FACILITIES ON 37 ST NW FROM 18 AVE NW TO W RIVER PKWY NW	STBG TAP 5K-200K	947,000	578,000					369,000
LOCAL STREETS	159-201-008AC	2025	ROCHESTER	**AC**FROM SILVER LAKE BRIDGE TO ELTON HILLS DR. NW, IN CITY OF ROCHESTER RECONSTRUCTION OF BROADWAY AVENUE, SIDEWALKS, BIKE LANE, TRAFFIC SIGNAL, CONCRETE PAVEMENT (AC PAYBACK IN 2025)	STBGP 5K-200K	2,580,000	-	-	2,580,000	-	-	-
HIGHWAY I 90	5580-97	2025	MnDOT	**FLEX 24** REPLACE BRIDGE 9859, CSAH 35 OVER I 90	SF	3,800,000	-	-	-	-	3,800,000	-
HIGHWAY MN 30	5505-30AC	2025	MnDOT	**AC**MN 30 FROM US 63 TO US 52, BITUMINOUS MILL AND OVERLAY AND US 63 AT THE JCT OF MN 30 (FIRST ST) IN STEWARTVILLE, TRAFFIC SIGNAL	STP <5K	2,510,000	-	-	2,510,000	-	-	-

FY 2025 FEDERALLY FUNDED TRANSPORTATION PROJECTS												
Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Target FHWA	Dist C FHWA	Target AC Payback	FTA	State Trunk Hwy	Local
				IMPROVEMENTS (AC PAYBACK 1 OF 1)								
HIGHWAY I 90	5580-99AC	2025	MnDOT	**AC** I 90 OVER US 52 REPLACE BRIDGE 55809 WITH BRIDGE 55823 AND BRIDGE 55810 WITH BRIDGE 55824, CONSTRUCT NEW RAMP/BRIDGE OVER HWY 52, REPLACE BOX CULVERTS 91201 AND 91203, AND RECONSTRUCT RAMPS (AC PAYBACK 1 OF 1)	NHPP	14,768,800	-	-	14,768,800	-	-	-
HIGHWAY US 14	2002-37	2025	MnDOT	**AC** US 14, EB AND WB FROM 1.5 MI E CSAH 9 TO 0.23 MI W CSAH 5, HEAVY OVERLAY	NHPP	8,640,000	2,412,000	-	-	-	1,728,000	4,500,000 (in federal AC funds)
HIGHWAY US 14	5502-106	2025	MnDOT	**FLEX24**SPP** US 14 FROM US 52 TO CSAH 36, BITUMINOUS MILL AND OVERLAY AND US 14, BROADWAY AVENUE, ROCHESTER, TRAFFIC SIGNAL IMPROVEMENTS	NHPP	3,400,000	2,600,000	-	-	-	650,000	150,000

LOCATION DETAIL FOR FY 2025 FEDERALLY FUNDED TRANSPORTATION PROJECTS

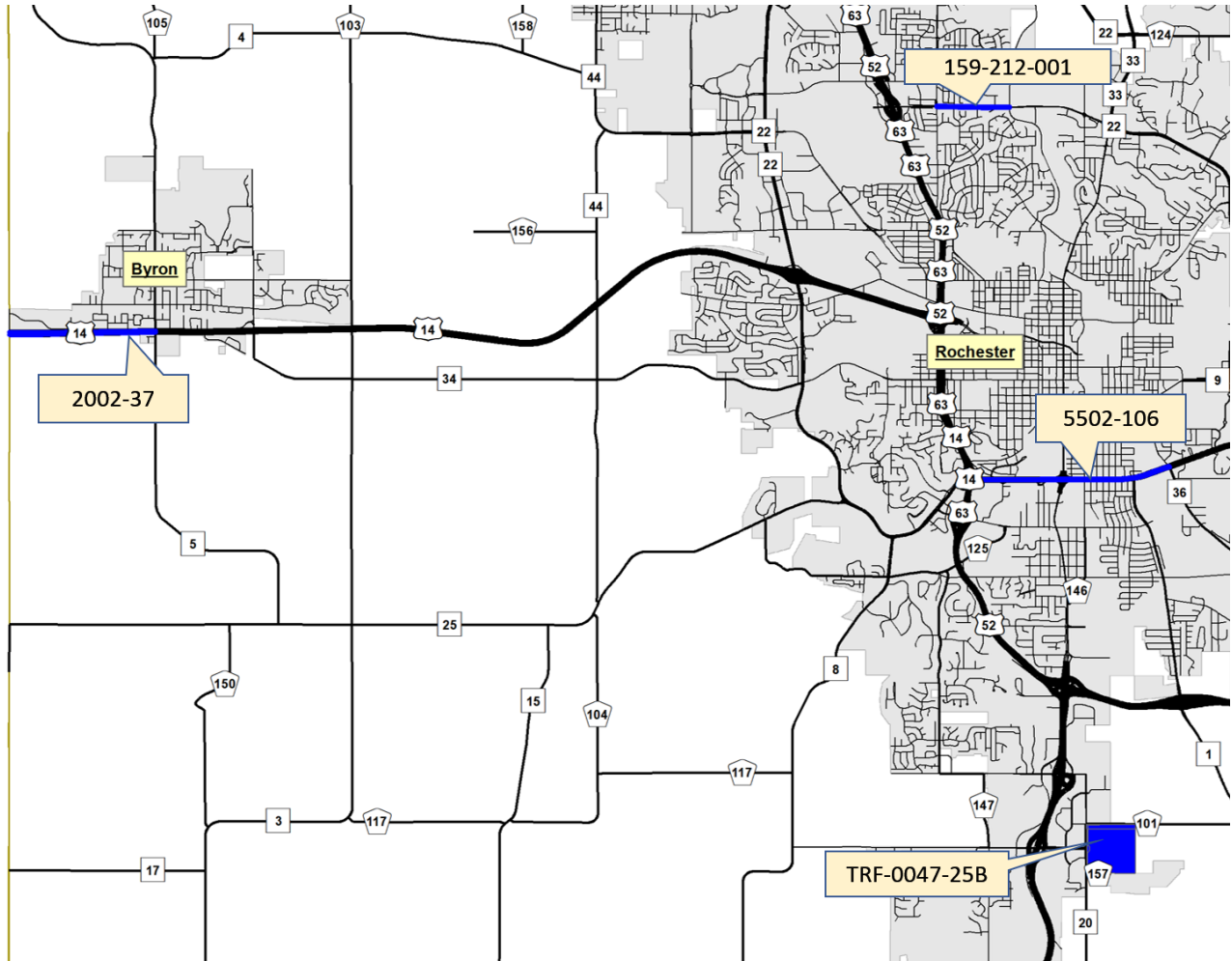
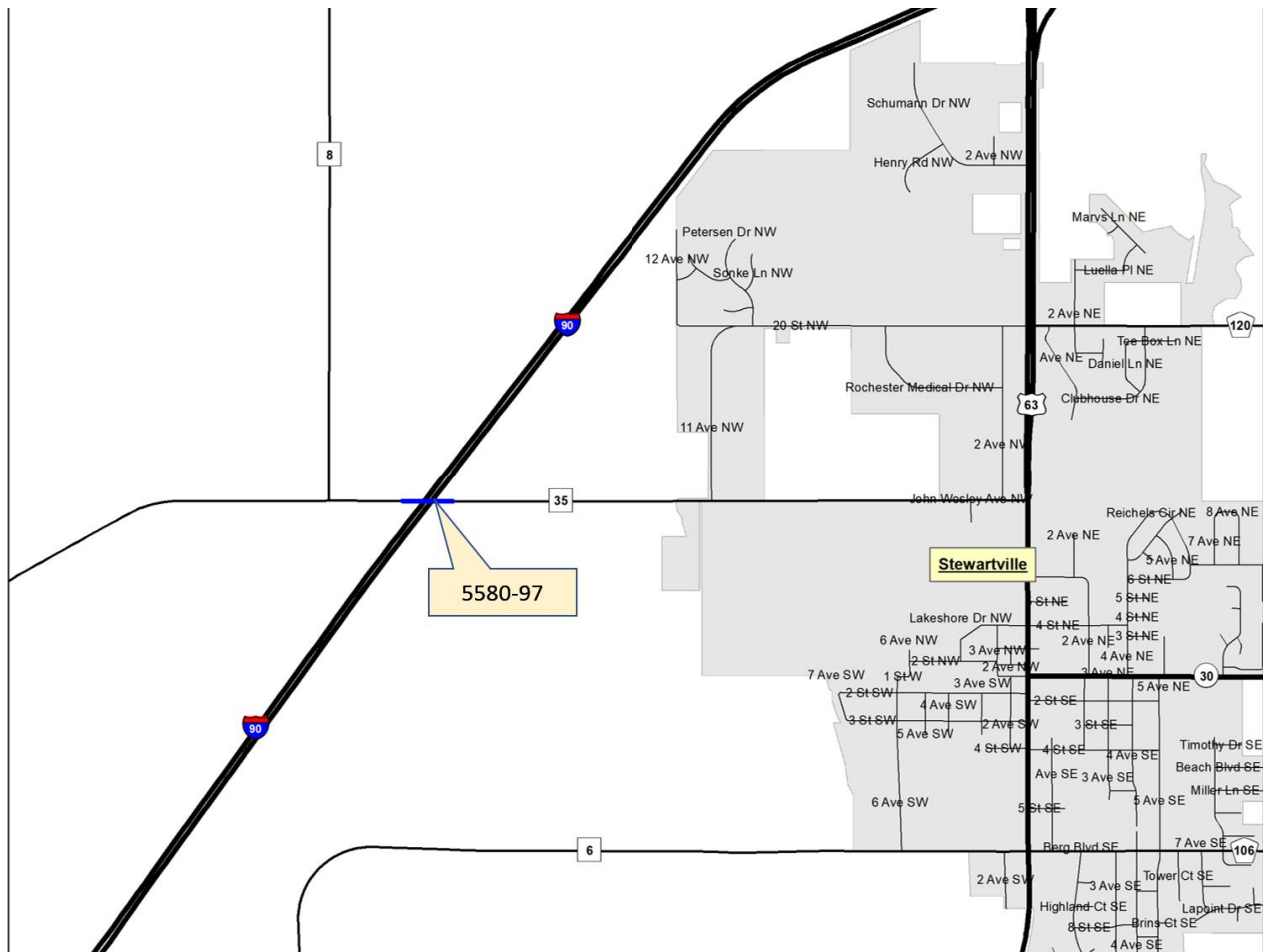


FIGURE 19: FY 2025 FEDERALLY FUNDED TRANSPORTATION PROJECTS MAP,
CENTRAL AND WESTERN OLMSTED CO. DETAIL



**FIGURE 20: FY 2025 FEDERALLY FUNDED TRANSPORTATION PROJECTS MAP,
STEWARTVILLE DETAIL**

5 | COMMUNITY IMPACT ASSESSMENT

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

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

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

2022-2025 TIP PROJECTS IN TITLE VI AREAS OF CONCERN

A community impact assessment highlights those transportation projects that could potentially have a disproportionate negative impact on disenfranchised neighborhoods. Figure 21 through Figure 27 on the following pages identify the Census Block Group areas where the share of minority and/or low-income populations exceeds the areawide average for the MPA, and show the locations of these Block Groups relative to the projects that are listed in this TIP. These areas of concern are identified in ROCOG's [Title VI and Low English Proficiency Plan](#), adopted on October 2020. In this document, ROCOG identified Census Block Groups with disproportionate populations of minority and/or low-income residents. ROCOG's analysis found that the entire MPA was 19.4% minority (i.e., other than non-Hispanic, white) and 8.8% in poverty (based on household income in the previous 12 months being at or below the US Department of Health and Human Services poverty guidelines). Census Block Groups with a percentage

of minority residents that was higher than 19.4%, a percentage of low-income residents higher than 8.8%, or both, were identified as Title VI areas of interest/concern.

The TIP project schedule contains several projects which represent investment in infrastructure in areas where minorities and low income populations represent a higher percentage of the population than they do across the entire MPA. Table 22 describes these projects.

TABLE 22: TIP PROJECTS IN TITLE VI AREAS

Project Number	Year	Agency	Description
TRF-0047-22F	2022	ROCHESTER	Construct park and ride at 75 St NW and TH52
055-604-018	2022	Olmsted County	Reconstruct CSAH 4 from CR 158 to 1/2 mile west of 50 Ave NW and reconstruct CSAH 44 from CSAH 4 TO 3000' north of 55 St NW in Rochester
5501-40	2022	MnDOT	Install high tension cable barrier on US 14 from CSAH 34 in Byron to TH 52 in Rochester
5503-47	2022	MnDOT	Install bituminous mill and overlay on US 14 eastbound and westbound from CSAH 36/Marion Rd SE to 0.2 MI east of CSAH 19 near Chester
TRF-0047-23E	2023	ROCHESTER	Phase I of St Marys Transit Station improvements
TRF-0047-24F	2024	ROCHESTER	Phase 2 of St. Marys Transit Station improvements
TRF-0047-24E	2024	ROCHESTER	Phase 3 of St. Marys Transit Station improvements
159-201-008	2024	ROCHESTER	Concrete reconstruction of Broadway Ave N in Rochester from Silver Lake Bridge to Elton Hills Dr NW including sidewalk, bike lane and traffic signals
5505-30	2024	MnDOT	Bituminous mill and overlay on MN 30 from US 63 in Stewartville to TH 52 in Chatfield with traffic signal improvements at intersection of TH 63/MN 30 in Stewartville

159-212-001	2025	ROCHESTER	Construct pedestrian facilities on 37 St NW from 18 Ave NW to W River Pkwy NW
5502-106	2025	MnDOT	Bituminous mill and overlay on US 14 from US 52 in Rochester including traffic signal improvements at intersection of US-14 and Broadway Ave S

These projects are investments in the capacity of the transit system, the safety and performance of roadways and bridges, and expansion of opportunities for active transportation. As with any construction project, these will necessarily cause disruption, delays, detours, noise, dust, and inconvenience for residents nearby. However, these adverse impacts are expected to be outweighed by the benefits that accrue to the neighboring areas, such as increased safety, better connections, improved access, new or improved pedestrian and bicycle infrastructure, and more availability of transit service. Thus, the improvements in this TIP, upon completion, will positively impact the adjacent neighborhoods by better connecting them to the larger transportation networks, reductions in carbon dioxide emissions (i.e., exhaust), and providing alternative modes of travel to single-occupant vehicles. Furthermore, these projects will help ROCOG achieve its performance targets for safety, bridge and pavement condition, system reliability, transit asset management, and transit safety. The implementing agencies will have the responsibility to address the adverse impacts of these projects, avoid them where possible, and mitigate those that cannot be avoided, all with the intended outcome of benefiting the residents nearby, as well as the general public.

In addition to the infrastructure improvements noted above, transit expansion in Rochester includes RPT's exploration of solar-charged, battery-electric buses. If this technology proves successful in the long run, it will further remove transit vehicle exhaust as a source of air pollution in the ROCOG MPA.

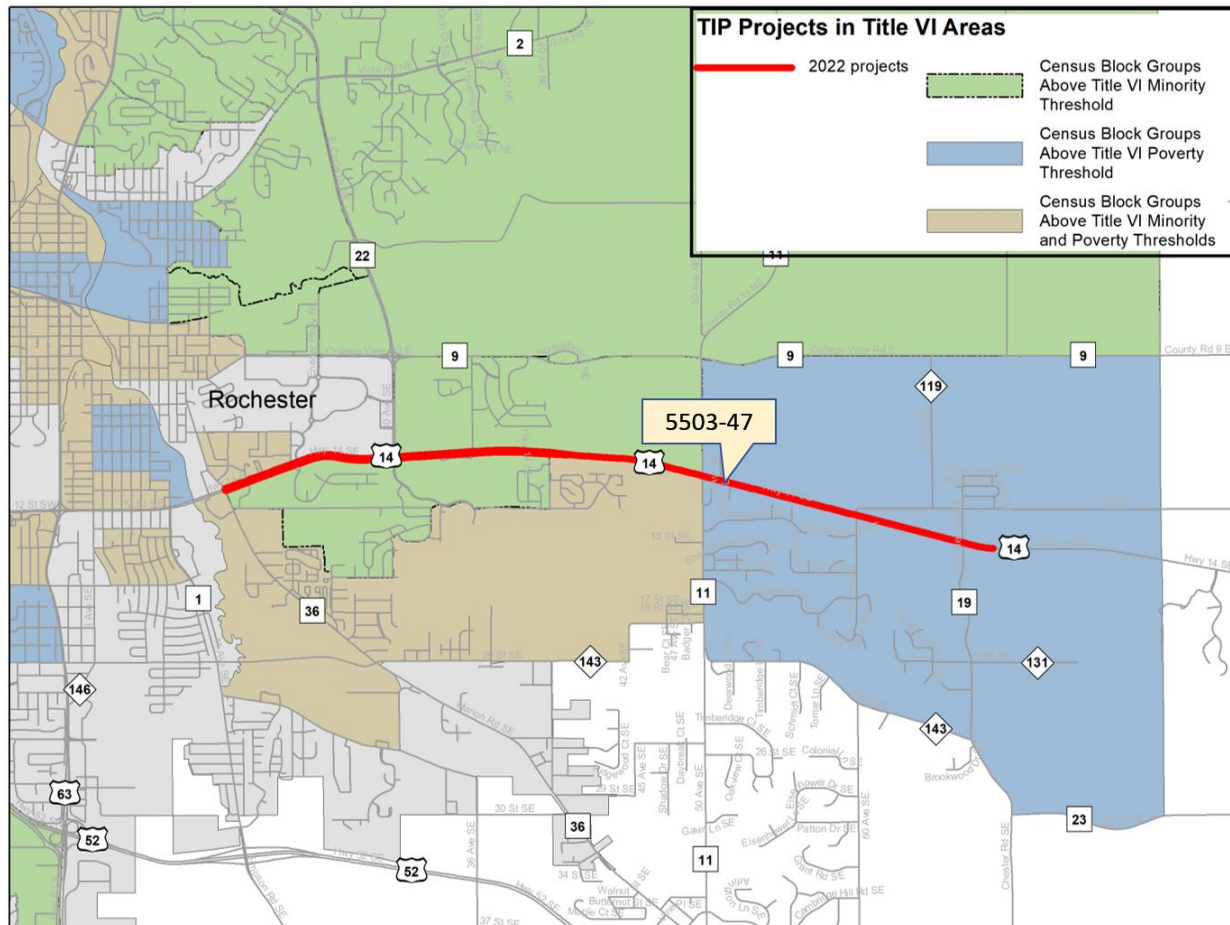


FIGURE 22: 2022 PROJECT LOCATIONS IN RELATION TO LOW INCOME AND MINORITY POPULATIONS, SOUTHEAST ROCHESTER

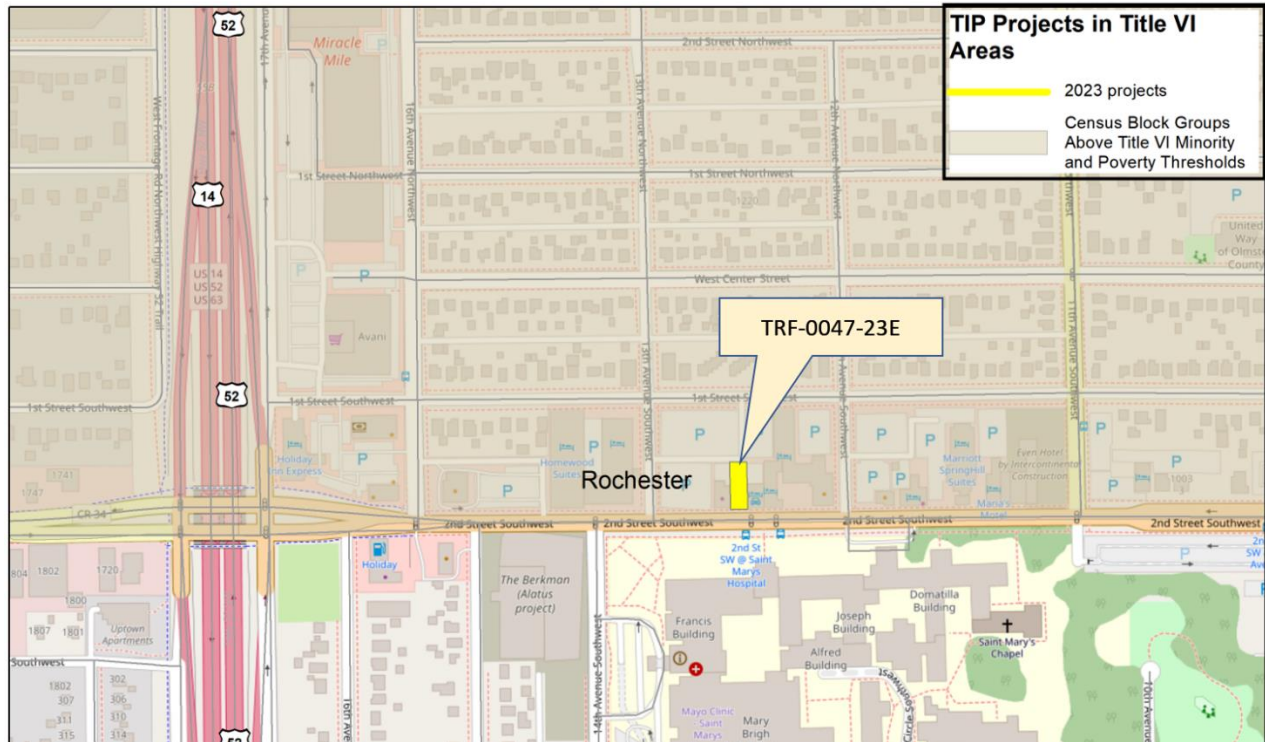


FIGURE 23: 2023 PROJECT LOCATIONS IN RELATION TO LOW INCOME AND MINORITY POPULATIONS, 2 ST SW IN ROCHESTER

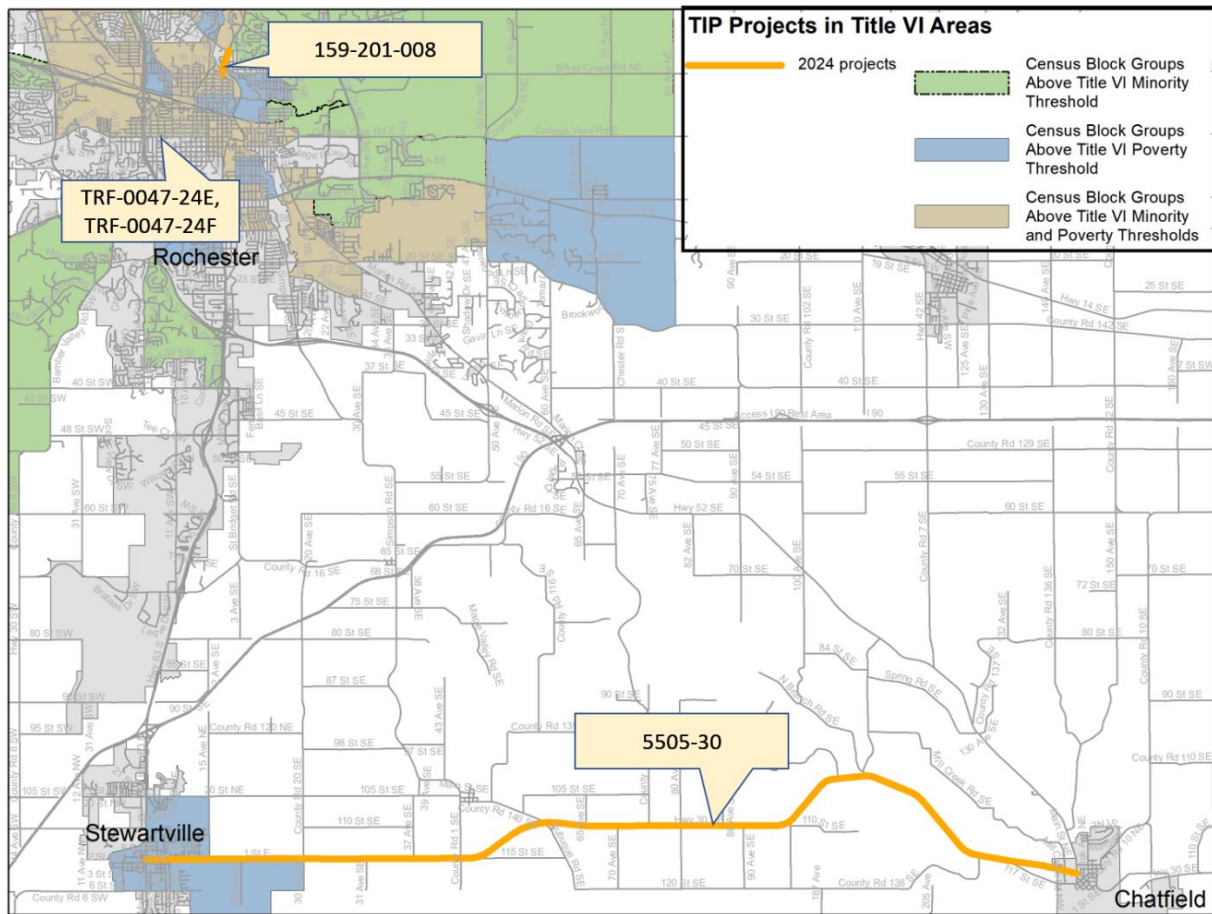


FIGURE 24: 2024 PROJECT LOCATIONS IN RELATION TO LOW INCOME AND MINORITY POPULATIONS, SOUTHEAST OLMSTED COUNTY

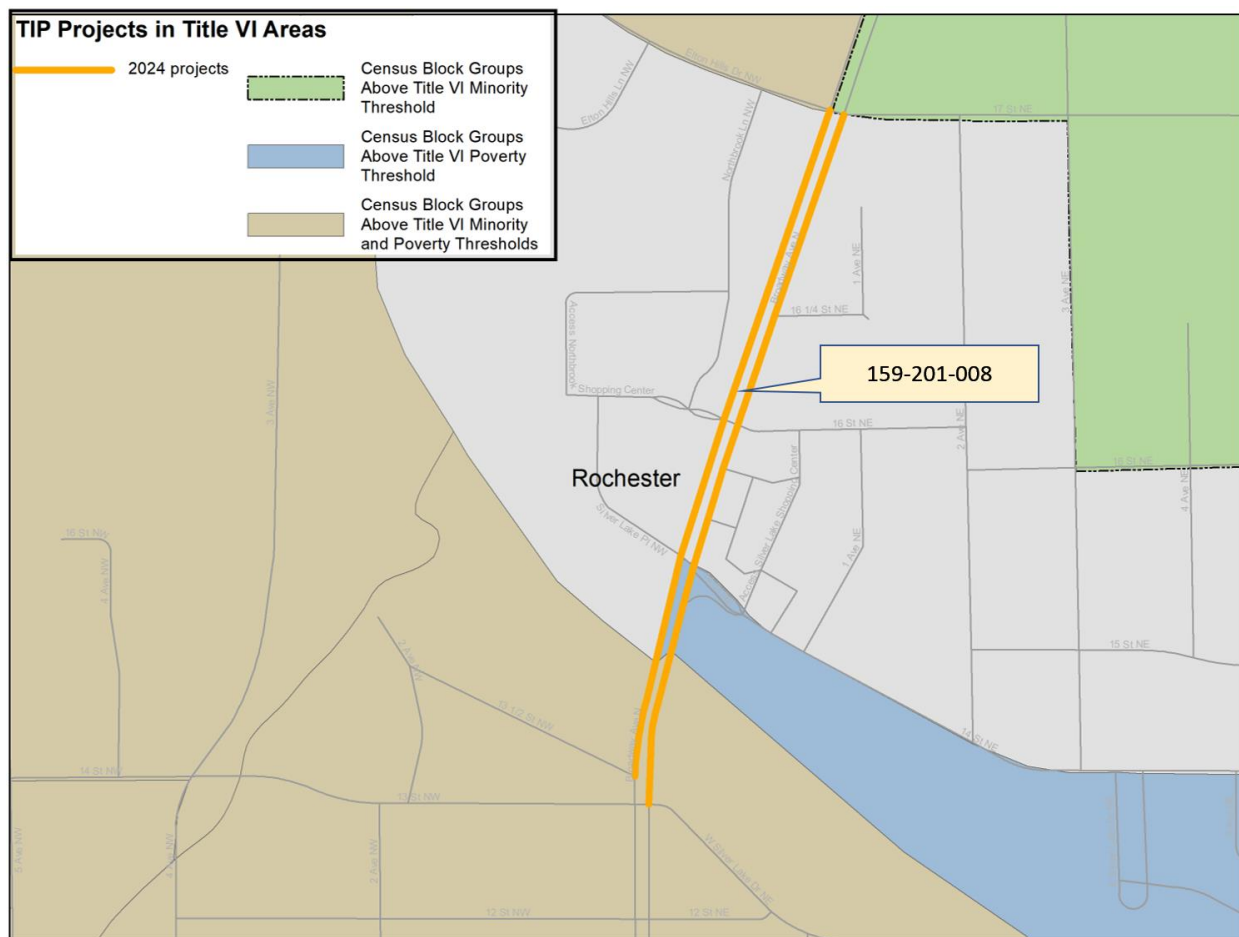


FIGURE 25: 2024 PROJECT LOCATIONS IN RELATION TO LOW INCOME AND MINORITY POPULATIONS, NORTH BROADWAY AVE IN ROCHESTER

Map of 2022-2025 TIP projects in Title VI areas, showing

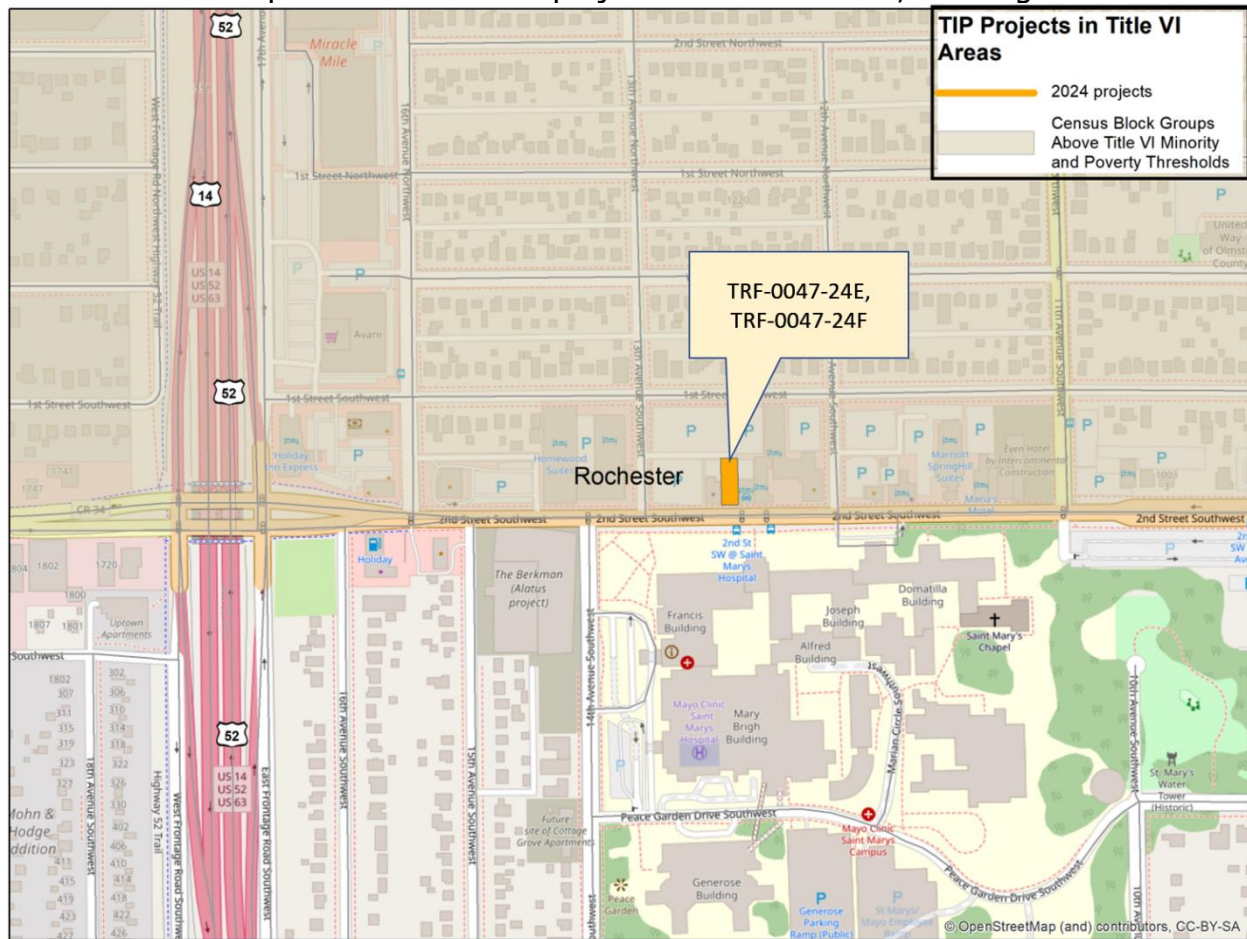


FIGURE 26: 2024 PROJECT LOCATIONS IN RELATION TO LOW INCOME AND MINORITY POPULATIONS, 2 ST SW IN ROCHESTER

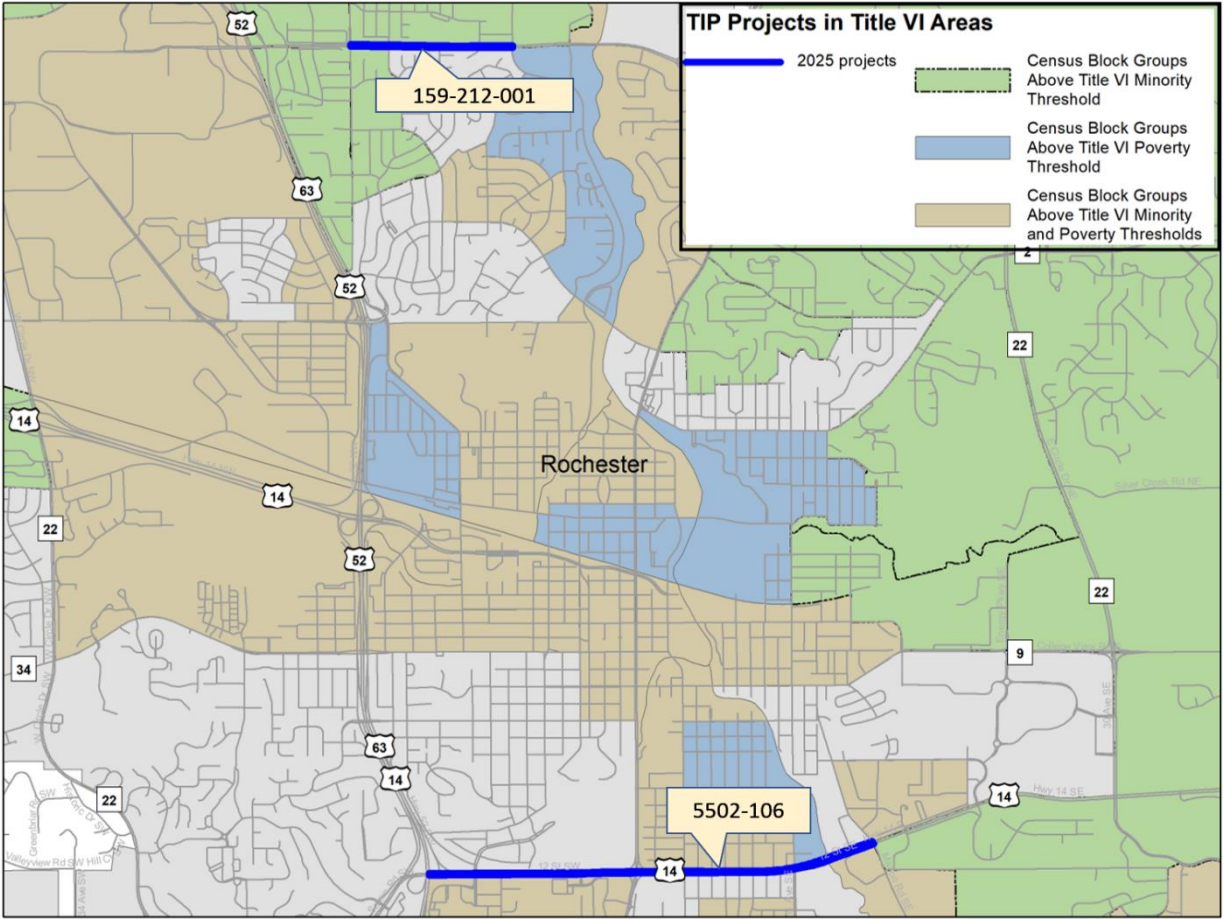


FIGURE 27: 2025 PROJECT LOCATIONS IN RELATION TO LOW INCOME AND MINORITY POPULATIONS, ROCHESTER

6 | FINANCIAL PLAN & FISCAL CONSTRAINT

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

FUNDING LEVELS & FISCAL CONSTRAINT ANALYSIS

FEDERAL FUNDING

Federally funded transportation projects within the ROCOG area are programmed regionally through the District 6 ATP process (see page 40 for more information). The District 6 ATP is assigned a targeted amount of federal funding for programming in the southeast Minnesota region, which is further refined using a state-established formula and specific program funding targets. Although subject to flexibility, these targets are used during development of the ROCOG TIP, the District 6 ATIP, and the MN state STIP to help establish the priority list of projects. The targeted amount is set four years in advance; for example, the distribution for fiscal year 2025 is set in 2021. Table 23 identifies the funding targets set by MnDOT for programs or jurisdictional partners to be used in the solicitation process.

TABLE 23: MNDOT DISTRICT 6 ATP MANAGED FUNDS - FEDERAL DISTRIBUTION

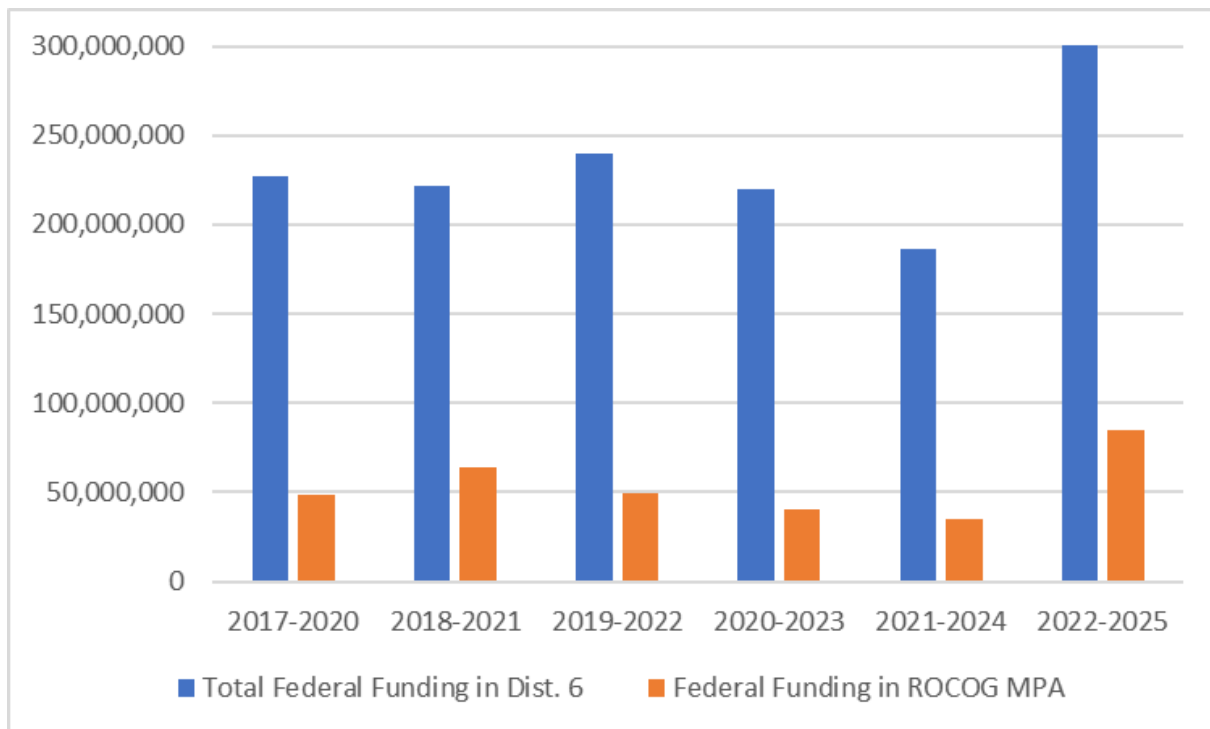
Sub-Targets	F.Y. 2022 Distribution (in millions of dollars)	F.Y. 2023 Distribution (in millions of dollars)	F.Y. 2024 Distribution (in millions of dollars)	F.Y. 2025 Distribution (in millions of dollars)
Transportation Alternative Program (TAP)	\$1.20	\$1.20	\$1.20	\$1.20
HSIP - LOCAL	\$2.10	\$2.30	\$2.30	\$2.30
STP - Small Cities (24%)	\$1.90	\$1.97	\$2.06	\$2.06
STP - Counties (46%)	\$3.63	\$3.77	\$3.96	\$3.96
STP - ROCOG (30%)	\$2.37	\$2.46	\$2.58	\$2.58
Total	\$11.20	\$11.70	\$12.10	\$12.10

Each year, the District 6 ATP programs about \$11-12 million in FHWA funds. Of that total, ROCOG has the direct responsibility to program \$2.4-2.6 million.

TRENDS IN FEDERAL TRANSPORTATION FUNDING

Table 24 below compares the levels of federal funding being programmed in the 2022-2025 ROCOG Area TIP and the District 6 ATIP with the corresponding levels of FHWA funding in the TIPs and ATIPs of the last 5 years.

TABLE 24: COMPARISON OF PAST FEDERAL FUNDING, DISTRICT 6 ATP AND ROCOG



STIP/TIP years	Total Federal Funding in Dist. 6	Federal Funding in ROCOG MPA	Fed ROCOG funding as % of Fed Dist. 6 funding
2017-2020	227,177,672	48,369,846	21.29%
2018-2021	221,360,372	63,595,862	28.73%
2019-2022	239,852,969	49,673,004	20.71%
2020-2023	219,610,509	40,672,940	18.52%
2021-2024	186,557,367	35,406,567	18.98%
2022-2025	300,608,811	84,503,700	28.11%

Federal funding levels in MnDOT District 6 have remained fairly consistent over the last five years, with some variation due largely to some high-cost bridge replacement projects on US-63, at US-52 in Rochester and at I-90 north of Stewartville.

FINANCIAL PLAN

The MPO accepts the responsibility to act in the public interest to program and fund transportation projects to be accomplished in the Metropolitan area. The 2022-2025 TIP is fiscally constrained to those funding categories in which the MPO has direct responsibility. It is assumed that MnDOT projects programmed with federal funds are fiscally constrained at the state level through the STIP. Local funds for federal match, operations and maintenance (O&M), and Regionally Significant (RS) projects are assumed fiscally constrained at the local level, based on each local jurisdiction's ability to acquire revenues and develop budget programs that will cover projected local costs, including accurate cost estimates as developed through the most recent Capital Improvement Programs (CIPs).

The MPO is required under federal legislation to develop a financial plan that takes into account federally funded projects and RS projects. The TIP is fiscally constrained for each year, and the federal-and state-funded projects in the document can be implemented using current and proposed revenue sources based on estimates provided by local jurisdictions.

YEAR OF EXPENDITURE

To give the public a clear picture of what can be expected (in terms of project cost and revenues) as well as to properly allocate future resources, projects beyond the first year of the TIP are adjusted for inflation. When project costs and expected revenues have been inflated to a level that corresponds to the expected year of project delivery, this means that the project has been programmed with year of expenditure (YOE) dollars. YOE programming is required by federal law. For the 2022-2025 period, MnDOT has inflated project costs by 4% annually, based on an ongoing review of price changes occurring in materials and construction work. These inflation-adjusted project costs are included in the TIP. This fulfills the federal requirement to inflate project total to YOE and relieves the MPO of the responsibility to do so. Every year, projects which are carried forward in the TIP are updated to reflect the current project costs.

OPERATIONS AND MAINTENANCE (O&M)

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

HIGHWAY AND ACTIVE TRANSPORTATION INVESTMENTS

Table 25 through Table 27 show historic non-federal dollars budgeted for highway and active transportation projects by each of the three road authorities that have used federal funding (MnDOT, Olmsted County, and the City of Rochester) in ROCOG's MPA in recent years. The Operations and Maintenance (O&M) columns represent roadway expenditures that maintain the surface and day-to-day operations of roadways, such as seal coating, street lighting, and snow removal. The Capital columns represent expenditures related to the rehabilitation or construction of facilities that preserve or enhance the long-term capital value of a facility.

TABLE 25: MNDOT HIGHWAY AND ACTIVE TRANSPORTATION NON-FEDERAL INVESTMENTS, 2010-2019

Year	Operations and Maintenance (O&M)	Capital
2010	640,000	494,800
2011	573,272	18,222,000
2012	1,925,000	6,455,000
2013	0	0
2014	0	0
2015	4,222,838	13,524,000
2016	848,835	70,000
2017	3,205,937	456,943
2018	2,850,000	140,000
2019	1,680,000	175,000
Total	15,945,882	39,537,743

Source: MnDOT District 6

TABLE 26: OLMSTED COUNTY HIGHWAY AND ACTIVE TRANSPORTATION NON-FEDERAL INVESTMENTS, 2013-2019

Year	Operations and Maintenance (O&M)	Capital
2013	9,459,185	7,223,150
2014	9,388,078	14,827,292
2015	11,243,307	36,764,238
2016	12,267,792	32,412,938
2017	12,058,209	34,070,026
2018	10,347,984	19,758,805
2019	16,909,792	17,500,997
Total	81,674,347	162,557,446

Source: Office of State Auditor, County Finances Report (data only available since 2013)

TABLE 27: CITY OF ROCHESTER HIGHWAY AND ACTIVE TRANSPORTATION NON-FEDERAL INVESTMENTS, 2010-2019

Year	Operations and Maintenance (O&M)	Capital
2010	10,222,882	21,952,774
2011	9,800,682	23,772,860
2012	8,779,076	11,002,951
2013	10,970,832	23,118,180
2014	12,915,388	20,527,691
2015	12,236,537	23,453,058
2016	12,470,626	23,315,570
2017	13,586,312	13,286,888
2018	14,803,307	11,749,723
2019	17,117,665	12,591,106
Total	122,903,307	184,770,801

Source: Office of State Auditor, City Finances Report

ASSESSMENT OF FISCAL CONSTRAINT

ROCOG has assessed the ability of the area's transportation authorities to meet their financial commitments with regards to the projects being programmed in the TIP while also continuing to fund their ongoing operations and maintenance (O&M). To demonstrate fiscal constraint, the local share of project costs for proposed TIP projects were compared with budget data from previous years. Project costs have been adjusted to reflect an inflation rate (as they are also presented in the project tables for each year beginning on page 70) to account for the effects of inflation at the year of expenditure.

MnDOT

TABLE 28: MNDOT NON-FEDERAL SHARE OF PLANNED HIGHWAY AND ACTIVE TRANSPORTATION INVESTMENTS, 2022-2025 TIP PROJECTS

Fiscal Year in TIP	Operations and Maintenance (O&M)	Capital
2022	1,221,500	339,700
2023	11,500	1,596,000
2024	1,590,000	2,270,000
2025	2,528,000	380,000

The amounts MnDOT has planned to spend on federally funded projects in the ROCOG MPA in 2022-2025 fluctuate from year to year (see Table 25). From 2010 to 2019,

MnDOT spent a total of \$55,483,625 on O&M plus Capital projects in the ROCOG MPA, for an average of \$5,548,363 per year. This includes all O&M plus Capital projects, not just those using federal funding. MnDOT's O&M plus Capital projects indicated in the 2022-2025 TIP (i.e., only those using federal funding or which are regionally significant) total \$9,936,700, for an average of \$2,484,175 per year. This is well within MnDOT's recent average total local O&M plus Capital expenditures of \$5.5 million per year.

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

Year	Cost of Transportation Projects in District 6
2022	90,680,000
2023	95,570,000
2024	79,900,000
2025	76,780,000

In its 2022-2025 STIP Funding Guidance, MnDOT has identified sources for more than \$87 million in each year of this TIP (see Table 29). While these revenue amounts are not broken down into specific amounts for the ROCOG MPA, the district-wide amounts show more than adequate funds for these federally funded projects.

**TABLE 29: DISTRICT-WIDE TRANSPORTATION FUNDING SOURCES IDENTIFIED BY MNDOT DISTRICT 6, 2022-
2025**

Year	Federal Funds	Bond Funds (Non-Designated)	State Funds	ATP Managed STBGP	Local NHFP	STDGP-TA Setaside	HSIP (100% Oblig.)	Total
2022	45,800,000	5,000,000	39,880,000	7,900,000	-	1,200,000	2,300,000	102,080,000
2023	55,100,000	-	39,470,000	8,200,000	1,100,000	1,200,000	2,300,000	107,370,000
2024	43,740,000	-	36,160,000	8,600,000	-	1,200,000	2,300,000	92,000,000
2025	44,340,000	-	32,440,000	8,600,000	-	700,000	1,400,000	87,480,000

Olmsted County

**TABLE 30: OLMSTED COUNTY NON-FEDERAL SHARE OF PLANNED HIGHWAY AND
ACTIVE TRANSPORTATION INVESTMENTS, 2022-2025 TIP PROJECTS**

Fiscal Year in TIP	Operations and Maintenance (O&M)	Capital
2022	0	9,630,000
2023	0	100,000
2024	0	0
2025	0	0

Olmsted County often has a single federally funded project per year in the four-year TIP, and sometimes has none. From 2013 to 2019, Olmsted County spent a total of \$244,231,793 on O&M plus Capital projects in the ROCOG MPA, for an average of \$34,890,256 per year (see Table 26). This includes all O&M plus Capital projects, not just those using federal funding. Olmsted County's O&M plus Capital costs indicated in the 2022-2025 TIP for those projects using federal funding or which are regionally significant total \$9,730,000, for an average of \$2,432,500 per year – though most of the total is planned for a single year in this TIP. Both the four-year total and the annual average are well within Olmsted County's recent average of local O&M plus Capital expenditures of \$34 million per year. In its 2021 CIP, Olmsted County has identified funding sources for more than \$10 million in each year of this TIP (see Table 31), providing more than adequate funds for these federally funded projects.

TABLE 31: TRANSPORTATION FUNDING SOURCES IDENTIFIED BY OLMSTED COUNTY, 2022-2025

Year	State Aid	City/Town Cost-Sharing	Federal	2012 Sales Tax (0.5%)	Bridge Bonding	Wheelage Tax	County Sales Tax (0.5%)	Total
2022	1,950,000	200,000	2,600,000	400,000	572,000	1,300,000	7,054,882	14,076,882
2023	5,100,000	-	3,000,000	9,700,000	1,600,000	1,300,000	4,956,948	25,656,948
2024	6,500,000	-	600,000	-	3,800,000	2,600,000	10,240,000	13,470,000
2025	-	-	300,000	-	3,550,000	1,300,000	5,120,000	10,270,000

City of Rochester

**TABLE 32: CITY OF ROCHESTER NON-FEDERAL PLANNED HIGHWAY AND ACTIVE
TRANSPORTATION INVESTMENTS, 2022-2025 TIP PROJECTS**

Fiscal Year in TIP	Operations and Maintenance (O&M)	Capital
2022	0	0
2023	0	231,300
2024	0	4,420,000
2025	0	369,000

The City of Rochester often has one or two federally funded projects per year in the four-year TIP, and sometimes has none. The local funding amounts shown in Table 32 for City of Rochester federally funded road and bike/ped projects in the ROCOG MPA for 2022-2025 are typical. From 2010 to 2019, Rochester spent a total of \$307,674,108 on O&M plus Capital projects in the ROCOG MPA, for an average of \$30,767,411 per year (see Table 27). This includes all O&M plus Capital projects, not just those using federal funding. Rochester's local funding for O&M plus Capital projects indicated in the 2022-2025 TIP that use federal funding or which are regionally significant totals \$5,020,300, for an average of \$1,255,075 per year – though most of the total is planned for a single year in this TIP. Both the four-year total and the annual average are well within Rochester's recent average local O&M plus Capital spending of \$30.7 million per year. In its 2021 CIP, the City of Rochester has identified funding sources for more than \$19 million in each year of this TIP (see Table 33), providing more than adequate funding for these federally funded projects.

TABLE 33: TRANSPORTATION FUNDING SOURCES IDENTIFIED BY CITY OF ROCHESTER, 2022-2025

Year	County	Federal	Municipal State Aid for Streets	Operating Transfer - fr Sewer Utility	Operating Transfer - fr Storm sewer	Private Funds	Project reserves	Sales Tax DMC	Special Assessme nt Bonds	State DMC Funds	Tax Levy	Water Utility	Total
2022	600,000	-	8,590,000	-	780,000	750,000	-	4,793,282	-	14,100,000	1,650,000	-	31,263,282
2023	-	-	7,460,000	150,000	300,000	200,000	500,000	4,788,513	-	3,050,000	2,500,000	100,000	19,048,513
2024	-	2,580,000	6,012,000	2,400,000	600,000	-	120,000	3,686,510	918,000	2,500,000	2,750,000	750,000	22,316,510
2025	100,000	2,580,000	5,550,000	1,050,000	600,000	-	4,270,000	3,787,357	1,100,000	500,000	3,450,000	750,000	23,737,357

TRANSIT INVESTMENTS

Table 34 shows historic amounts of non-federal funding budgeted for transit projects at Rochester Public Transit, the major transit agency in ROCOG's MPA, in recent years. The Operations and Maintenance (O&M) column represents all transit expenditures for the operation of the transit system, while the Capital column represents expenditures related to bus purchases, bus garage, and other tangible assets of the physical plant.

TABLE 34: ROCHESTER PUBLIC TRANSIT NON-FEDERAL INVESTMENTS, 2010-2019

Year	Operations and Maintenance (O&M)	Capital
2010	4,216,924	8,005,470
2011	4,427,520	5,750,642
2012	6,544,287	9,256,011
2013	6,832,839	572,383
2014	7,170,957	2,009,376
2015	7,120,532	4,196,569
2016	7,498,056	222,337
2017	8,603,957	2,381,013
2018	9,693,405	8,500,437
2019	11,064,621	6,288,906
Total	73,173,098	47,183,144

Source: Office of State Auditor, City Finances Report

ASSESSMENT OF FISCAL CONSTRAINT

ROCOG has assessed the ability of the area's major transit agency to meet its financial commitments with regards to the projects being programmed in the TIP while also continuing to fund its ongoing operations and maintenance (O&M). To demonstrate fiscal constraint, project costs were compared with budget data from previous years. Project costs have been adjusted to reflect an inflation rate (as they are also presented in the project tables for each year beginning on page 70) to account for the effects of inflation at the year of expenditure.

**TABLE 35: ROCHESTER PUBLIC TRANSIT NON-FEDERAL PLANNED TRANSIT
INVESTMENTS, 2022-2025**

Fiscal Year in TIP	Operations and Maintenance (O&M)	Capital
2022	12,845,000	400,000
2023	14,180,000	700,000
2024	14,515,000	2,180,000
2025	14,850,000	1,207,600

Rochester Public Transit (RPT) spending fluctuates from year to year, based mostly on bus purchases: some years see more purchases than others due to recent expansions of this growing transit system. From 2010 to 2019, RPT spent a total of \$120,356,242 in non-federal funds on O&M plus Capital projects in the ROCOG MPA, for an average of \$12,035,624 per year (see Table 34). The O&M plus Capital amount has been rising since the mid-2010s, due to ambitious expansion of RPT’s fleet, bus garage, and involvement in the City’s downtown redevelopment effort known as Destination Medical Center, which includes a very significant transit component. RPT’s non-federal funding for O&M plus Capital projects that are included in the 2022-2025 TIP (i.e., only those using federal funding or which are regionally significant) total \$60,877,600 (see

Table 35), for an average of \$15,219,400 per year. This annual average is consistent with RPT's growing budgets in recent years. In its 2021 CIP, the City of Rochester has identified funding sources for more than \$19 million in each year of this TIP (see Table 36), providing more than adequate money for these federally funded projects.

In the 2022-2025 TIP, MnDOT is providing a match for FTA funds to be used to establish a Regional Transportation Coordinating Committee. This is a unique circumstance and involves \$11,500 in MnDOT match to \$46,000 in FTA funding in 2022, and the same amount again in 2023. This is a short-term spending commitment, intended to establish a self-sustaining organization that will better serve transit-dependent residents of the 11 counties in southeastern Minnesota by helping to link transit trips that may involve two or more providers. MnDOT's commitment to funding this effort is clear and the small amount required for the match engenders confidence in the fiscal constraint of the project.

TABLE 36: TRANSIT FUNDING SOURCES IDENTIFIED BY CITY OF ROCHESTER, 2022-2025

Year	Federal	Operating Transfers from Sewer Utility	Retained Earnings	Sales Tax DMC	Special Assessme nt Bonds	State	State DMC Funds	Transit Aid County DMC	Transit Aid State DMC	Water Utility	Total
2022	14,416,353	-	450,500	1,667,000	-	325,000	4,540,277	9,017,748	13,526,622	-	43,943,500
2023	22,651,058	225,000	249,523	1,675,000	750,000	67,500	4,753,000	4,199,613	6,299,419	150,000	41,020,113
2024	27,751,250	-	128,568	83,000	-	-	1,480,463	4,076,024	6,114,034	-	39,633,339
2025	2,118,545	-	130,136	91,000	-	-	-	3,200,000	4,800,000	-	10,339,681

7 | PUBLIC ENGAGEMENT

The MPO is committed to being a responsive and participatory agency for regional decision-making. Every year, the public is given an opportunity to view all TIP related materials on the MPO website (rocogmn.org). The public is invited to provide comment at public meetings (when allowed by public health authorities), virtual meetings, interactive StoryMaps on the ROCOG website, email, postal mail, phone, or in-person at the Olmsted County Planning Department offices (when allowed by public health authorities). Prior to project solicitation, the MPO encourages eligible jurisdictions to submit projects that have had or will have some level of public input. This information then becomes part of the criteria used to prioritize TIP project submittals.

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

2022-2025 TIP PUBLIC PARTICIPATION SUMMARY

The Fixing America's Surface Transportation Act (FAST) Act continues the emphasis established in federal legislation on citizen involvement in the development of the Transportation Improvement Program (TIP). 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 (including Rochester Public Transit), Olmsted County, and the Minnesota Department of Transportation are the entities that have projects identified in the 2022-2025 TIP, and are responsible for their implementation.

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

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

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

- Reasonable opportunity for public comment: 30-day public comment period opened at the time the draft is prepared
- Use of visualization: All MPO meetings are characterized by extensive use of maps and PowerPoint presentations which include summary graphics
- Available online: MPO documents, including the TIP, are regularly published to the MPO website for public review, comment, and information. During the time of the public health emergency in response to the COVID-19 pandemic, MPO meetings and outreach efforts have been online.
- Explicit consideration and response to public input: public comments received about the TIP are recorded and evaluated by MPO staff; comments or questions received in writing will get a written response from MPO staff if requested
- TIP identifies options provided for public review / comment: the TIP notes the opportunities for in-person public comments at MPO meetings and outreach efforts such as open houses, as well as opportunities to send comments by email, which are announced on the MPO website and Facebook page
- Documentation of meetings: all MPO meetings are recorded in detailed minutes, which are made available to the public on the ROCOG web site
- Documentation of notices: all notices for MPO meetings and outreach efforts are published on the MPO website and announced in local media, and the notices are kept in the MPO's records
- ADA accommodations: all MPO meetings and outreach efforts are held in places that are wheelchair accessible; most MPO documents released to the public are compliant with the needs of electronic readers; in cases where they are not, staff assistance is available for making the documents accessible. During the time of the public health emergency in response to the COVID-19 pandemic, MPO meetings and outreach efforts have been online.
- Next generation public outreach: The use of StoryMaps to present information on the ROCOG website continued after success with this method of communication during adoption of the 2020-2023 TIP and development of the 2045 Long Range Transportation Plan. ROCOG planned to hold a virtual open house for the TIP on the evening of September 7, and at noon on September 8, 2021. Since some members of the public might be better able to attend a virtual open house than

an in-person one, ROCOG will consider continuing to offer virtual open houses in future outreach efforts, even after the COVID-19 pandemic has passed.

The public comment period for the draft TIP began on August 23, 2021. Following is the notice sent out to all local media on the Draft TIP and placed on the ROCOG web site and linked to on ROCOG's Facebook page.

For release to Rochester media, August 18, 2021

Public Input for State and Federal Transportation Projects

The Rochester-Olmsted Council of Governments (ROCOG) has released a draft of the 2022-2025 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 will be discussed during the ROCOG public meeting on August 25, 2021, at 12:00 noon, at 2122 Campus Dr SE, Conference Room 186, Rochester, MN 55904. The meeting will also be accessible to the public via Microsoft Teams. Public comments/suggestions regarding the draft TIP are welcome during this meeting.

The draft TIP for 2022-2025, a StoryMap summary of the draft, and the 2021 Annual List of Projects status report are available on the ROCOG web site (rocogmn.org). These materials will also be located at the Olmsted County Planning Department, 2122 Campus Drive SE, Suite 100, Rochester, MN 55904.

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

FIGURE 28: AUGUST ANNOUNCEMENT OF OPPORTUNITY FOR PUBLIC COMMENT
ON DRAFT TIP

Opportunity for public input on the TIP will be provided through September 22, 2021. A new notice was developed, as shown below.

For release to Rochester media, September 10, 2021

Public Input for State and Federal Transportation Projects

The Rochester-Olmsted Council of Governments (ROCOG) is soliciting public input on the draft of the 2022-2025 Transportation Improvement Program (TIP), a multi-year program of federally funded transportation projects in the Rochester-Olmsted County region. ROCOG is conducting a 30-day public comment period, ending at 12:00 noon on September 22, 2021.

The draft TIP for 2022-2025, a StoryMap summary of the draft, and the 2021 Annual List of Projects status report are available on the ROCOG web site (rocogmn.org) or by contacting Bryan Law, Principal Transportation Planner, at 507-328-7112 or law.bryan@co.olmsted.mn.us.

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

Time: 12:00 p.m.

Date: Wednesday, September 22, 2021

Place: 2122 Campus Dr SE, Conference Room 186, Rochester, MN 55904 (the meeting will also be accessible by the public via Microsoft Teams)

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

FIGURE 29: SEPTEMBER ANNOUNCEMENT OF OPPORTUNITY FOR PUBLIC COMMENT ON DRAFT TIP

ROCOG engaged in outreach efforts to solicit comments on the 2022-2025 TIP in the following ways:

- Draft 2022-2025 TIP was placed on the [ROCOG website](http://rocogmn.org) and contact information was provided for users to submit their comments and questions.
- Public comments solicited at ROCOG meetings in August and September
- Solicited input from the City of Rochester's Citizens Advisory on Transit and Pedestrian and Bicycle Advisory Committee.

- Posted on the [Facebook page](#) announcing the draft TIP and the invitation for public comments there in August and September 2021.
- StoryMap created for the 2022-2025 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.
- Online virtual open house on September 7 and 8, 2021 because some interested members of the public found it difficult due to scheduling conflicts or medically inadvisable to attend in-person events. The virtual open house was scheduled to begin with a presentation summarizing the TIP, and then participants would be invited to give feedback and ask questions. However, no one from the public attended the virtual open house.
- In-Person open house on August 31, 2021, at which ROCOG staff made informational posters of the TIP projects available for the public to inspect, draw on, and ask questions of the staff present at the meeting.

Table 37, below, shows the results of the overall outreach effort.

TABLE 37: SUMMARY OF 2022-2025 TIP PUBLIC OUTREACH RESULTS

Outreach Method	Metrics for evaluating outreach	Results in 2021	Results in 2020
Facebook link to both StoryMaps and ROCOG Web site	People reached	6	29
	Engagements	0	2
During ROCOG meetings on TIP	# comments	0	0
ROCOG Web Site with link to StoryMaps	# website visits	45	328
	# times draft TIP document opened	7	14
	# of emails to staff	0	0
Story Maps with direct comments	# story maps hits*	65	54
	# comments	1	0
Virtual Open House	# comments	0	0

In-Person Open House	# comments	0	N/A
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* 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

The public outreach efforts in 2021 resulted in slightly fewer overall interactions with the public than ROCOG experienced during the outreach for TIP updates in 2020. The most significant decrease in interactions was visits to the ROCOG website. One area in which the 2021 outreach was more successful was the StoryMap summary of the TIP, which increased both the number of hits and the number of comments. Higher numbers for outreach activities in 2020 was probably attributable to the fact that ROCOG was conducting a Long Range Transportation Plan (LRTP) update at the same time, so the outreach for the TIP was combined with that for the LRTP. The lower response for TIP outreach in 2021 is commensurate with the experience of 2017 and 2018, which were also non-LRTP years. ROCOG is doing more for outreach now than it has done in the past, and will continue to evaluate its outreach efforts, aiming to improve them where possible.

8 | MONITORING PROGRESS

Per Federal regulations, the MPO must submit annual updates for projects programmed in the prior year's TIP. This annual project update allows MnDOT the ability to assess continued reliability of project cost estimates and project development status for federally funded projects. The project updates also allow ROCOG's TTAC to meet and discuss at the beginning of every year the status of currently programmed Federal projects within the MPO's MPA.

These status reports are intended to encourage early initiation of project development work, so unforeseen issues can be addressed without delaying project implementation. If unavoidable delays occur, project status reports provide a mechanism for the implementing agency to communicate project issues and associated delays directly to the MPO, MnDOT, and any potentially affected local units of government.

Updates and changes to the project list from the 2021 – 2024 TIP include:

- 2021
 - TRS-0047-22TC – Cost and year changed (from 2022 to 2021)
 - TRS-0047-23TA – Cost and year changed (from 2023 to 2021)
- 2022
 - TRS-0047-22TC – Year and cost changed (see 2021)
 - 5580-94 – Total project cost increased
 - TRF-0047-22E – Year changed (see 2023)
 - 5505-27 – Year changed (see 2023)
- 2023
 - TRS-0047-23TA – Year and cost changed (see 2021)
 - TRF-0047-22E – Year changed from 2022 to 2023
 - 5505-27 – Year changed from 2022 to 2023
 - 5503-47 – Total project cost increased
- 2024
 - TRF-0047-24D – Project added
 - 5580-99 – Total project cost increased
 - 5505-30 – Advanced construction payback amount increased

- 5501-44 – Total project cost increased
- 5502-106 – Year changed from 2024 to 2025

The status of the projects programmed in the previous year's TIP (i.e., those projects scheduled for FY 2021, FY2022, FY, 2023, and FY 2024 in the TIP for 2021-2024), have been updated with this TIP (FY 2022-2025). The projects programmed for FY 2021, however, are presently being constructed and have dropped out of this TIP. The 2021 projects and their status are listed below in Table 38.

FY 2021 PROJECT STATUS

TABLE 38: FY 2021 PROJECT STATUS

Mode or System	Project Number	Agency	Status as of July 2021	Description	Project Total
TRANSIT	TRF-0047-21A	ROCHESTER	In operation	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	13,700,000
TRANSIT	TRF-0047-21D	ROCHESTER	In progress	SECT 5307: ROCHESTER; TRANSIT DEVELOPMENT PLAN	300,000
TRANSIT	TRF-0047-21F	ROCHESTER	Pending	SECT 5339: CITY OF ROCHESTER; PURCHASE OF SOLAR PANELS FOR BUS GARAGE	1,800,000
TRANSIT	TRF-0047-21H	ROCHESTER	Pending	SECT 5307 CARES ACT: CITY OF ROCHESTER; PURCHASE SIX (6) STD. 40 FT. REPLACEMENT BUSES	3,180,000
TRANSIT	TRF-0047-22D	ROCHESTER	In progress	SECT 5339: CITY OF ROCHESTER; EXPANSION OF EV CHARGING SYSTEM AND PURCHASE OF 2 EV 60 FOOT BUSES - CITY HAS BEEN AWARDED LONO FUNDING	3,649,114
TRANSIT	TRS-0047-22TC	ROCHESTER	Pending	STP PURCHASE OF 1 500 CLASS REPLACEMENT BUS	170,000
TRANSIT	TRS-0047-23TA	ROCHESTER	Pending	CITY OF ROCHESTER; PURCHASE ONE (1) <30 FT. CLASS 500 REPLACEMENT BUSES	170,000
PED/BIKE	159-090-020	ROCHESTER	Bidding late summer; begin const. in fall 2021	ROCHESTER LINK - CHESTER WOODS TRAIL (590,100 TRANSPORTATION ALTERNATIVES; 960,000 STBGP; 999,900 LOCAL)	2,550,000

Mode or System	Project Number	Agency	Status as of July 2021	Description	Project Total
PED/BIKE	159-090-022	Rochester	Bidding late summer; begin const. in fall 2021	Trail Along Broadway And TH 14 From 14th Street To Crossroads Dr. SW	528,000
LOCAL STREETS	159-133-007	ROCHESTER	Bid opening in August; begin const. in November 2021	ELTON HILLS BRIDGE REPLACEMENT	3,700,000
Highway US 14	5501-38	MnDOT	Construction Complete	**ELLA**ITS** : US 14 FROM CSAH 5 (BYRON) TO WEST CIRCLE DRIVE (ROCHESTER), TMS	694,334
Highway US 52	5508-129	MnDOT	Construction complete	US 52, BRIDGES 55077 AND 55078 OVER THE SOUTH BRANCH OF THE MIDDLE FORK OF THE ZUMBRO RIVER IN ORONOCO	545,000
Highway US 63	5509-84AC	MnDOT	Under Construction	*AC** US 63, OVER I 90, REPLACE NB BRIDGE 9890 WITH NEW BRIDGE 55822 AND SB BRIDGE 9889 WITH NEW BRIDGE 55821, INTERCHANGE IMPROVEMENTS AND CABLE MEDIAN BARRIER - (AC PAYBACK, 1 OF 1)	1,930,000
Highway I 90	5580-98	MnDOT	Under Construction	**SEC164** : I 90 FROM US 52 TO MN 42, HIGH TENSION CABLE BARRIER	876,000

APPENDICES

APPENDIX A: PUBLIC COMMENTS

Document starts on the following page.

PUBLIC COMMENTS DURING THE TIP PROCESS

ROCHESTER PEDESTRIAN AND BICYCLE ADVISORY COMMITTEE MEETING, AUGUST 11, 2021

No questions from the public. Committee members asked for clarification on the nature of a bicycle trail project. Committee members asked about how much funding for non-automobile transportation was indicated in the TIP, especially in light of the climate-change crisis. Committee members asked for clarification on whether the outreach effort was done annually, with each update. Committee members asked if the committee has any input into Rochester Public Transit's purchase of electric buses instead of diesel ones. Committee members asked if the City has thresholds it tries to meet in terms of funding pedestrian and bicycle infrastructure.

ROCOG MEETING, AUGUST 25, 2021

No questions from the public. Board members asked for clarification on the cost and scope of the St Marys Transit Station project (scheduled in 2023 and 2024).

ROCHESTER CITIZENS ADVISORY ON TRANSIT MEETING, AUGUST 26, 2021

No questions from the public. Committee members asked for clarification on ROCOG's outreach efforts, specifically about non-internet-based outreach activities. ROCOG staff reiterated the in-person open house that was scheduled, and willingness to appear at meetings of other groups, boards, committees, etc., as public health directives during the COVID-19 pandemic allowed.

IN-PERSON OPEN HOUSE, AUGUST 31, 2021

No questions from the public. One Olmsted County Planning staff member attended, and asked for clarification on the cost and schedule on two projects: the reduced-conflict intersections on US-14 (scheduled for 2022) and the St Marys Transit Station (scheduled in 2023 and 2024).

VIRTUAL OPEN-HOUSE, SEPTEMBER 7, 2021

No questions from the public.

VIRTUAL OPEN HOUSE, SEPTEMBER 8, 2021

No questions from the public. City staff in attendance suggested that ROCOG contact We Bike Rochester to elicit feedback.

ROCOG MEETING, SEPTEMBER 22, 2021

No questions from the public. Board members asked for clarification on the definition of “urbanized area,” since the Rochester Urbanized Area extends into areas that do not currently have urban development, and are not within the city limits of Rochester.

STORYMAP COMMENTS

Project 159-201-008, in 2024: reconstruction of N. Broadway in Rochester, from Silver Lake Bridge north to Elton Hills Dr NW:

“Looking forward to a wider route for a bike as the pedestrian section of this bridge is quite small when two pedestrians are trying to move in opposite directions and encounter each other”

APPENDIX B: MNDOT CHECKLIST

MINNESOTA MPO TIP CHECKLIST

MPO: Rochester-Olmsted Council of Governments (ROCOG)

Contact name: Bryan Law, Principal Transportation Planner

TIP time period: 2022-2025

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

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Yes	115
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes	115
450.322(b)	Congestion management	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	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes	115
450.326 (a)	TIP time period	TIP covers at least 4 years.	Yes	68
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes	5
450.326(a)	MPO conformity determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	Yes	7

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	Yes / No	115
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	Yes	115
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes	44
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	Yes	44
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes	68
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes	68
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes	68
450.326(g)(2)	Individual project information	TIP includes estimated total cost (including costs that extend beyond the 4 years of the TIP).	Yes	68
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes	68
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	N/A	N/A

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	N/A	N/A
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes	68
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type	Yes	68
450.326(h)	Small projects	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	Each project is consistent with the MPO's approved transportation plan.	Yes	31
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	Yes	100
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes	100
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes	100
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes	100
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes	100
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be	Yes	100

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
		available to operate and maintain Federal-aid highways and transit.		
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes	100
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes	100
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	N/A	N/A
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes	100
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	N/A	N/A
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.	Yes	68
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes	40
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes	121
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	N/A	N/A
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.	Yes	31

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes	68
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable requirements including: 1) 23 USC 134, 49 USC 5303 and 23 CFR 450 Subpart C; 2) for attainment and maintenance areas, sections 174 and 196 (c) and (d) of the Clean Air Act, as amended, and 40 CFR 93; 3) Title VI of the Civil Rights Act as amended and 49 CFR 21; 4) 49 USC 5332 regarding discrimination; 5) section 1101(b) of the FAST Act and 49 CFR 26 regarding disadvantaged business enterprises; 6) 23 CFR 230 regarding equal employment opportunity program; 7) Americans with Disabilities Act of 1990 and 49 CFR 27, 37 and 38; 8) Older Americans Act, as amended regarding age discrimination; 9) 23 USC 324 regarding gender discrimination; and 10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR 27 regarding discrimination against individuals with disabilities.	Yes	8

MPO comments:

APPENDIX C: TIP AMENDMENT/MODIFICATION POLICY

ROCOG's policy for making a Regular Amendment and Administrative Amendment to the Current TIP is expressed on pages 15-17 of ROCOG's [Public Involvement Policy \(2019\)](#). The policy is reprinted here, for ease of reference:

REGULAR AMENDMENT AND ADMINISTRATIVE AMENDMENT TO THE CURRENT TIP

A comment period of at least 7 and no more than 21 calendar days will be provided for public review of a TIP amendment. (Time difference is the consideration of the time staff receives the amendment request and if there is a meeting already scheduled soon thereafter). The public will also be notified that there will be an open comment period just prior to voting on the amendment during the upcoming meeting. As is the case with the development of a new TIP, comments and staff responses will be in the meeting packet and then include ROCOG comments in the minutes as well.

PROCESS FOR AMENDING THE ROCOG 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 following criteria will be used when determining the need for a local TIP amendment:

1) All new projects not included in the approved TIP utilizing federal funding require a TIP amendment.

A "new project" is considered to be any project that is not in the currently approved 4 Year TIP.

2) Changes in the funding levels for a project which result in:

- a) Cost increases greater than 20% for the FTA Section 5311 or 5307 Operating grants;
- b) Cost increases greater than 20% of the cost of a capital project (FTA)
- c) Cost increases greater than 20% on any highway related project (FHWA)
- d) Cost increases greater than 20% on any bike trail/path related project (FHWA)

3) Significant changes in the scope of a project related to:

- a) Facility expansion or reduction
- b) Right of way expansion
- c) Expansion of Service Area
- d) An increase of more than 10% in the number of additional renovated or replacement vehicles
- e) Unfunded phases of construction projects.

PROCEDURE for a Regular TIP Amendment: (as of February 27, 2009)

- 1) Reviewed by the Transportation staff of each of the implementing agencies for amendment content accuracy (e.g., MnDOT, Olmsted County, City of Rochester and possibly other county cities and/or townships)
- 2) Reviewed and endorsed by the ROCOG Transportation Technical Advisory Committee if time allows. Otherwise, notice is made to TTAC members via email.
- 3) Public input is solicited (see above)
- 4) Amendment information is included in a ROCOG Policy Board packet for their review and action. Part of the action item is an open comment period. Also, staff provides comments from the public as available to date.
- 4) Following formal action by ROCOG, it is sent to MnDOT D-6 staff and the local jurisdiction (s) if other than MnDOT, where it can then be sent on to FHWA and FTA.

Administrative Amendment: (as of February 27, 2009)

ROCOG staff may process administrative amendments in the instances noted below. Upon completion of an administrative amendment, ROCOG shall be notified either at their next meeting or via email/paper mail. The public will also be notified via normal communication channels.

- a) Project is being advanced from an out-year, i.e. it is already in the TIP
- b) Cost increases less than 20% for the FTA Section 5311 or 5307 Operating grants
- c) Cost increases less than 20% of the cost of a capital project (FTA)
- d) Cost increases less than 20% on any highway related project (FHWA)
- e) Cost increases less than 20% on any bike trail/path related project (FHWA)

MNDOT STIP AMENDMENTS

A typical reason for a TIP amendment is when the state intends to amend the STIP affecting projects in the ROCOG planning area. The following is taken from the most recent MnDOT Guidance for STIP Amendments. (current as of April 15, 2015).

1. A project not listed in the current, approved STIP is added to the current year.
2. There is an increase in the total cost of a project and the increase exceeds the

following guidelines:

Cost of Project	Amendment needed if the Increase is more than:
> \$1 Million to \$3 Million	50%
> \$3 Million to \$10 Million	35%
> \$10 Million to \$50 Million	20%
> \$50 Million to \$100 Million	15%
over \$100 Million	10%

Note: No amendment is needed for a project of \$1 Million or less if the Percentage increase does not result in a total cost greater than \$1 Million

3. A phase of work (preliminary engineering, right-of-way, construction, etc) is added to the project and increases the project cost. No formal amendment is needed for adding a phase of work that does not increase project cost.
 4. Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Alternatives (TA), or Highway Safety Improvement Program (HSIP) funds are added to a project.
 5. The project scope is changed (e.g., for a bridge project – changing rehab to replace; e.g., for a highway project – changing resurface to reconstruct).
 6. There is a major change to project termini (more than work on bridge approaches or logical touchdown points).
-