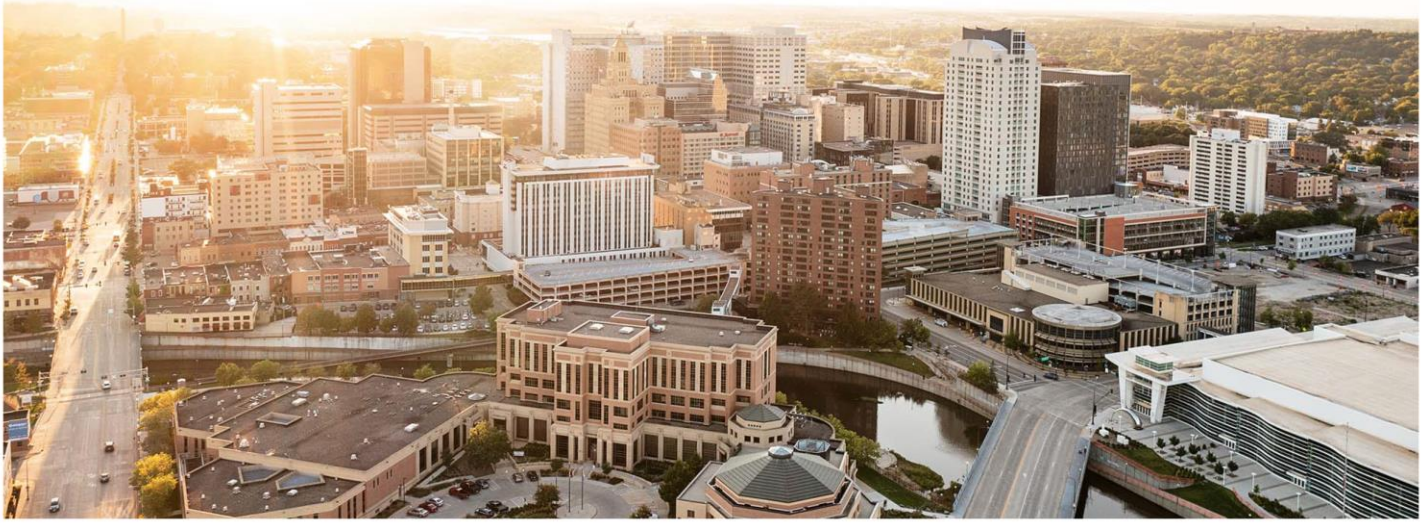

Rochester-Olmsted Council of Governments

(ROCOG)

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TRANSPORTATION IMPROVEMENT PROGRAM

FY 2024-2027

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

ADOPTON:

2122 Campus Drive SE, Suite 100

Rochester, MN 55904

Website: rocogmn.org

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Rochester-Olmsted Council of Governments (ROCOG)

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DEPARTMENT OF TRANSPORTATION

ROCOG
ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS

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Resolution No. 2022-13

ROCOG
ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS

RESOLUTION ENDORSING THE FY 2024 -2027 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 2024-2027 Transportation Improvement Program, dated September 2023, 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;

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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 2024-2027 Transportation Improvement Program has been given due consideration by the ROCOG Policy Board and finds that projects in it are consistent with the ***ROCOG Long Range Transportation Plan 2045***; therefore be it

RESOLVED, that the Rochester-Olmsted Council of Governments approves the FY 2024-2027 Transportation Improvement Program, dated September 2022, 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_____, seconded by_____, this ____ day of September, 2023.

ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS

By: _____ Chairman

ATTEST: _____ Dated: _____

Ben Griffith, AICP, Executive Director, ROCOG

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Resolution No. 2022-14

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

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

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

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

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

WHEREAS, ***LRTP 2045*** includes an assessment and recommendations for short and long-range multi-modal transportation needs in the ROCOG Metropolitan Planning Area; and

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

NOW, THEREFORE, BE IT RESOLVED, that the ROCOG Policy Board certifies that ***ROCOG Long Range Transportation Plan 2045*** is currently held valid and consistent with current transportation and land use considerations in the ROCOG Metropolitan Planning Area.

Upon motion by _____, seconded by _____, this ___ day of _____.

ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS

By: _____ Chairman

ATTEST: _____ Dated: _____

Ben Griffith, AICP, Executive Director, ROCOG

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DISCLAIMER

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

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

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

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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 via the methods described above.

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GLOSSARY

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

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

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

Amendment: A change 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 2023 Federal Fiscal Year (September 30, 2023). The annual listing will represent 2023 projects as part of the 2024-2027 TIP.

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

Bipartisan Infrastructure Bill (BIL): Also known as (see) Infrastructure Investments and Jobs Act

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 (FAST) 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.

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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 17.

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

Infrastructure and Investment Jobs Act (IIJA): The Infrastructure and Investment Jobs Act (Public Law 117-58, also known as the "Bipartisan infrastructure Law" of 2021 provides over $550 billion for fiscal years 2022 through 2026 in new Federal investment in roads, bridges, mass transit, bicycle and pedestrian facilities and resilience.

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

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

Jurisdictions: The member units of government which are within the MPO's planning area. The member jurisdictions include the following: Olmsted County; its townships; and the cities of 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.

Moving Ahead for Progress in the 21st Century (MAP-21): Moving Ahead for Progress in the 21st Century, authorized Highway Trust Fund programs for 27 months, covering Federal Fiscal Years 2012-2014. This act authorized more than $105 billion in federal funding for highway, transit, safety and innovative financing programs during this period — maintaining overall funding at 2012 levels with a small inflationary increase.

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

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

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

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

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

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

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

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

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

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

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

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.

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ACRONYMS

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

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

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FUNDING AND FINANCING SOURCES

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

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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

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Transportation Program Specialist

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Rochester Public Transit

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Physical Development Manager

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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) funded in whole or in part with federal transportation dollars. Decisions about transportation investments require collaboration and cooperation between different levels of government, neighboring jurisdictions, and agencies. The TIP reports how the various jurisdictions and agencies within the ROCOG MPA have prioritized their use of limited Federal highway and transit funding.

TIP's in Minnesota are developed and approved annually and are coordinated with development of the State Transportation Improvement Program (STIP) by MnDOT to insure a matched list of local projects are included in the TIP/STIP. MPOs in Minnesota work in cooperation with the state department of transportation and local public transit agencies in development of the TIP and STIP. The TIP and STIP identify the upcoming four years of federally funded and regionally significant transportation projects.

Projects identified in the TIP implement recommendations identified in ROCOG's Long Range Transportation Plan (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 receiving federal transportation financial assistance, that transportation projects in urbanized areas of 50,000 or more in population be identified through a continuing and comprehensive urban transportation planning process undertaken cooperatively by the states and local governments — the genesis of the so-called 3C, "continuing, comprehensive and cooperative planning process."*[1]

[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/

MPOs assist 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 manner consistent with regional needs, as outlined in a long-range metropolitan transportation plan.

The core area of planning conducted by an MPO is the urbanized area, which is one type of urban area defined by the 2010 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 and their boundaries are initially identified and defined by the U.S. Census Bureau as part of the Decennial Census update. This initial boundary is subject to review and adjustment by local officials, which is reviewed and approved by the FHWA, resulting in the official Adjusted Urban Area Boundary (known as the UZA). The UZA boundary is used to determine the type of federal transportation funding 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 termed the 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. Federal transportation legislation law in effect in the late 1990s known as ISTEA gave MPOs the option to choose the Census-defined Metropolitan Statistical Area (MSA) anchored by its urbanized area as its MPA. ROCOG chose to pursue this option in 2001, and the expansion of the MPA was approved in 2003.

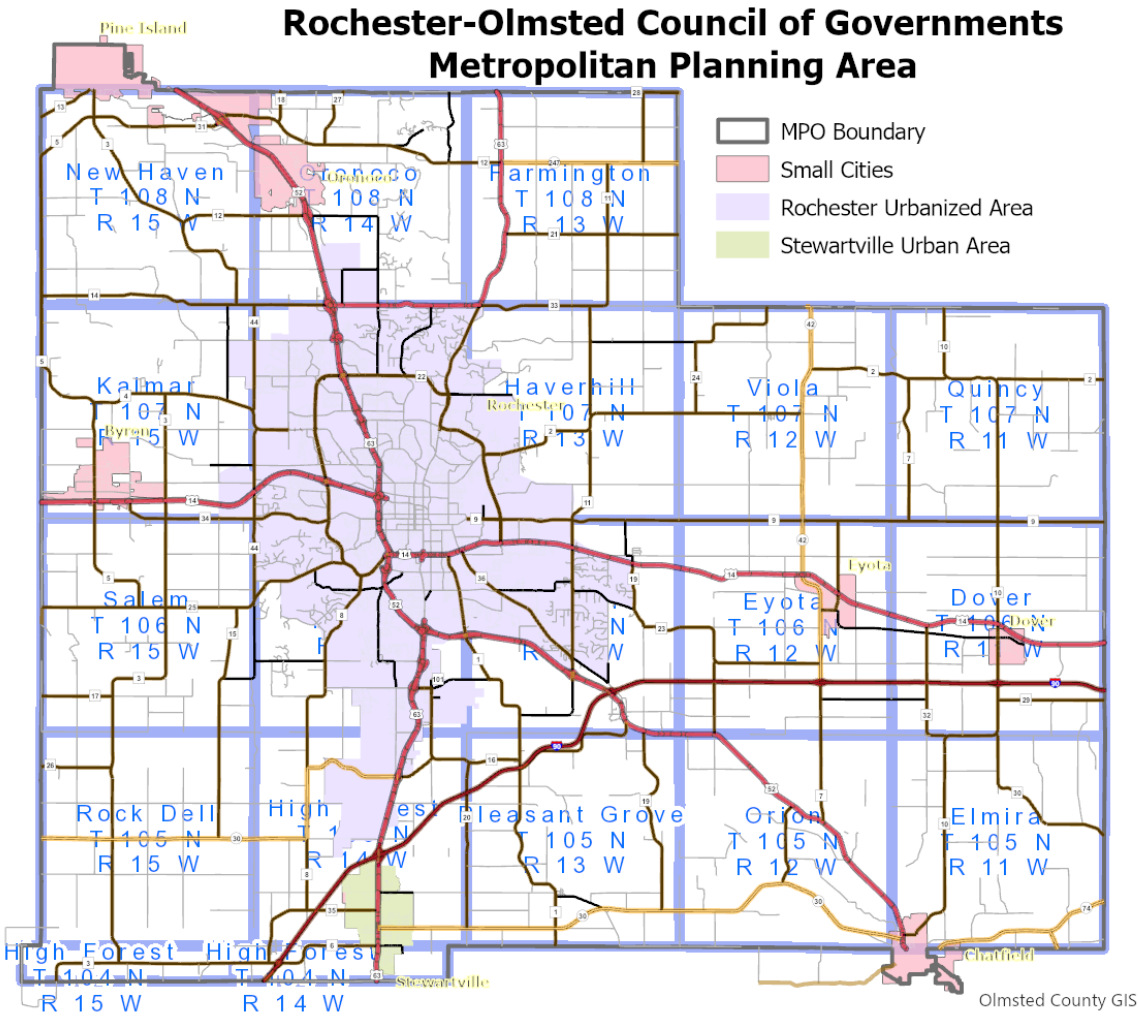
As a result, ROCOG's MPA boundary includes the entirety of Olmsted County, along with the cities of Pine Island and Chatfield (which extend into Goodhue and Fillmore Counties, respectively). The MPA area is significant because of the close economic relationship of cities and townships in the MPA with the central city of Rochester and the proximity and importance of existing and future transportation assets of regional significance to communities throughout the MPA.

[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

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;
- Urban Areas besides the City of Rochester
- Cities within the MPA; and
- Olmsted County townships within the MPA.

FIGURE 1: ROCOG PLANNING AREA



The ROCOG Policy Board has 16 members:

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

GOVERNANCE AND ORGANIZATIONAL STRUCTURE

Figure 2 provides an overview of ROCOG's organizational structure. ROCOG is served by a permanent Transportation Technical Advisory Committee (TTAC), an Executive Committee, staff and Ad Hoc committees that may be organized from time to time.

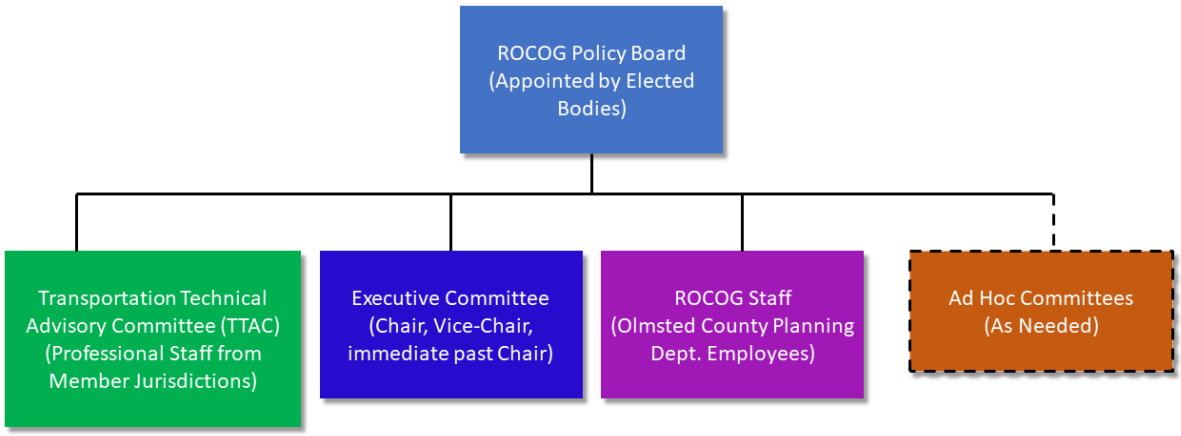


FIGURE 2: ROCOG ORGANIZATIONAL CHART

TTAC is composed of professional staff from ROCOG, City of Rochester Public Works, Olmsted County Public Works, Rochester Public Transit, Stewartville and Byron Engineering, MnDOT Central Office, MnDOT District 6, Township Maintenance Officials, and FHWA. These TTAC members provide jurisdictional perspective and their technical

expertise on issues and provide advice and recommendations to the ROCOG Policy Board to assist in its decision-making. The recommendations of TTAC are not binding on the ROCOG Policy Board.

The ROCOG Executive Committee consists of the ROCOG chair, vice-chair, and immediate past chair. The Executive Committee's main purpose is to review and approve minor changes to the TIP (known as administrative modifications) that do not require a formal amendment. The Executive Committee can also call special meetings of the ROCOG Policy Board.

ROCOG is staffed by employees of the Olmsted County Planning Department. The Planning Director serves as Executive Director of ROCOG. ROCOG staff organize the work of the MPO, ensuring that it is done in accordance with state and federal requirements, and prepare reports and recommendations for the Board and TTAC.

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

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

ROCOG encourages participation of all citizens in the region's transportation planning and programming process. Opportunities for citizen participation are guided by the ROCOG Public Involvement Policy. Additionally, ROCOG has two members of the General Public on the Policy Board, and all Policy Board meetings are open to the public.

ROCOG makes efforts to encourage and promote diversity in its outreach. To encourage participation in its committees, ROCOG reaches out to community, ethnic, and faith-based organizations to connect with all populations. ROCOG has periodically 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. Further goals and strategies to actively engage minority populations are included in the Public Involvement Policy.

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MPO ROLE IN PLANNING PROCESS

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

- Maintaining a certified "3-C" transportation planning process that is continuing, cooperative, and comprehensive.
- Coordinating its planning and implementation activities with all local, regional, and state transportation partner agencies.
- Undertaking an effective public participation process, which ensures meaningful public input is part of the decision-making process for plans and programs.
- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.
- Planning for an accessible multimodal transportation system that meets the needs of the community based on consideration of the ten Planning Factors identified in legislation, which are described in the next section.

PLANNING FACTORS

The 2021 Infrastructure Investment and Jobs Act (IIJA) identifies ten planning factors in 23 CFR 450.306(b) that must be considered in the transportation planning process by MPOs. The process used to select projects to be programmed through the TIP is informed by consideration of these factors:

(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness along with productive and efficient local economic activity;

(2) Improve the safety of the transportation system for motorized and non-motorized users;

(3) Increase the security of the transportation system for motorized and non-motorized users;

(4) Increase accessibility and mobility of people and freight;

(5) Protect environment, promote energy conservation, improve the quality of life, and promote consistency between system improvements and development patterns;

(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

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(7) Promote efficient system operation and management;

(8) Prioritize the preservation of the existing transportation system;

(9) Improve the resiliency and reliability of the transportation system; and

(10) Enhance travel and tourism.

TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a federally mandated, annually prepared document that identifies transportation projects in the MPA that are recommended for federal funding during the four year time horizon of the regional investment program. Projects listed in the TIP include information regarding cost, funding sources, location and timing.

The projects included in each year's TIP are derived from the area's Metropolitan Transportation Plan (MTP) (formerly known as the Long Range Transportation Plan (LRTP)) and informed by the State Transportation Plan, and are aimed at meeting the long-range transportation needs of the MPA.

The TIP process involves annual solicitation of projects from agencies and jurisdictions, based on expectation that a targeted level of federal funding will be available. ROCOG coordinates the review and selection of projects to receive funding in order to create a comprehensive list of the area's federally funded transportation improvements planned for the next 4 years.

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

Projects programmed into the TIP must comply with regulations issued by FHWA and FTA. Projects can be revised or amended at any time during the program year by action of the MPO Policy Board. Projects in the TIP represent a commitment on the part of the implementing jurisdiction or agency to complete those projects.

The TIP serves as a management tool for monitoring the progress of implementing the LRTP and provides a process for prioritizing implementation of transportation projects – including any changes in priorities from the previous TIP that were implemented – and provides a reporting mechanism to identify any significant delays in the planned implementation of projects.

Projects selected for inclusion in the TIP are advanced for inclusion in the MnDOT District 6 Area Transportation Improvement Program (ATIP) and subsequently in the Minnesota Statewide Transportation Improvement Program (STIP).

REGIONALLY SIGNIFICANT PROJECTS

In addition to the projects using federal money, federal regulations require the MPO include in their annual TIP "all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53. Examples could include the addition of an interchange on the Interstate System using only State, local, and/or private funds, or Congressionally Designated Projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). Federal regulations have left the determination of "regionally significant" transportation projects up to individual MPOs.

ILLUSTRATIVE PROJECTS

Illustrative Projects are those projects that were not included in the fiscally constrained Long Range Plan or four-year TIP project list due to limited funds, but which are in an early stage of project development could be advanced during the four-year period or if sufficient funding was identified. Such projects may be considered for moving into the TIP if funds become available and are sufficient to meet or complete a total funding package for a project. As with all TIP projects, Illustrative Projects must conform to the goals and priorities outlined in the LRTP and should already be identified in the LRTP.

ADVANCE CONSTRUCTION PROJECTS

A common financing practice known as "Advanced Construction" (AC) may be used in order to maximize the area's ability to expend federal funds. This practice allows project sponsors to build a project in an earlier year (FY) than the year federal funds were programmed under an agreement where the project sponsor will advance local or state funds to pay for construction and be reimbursed with federal funds in the fiscal year the federal funds were programmed. AC projects are typically listed in both the construction year and the TIP year in which federal funds are expected to become available to reflect the reimbursement of eligible project costs.

CONSISTENCY WITH OTHER PLANS

Table 1 provides a list of the important modal transportation plans that inform the programming of projects in the TIP. A short description of each follows the table.

TABLE 1: SUMMARY OF ROCOG AREA TRANSPORTATION PLANS

Transportation Plan	Date Approved
Long Range Transportation Plan	Sept. 2020
Transit Development Plan	December 2022
Public Involvement Policy	May 2022
Active Transportation Plan	Nov. 2022

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LONG RANGE TRANSPORATION PLAN (METROPOLITAN TRANSPORTATION PLAN)

The LRTP documents the recommendations that have evolved from the ongoing, multimodal transportation planning process in the MPA. 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 investment needs.

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 be identified in the LRTP either as specific projects or as part of ongoing program that is reflected as a category of investment in the LRTP. In addition, the TIP must be consistent with other plans developed by the MPO, which can include the following types of plans.

TRANSIT DEVELOPMENT PLAN

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

In the ROCOG MPA, Rochester Public Transit (RPT) is the public transit provider. RPT is a division within the City of Rochester Department of Public Works and produces the TDP. The last TDP was adopted in 2022.

ROCOG participates in the development of the TDP because a significant share of operating and capital funds for RPT comes from federal funding sources which are identified cooperatively between RPT and the MnDOT Office of Transit and Active Transportation and must be included in the TIP. The goals of the TDP are consistent with the overall transit goals identified in the LRTP. The TIP helps to implement the TDP by identifying the federally funded and regionally significant transit investments RPT will make in the next 4 years.

PUBLIC INVOLVEMENT POLICY

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

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ROCHESTER ACTIVE TRANSPORTATION PLAN

This plan was adopted by the City of Rochester in 2022 and identifies needed pedestrian and bicycling infrastructure that will improve system connectivity and increase the usability of the network for both recreation and transportation. The plan's vision for active transportation in the City is to "Provide equitable freedom of movement. Walking and bicycling in the City of Rochester are primary modes of transportation that are safe, convenient, and enjoyable." ROCOG coordinates federal funding with the City of Rochester to help deliver regional active transportation network projects.

PROGRAMMING THE TIP

Eight Area Transportation Partnerships (ATPs) have been established throughout the state to manage the programming of Federal transportation projects in each of the MnDOT Districts. Each of these ATPs is responsible for developing a financially constrained Area Transportation Improvement Program (ATIP) and are incorporated into the financially constrained statewide STIP. MnDOT District 6 is represented by the Southeast Minnesota Area Transportation Partnership.

As the designated MPO for the Rochester urbanized area, ROCOG must develop its own TIP that is incorporated into the ATIP and, subsequently, the STIP. The STIP must be consistent with the TIP. Project selection is discussed further in Chapter 2.

FUNDING SOURCES

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

Funding sources are identified in the Project Tables by the acronym in parentheses after each funding name listed below. The list below is for general reference and strives to be inclusive of all potential sources. Not every funding source listed below is necessarily found in the project lists of the current TIP.

BONDS (BF): Indicates that projects are being funded with monies raised through the issuance of transportation bonds by the state of Minnesota.

Bridge Replacement Off-System (BROS): Federally funds directed into the Off-System Bridge Replacement Program intended to reduce the number of deficient bridges within the state on under the jurisdiction of a public authority on roadways not classified as a federal aid roadway and open to the public.

Carbon Reduction Program (CRP): As a program created by the Infrastructure Investment and Jobs Act (IIJA) the purpose of the program is to reduce carbon dioxide emissions from on-road highway sources. As a requirement of the funds, Minnesota

must ask for, select and obligate eligible projects. This requires teamwork, coordination and cooperation at all levels of government. Additional, federal establishment clauses require a specific amount, or sub-allocation, be programed or spent in each MPO, including ROCOG. The projects listed in this document are all funded with such MPO specific allocation.

DEMO: Various federal programs including NHPP, the National Corridor Improvement Program, Projects of National & Regional Significance and Earmark projects and all projects that have a Demo ID (indicating a Demonstration Project).

Early Let Late Encumbrance (ELLE): The ELLE process is a tool used to manage project delivery and fluctuations in funding. This process is used on MnDOT projects only and affects both the federal and state funding targets and the State Road Construction Budget in the year of funding availability. ELLE projects are let in one state fiscal year (July 1 to June 30) and awarded (i.e., funds actually encumbered) in the following fiscal year. The advantage of ELLEs are that it allows the project to be let and encumbered in advance of funding availability so that work can begin as soon as the next SFY begins.

FEDERAL TRANSIT ADMINISTRATION (FTA; 5307, 5310, 5311, 5339): Federal transit funding is managed in several ways. The largest amount is distributed to the states by formula while other federal transit programs select recipients through a discretionary project selection process. Transit allocations distributed to the states by formula may be administered by the state, but in some cases are granted directly to the transit agency. Projects identified as FTA-funded in the TIP are generally funded through one of several subcategories typically referenced by number (5307, 5310,etc) that represent different programs administered by the FTA to provide either capital or operating assistance to public transit providers.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP): The Highway Safety Improvement Program is aimed at achieving a significant reduction in traffic fatalities and serious injuries on all public roads and use of HSIP funds is guided by a state's Strategic Highway Safety Plan (SHSP). In Minnesota HSIP funds are allocated based upon merit by MnDOT's Office of Traffic Safety and Technology, with 30% of funding directed to MnDOT projects and 70% to local projects. The Federal share is 90% (for certain projects it can be 100%), and up to 10% of a state's HSIP funds can be used to help fund other activities including education, enforcement, and emergency medical services.

HIGHWAY RAIL GRADE CROSSING & RAIL SAFETY (RRS): Railroad-highway grade crossing safety is funded under 23 USC Section 130. The current Federal participation for railroad-highway grade crossing safety improvement projects is 100

percent of the cost of warning system. Normally it is expected that the local road authority will pay for roadway or sidewalk work that may be required as part of the signal installation. Limited amounts of state funds are available for minor grade crossing safety improvements.

LOCAL FUNDS (LF): Funding identified as LF in the TIP indicate project funding that is raised locally and provided by a local county, city or town to the project. Projects that are identified as regionally significant typically are funded with 100% local funds, until state and federal funding is identified.

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

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

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

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP): The Surface Transportation Block Grant Program provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus

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terminals. States and localities are responsible for a minimum 20% share of project costs funded through this program.

Transportation Alternatives (TA): The Transportation Alternatives (TA) program is a revision of the former Transportation Enhancements program under SAFETEA-LU (2005) and now additionally funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bicycles, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related to Safe Routes to School (SRTS) activities. States and localities are responsible for a minimum 20% of TA funds applied to projects. States may also transfer up to 50% of TA funds to NHPP, STBGP, HSIP, Congestion Mitigation and Air Quality (CMAQ), and/or metropolitan planning. Local ATPs oversee selecting projects for the solicitation.

Other: Funding identified as "other" could include funding from State of 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 which demonstrates that projects in the TIP can be implemented using existing and anticipated revenue sources while the existing transportation system is being adequately maintained and operated.

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

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

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

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ENVIRONMENTAL JUSTICE

This TIP also includes an Environmental Justice (EJ) evaluation to determine if programmed projects have the potential to 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 May 2022. The process provides stakeholders a reasonable opportunity to comment on the TIP.

Chapter 7 provides a more comprehensive look at public involvement used in developing the FY 2023-2026 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;

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- 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.

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2 | PROJECT SELECTION

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

As with the previous federal transportation bills, IIJA continues to call for the prioritization of projects on a statewide basis, which leads to the development of a Statewide Transportation Improvement Program (STIP). The statewide program is informed by those projects developed at the local level.

MNDOT DISTRICT 6 ATP (SOUTHEAST MINNESOTA AREA TRANSPORTATION PARTNERSHIP)

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

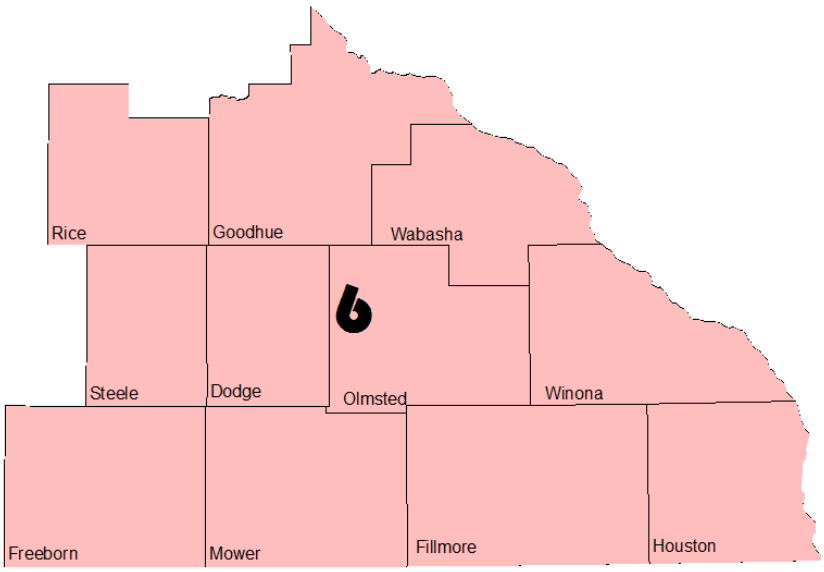

FIGURE 3: MEMBER COUNTIES OF MNDOT DISTRICT 6 ATP

Similar to the MPO, the purpose of the ATP is to solicit and prioritize projects in the larger region for receiving federal funding. This priority list is called the ATIP and is combined with the ATIPs from other ATPs in Minnesota by staff in the Central Office of MnDOT to create the STIP. Through the development of the TIP, ROCOG leads the selection of projects located within the MPA boundary, while the District 6 ATP leads the project selection process outside the ROCOG MPA boundary.

ELIGIBILITY OF ROADWAY AND TRANSIT PROJECTS

Under Federal rules highway funds are eligible to be spent on any road at or above the following classification on the federal functional classification map:

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

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

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

PROJECT SELECTION PROCESS

To be included within the MPO's TIP, a project must be identified directly and/or support one or more of the goals established with the MPO's 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 provides various services to local road authorities including traffic demand modeling as well as the review of traffic impact analysis prepared for developments and new road construction, the MPO remains informed of and even directly involved in the planning of many of the transportation projects in the MPA. ROCOG also sits on the District 6 ATP board, where the MPO casts votes and otherwise contributes to decisions made in awarding annual Transportation Alternative grants and prioritizing the projects that the ATP will fund using other STBGP resources. The District 6 ATP has about $14 million in federal funding to assign to projects each year within its 11 counties. ROCOG itself has direct control over approximately $3.03 million in this TIP cycle.

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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.
- **Safety** – the LRTP recognizes the adopted statewide Strategic Highway Safety Plan and the Olmsted County Highway Safety Plan, which identify emphasis areas as well as safety planning directions and strategies that help guide investment in safety measures. The County Highway Safety Plan and the MnDOT District 6 safety plan also identify prioritized lists of proactive safety improvement that have been developed through data-driven processes to inform safety investment.
- **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)
- **TSMO Planning Objectives** – the LRTP establishes planning objectives related to Transportation System Management and Operations (TSMO) which support the overall goals of the plan and guide investment in safe and efficient operations of the transportation network.

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3 | PERFORMANCE MEASURES AND TARGETS

Performance Measurement (PM) for state DOTs and MPOs was instituted under the MAP-21 Act adopted in 2012. MAP-21 directed the FHWA and the FTA to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure.

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

The FAST Act included requirements for state DOTs and MPOs to establish measurable targets for various performance measures to allow agencies to easily track and report progress. These requirements were carried forward in the Infrastructure Investment and Jobs Act (2021).

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

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

Figure 4 identifies the Interstate and National Highway System corridors found in the ROCOG MPA.

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

[3] The National Highway System (NHS) consists of those roadways delineated as important to the nation's economy, defense and mobility and was developed by the U.S. Department of Transportation in cooperation with the states, local officials, and MPOs.

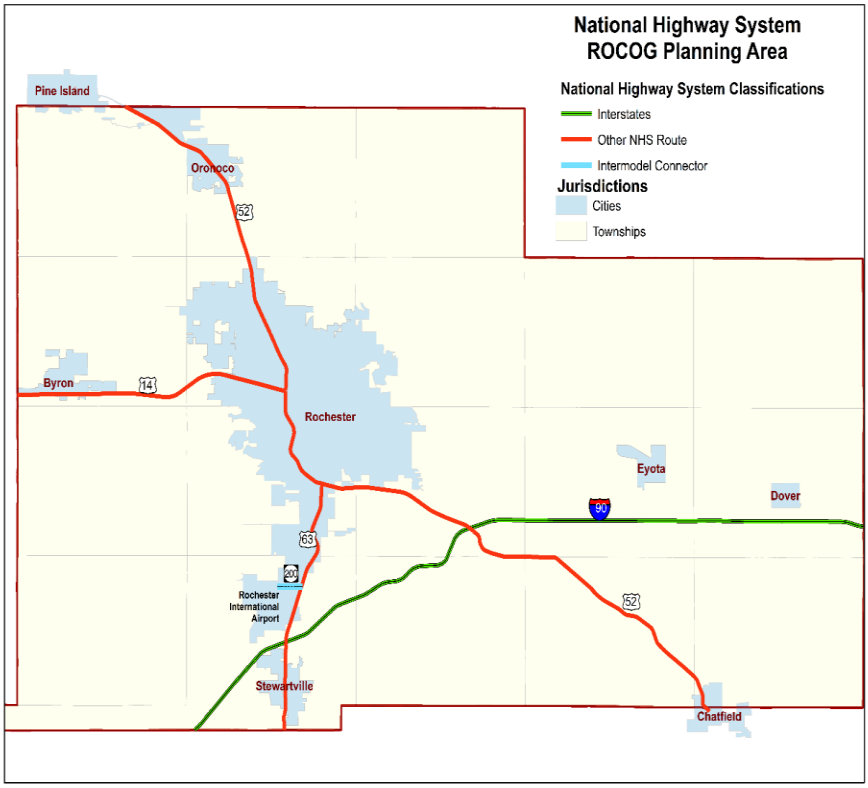


FIGURE 4: NATIONAL HIGHWAY SYSTEM IN THE ROCOG PLANNING AREA

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

PM1 - SAFETY

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

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

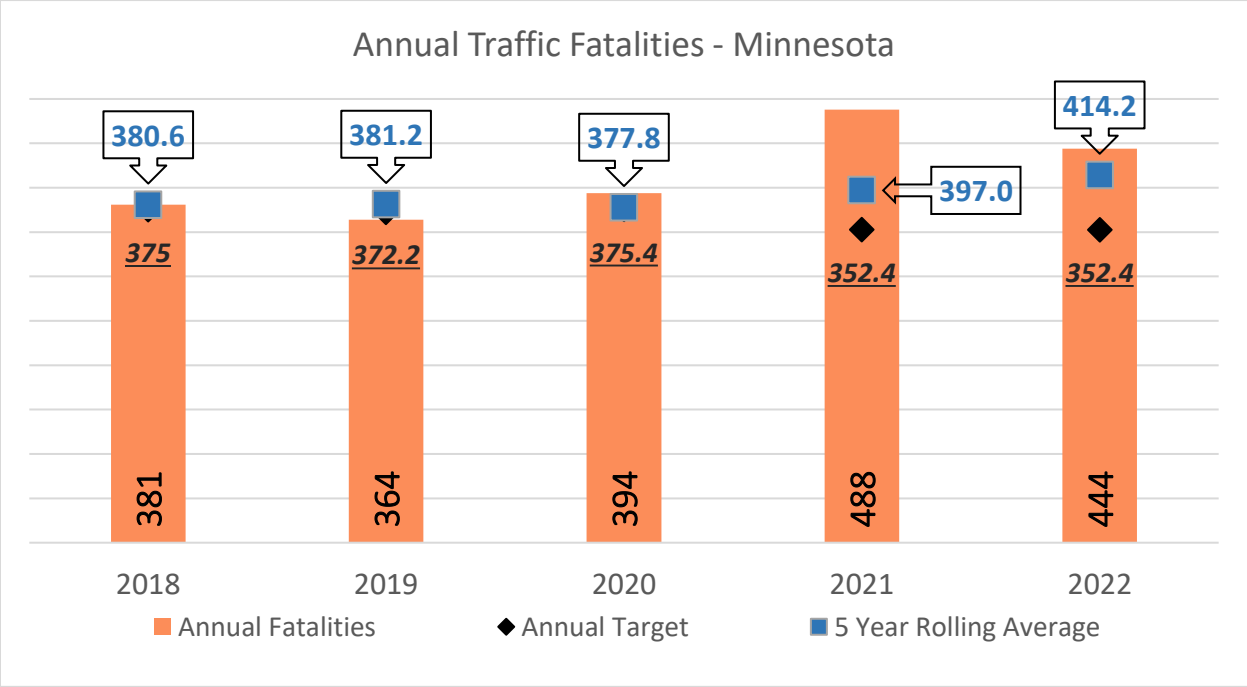
- Annual Total Number of Non-motorized Fatalities and Serious Injuries

Assessment of safety performance is based upon a using a five-year rolling average for each measure compared to the established annual target. Thus, in 2023, performance was reviewed based on the averaged results for 2018 through 2022 and how that compared to the performance target established in 2022. Revision of the target is based on assessing the trend observed over past years and whether continuation of recent trends, when projected forward, will reach future desired goals.

ANNUAL FATALITIES

Figure 5 and 6 report fatalities at both the statewide level and in the ROCOG MPA for the past five years, illustrating the total number of annual fatalities and the five-year rolling average over the prior 5 years for each year. Fatality numbers in Minnesota varied in a narrow range in the period 2017 to 2019, and then increased in 2020 by 8% and then by 23% in 2021, over 2020. Then dropped in 2022, by 9%. After two years of over 400 fatalities the 5 Year Rolling Average has begun to increase for 2018 through 2022, with the 414 rolling average now over 15% higher than the target.

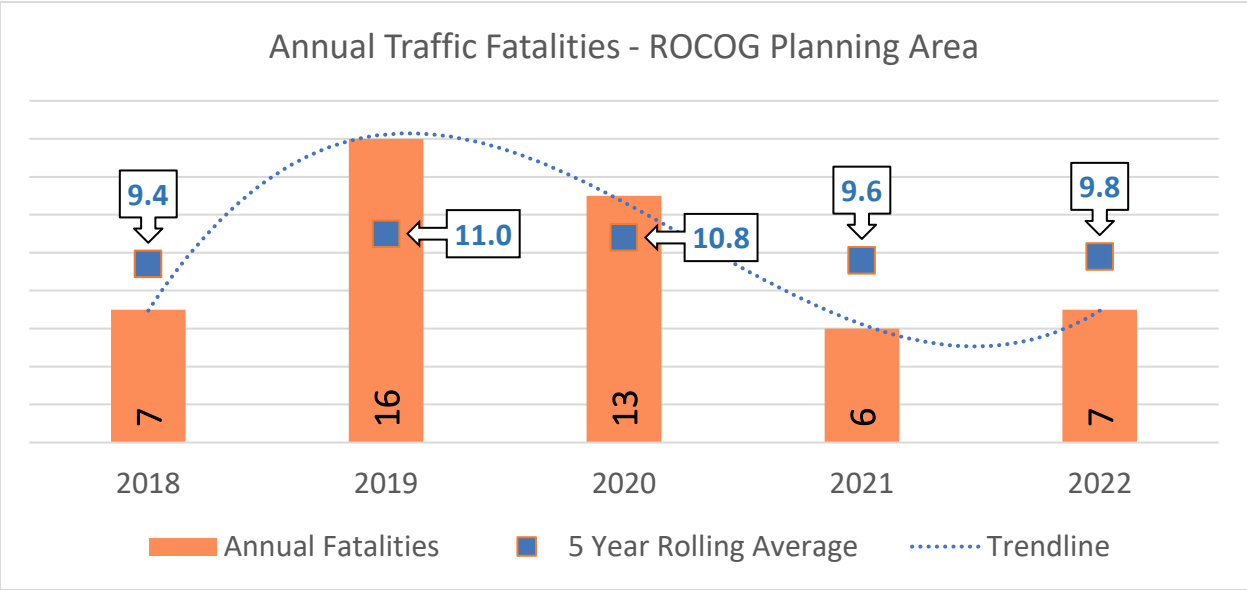
FIGURE 5: ANNUAL TRAFFIC FATALITIES IN MINNESOTA



In the ROCOG MPA absolute numbers have varied 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 number of total fatalities, which rose by

23% in 2021, the unofficial ROCOG MPA total declined by over 50% between 2020 and 2021.

FIGURE 6: ANNUAL TRAFFIC FATALITIES IN ROCOG PLANNING AREA



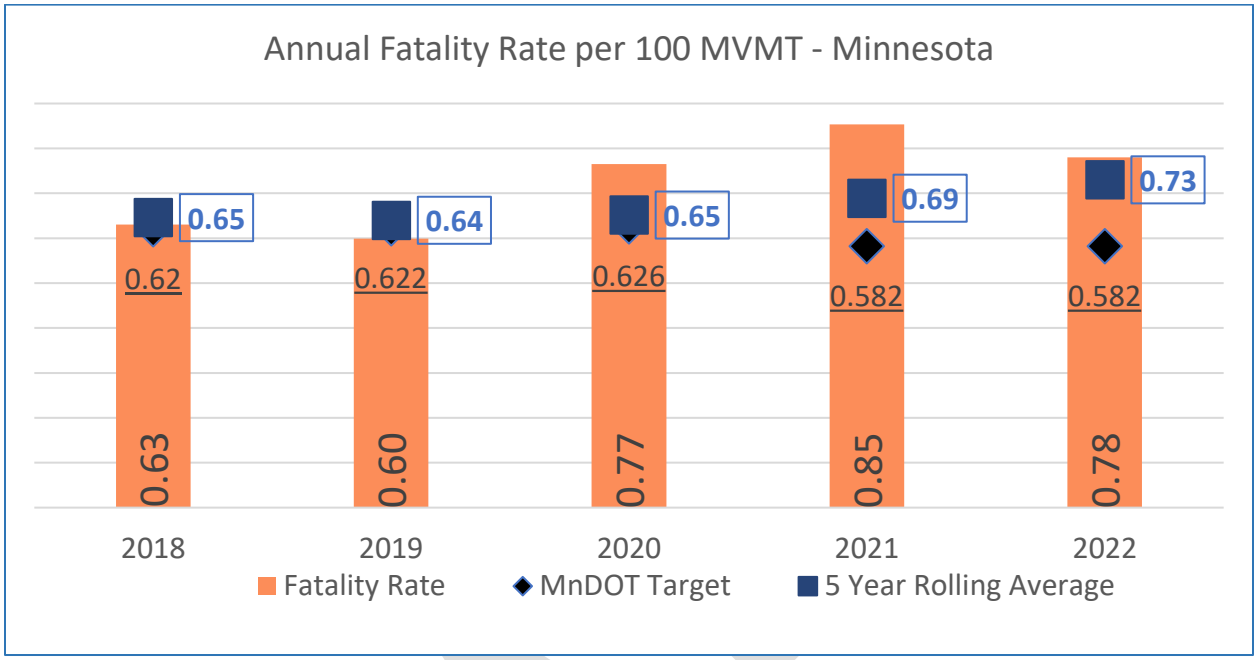
RATE OF FATALITIES

Figures 7 and 8 report statewide and MPA performance relative to the number of fatalities occurring per 100 million vehicle miles of travel, reported on both an annual basis and the five-year rolling average. As noted above, the PM-1 target for rate of fatalities applies to the five-year rolling average, with the annual result reported for information only.

The statewide 5 year rolling average for the rate of fatalities varied within a narrow band for 2018 to 2020, exceeding the target for each year in a range of 3% to 6%. However, the combined effect of increased crashes and reduced VMT in 2021 lead to the five year rate exceeding the target by 18.5%. 2022 repeated a similar increase despite the a drop in the annual rate.

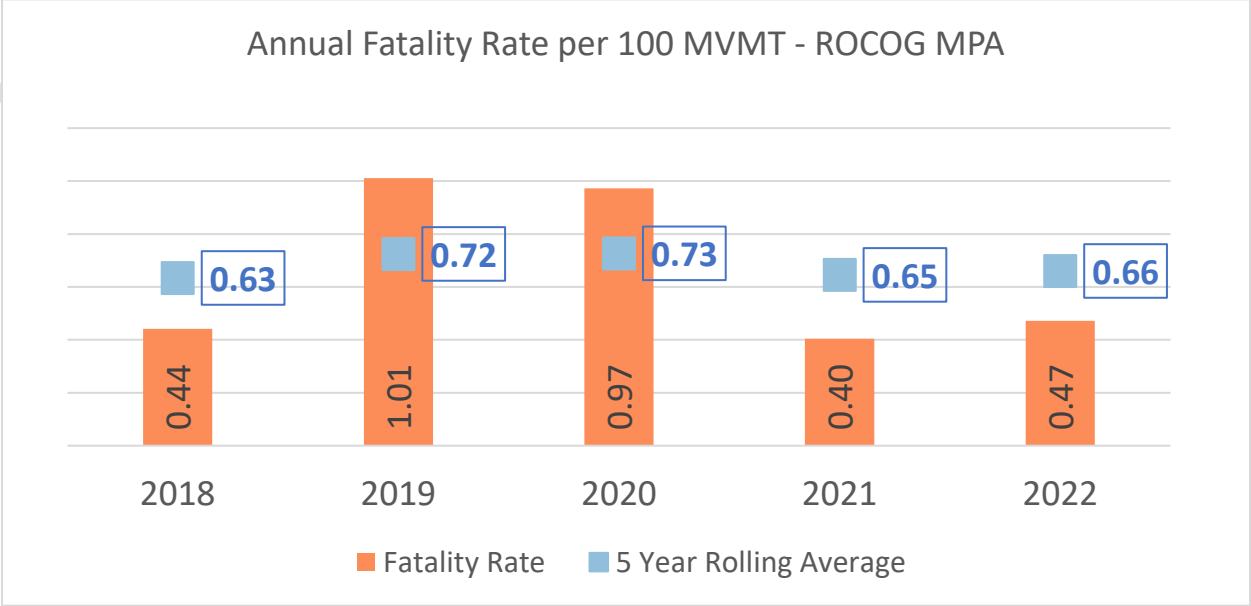
The number of fatalities and fatality rate deviated significantly from past trendlines in 2020 and 2021, which may have been due to changes in travel conditions such as higher speeds as a result of less traffic on highways in the state. Given the unique circumstances, 2021 targets have been retained for 2022 and through 2024.

FIGURE 7: FATALITY RATE PER 100 MILLION VMT - MINNESOTA



Even though fatalities in the ROCOG MPA in 2021 dropped, the fatality rate increased. With only one additional fatality in 2022, as compared to 2021, the five-year rolling average had a minor statistical increase.

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



ANNUAL NUMBER OF SERIOUS INJURIES

Figure 9 and 10 highlight the trends 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 5 Year rate of serious injuries as calculated based on the prior five years of experience.

FIGURE 9: SERIOUS INJURIES - MINNESOTA

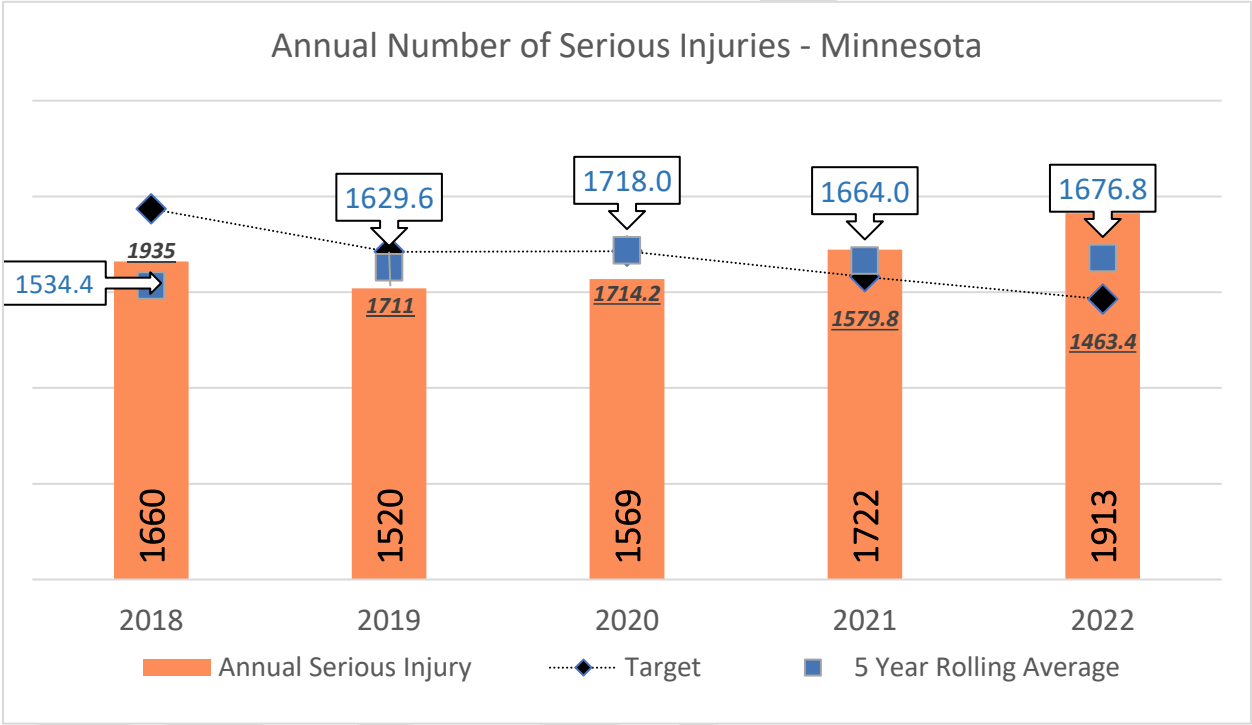
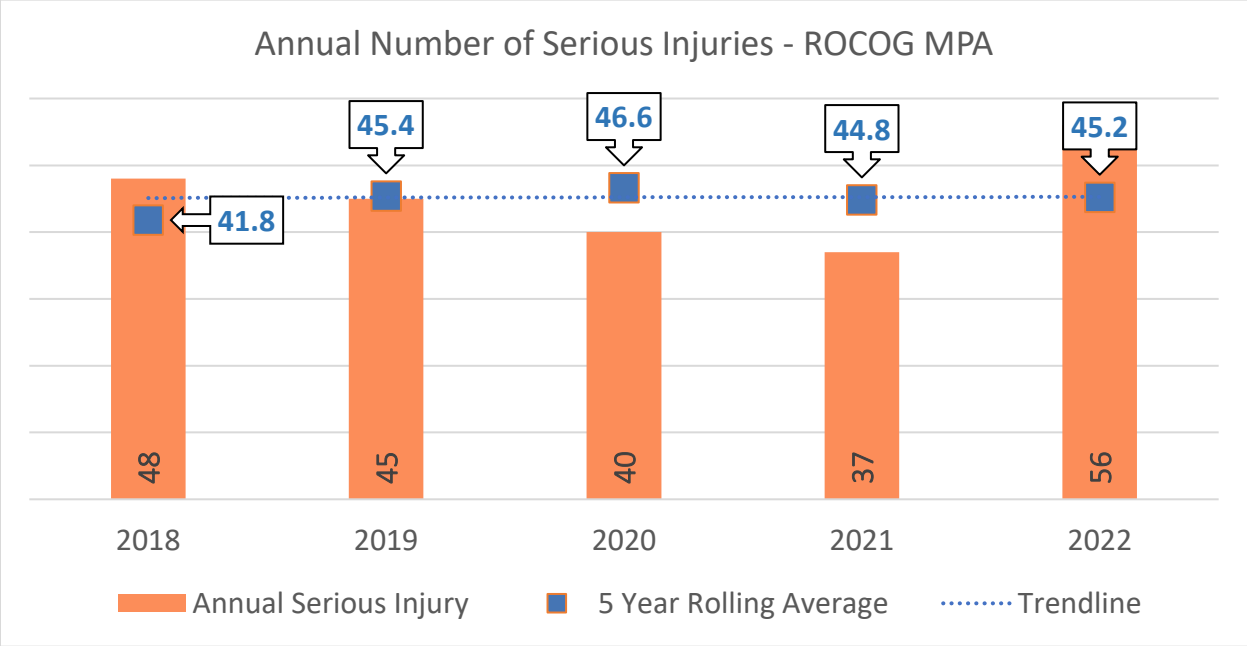


Figure 9 illustrates that the number of traffic related serious injuries in Minnesota have varied by about 25% over the last five years, from a low of 1,520 in 2019 to a high of 1,913 in 2022. The five-year rolling average rate of serious injury crashes increased by about 100 per year from 2017 to 2020, but then pulled back in 2021 to near the 2019 level. Although an increase in the actual number of crashes in 2022 did increase the five-year rate for 2022. It should be noted that the five-year rolling average in up to 2019 is reflecting data from years prior to 2016 in which data was collected under a different crash reporting system which consistently had much lower reported numbers (on the order of 30% lower) of serious injury crashes. As those lower numbers from earlier years are replaced with higher number seen in the newer reporting system, the five-year annual rolling average continues to increase until 2020 when 2021 figures began a new trend for the average.

FIGURE 10: SERIOUS INJURIES – ROCOG MPA



In the ROCOG MPA, the absolute number of serious injury crashes had exhibited a consistent downward trend up until 2022 when it has spiked to a significant new high of 56. The five-year rolling average has remained consistent between 2019 to 2022. As with state level, the five-year average features years prior to 2019 where information was collected under a different reporting system had consistent lower levels of serious injury crashes were reported. This leads to the apparent anomaly of absolute numbers decreasing for the period of 2017 to 2020 but the rate increasing, as significantly lower values in years before 2019 are replaced with consistently higher values in later years.

Rate of Serious Injuries Figures 11 and 12 reports statewide and MPA performance relative to the number of serious injuries occurring per 100 million vehicle miles of travel on both an annual basis and the five-year rolling average for this metric.

Figure 11 reports the statewide results. The five-year rolling average was below the performance established for the years 2017-2019 but rose in 2020 by about 8% when both the number of serious injury crashes increased and vehicle miles of traveled decreased, both of which contributed to the increase rate. In 2021, while the absolute numbers of serious injuries increased, vehicle miles of travel also increased, contributing to a decline in the rolling average. Serious crashes climbed again in 2022, resulting in both an increase in annual and five-year rates. After several years of the five-year rate being below the MnDOT target, the target is now well below the experienced five-year rate.

FIGURE 11: RATE OF SERIOUS INJURIES PER 100 MILLION VMT - MINNESOTA

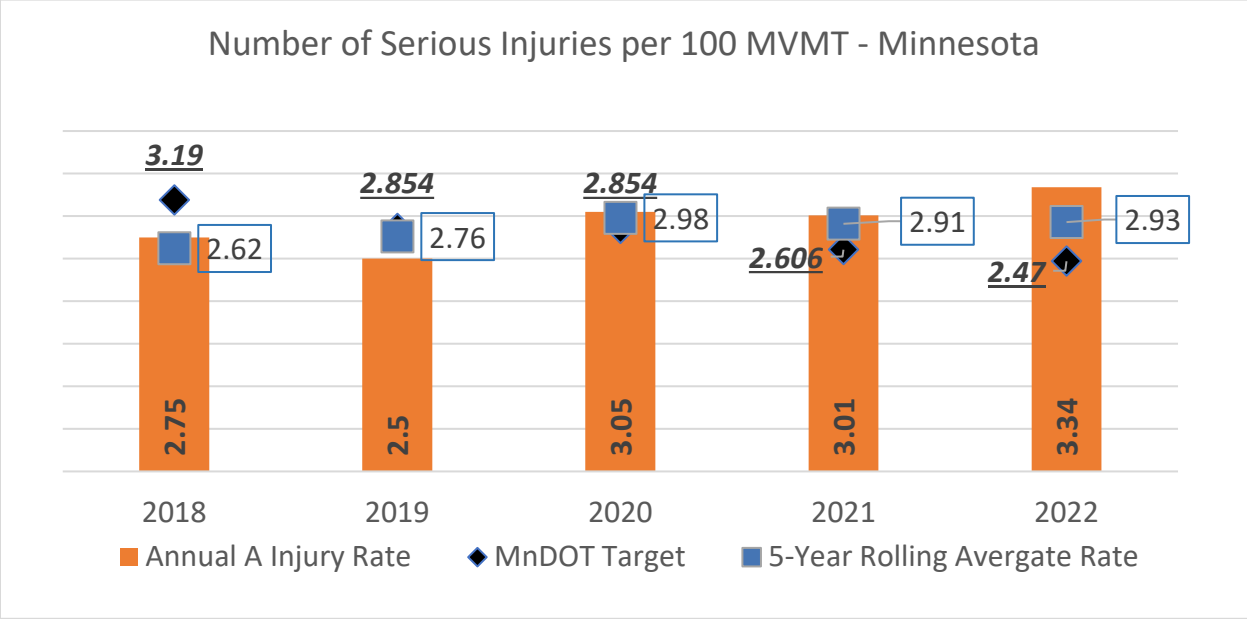
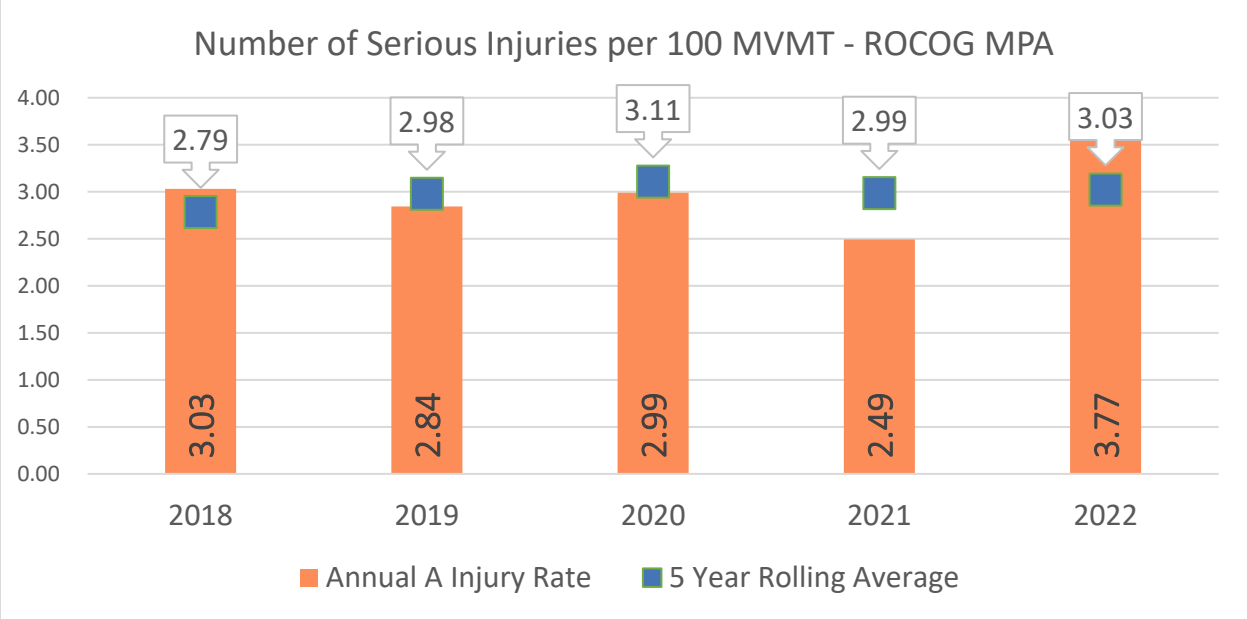


Figure 12 reports metrics on the Serious Injury rate for the Rochester MPA. Similar to the state pattern, the five-year rate increased each year from 2017 to 2020, though likely due to differing reasons. For 2017 to 2019, lower values from pre-2016 years are being replaced with higher values from the new reported system in post-2015 years. For 2020, the increase rate of serious injury resulted from a significant decline in VMT even through the absolute number of serious injuries declined. The spike in actual crashes in 2022 in the planning area has resulted in a peak new annual rate and a rise of 34% as compared to the 2021 in the five-year rate.

FIGURE 12: RATE OF SERIOUS INJURIES PER 100 MILLION VMT – ROCHESTER MPA



NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES

Figure 13 illustrates that at the statewide level a continuous decline it the absolute number of non-motorized fatalities and serious injuries that began in 2016 was interrupted in 2021 and has continued to climb in 2022. While the rolling five-year average did decline 2021, the 2022 count increase has resulted in a pump in the five-year average. The decline of the five-year average up until 2021 is influenced by pre-2016 data, particularly 2015 data, which dropped off the 5 year average in 2020.

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

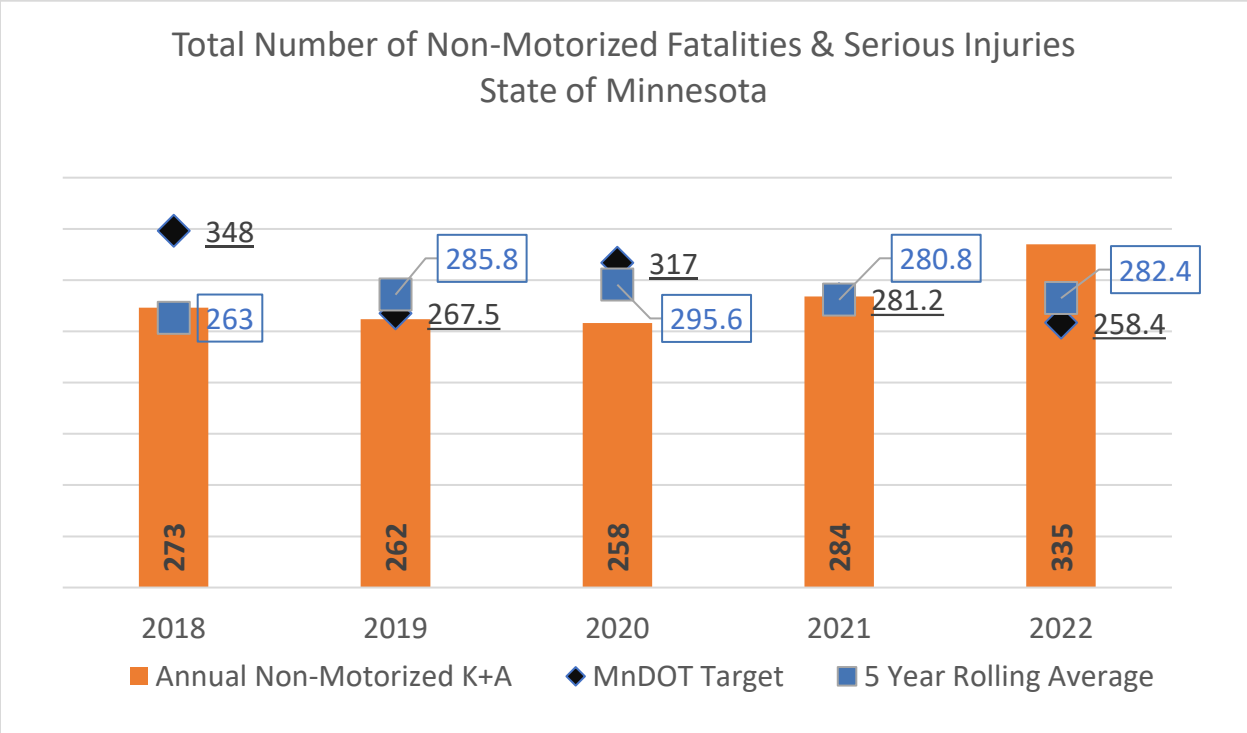
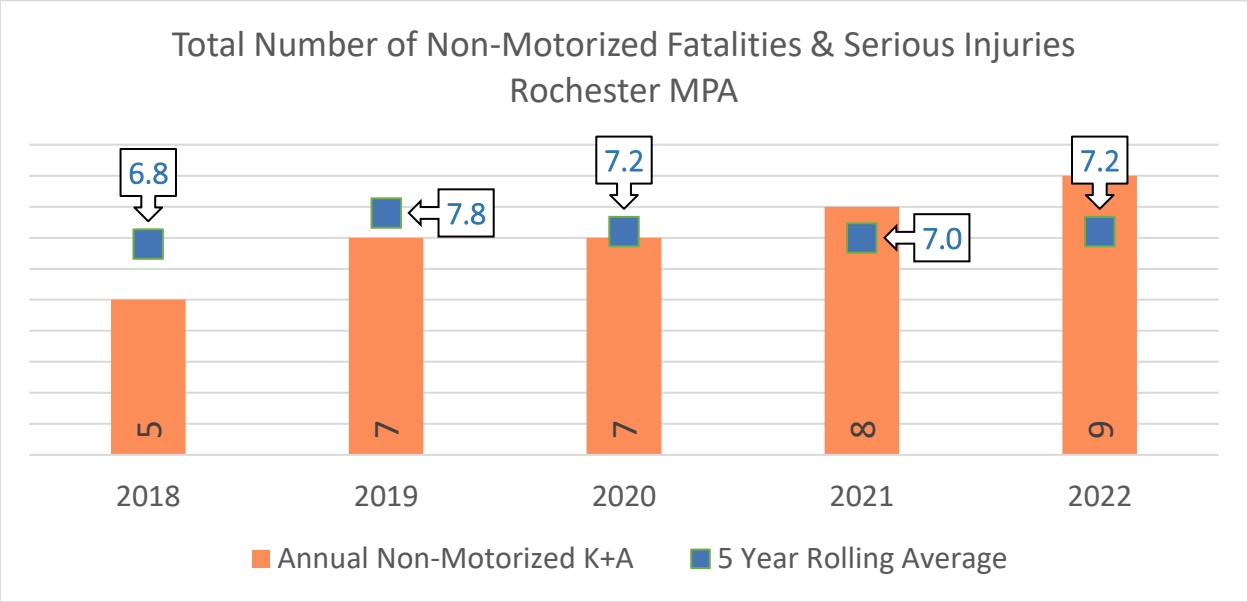


Figure 14 illustrates that in the ROCOG MPA, the absolute number of non-motorized fatalities and serious injuries has varied within a relatively small absolute band (5 to 9 annually) while the five year rolling average also varied within a narrow band of 6 to 7.8, here again influenced by differences observed in the pre- and post-2016 databases, with 2015 data also showing an elevated level of incidents in the ROCOG as was observed in the statewide data.

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.

FIGURE 14: TREND IN TOTAL NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES – ROCHESTER MPA



2022 TARGETS FOR PM-1: SAFETY

Table 2 outlines the specific safety performance measure and lists the 2024 targets for each measurement that have been established by MnDOT in cooperation with local partners, and which are supported by ROCOG.

TABLE 2: PERFORMANCE MEASURE 1 - SAFETY MEASURES AND TARGETS

Target	MnDOT's Targets 2024
Number of Fatalities	352.4
Rate of Fatalities per 100 million VMT	0.582
Number of Serious Injuries	1,463.4
Rate of Serious Injuries per 100 million VMT	2.470
Number of Non-Motorized Fatalities and Serious Injuries	258.4

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 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.

Increases in crash numbers and crash rates across the various performance measures at that statewide level reflect changes in travel behavior, particularly related to speeding and the increase in very high speeds observed, that may be the cause of increase in fatalities and serious injury from 2020 to 2022. The incidence of high speeds are believed to be a result of impacts from the COVID pandemic, which significantly reduced vehicle miles of travel in 2020 which have since risen but 2021 and 2022 VMTs are consistent. The resulting decrease in density of traffic on major roads and highways appear to be a major contributing factor to increase speeds and the resultant uptick in crashes.

Because of the uncertainty of whether this pattern of behavior will persist, MnDOT and its MPO Partners have chosen to keep performance targets set at pre-pandemic levels at least for 2023 and 2024, to see whether traffic and resultant crash numbers will return to pre-2020 levels going forward. It should also be noted that 2021 was the first year where the influence of the changeover between the pre and post-2016 crash reporting data systems was totally eliminated from the five year rolling average calculations, which may lead to more consistency in reported going forward in the future.

In terms of safety performance results in the ROCOG MPA, the area has seen year to year fluctuation in the number of fatalities within a band of 8 to 16 per year; for 2022 the total of 7 fatalities was one of the lowest years on record and its fatality rate was significantly below the statewide rate (0.47 locally vs 0.78 statewide). Serious Injury crashes have increased in 2022 after experiencing a consist decline since 2016, while total non-motorized fatality and serious injury incidents held steady in a range of 5 to 9 over the last five years.

ROCOG as noted above has taken action to support the statewide targets and will work with MnDOT and its Southeast Minnesota Towards Zero Deaths partners to continue efforts to change the traffic culture in the state and reduce the number of fatalities and serious injury.

Projects in the 2024-2027 TIP that contribute to achieving the targets for PM1 in the ROCOG MPA include road maintenance and reconstruction; installation of median high-tension cable barriers proposed on TH 14 and Interstate 90; construction of new bicycle and pedestrian infrastructure in Rochester; and intersection improvement at a location with high critical crash rates of TH 63 and CR 112. Olmsted County also was awarded HSIP funding for installation of 35 miles of centerline rumble strips on a number of higher volume CSAH routes serving regional traffic to/from Rochester, and intersection safety improvements at two locations (CSAH 9/CSAH 11 and CSAH 25/CR 125) in the suburban area outside of Rochester on important high speed, higher volume rural regional arterials. All 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.

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. The following sections report the most recent data for these measures. Refer to Figure 4 for identification of roadways that are on the National Highway System.

NHS BRIDGE CONDITIONS

For the bridge condition targets, each bridge on the NHS system is assessed annually based on inspection of the bridge's deck, superstructure, and substructure. Each bridge is given an overall rating based on the lowest score of the three elements. Figure 15 illustrates the five-year results for the ROCOG MPA relative to NHS Bridge Conditions.

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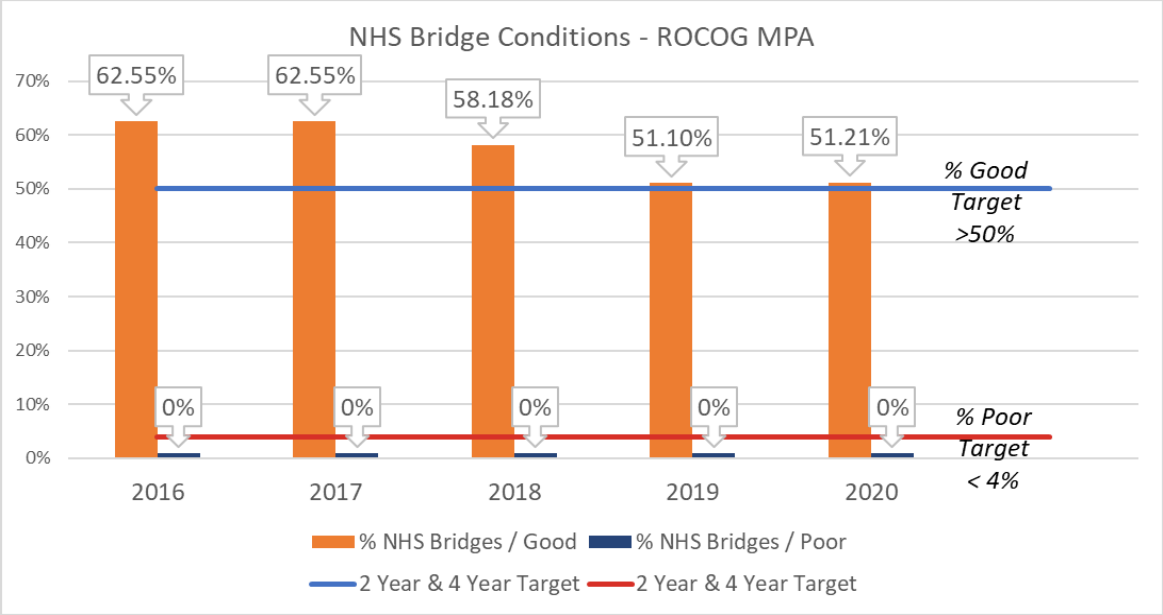
FIGURE 15: NHS BRIDGE CONDITIONS IN ROCOG MPA



Bridge conditions in the ROCOG area have exceeded annual targets in each of the last five years as shown in Figure 15. The percentages of structures rated as Good has exceeded the target of 50% each year, and the share of structures rated as poor has NOT exceeded the target of 4% year.

In October 2020, MnDOT determined that the four-year target for the **Percentage of NHS Bridges in Good Condition** would be decreased from 50% to 35%. In 2022, MnDOT held the 35% target consistent for the 4-year target in 2025. 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. 2021 and 2022 data is not available at this time but given past history in the ROCOG MPA it is expected that the area will exceed the 35% target.

The 2024-2027 TIP does include three NHS reconstruction projects, one at I-90 and CSAH 35 near Stewartville (FY2024), and two bridge replacements with the I-90 / TH 52 interchange southeast of Rochester (FY2024), that will upgrade condition of multiple structures as well as allow for safer travel.

NHS PAVEMENT CONDITION

NHS Pavement segments are assessed annually. In the ROCOG MPA, all roadways on the NHS are owned and monitored by MNDOT. Pavement Condition Targets are set every four years, with the option to update them every two. Separate targets are established for Interstate and Non-Interstate highways. The targets for pavement condition were originally set in May of 2018, and in 2020 MnDOT determined that the four-year targets would remain the same for all pavement condition measures. In October 2022, new targets were set for pavements, starting in 2023. These new targets state Interstate pavements in good condition should be greater than 60% and poor

condition pavements should be less than 2%. Non-interstate NHS pavements in good condition should be greater than 55% and poor condition pavements should be less than 2%. Since the most recent year data available is 2021, these new targets are not used in the tables that follow.

FIGURE 16: PAVEMENT CONDITIONS ON INTERSTATE HIGHWAYS – ROCOG MPA

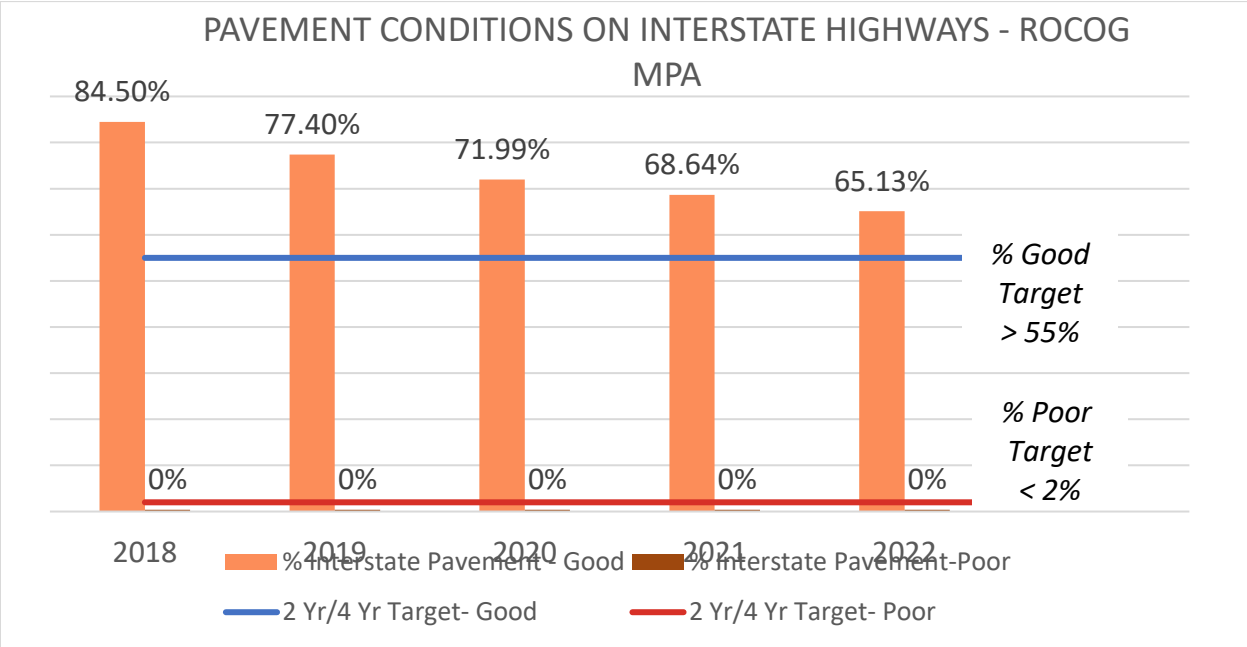
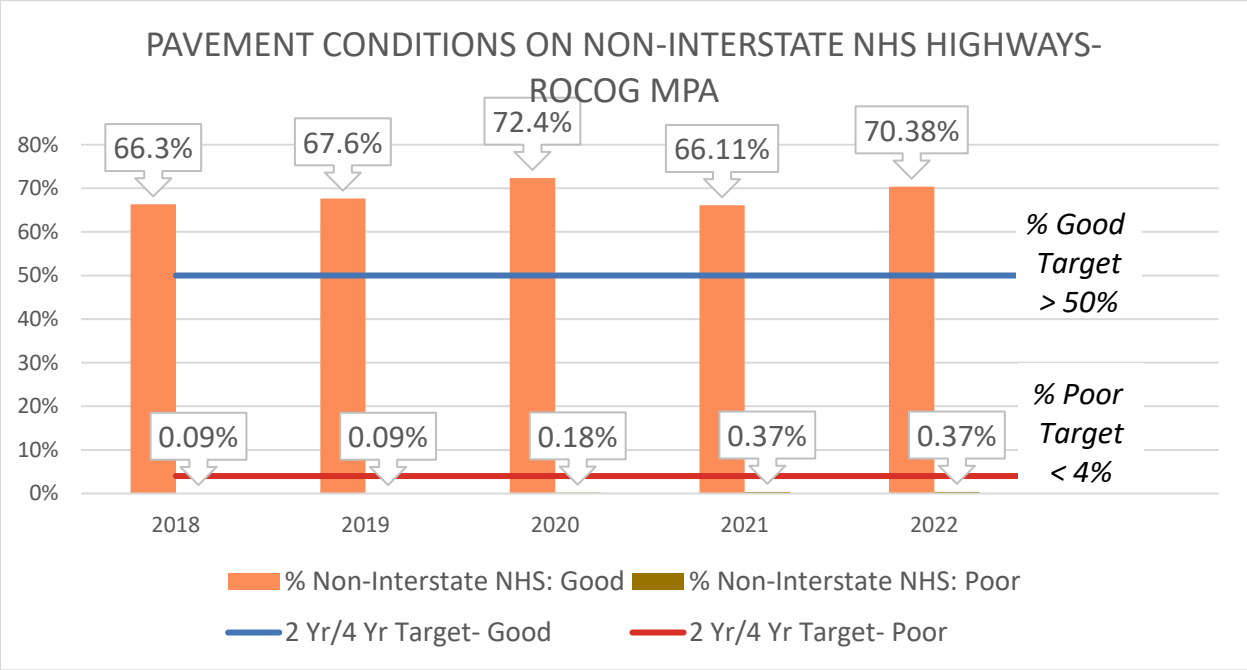


Figure 16 illustrates that pavement conditions on Interstate highways in the ROCOG MPA exceed (2022) targets for the percentage of road pavements rated as good and are below the target for the percentage of road pavements rated as poor. MnDOT completed major preservation projects on I-90 in 2016/17 which contributed to the significant increase in the percentage of Interstate pavements rated as good in 2018.

Figure 17 illustrates similar information for the non-Interstate pavements on the National Highway System in the ROCOG MPA. The share of pavements rated as good has consistently exceeded the target of 50% over the last five years, while the share of pavements rated as poor has consistently been below 4%.

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



Programmed projects in the 2024-2027 TIP will continue to contribute to achieving pavement condition targets in the ROCOG MPA. Proposed projects include TH 14 East between US 52 and Olmsted County CSAH 36 (FY 2025) which in part will upgrade pavement conditions on that heavily traveled highway and the resurfacing of Interstate 90 just east of TH63 to East of CSAH 19 (2027).

PM3 – NHS SYSTEM RELIABILITY

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

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

The targets for system reliability were originally set as four-year targets in May of 2018, with an opportunity for review at the mid-performance period in 2020. In October 2020, MnDOT determined that the four-year target would remain the same for all system reliability measures except for the **Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable**, which would be set at 90%. This target was not required to be set in the original list of targets in 2018, so was added at the mid-performance period review in 2020. In October 2022, MnDOT once again reviewed the targets for 2023 (two-year) and 2025 (four-year). The Non-Interstate target was held

at 90% and the Interstate target was increased to 82% for both 2023 and 2025. These targets will take affect for 2022 reporting. Data is not available for any year after 2021. As such, the older targets still apply to the tables that follow.

MEASURING TRAVEL TIME RELIABILITY

FHWA requires the use of the methodology found in the National Performance Management Research Dataset (NPMRDS) to calculate travel time reliability. NPMRDS uses passive travel data (probe data) to anonymously track traffic flow and typical vehicle travel speed on a corridor. The NPMRDS provides monthly archive of probe data reported at five minutes intervals.

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

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

The analysis periods are:

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

Results are averaged across the five time periods for a road segment and the average must fall below the target rate of 1.50 for years prior to 2023 and 1.4 for 2023 and after, in order for travel time on a roadway segment to be considered reliable. All roadway segments across the network are weighted by vehicle miles of travel to calculate system-level reliability within the ROCOG MPA.

PERSON-MILES OF TRAVEL THAT ARE RELIABLE

Figure 18 illustrates the results from the measurement of travel time reliability on Interstate and Non-Interstate NHS corridors in the ROCOG MPA.

Performance has met or exceeded the target for Interstate highways that states 80% of person-miles of travel should be reliable, and that 90% of person-miles on the non-Interstate NHS should be reliable. The ROCOG MPA has met or exceeded these targets each year.

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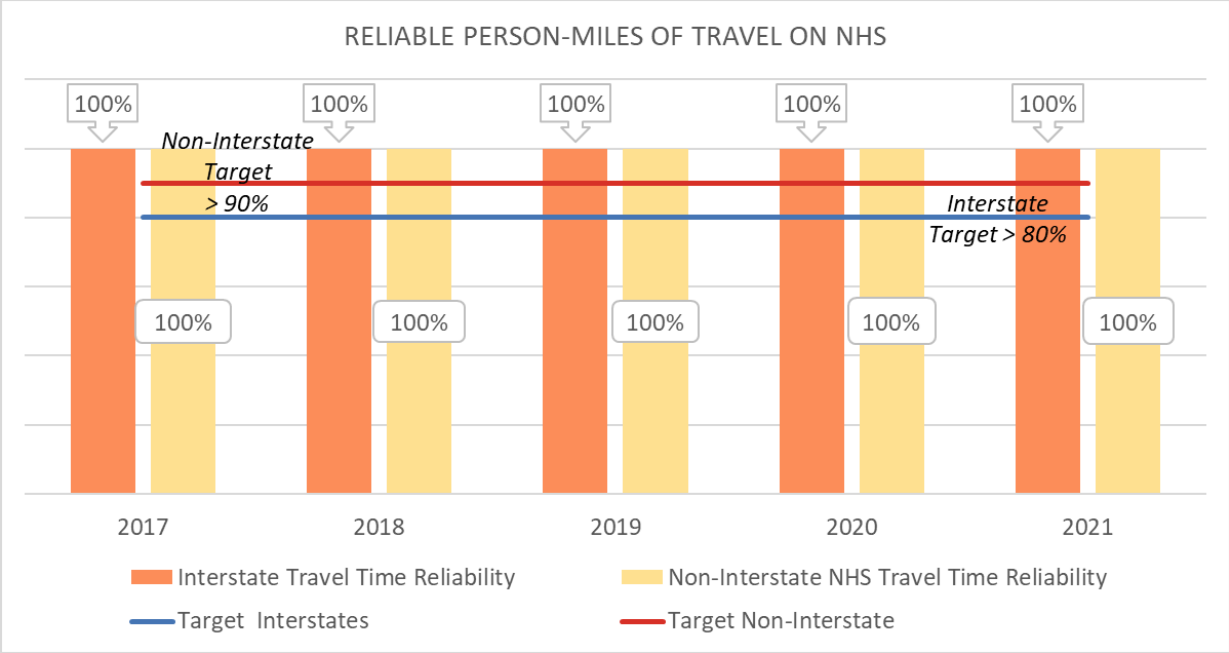
FIGURE 18: PERCENTAGE OF RELIABLE PERSON MILES ON TRAVEL ON INTERSTATE AND NON-INTERSTATE NHS – ROCOG MPA



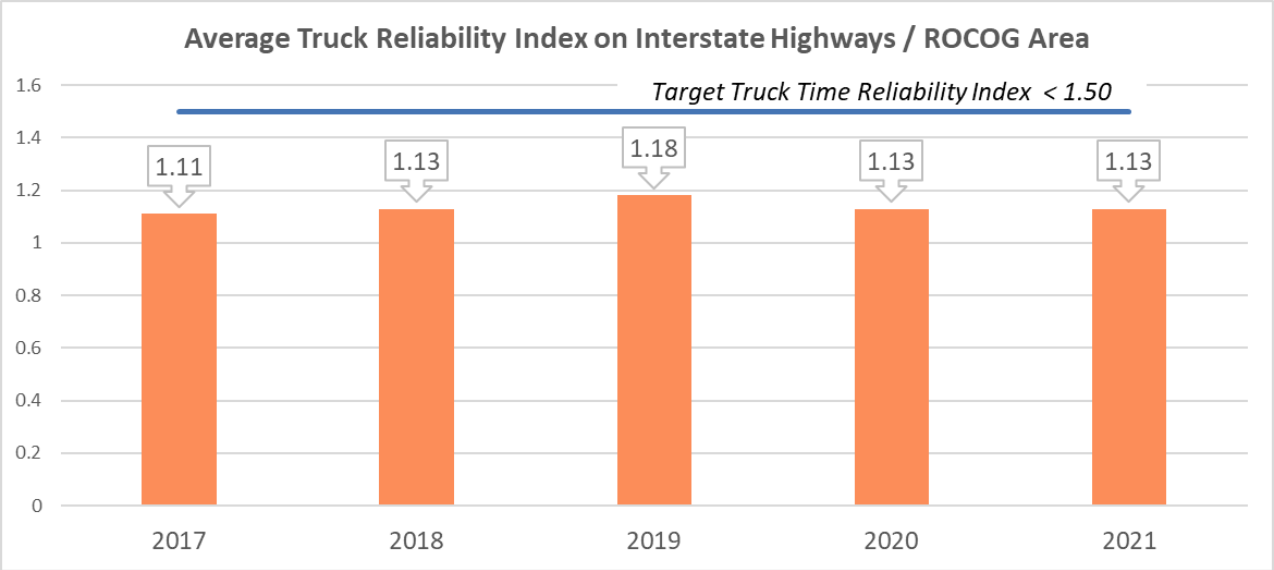
In the 2024-2027 TIP projects that contribute to achieving travel time reliability on the NHS network include projects as installation of a roundabout on TH 63 on the north side of Rochester at CR 112 (FY2026), and reconstruction of the I-90 / TH 52 interchange to eliminate at-grade crossovers and poor ramp geometrics (FY2024), and construction of park and ride facilities off of TH 52 on 175th Street (FY2025).

TRUCK TRAVEL RELIABILITY ON THE INTERSTATE HIGHWAYS

To calculate truck travel/ freight reliability, FHWA also requires the use of NPMRDS data to calculate a truck travel time reliability index for each roadway segment on the Interstate Highway System. NPMRDS uses passive travel data (probe data) recorded at 15-minute increments to track travel speed and the reliability of observed speeds in a corridor. The lower the Reliability Index, the more reliable a roadway segment is.

Figure 19 the trend observed in the ROCOG MPA for the past five years relative to the reliability of truck travel on the Interstate Highway system. Performance in the ROCOG MPA has consistently been below the target ratio of 1.50 since measures were adopted and targets set in 2018. An important project to maintain reliable freight movement is programmed in the 2024-2027 TIP, which involves reconstruction of the I-90 / TH 52 interchange southeast of Rochester to improve ramp geometrics and remove some at-grade crossover movements between I-90 and TH 52 (FY 2024).

FIGURE 19: TRUCK TRAVEL RELIABILITY ON INTERSTATE HIGHWAYS – ROCOG MPA



TRANSIT ASSET MANAGEMENT (TAM)

A separate set of performance measures is required for assessing the capital condition of transit systems receiving Federal funding assistance. Known as Transit Asset Management (TAM) Plan, transit agencies must establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance. As part of the TAM plan, transit agencies must establish performance targets which will help 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. In 2017 urban public transit agencies in Minnesota opted to set their own performance targets, instead of having a statewide TAM Plan. The relevant Asset Classes and performance measures are described in Table 3:

TABLE 3: TRANSIT ASSET MANAGEMENT CLASSES AND PERFORMANCE MEASURES

Asset Class	SGR Performance Measure
Non-Revenue support-service and maintenance vehicles	Percentage of vehicles that have met or exceeded their ULB
Rolling Stock - Revenue Vehicles by Mode	Percentage of vehicles that have met or exceeded their ULB No more than 10% of vehicles have met or exceeded a Useful Life Benchmark (ULB) of 14 years for a full-size transit bus or 10 years for a cutaway bus)

Asset Class	SGR Performance Measure
Infrastructure (applies to rail fixed guideway, track, signal and control systems)	Not applicable to Rochester Public Transit
Facilities including maintenance and administrative facilities, passenger station buildings, and parking facilities	Percentage of facilities with asset class rating below 3

Agency requirements for a TAM Plan fall into one of two categories as follows:

- Tier I: Agency operates rail *OR* ≥ 101 vehicles across all fixed route modes *OR* ≥ 101 vehicles in one non-fixed route mode.
- Tier II: Subrecipient of 5311 funds *OR* American Indian Tribe *OR* Agency operates ≤100 vehicles across all fixed route modes *OR* ≤ 100 vehicles in one non-fixed route mode.

Within the ROCOG's planning area, Rochester Public Transit (RPT) is required to develop a Transit Asset Management (TAM) plan falling under the Tier II requirements. RPT developed targets that support and expand on those developed by MnDOT in the document *MnDOT State of Good Repair: Transit Asset Management Performance Targets*. ROCOG has agreed with those targets via Resolution 2018-5, adopted in September 2018.

The RPT targets are currently available in 2022 RPT Transit Asset Management Plan. Table 4 outlines the MnDOT SGR targets for each measurement, RPT's baseline measurement, and RPT's adopted targets.

TABLE4: TRANSIT ASSET MANAGEMENT MEASURES AND TARGETS

Target	MnDOT's Targets 2020 & 2022	RPT Target	RPT 2022 Baseline
Rolling Stock (revenue vehicles) – Cutaways, <25-foot	≤ 10% exceeding ULB	≤ 10% exceeding ULB	0%
Rolling Stock (revenue vehicles) – 40 & 60-foot	≤ 10% exceeding ULB	≤ 10% exceeding ULB	41%
Rolling Stock (Non-Revenue Vehicles)	≤ 10% exceeding ULB	≤ 10% exceeding ULB	At this time RPT has no equipment over the reporting threshold of $50,000.

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Target	MnDOT's Targets 2020 & 2022	RPT Target	RPT 2022 Baseline
Transit Facilities – Bus Garage, Garage Operations, & Transfer Facility	40 Years ULB	40 Years ULB	Oldest Facility is 11 Years
Transit Facilities – Bus Stops	20 Years ULB	20 Years ULB	Oldest Facility is 13 Years

In addition, to a ULB target RPT uses the 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 2022 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.

Overall, Rochester Public Transit is meeting many of their identified performance measures, when it comes to Useful Life Benchmark. This is highlighted by most of RPT's buildings and facilities well under their target benchmark. However, RPT is not meeting their target for service vehicles. In fact, RPT is 31% higher than the stated target due to over 20 40' transit vehicles being over the 10-year target.

The project list in the 2024-2027 TIP shows 10 replacement bus purchases scheduled which will assist RPT in achieving its goal of no more than 10% of its rolling stock exceeding its UBL. Furthermore, the TIP includes funding for rebuilding the St Mary's Hospital Transit Center (2024), studying the remodel of transit office (2024), and $3 million for bus transit facility expansion (2025). All of which will be added to the system's transit facilities and require monitoring to maintain the current transit facility targets.

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. 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 5 shows the safety targets adopted by RPT. 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.

These targets reflect the actual performance of RPT, which 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.

TABLE 5: TRANSIT SAFETY PERFORMANCE MEASURES AND TARGETS – ROCHESTER PUBLIC TRANSIT

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 (Per 100 thousand VRM)	0.0568	0
Number of Safety Events per mode	1	0
Rate of Safety Events by Mode per Vehicle Revenue Mile (Per 100 thousand VRM)	0.0568	0
Miles between Major Mechanical Failures by Mode	73,291	36,900

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.

The project list in the 2024-2027 TIP includes a number of projects that should assist in maintaining RPT's exemplary safety record in years going forward. There are 12 bus purchases scheduled to replace vehicles reaching the end of their UBL, cameras, and other safety improvements at 75th Street park and ride (2025), and a new transit station at the high volume St Mary's Hospital location (2024). Transit Signal priority is being installed on 3 higher volume arterial streets (4th St SE, 37th ST NW and 41st St NW) that are part of the new core transit system being defined in the 2022 update of RPT's Transit Development Plan (2024).

4 | FY 2023 – 2026 TIP PROJECTS

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

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

Project Number: Project identifier, assigned by MnDOT or the jurisdiction implementing the project. Listings for most trunk highway projects start with the control section numbers established by MnDOT; local projects start with either a county 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: A description of the scope of the project including features such as location, length, and the type of specific work proposed.

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

Project Total: Total anticipated cost of the project.

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

Target AC Payback: Funds that are being paid back to the state or a local jurisdiction that in an earlier fiscal year advanced part of the construction cost of the project using state or local funds, respectively, 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 funding from the State Trunk Highway Fund to be used for the project.

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

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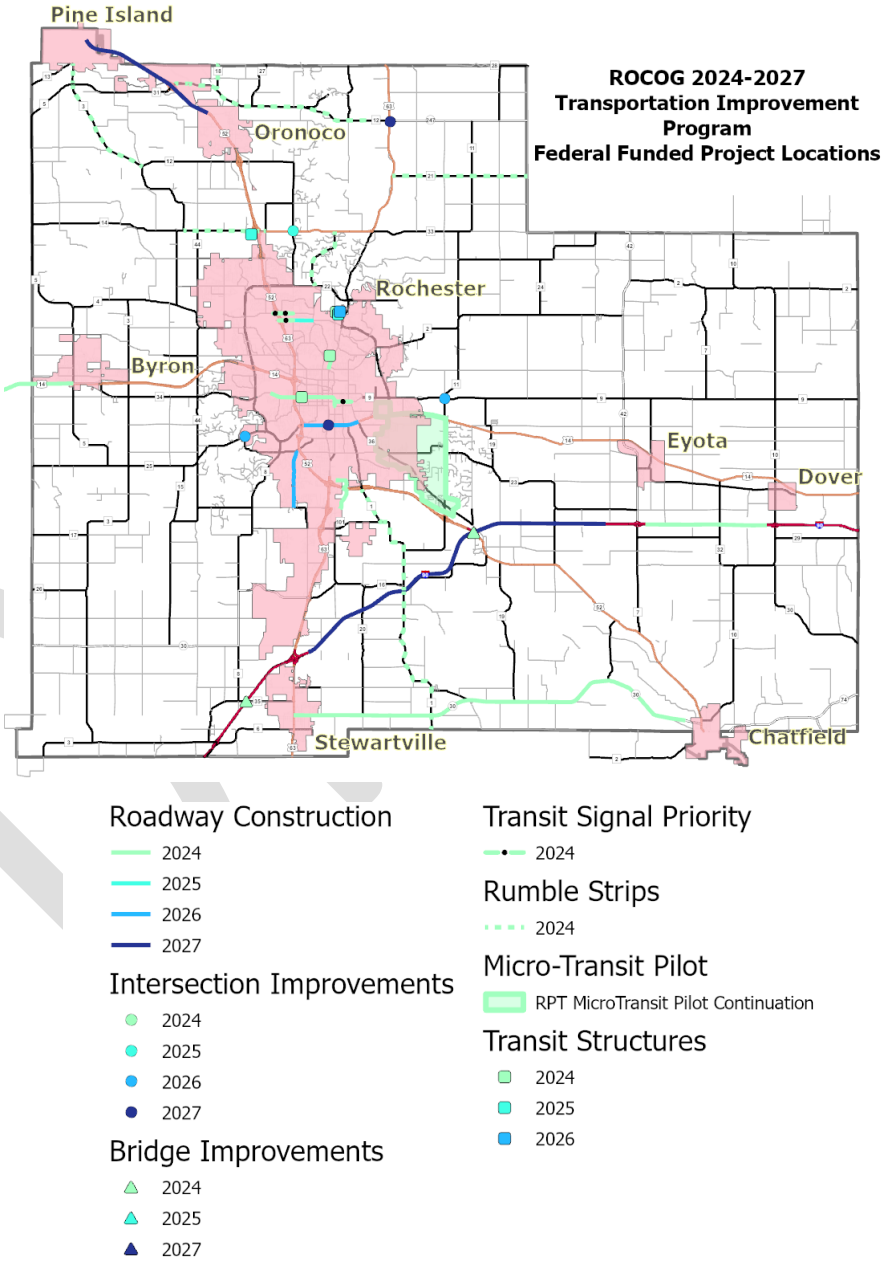
Further information about the terms, abbreviations, and funding sources used throughout the project tables can be found in the Glossary (p. 11), list of Acronyms (p. 15), and list of Funding Sources (p. 17).

Figure 20 provides an overview of the location of all the construction projects that are included for the years 2024 through 2027 in the Transportation Improvement Program. Projects that are not locations specific or are transit related are not mapped. Individual project lists follow for each year in Table 66 through Table9. After each table of projects, maps showing greater detail of project areas are included. Project numbers on the detailed map allow for cross reference to the projects in the table.

FIGURE 20: OVERALL MAP OF 2024-2027 TIP PROJECTS IN ROCOG MPA



FY 2024 FEDERALLY FUNDED TRANSPORTATION PROJECTS

TABLE 6: FY2024 FEDERALLY FUNDED TRANSPORTATION PROJECTS

Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Total FHWA	Future AC	AC Payback	FTA	State Trunk Highway	Bond	Local
LOCAL STREETS	055-070-022	2024	OLMSTED COUNTY	CENTERLINE RUMBLE STRIPS VARIOUS LOCATIONS	HSIP	206,937	186,244	0	0	0	0	0	20,693
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 (AC PAYBACK IN 2025)	STBGP 5K-200K	9,790,000	2,580,000	2,580,000	0	0	0	0	7,210,000
TRANSIT	TRF-0047-24A	2024	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	13,500,000	0	0	0	2,000,000	0	0	11,500,000
TRANSIT	TRF-0047-24AB	2024	ROCHESTER	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	LF	1,215,000	0	0	0	0	0	0	1,215,000
TRANSIT	TRF-0047-24D	2024	ROCHESTER	SECT 5339: CITY OF ROCHESTER; TRANSIT SIGNAL PRIORITY IMPLEMENTATION: 4TH ST SE CORRIOR & 37TH/41ST ST NW CORRIDOR	FTA	137,400	0	0	0	109,920	0	0	27,480
TRANSIT	TRF-0047-24E	2024	ROCHESTER	SECT 5339: CITY OF ROCHESTER; ST. MARY'S TRANSIT STATION IMPROVEMENTS (TOTAL PROJECT COST $8,100,000)	FTA	1,987,050	0	0	0	1,589,640	0	0	397,410
TRANSIT	TRF-0047-24G	2024	ROCHESTER	SECT 5339; CITY OF ROCHESTER; PURCHASE ONE (1) CLASS 700 DIESEL BUS REPLACEMENT BUS	FTA	659,000	0	0	0	560,150	0	0	98,850
TRANSIT	TRF-0047-24H	2024	ROCHESTER	SECT 5307: CITY OF ROCHESTER TRANSIT OFFICE ADDITION AND REMODEL STUDY	FTA	300,000	0	0	0	240,000	0	0	60,000
TRANSIT	TRF-0047-24I	2024	ROCHESTER	SECT 5309: ROCHESTER BUS RAPID TRANSIT, SECOND STREET SMALL START FFGA APPROPRIATION	FTA	143,373,000	0	0	0	85,117,000	0	0	58,256,000
TRANSIT	TRF-0047-24J	2024	ROCHESTER	SECT 5339B: ROCHESTER NORTH BROADWAY PARK AND RIDE	FTA	9,300,000	0	0	0	7,440,000	0	0	1,860,000
TRANSIT	TRS-0047-24A	2024	ROCHESTER	CITY OF ROCHESTER; PURCHASE ONE (1) CLASS 700 DIESEL BUS REPLACEMENT BUS	STBGP 5K-200K	659,000	527,200	0	0	0	0	0	131,800

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Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Total FHWA	Future AC	AC Payback	FTA	State Trunk Highway	Bond	Local
TRANSIT	TRS-0047-24B	2024	ROCHESTER	**CRP** ROCHESTER PUBLIC TRANSIT MICRO-TRANSIT PILOT CONTINUATION	CRP	405,000	155,000	0	0	0	0	0	250,000
LOCAL STREETS	159-090-024	2024	ROCHESTER	**CRP** WILLOW CREEK TRAIL FEASIBILITY STUDY	CRP	193,750	155,000	0	0	0	0	0	38,750
HIGHWAY US 14	2002-37	2024	MNDOT	US 14, EB AND WB FROM 1.5 MI E CSAH 9 TO 0.23 MI W CSAH 5, HEAVY OVERLAY AND BRIDGES NO. 20001 AND 20002. TIED TO SP 2002-36 (AC PAYBACK IN 2025)	NHPP HSIP	7,500,000	5,753,480	1,900,000	0	0	1,746,520	0	0
HIGHWAY US 14	2002-37HSIP	2024	MNDOT	US 14, EB AND WB FROM 1.5 MI E CSAH 9 TO 0.23 MI W CSAH 5, HEAVY OVERLAY AND BRIDGES NO. 20001 AND 20002. TIED TO SP 2002-36	HSIP	2,700,000	2,430,000	0	0	0	270,000	0	0
HIGHWAY MN 30	5505-27AC	2024	MNDOT	**AC**MN 30, REPLACE BRIDGE 9008 AND BRIDGE 9009, OVER N. BR. ROOT RIVER (AC PROJECT, PAYBACK 1 OF 1)	STBGP<5K	3,000,000	0	0	3,000,000	0	0	0	0
HIGHWAY MN 30	5505-30	2024	MNDOT	**ELLE**MN 30 FROM 0.03 MI. EAST OF 5TH AVE. NE (STEWARTVILLE) TO US 52, BITUMINOUS MILL AND OVERLAY AND US 63 AT THE JCT OF MN 30 BRIDGE REPAIRS ON 55X10	STBGP 5K-200K	7,410,000	6,025,080	0	0	0	1,374,920	0	10,000
HIGHWAY I 90	5580-100	2024	MNDOT	**SEC164**: I 90 FROM TH 42 TO CSAH 10 - HIGH TENSION CABLE BARRIER	HSIP	1,500,000	1,350,000	0	0	0	150,000	0	0
HIGHWAY CSAH 35	5580-97	2024	MNDOT	REPLACE BRIDGE 9859, CSAH 35 OVER I 90	SF	4,900,000	4,410,000	0	0	0	490,000	0	0
HIGHWAY I 90	5580-99(EP)	2024	MNDOT	EARLY PROCUREMENT OF BOX CULVERTS AND END SECTIONS FOR TARGET CONSTRUCTION PROJECT 5580-99	NHPP	1,700,000	1,530,000	0	0	0	170,000	0	0
HIGHWAY I 90	5580-99	2024	MNDOT	**AC**: I 90 OVER US 52 REPLACE BRIDGE 55809 WITH BRIDGE 55823 AND BRIDGE 55810 WITH BRIDGE 55824 (AC PAYBACK IN 2025, 2026, AND 2027)	NHPP	9,900,000	6,230,000	26,800,000	0	0	3,670,000	0	0

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FIGURE 21: FY 2024 PROJECT LOCATION MAP #1, BYRON & ORONOCO AREA

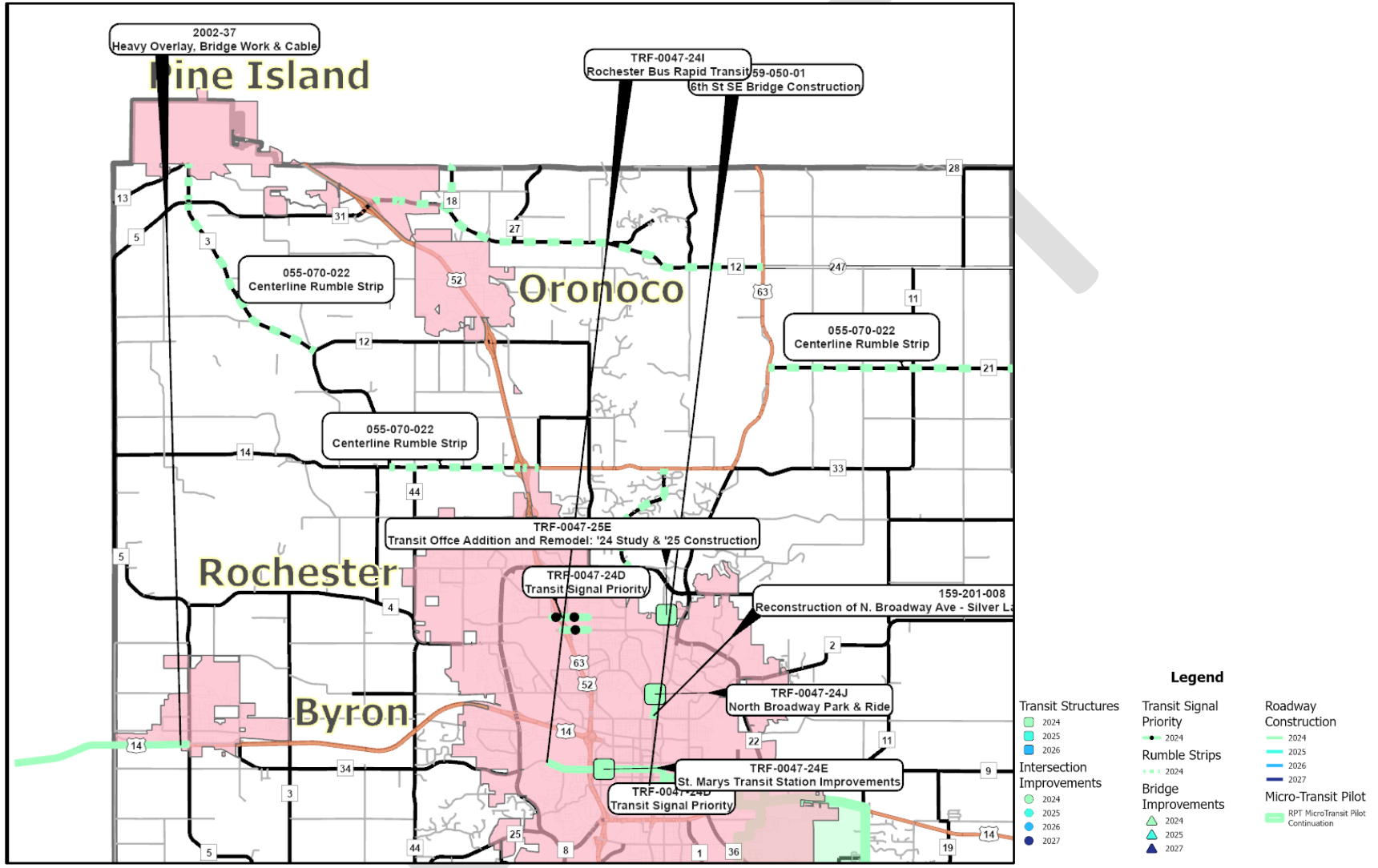
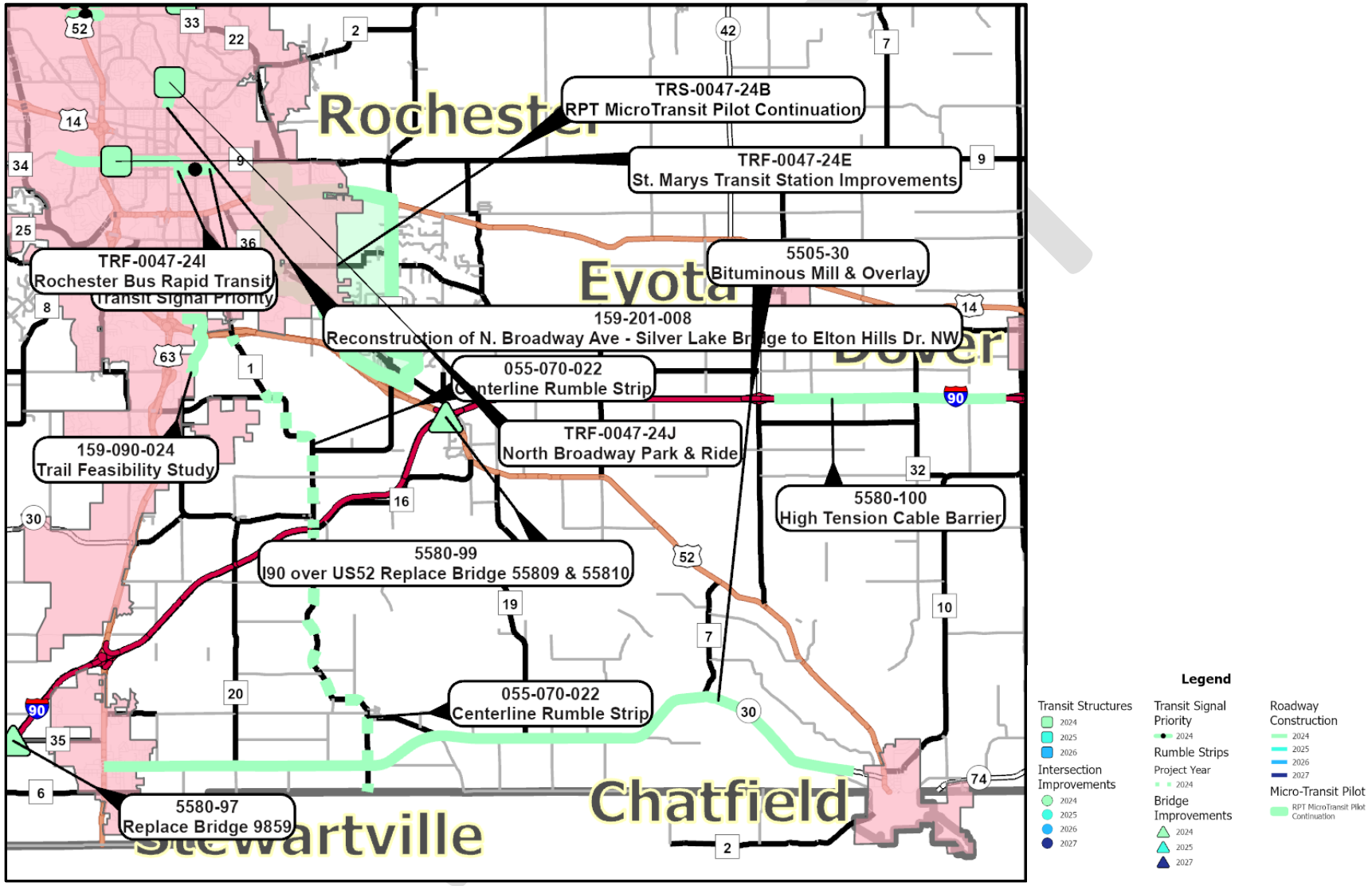


FIGURE 22: FY 2024 PROJECT LOCATION MAP #2, ROCHESTER & STEWARTVILLE AREA



FY 2025 FEDERALLY FUNDED TRANSPORTATION PROJECTS

TABLE 7: FY2025 FEDERALLY FUNDED TRANSPORTATION PROJECTS

Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Total FHWA	Future AC	AC Payback	FTA	State Trunk Highway	Bond	Local
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 PROJECT, PAYBACK 1 OF 1)	STBGP 5K-200K	2,580,000	0	0	2,580,000	0	0	0	0
LOCAL STREETS	159-212-001	2025	ROCHESTER	**AC**CONSTRUCT PEDESTRIAN FACILITIES ON 37TH ST NW FROM 18TH AVE NW TO W RIVER PKWY NW (AC PAYBACK IN 2026)	STBGP>200K	1,006,791	613,397	16,209	0	0	0	0	393,394
TRANSIT	TRF-0047-25A	2025	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	15,600,000	0	0	0	2,000,000	0	0	13,600,000
TRANSIT	TRF-0047-25AB	2025	ROCHESTER	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	LF	1,250,000	0	0	0	0	0	0	1,250,000
TRANSIT	TRF-0047-25C	2025	ROCHESTER	SECT 5339: CITY OF ROCHESTER; ELECTRIC VEHICLE MAINTENANCE AND PERSONNEL PROTECTIVE EQUIPMENT	FTA	53,561	0	0	0	42,849	0	0	10,712
TRANSIT	TRF-0047-25D	2025	ROCHESTER	SECT 5339: CITY OF ROCHESTER; PURCHASE ONE (1) CLASS 700 DIESEL BUS REPLACEMENT BUS	FTA	692,000	0	0	0	588,200	0	0	103,800
TRANSIT	TRF-0047-25E	2025	ROCHESTER	SECT 5307: CITY OF ROCHESTER; TRANSIT OFFICE ADDITION AND REMODEL CONSTRUCTION	FTA	2,000,000	0	0	0	1,600,000	0	0	400,000
TRANSIT	TRF-0047-25F	2025	ROCHESTER	SECT 5307: CITY OF ROCHESTER; CAMERAS, SAFETY, AND OTHER IMPROVEMENTS AT 75TH ST. PARK AND RIDE	FTA	200,000	0	0	0	160,000	0	0	40,000
TRANSIT	TRF-0047-25G	2025	ROCHESTER	SECT 5307: CITY OF ROCHESTER TRANSIT FACILITY EXPANSION: COVERED BUS PARKING AND STORAGE	FTA	3,000,000	0	0	0	2,400,000	0	0	600,000
TRANSIT	TRS-0047-25TA	2025	ROCHESTER	CITY OF ROCHESTER; PURCHASE THREE (3) CLASS 700 DIESEL BUS	STBGP 5K-200K	2,076,000	1,660,800	0	0	0	0	0	415,200
HIGHWAY US 14	2002-37AC	2025	MNDOT	US 14, EB AND WB FROM 1.5 MI E CSAH 9 TO 0.23 MI W CSAH 5, HEAVY OVERLAY AND BRIDGES NO. 20001 AND 20002. TIED TO SP 2002-36 (AC PAYBACK 1 OF 1)	NHPP HSIP	1,900,000	0	0	1,900,000	0	0	0	0
HIGHWAY I 90	5580-99AC1	2025	MNDOT	**AC**: I 90 OVER US 52 REPLACE BRIDGE 55809 WITH BRIDGE 55823 AND BRIDGE 55810 WITH BRIDGE 55824 (AC PAYBACK 1 OF 3)	NHPP	7,700,000	0	0	7,700,000	0	0	0	0
HIGHWAY US 63	5515-03	2025	MNDOT	**AC**SEC164** ROUNDABOUT ON US 63 AT COUNTY ROAD 112 (AC PAYBACK IN 2026)	HSIP	224,742	0	2,247,415	0	0	224,742	0	0
LOCAL STREETS	055-070-025	2025	OLMSTED COUNTY	**SEC164** TH63/COUNTY ROAD 112 ROUNDABOUT (ASSOCIATED WITH 5515-03)	HSIP	2,340,788	1,371,786	1,123,000	0	0	137,179	0	831,823

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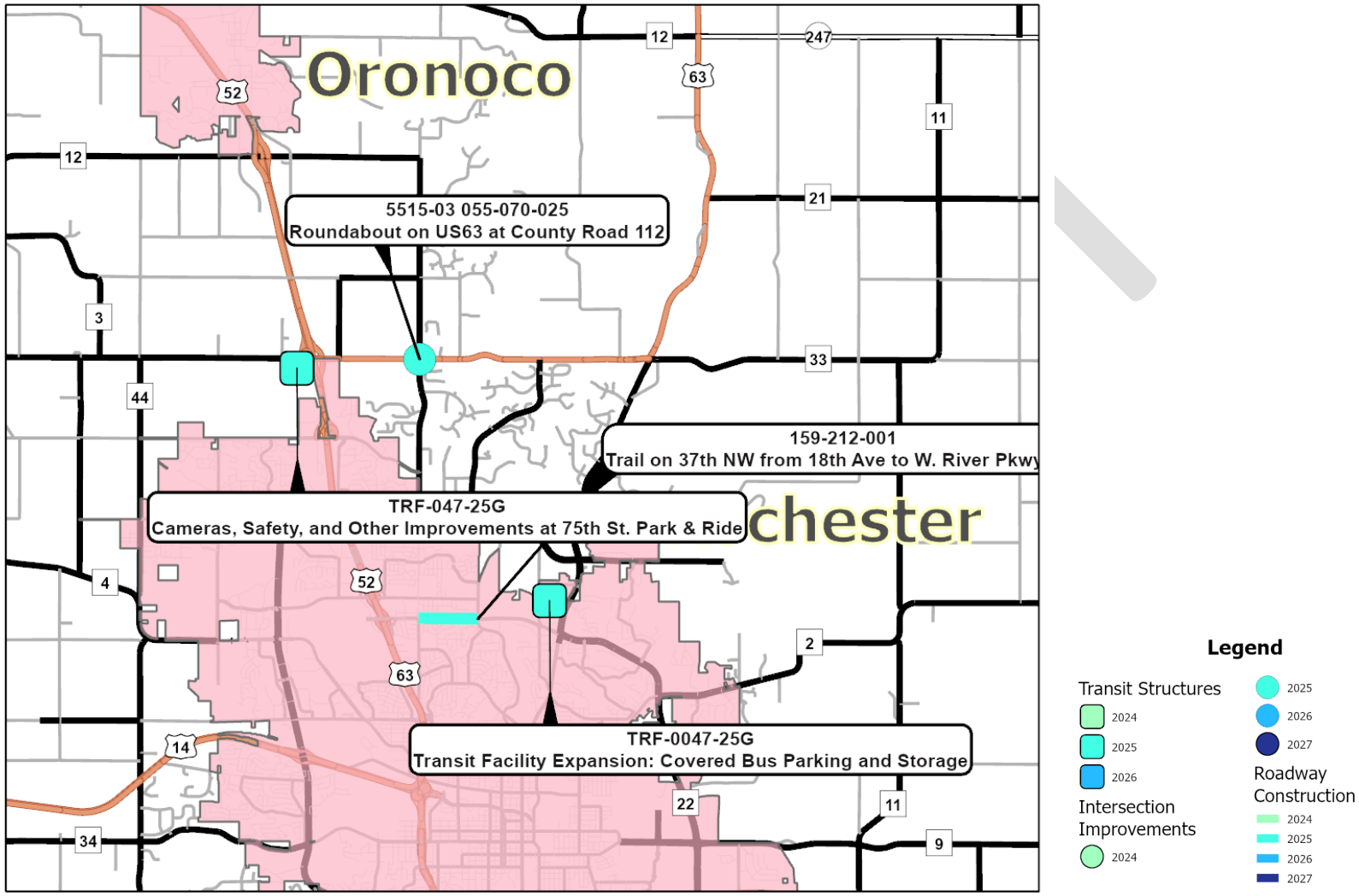
LOCATION DETAIL FOR FY 2025 FEDERALLY FUNDED TRANSPORTATION PROJECTS

FIGURE 23: FY 2025 PROJECT LOCATION MAP



FY 2026 FEDERALLY FUNDED TRANSPORTATION PROJECTS

TABLE 8: FY2026 FEDERALLY FUNDED TRANSPORTATION PROJECTS

Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Total FHWA	Future AC	AC Payback	FTA	State Trunk Highway	Bond	Local
LOCAL STREETS	055-070-023	2026	OLMSTED COUNTY	INSTALL SIGNS/MARKINGS AND LEFT TURN LANES AT TWO INTERSECTIONS CSAH 9 (COLLEGE VIEW ROAD E) AT CSAH 11 (50TH AVE SE) AND CSAH 25 (SALEM ROAD SW) AT CR 125 (MAYWOOD ROAD SW)	HSIP	509,000	457,273	0	0	0	0	0	51,727
LOCAL STREETS	055-070-025AC	2026	OLMSTED COUNTY	**SECT** TH63/COUNTY ROAD 112 ROUNDABOUT (ASSOCIATED WITH 5515-03)(AC PAYBACK 1 OF 1)	HSIP	1,695,000	0	0	1,123,000	0	0	0	572,000
LOCAL STREETS	159-212-001AC	2026	ROCHESTER	**AC**CONSTRUCT PEDESTRIAN FACILITIES ON 37TH ST NW FROM 18TH AVE NW TO W RIVER PKWY NW (AC PAYBACK 1 of 1))	STBGP>200K	16,209	0	0	16,209	0	0	0	393,394
LOCAL STREETS	159-080-022	2026	ROCHESTER	**AC**: 18TH AVE SW ROAD RECONSTRUCTION FROM MAYOWOOD SW TO 40TH ST SW IN ROCHESTER (AC PAYBACK IN 2027)	STBGP 5K-200K	11,380,000	2,580,000	3,030,000	0	0	0	0	8,800,000
TRANSIT	TRF-0047-26B	2026	ROCHESTER	SECT: 5307 CITY OF ROCHESTER; NEW BUS STORAGE	FTA	12,569,999	0	0	0	10,055,999	0	0	2,514,000
TRANSIT	TRF-0047-26C	2026	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	15,900,000	0	0	0	2,000,000	0	0	13,900,000
TRANSIT	TRF-0047-26D	2026	ROCHESTER	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	LF	1,285,000	0	0	0	0	0	0	1,285,000
TRANSIT	TRS-0047-26A	2026	ROCHESTER	CITY OF ROCHESTER; PURCHASE ONE (1) CLASS 700 DIESEL BUS REPLACEMENT BUS	STBGP 5K-200K	727,000	581,600	0	0	0	0	0	145,400
HIGHWAY US 14	5502-106	2026	MNDOT	**ELLE**US 14 FROM US 52 TO CSAH 36, BITUMINOUS MILL AND OVERLAY	STATE TH MATCH	4,350,000	3,419,640	0	0	0	780,360	0	150,000
HIGHWAY US 63	5515-03	2026	MNDOT	**ELLE**SEC164** ROUNDABOUT ON US 63 AT COUNTY ROAD 112	HSIP	1,940,000	1,746,000	0	0	0	194,000	0	0
HIGHWAY I 90	5580-99AC2	2026	MNDOT	**AC**: I 90 OVER US 52 REPLACE BRIDGE 55809 WITH BRIDGE 55823 AND BRIDGE 55810 WITH BRIDGE 55824 (AC PAYBACK 2 OF 3)	NHPP	13,900,000	0	0	13,900,000	0	0	0	0

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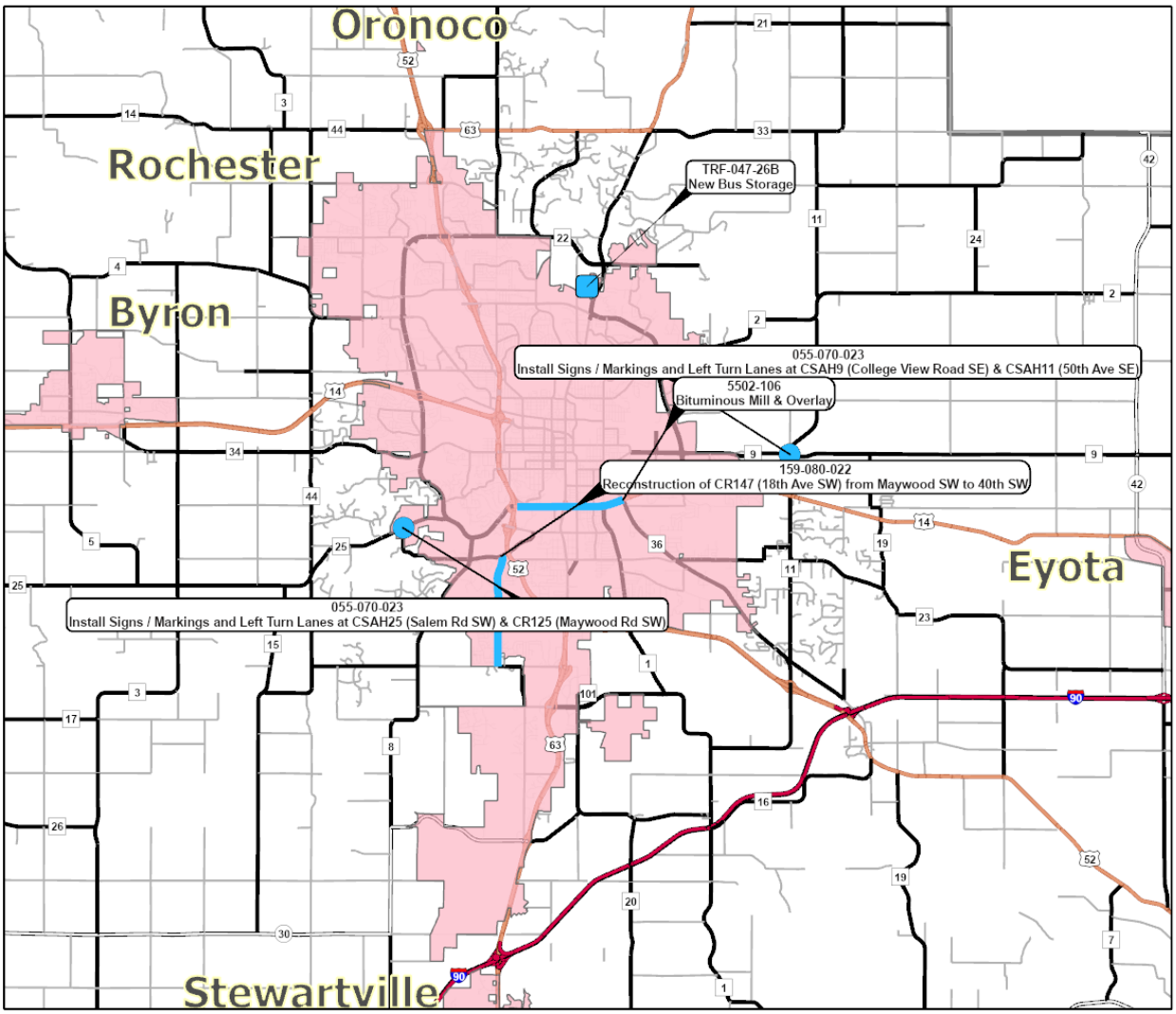
LOCATION DETAIL FOR FY 2026 FEDERALLY FUNDED TRANSPORTATION PROJECTS

FIGURE 26: FY 2026 PROJECT LOCATION MAP



Legend

Transit Structures	Intersection Improvements	Roadway Construction
2024	2024	2024
2025	2025	2025
2026	2026	2026
	2027	2027

FY 2027 FEDERALLY FUNDED TRANSPORTATION PROJECTS

TABLE 9: FY2026 FEDERALLY FUNDED TRANSPORTATION PROJECTS

Route System	Project Number	Project Year	Lead Agency	Description	Proposed Funds	Project Total	Total FHWA	Future AC	AC Payback	FTA	State Trunk Highway	Bond	Local
LOCAL STREETS	055-070-023	2026	OLMSTED COUNTY	INSTALL SIGNS/MARKINGS AND LEFT TURN LANES AT TWO INTERSECTIONS CSAH 9 (COLLEGE VIEW ROAD E) AT CSAH 11 (50TH AVE SE) AND CSAH 25 (SALEM ROAD SW) AT CR 125 (MAYWOOD ROAD SW)	HSIP	509,000	457,273	0	0	0	0	0	51,727
LOCAL STREETS	159-212-001AC	2026	ROCHESTER	**AC**CONSTRUCT PEDESTRIAN FACILITIES ON 37TH ST NW FROM 18TH AVE NW TO W RIVER PKWY NW (AC PAYBACK 1 of 1))	STBGP>200K	16,209	0	0	16,209	0	0	0	393,394
LOCAL STREETS	159-080-022	2026	ROCHESTER	**AC**: 18TH AVE SW ROAD RECONSTRUCTION FROM MAYOWOOD SW TO 40TH ST SW IN ROCHESTER (AC PAYBACK IN 2027)	STBGP 5K-200K	11,380,000	2,580,000	3,030,000	0	0	0	0	8,800,000
TRANSIT	TRF-0047-26B	2026	ROCHESTER	SECT: 5307 CITY OF ROCHESTER; NEW BUS STORAGE	FTA	12,569,999	0	0	0	10,055,999	0	0	2,514,000
TRANSIT	TRF-0047-26C	2026	ROCHESTER	SECT 5307: ROCHESTER RR OPERATING ASSISTANCE	FTA	15,900,000	0	0	0	2,000,000	0	0	13,900,000
TRANSIT	TRF-0047-26D	2026	ROCHESTER	CITY OF ROCHESTER DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	LF	1,285,000	0	0	0	0	0	0	1,285,000
TRANSIT	TRS-0047-26A	2026	ROCHESTER	CITY OF ROCHESTER; PURCHASE ONE (1) CLASS 700 DIESEL BUS REPLACEMENT BUS	STBGP 5K-200K	727,000	581,600	0	0	0	0	0	145,400
HIGHWAY US 14	5502-106	2026	MNDOT	**ELLE**US 14 FROM US 52 TO CSAH 36, BITUMINOUS MILL AND OVERLAY	STATE TH MATCH	4,350,000	3,419,640	0	0	0	780,360	0	150,000
HIGHWAY US 63	5515-03AC	2026	MNDOT	**AC**SEC164** ROUNDABOUT ON US 63 AT COUNTY ROAD 112 (AC PAYBACK 1 of 1)	HSIP	2,247,415	0	0	2,247,415	0	0	0	0
HIGHWAY I 90	5580-99AC2	2026	MNDOT	**AC**: I 90 OVER US 52 REPLACE BRIDGE 55809 WITH BRIDGE 55823 AND BRIDGE 55810 WITH BRIDGE 55824 (AC PAYBACK 2 OF 3)	NHPP	13,900,000	0	0	13,900,000	0	0	0	0

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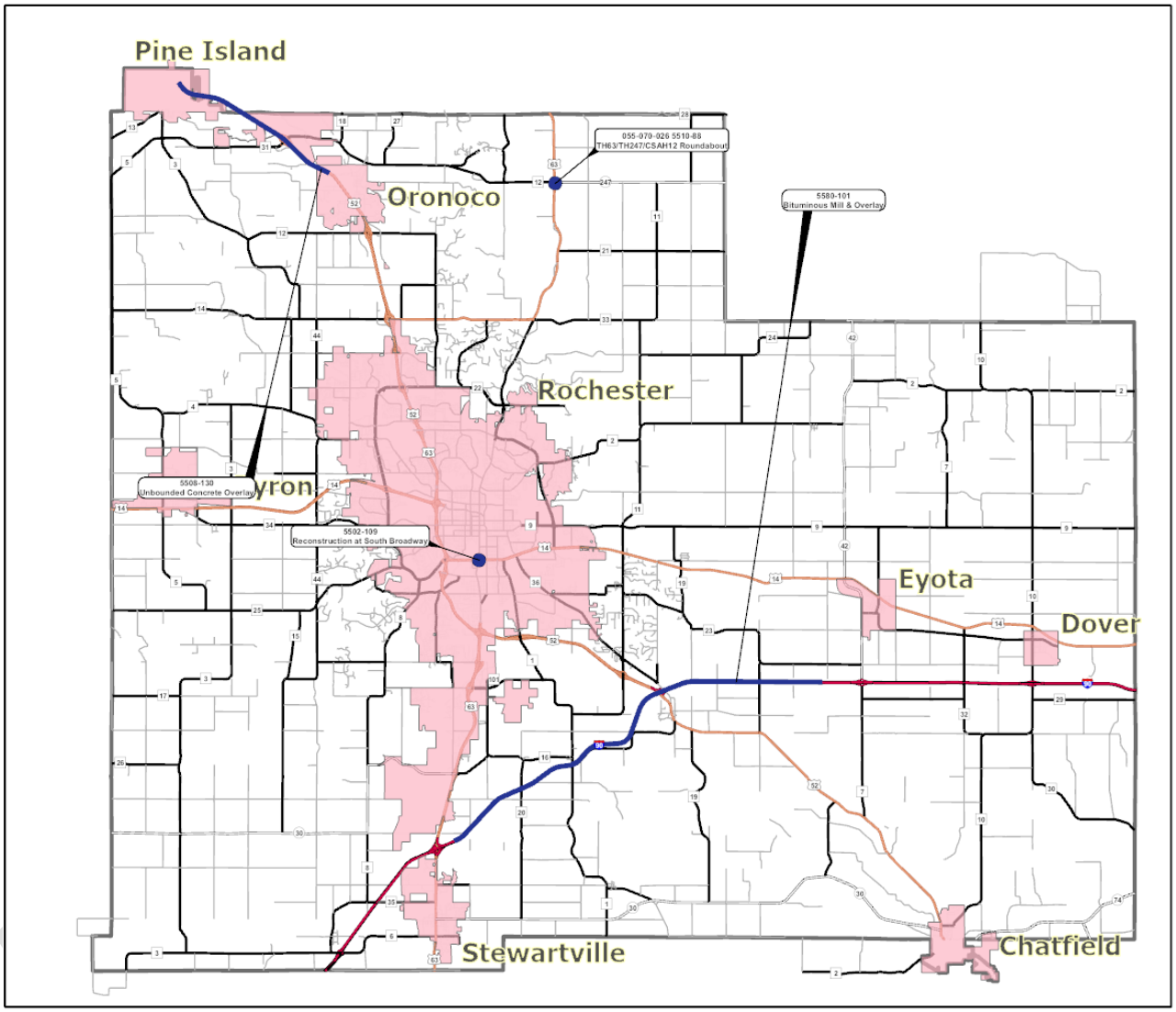
LOCATION DETAIL FOR FY 2027 FEDERALLY FUNDED TRANSPORTATION PROJECTS

FIGURE 27: FY 2027 PROJECT LOCATION MAP



Legend

Intersection Improvements	Roadway Construction
2024	2024
2025	2025
2026	2026
2027	2027

ILLUSTRATIVE / REGIONALLY SIGNIFICANT PROJECTS

This section discusses two types of projects that may be listed in the TIP: "Illustrative Projects" and "Regionally Significant Projects". Projects in these categories are important to the operation of the regional roadway network in the MPA.

Illustrative and Regionally Significant Projects are defined in 23 CFR 450. A**n Illustrative Project is**:

> *"an additional transportation project that may be included in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available."*

An Illustrative Project is one which does not have a full funding plan in place but is considered an important project to identify within the TIP to show the need for the project. In most cases, federal funding is being pursued for Illustrative Projects. It is important to note that no Federal action may be taken on an Illustrative project by the FHWA and the FTA until it is formally included in the financially constrained and conforming metropolitan transportation plan and TIP.

Upon notice of funding availability for an individual illustrative project being provided to ROCOG, the MPO will amend such project into the TIP through the TIP modification processes pursuant to Appendix C of this document.

Regionally Significant projects serve regional transportation needs such as high volume traffic corridors that access or pass through the area from outside the region, delivering regional traffic to major activity centers such as the Central Business District of urban areas, or providing access to major regional transportation centers such as airports. Such projects may or may not be funded with federal transportation funds but involve major improvements to the federally supported transportation system in the MPA. By law, Regionally Significant Projects are defined to include:

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

The TIP shall include a list of all regionally significant projects. Projects in the fiscally constrained list of federal projects are by definition included as Regionally Significant projects since they require actions to be taken by the FHWA or FTA in order to advance to construction. Projects listed in this section as regionally significant projects are additional projects funded from sources other than FHWA or FTA funds under Title 23 U.S.C. Chapters 1 and 2 or Title 49 U.S.C. Chapter 53, which are considered regionally important to the operation of the transportation network.

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Federal regulations have given MPO's flexibility to determine "regionally significant" transportation projects in their MPA. As such, ROCOG has chosen to define regionally significant projects as:

1. those projects occurring on the federally classified Primary or Minor Arterial system that are not primarily for the purpose of system preservation but rather provide improved capacity, access, freight mobility or safety, and have a cost that exceeds 75% of the typical annual capital investment budget of the proposer, which for Olmsted County and the City of Rochester is approximately $15 million per year. Projects that are primarily for the purpose of extending the existing urban street network access into new development areas on the edge of existing urban areas will not generally be considered regionally significant unless there is expectation of a significant diversion of existing regional traffic to the new roadway.
2. capital transit investment not solely for the purpose of vehicle acquisition that will establish supportive infrastructure for core fixed route transit services in excess of $10 million;
3. investment in Active Transportation Projects in excess of $5 million that will fund development of trail or path facilities facilitating pedestrian or bicycle connectivity to major regional attractions or activity centers, facilitate the removal of barriers created by major transportation facilities such as access controlled highways, or fund regional trail facilities recognized as part of a statewide or regional planned network of trails.

Table 10 on the following page identifies the Illustrative and Regionally Significant projects that have been identified for the ROCOG MPA. Three projects are fully funded with non-federal resources are identified as Regionally Significant given the cost of the project and classification of the road corridors involved.

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TABLE 10: ILLUSTRATIVE AND REGIONALLY SIGNIFICANT PROJECT

Category	Route System	Proposed Year	Lead Agency	Description	Corridor Classification	Current Project Development Status	Estimated Cost of Project	Non-Local Funding Source	Funding Shortfall	Non-Local Funding	Local Funding
Regional Significant	HIGHWAY US 14 & CSAH 44	Proposed 2025	OLMSTED COUNTY	Construct Interchange at intersection of TH 14 and CSAH 44 west of Rochester with connecting crossroad between 19th St NW and CSAH 34 / County Club Road SW	TH 14 – Principal Arterial on the National Highway System CSAH 44 Minor Collector	Programmed in Olmsted County CIP; Preliminary Project Development underway funded by State Bonding Award of $6 m in 2020	$60,000,000	MN State Corridors of Commerce awarded in 2023.	To be determined through final design.	$8,250,000 2020 State Bonding $5M 2023 State Capital Infrastructure $60M 2023 Corridors of Commerce	$10,900,000 in Local Sales Tax Funding
Illustrative	6th St SE	Anticipated Start 2025	ROCHESTER	Construct new 6th St SE Bridge over Zumbro River in downtown Rochester as part of project to connect Broadway and 3rd Av SE with future 6th St alignment.	Future 6th St will be classified as Major Collector upon completion.	Rochester was awarded $19.9 million RAISE grant August 2022; project development to start late 2023	$29,900,000	Federal RAISE Grant	To be determined through final design.	$19,900,000	$10,000,000 DMC Infrastructure Funds
Regionally Significant	South Broadway Avenue	Proposed 2026	ROCHESTER	Reconstruct South Broadway from 4th St South to 9th St South	Urban Minor Arterial	Programmed in Rochester CIP	$21,000,000			None	$21,000,000 in DMC Funding
Regionally Significant	CSAH 34	Proposed 2026	OLMSTED COUNTY	Reconstruct six miles of CSAH 34 from TH 14 in Byron to CSAH 22 in Rochester	Rural Major Collector	Programmed in Olmsted County CIP	$16,500,000		$2,010,000		$14,280,000 County – State Aid and Local Option Sales Tax

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5 | COMMUNITY IMPACT ASSESSMENT

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

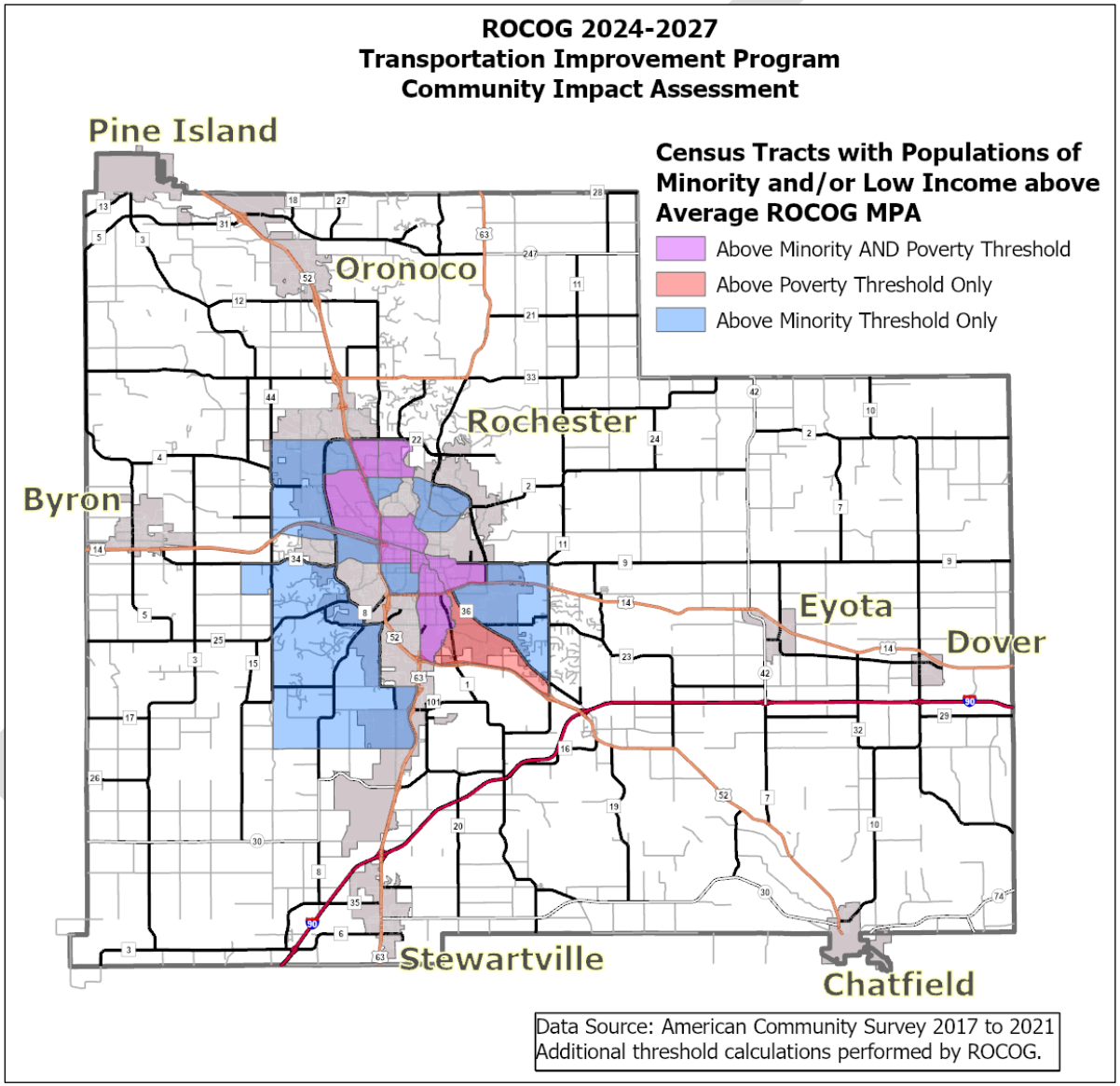
- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making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

Environmental Justice is a policy goal for ensuring that negative impacts resulting from federally supported 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 of interest is whether proposed projects will negatively affect the health or environments of minority or low-income populations more intensely than other populations.

2024-2027 TIP PROJECTS IN TITLE VI AREAS OF CONCERN

This community impact assessment highlights those transportation projects that could potentially have a disproportionate negative impact on disenfranchised neighborhoods. Figure 28 highlights Census Tracts in the ROCOG MPA, using data from the 2017-2021 American Community Survey (ACS), where the share of minority and/or low-income populations exceeds the areawide average for the MPA. ROCOG's analysis of Census data found population thresholds for the MPA to be 21.7% for minority (i.e., other than non-Hispanic, white) and 7.6% for poverty; census tracts with a percentage of minority and/or low-income individuals higher than these rates were identified as Title VI areas of interest/concern.

FIGURE 28: AREAS WHERE ENVIRONMENTAL JUSTICE POPULATIONS OF CONCERN EXIST – ROCHESTER MPA



Figures 29 and 30 on the following pages indicate the location of projects that are part of the 2024-2027 TIP which will take place in locations where there is potential for a significant population of low-income or minority populations within the potential impact area of the project. A project was identified as having the potential to have an impact if any portion of a project intersected or ran concurrent with the boundary of Census Block Group that has been identified in Figure 28 above.

Projects included for identification include any highway, transit or non-motorized project which involves the physical construction of infrastructure to facilitate the provision of travel movement. For transit, for example, TIP project listings which involve the funding of operational expenses are not considered, but transit projects which involve new service, or structures, such a new or improved transit station or park and ride are identified for consideration.

A total of 11 projects in whole or in part were identified as having potential impact on populations of interest. This included four transit projects (micro-transit / transit station / commencement of bus rapid transit), two dedicated walkway improvement projects and five highway improvement projects, including several intersection improvements along with several reconstruction projects which include multi-modal elements. Table 11 following the Figures 29 and 30 describe each project and briefly; providing a subjective assessment of the potential significance of impact to minority and low-income populations from the project. Highway projects that are primarily for the purpose of preservation, such as overlay or road resurfacing, are expected to have no or limited impact beyond the existing roadway and right of way limits and are expected to benefit adjacent areas. These projects, as they move through project development into final design, can either continue the status-quo or include elements that mitigate existing issues. The level of mitigation for each project will not be fully decided until the projects are closer to final design and construction.

Projects that involve reconstruction of existing roadways provide an opportunity to not only address pavement and/or bridge preservation needs, but may also address safety, operational or capacity issues and expand opportunities for active transportation. As with any major construction, 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, or improved transit service.

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.

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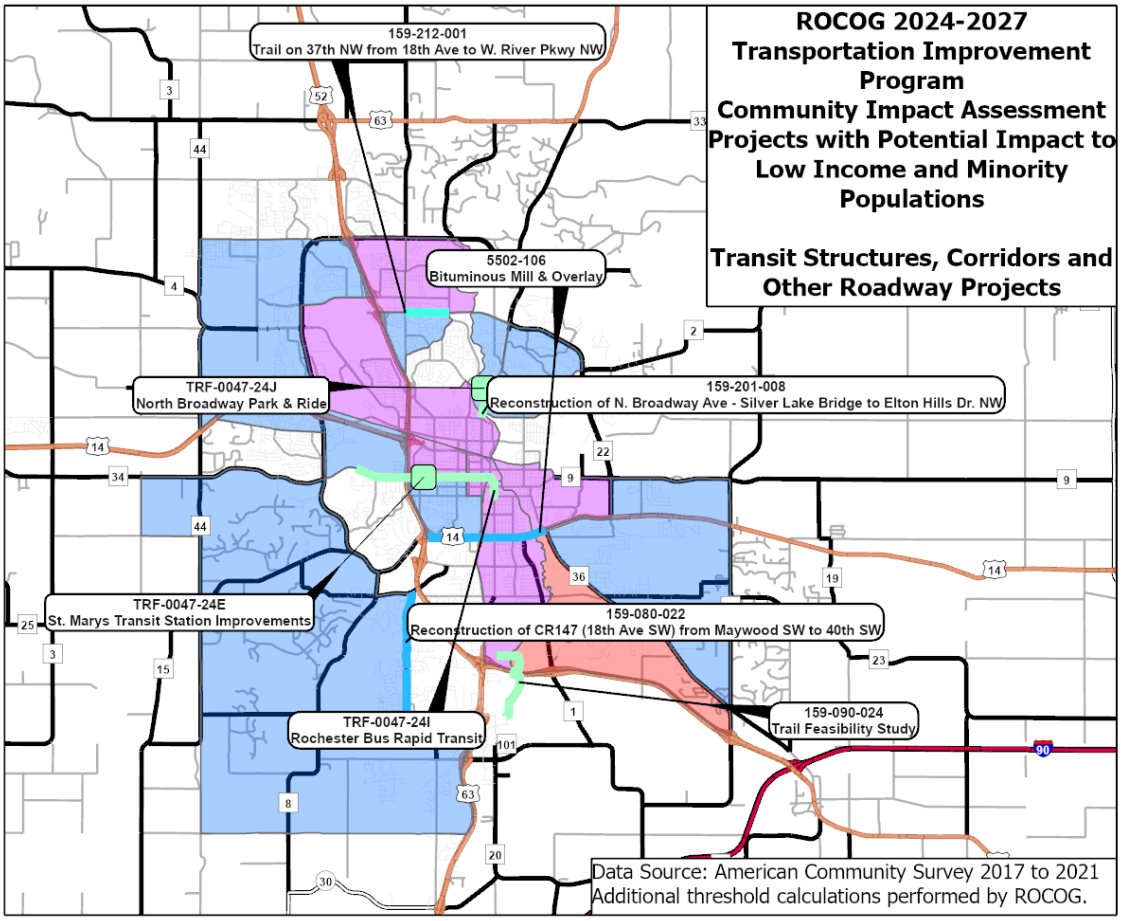
FIGURE 29: PROJECT LOCATIONS IN RELATION TO LOW INCOME AND MINORITY POPULATIONS, TRANSIT STRUCTURES, CORRIDORS AND OTHER ROADWAY PROJECTS



Above Minority AND Poverty Threshold
Above Poverty Threshold Only
Above Minority Threshold Only

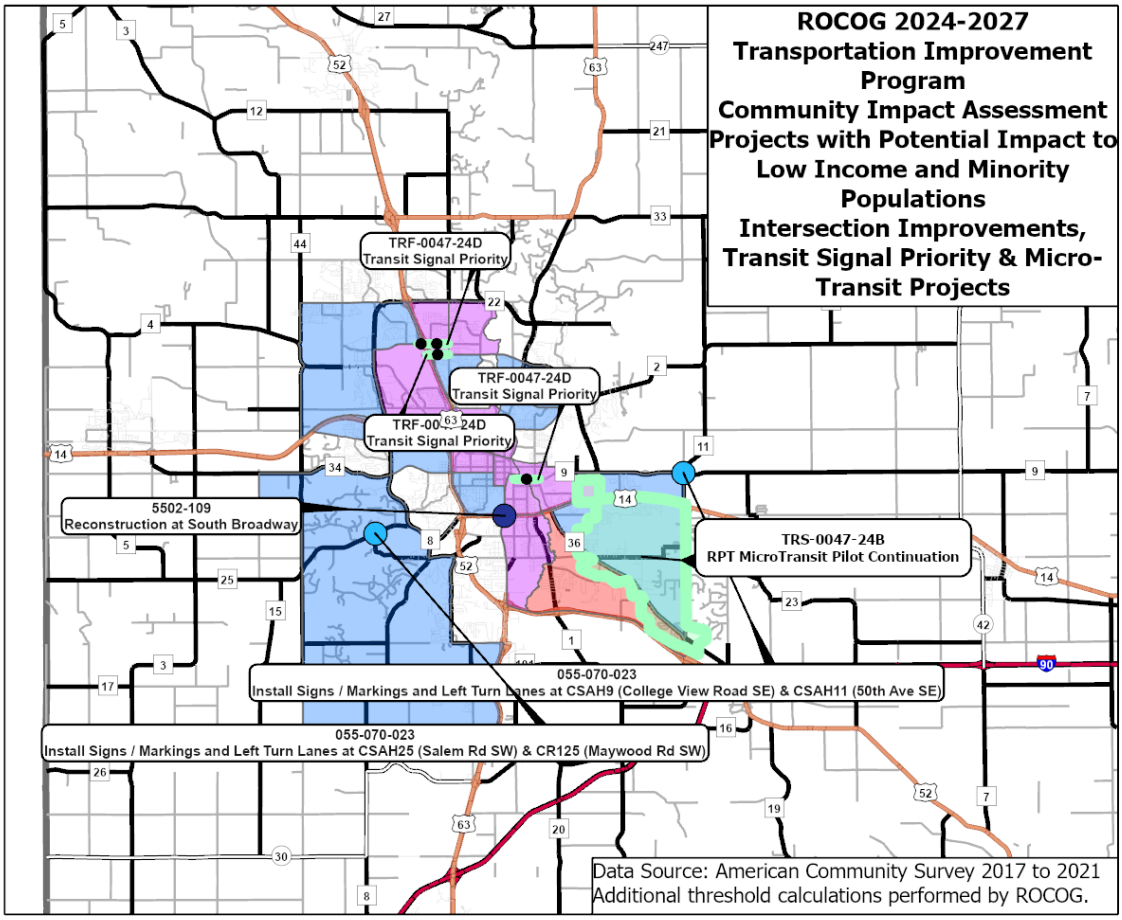
Roadway Construction / Median Safety / Transit Corridor

2024
2025
2026
2027

Transit Structures

2024
2025
2026

FIGURE 30: PROJECT LOCATIONS IN RELATION TO LOW INCOME AND MINORITY POPULATIONS, TRANSIT SIGNAL PRIORITY CORRIDORS AND INTERSECTION IMPROVEMENTS



Above Minority AND Poverty Threshold
Above Poverty Threshold Only
Above Minority Threshold Only

Transit Signal Priority

2024

Intersection Improvements

2024
2025
2026
2027
RPT MicroTransit Pilot Continuation

TABLE 11: OVERVIEW OF 2024-2027 TIP PROJECTS AFFECTING TITLE VI AREAS

Project Number	Year	Agency	Description	Discussion	Assessment of Potential Impact on Title VI Populations
TRF-0047-24J	2024	Rochester	RPT Micro-Transit Pilot Continuation	Project is located on the southeast side of Rochester in low to medium density area dominated by residential and highway focused commercial. Micro-transit will start as a pilot in FY 2023 and this project will adjust service dynamics such as hours and days of operation.	Project will have positive impact overall as it provides on-demand transit services to portions of the community identified as a disadvantaged area by the Justice40 Initiative.
TRF-0047-24E	2024	Rochester	City of Rochester; St. Mary's Transit Station Improvements (Total Project Cost $8,100,000)	The proposed St. Mary's Hospital Transit Station will be integrated with downtown bus rapid transit being developed by Rochester on property across the street from St Mary's Hospital and currently utilized for commercial purposes. Nearby neighborhood areas expected	Project will have positive impact as it improves transit accessibility and experience to residents of a core city neighborhood and a major employer, with project activity

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Project Number	Year	Agency	Description	Discussion	Assessment of Potential Impact on Title VI Populations
				to benefit from improved access to transit service	confined to parking and commercial lands
TRF-0047-24I	2024	Rochester	Rochester Bus Rapid Transit, Second Street Small Start FFGA Appropriation	This project is located in Central Business District of Rochester, in area occupied by office, retail, medical and higher education land uses. Limited direct impact to residential populations is expected, but downtown residents and student population should benefit from high frequency rapid transit.	Project impact will be positive as it provides improved experience for transit users with little to no impact to nearby Title VI populations
159-201-008	2024	Rochester	Reconstruction of Broadway Ave N in Rochester from Silver Lake Bridge to Elton Hills Dr NW including sidewalk, bike lane and traffic signals	This project touches on areas identified as having populations of low-income or minority individuals at both ends of the project. The vast majority of the project area fronts on commercial properties; planned improvements should improve access to transit due to	Project is in a commercial area that will improve multi-modal safety and mobility which should benefit Title VI population in nearby

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Project Number	Year	Agency	Description	Discussion	Assessment of Potential Impact on Title VI Populations
				inclusion of potential transit station site and transit stop upgrades, and upgrade of non-motorized safety and capacity along this high volume arterial corridor	residential areas with no disproportionate impact
159-090-024	2024	Rochester	Willow Creek Trail Feasibility Study	A the project area traverses through a census tract with above poverty threshold and a separate track with both poverty and minority thresholds. The area is composed of higher density residential north of US 52 and commercial and light industrial on either side of US 52. The project is meant to improve bicycle and pedestrian between the residential areas north of US 52 and the employment and services south of 52. The study will also review how to connect to a regional park.	Project should provide positive benefit to any nearby Title VI populations as work will result in the construction of a trail segment that will improve bicycle and pedestrian safety.

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Project Number	Year	Agency	Description	Discussion	Assessment of Potential Impact on Title VI Populations
TRF-0047-24D	2024	Rochester	City of Rochester; Transit Signal Priority Implementation: 4th St SE Corridor & 37th/41st St NW Corridor	Transit signal priority projects have limited to no footprint impact on corridors as most work involves changes inside controller cabinets and software programming; however, benefits should accrue to users of transit including from nearby area as more efficient transit operations result from the project.	Project benefit will be positive as it improves transit rider experience and mobility, benefitting nearby Title VI population as well as others.
159-212-001	2025	Rochester	Construct Pedestrian Facilities On 37TH St NW US52 / I90	Project will improve pedestrian access for nearby neighborhoods along high volume, higher speed arterial corridor by adding new facility along north side of highway. Work will be larger within the right of way but outside the existing roadway, causing limited delays to roadway operations during construction.	Project Impact will be positive as it will result in install of new sidewalk on a major arterial corridor in existing right of way, and improve accessibility for all nearby residents.

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Project Number	Year	Agency	Description	Discussion	Assessment of Potential Impact on Title VI Populations
5502-106	2025	MnDOT	US 14 from US 52 to CSAH 36, Bituminous Mill and Overlay	A preservation project involving work on the existing roadway within the existing right of way; adjacent residents along the corridor expected to experience short term disruption in terms of direct access; However, intersection work at TH 14 / Broadway Avenue will have longer period of impact and may include work outside right of way. All lands adjacent to this intersection are commercial or public lands with no residents immediately abutting the area.	Project impact should be confined to existing right of way and pose no disproportionate impact, with improvements @ TH 14 and Broad-way Ave intersection improving pedestrian safety for all nearby residents.
159-080-022	2026	Olmsted County	18TH Ave SW Road Reconstruction from Mayowood SW To 40th St SW in Rochester	A major reconstruction project abutting residentially zoned areas for its entire length, this project will improve roadway operations and also add connective non-motorized trail/path facilities to a corridor where those are largely absent currently. Level	Project benefit should be positive as it will provide pedestrian and bicycle facilities in a corridor and improve safety for all users,

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Project Number	Year	Agency	Description	Discussion	Assessment of Potential Impact on Title VI Populations
				of impact to target populations is not expected to be disproportionate to the impact experienced by all residents of the area	abutting landowners may see some impact but not expected to be disproportionate impact.
055-070-023	2026	Rochester	Install Signs/Markings and Left Turn Lanes at Two Intersections CSAH 9 (College View Road E) at CSAH 11 (50th Ave SE) and CSAH 25 (Salem Road SW) At CR 125 (Maywood Road SW)	This project includes improvements to two intersections located within and next to census tracks with higher populations of minorities. The Mayowood Road intersection is located in a higher density residential and commercial area. The College View Road intersection is located in an area with rural residential and agriculture. Both projects are anticipated to stay within the existing right of way minimizing any impact to neighboring parcels.	No impact to Title VI populations expected as project will be contained within existing right of ways.

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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 Section 2, page 35 for more information on ATP process*). The District 6 ATP is assigned a targeted amount of federal funding for programming in the southeast Minnesota region, which is further refined using a state-established formula and specific program funding targets. Although subject to flexibility, these targets are used during development of the ROCOG TIP, the District 6 ATIP, and the statewide STIP to help establish the priority list of projects. The targeted amount is set four years in advance; for example, the distribution for fiscal year 2027 is set in 2023. Table 1212 identifies the funding targets for ATP-6 set by MnDOT for programs or jurisdictional partners to be used in the solicitation process.

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TABLE 12: MNDOT DISTRICT 6 ATP MANAGED FUNDS - FEDERAL DISTRIBUTION

Sub-Targets	F.Y. 2024 Distribution (in millions of dollars)	F.Y. 2025 Distribution (in millions of dollars)	F.Y. 2026 Distribution (in millions of dollars)	F.Y. 2027 Distribution (in millions of dollars)
Transportation Alternative Program (TA)	$2.22	$2.26	$2.30	$2.10
HSIP - LOCAL	$2.30	$2.30	$2.50	$3.30
Carbon Reduction Program (CRP) Non-MPO Apportionment	NA	NA	NA	$1.19
STP - Small Cities (24%)	$2.06	$2.06	$2.06	$2.42
STP - Counties (46%)	$3.96	$3.96	$3.96	$4.65
STP - ROCOG (30%)	$2.58	$2.58	$2.58	$3.03
Total	$13.12	$13.16	$13.40	$16.69

Each year, the District 6 ATP programs about $11-$13 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 1313 below compares the levels of federal funding being programmed in the 2024-2027 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 13: COMPARISON OF PAST FEDERAL FUNDING, DISTRICT 6 ATP AND ROCOG

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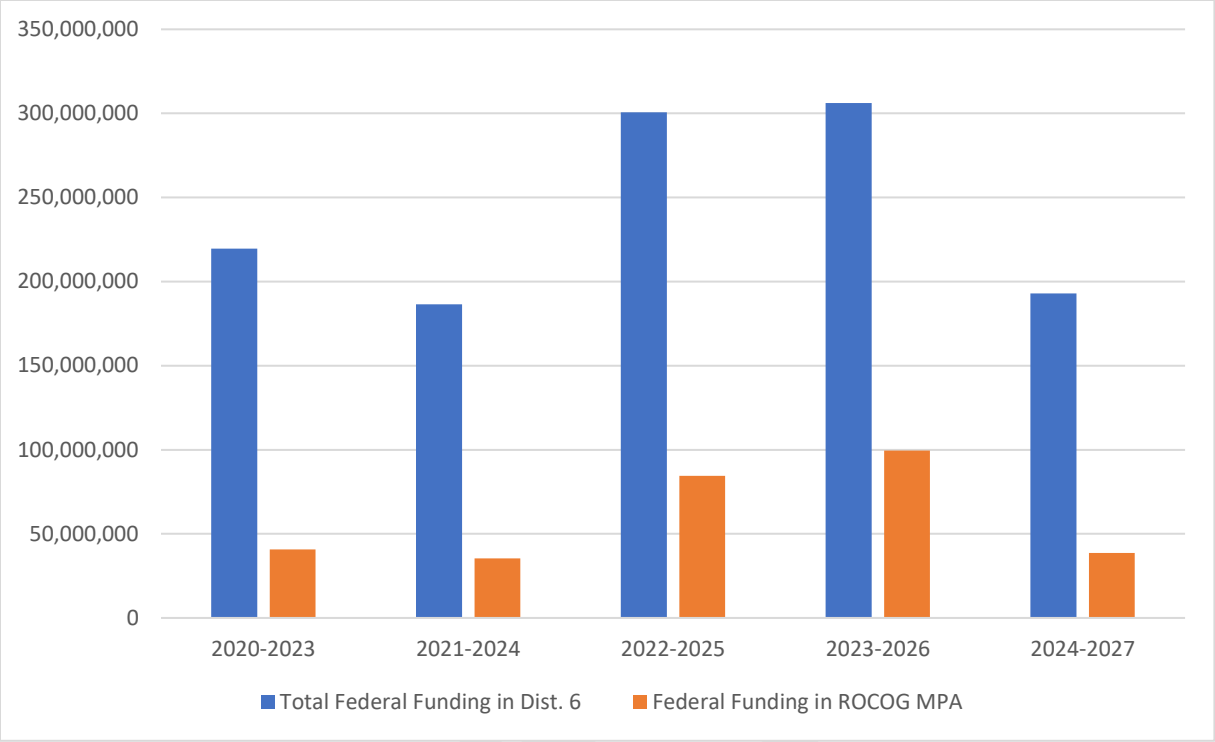

STIP/TIP years	Total Federal Funding in Dist. 6	Federal Funding in ROCOG MPA	Fed ROCOG funding as % of Fed Dist. 6 funding
2020-2023	219,610,509	40,672,940	18.52%
2021-2024	186,557,367	35,406,567	18.98%
2022-2025	300,608,811	84,503,700	28.11%
2023-2026	306,237,329	99,578,122	32.52%
2024-2027	192,921,910	38,672,233	20.05%

**Data for District 6 Total Federal Funding in 2024-2027 as of June 2023*

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 involving structures spanning the Mississippi River.

FINANCIAL PLAN

ROCOG accepts the responsibility to act in the public interest to program and select projects for federal funding in the Rochester MPA. The 2024-2027 TIP is fiscally constrained to those funding categories in which the MPO has direct responsibility. It is assumed that MnDOT projects programmed with federal funds are fiscally constrained at the state level through the STIP. Local funds programmed for federal match, operations and maintenance (O&M), and Regionally Significant (RS) projects are assumed fiscally constrained at the local level, based on each local jurisdiction's ability

to acquire revenues and develop Capital Improvement Programs that will cover projected local costs, including accurate cost estimates.

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

YEAR OF EXPENDITURE

To give the public a clear picture of what can be expected (in terms of project cost and revenues) as well as to properly allocate future resources, projects beyond the first year of the TIP are adjusted for inflation. When project costs and expected revenues have been inflated to a level that corresponds to the expected year of project delivery, this means that the project has been programmed with year of expenditure (YOE) dollars. YOE programming is required by federal law. For the 2024-2027 period, MnDOT has inflated project costs by 4.4% annually, based on an ongoing review of price changes occurring in materials and construction work. These inflation-adjusted project costs are included in the TIP. This fulfills the federal requirement to inflate project total to YOE and relieves the MPO of the responsibility to do so. Every year, projects which are carried forward in the TIP are updated to reflect the current project costs.

OPERATIONS AND MAINTENANCE (O&M)

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

HIGHWAY AND ACTIVE TRANSPORTATION INVESTMENTS

Table 14 through Table16 show 5-years of historic non-federal dollars budgeted for highway and active transportation investment by each of the three road authorities that have used federal funding (MnDOT, Olmsted County, and the City of Rochester) in ROCOG's MPA. The Operations and Maintenance (O&M) columns represent roadway expenditures that maintain the surface and day-to-day operations of roadways, such as 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 14: MNDOT NON-FEDERAL INVESTMENTS, 2019-2023

Year	Operations and Maintenance (O&M)	Capital
2019	$1,680,000	$175,000
2020	$1,139,229	$1,277,000
2021	$109,000	$197,267
2022	$620,000	$339,700
2023	$1,570,000	$784,000
Total	$5,118,229	$2,772,967

Source: MnDOT District 6

TABLE 15: OLMSTED COUNTY NON-FEDERAL INVESTMENTS, 2018-2022

Year	Operations and Maintenance (O&M)	Capital
2018	$10,347,984	$19,758,805
2019	$16,909,792	$17,500,997
2020	$11,576,540	$26,166,998
2021	$9,624,776	$31,754,428
2022	$9,606,144	$51,032,667
Total	$58,067,236	$146,213,895
	Annual Average	$ 29,242,779

Source: Office of State Auditor, County Finances Report

TABLE 16: CITY OF ROCHESTER NON-FEDERAL INVESTMENTS, 2018-2022

Year	Operations and Maintenance (O&M)	Capital
2018	$14,803,307	$11,749,723
2019	$17,117,665	$12,591,106
2020	$14,929,155	$9,663,692
2021	$15,851,769	$7,200,000
2022	$16,288,470	$15,993,948
Total	$78,990,366	$57,198,469
	Annual Average	$27,237,767

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 in Section 4 – page 57) to account for the effects of inflation at the year of expenditure.

MnDOT

TABLE 17: MNDOT NON-FEDERAL SHARE OF HIGHWAY AND ACTIVE TRANSPORTATION INVESTMENTS, 2024-2027 TIP PROJECTS IN ROCOG MPA

Fiscal Year in TIP	Operations and Maintenance (O&M)	Capital
2024	$3,391,440	$4,480,000
2025	$0	$0
2026	$780,360	$194,000
2027	$5,387,900	0

The local amounts MnDOT has planned to spend on federally funded projects in the ROCOG MPA in 2024-2027 fluctuate from year to year (see Table17). From 2019 to 2023, MnDOT spent a total of $7,891,196 on Operation and Maintenance (O&M) and Capital projects in the ROCOG MPA, for an average of $ $1,578,239 per year. This includes all O&M plus Capital projects, not just those using federal funding. MnDOT's O&M plus Capital projects in the 2024-2027 TIP (i.e., only those using federal funding or which are regionally significant) total $ $14,233,700, for an average of $3,558,425 per year. Despite of the future years of the TIP being higher than those of the past, because of several significant projects in the MPA, the expenditures are still within the 10-year average of $5.6 million per year.

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

TABLE 18: TOTAL COST OF ALL TRANSPORTATION INVESTMENTS, 2024-2027 TIP PROJECTS IN DISTRICT 6

Year	Cost of Transportation Projects in District 6
2024	$345,824,012
2025	$123,929,743

2026	$150,977,887
2027	$145,896,986

In its 2024-2027 ATIP, MnDOT District 6 has identified sources for at least $129 million in each year of this TIP (see Table19). 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 providing local state match for federally funded projects.

TABLE 19: DISTRICT-WIDE TRANSPORTATION FUNDING SOURCES IDENTIFIED BY MNDOT DISTRICT 6, 2024-2027

Year	Federal Funds	State Funds	FTA	Local
2024	$94,699,014	$55,656,113	$89,703,046	$94,355,839
2025	$24,264,505	$34,062,695	$6,877,385	$23,061,636
2026	$46,666,101	$29,393,042	$12,142,335	$45,138,141
2027	$52,480,873	$39,349,536	$2,754,816	$30,581,761

Olmsted County

TABLE 20: OLMSTED COUNTY LOCAL SHARE OF PLANNED HIGHWAY AND ACTIVE TRANSPORTATION INVESTMENTS, 2024-2027 TIP PROJECTS

Fiscal Year in TIP	Operations and Maintenance (O&M)	Capital
2024	0	$20,667
2025	0	$445,000
2026	$51,727	$2,520,000
2027	0	$6,285,000

Olmsted County often has a single federally funded project per year in the four-year TIP, and sometimes has none. From 2018 to 2022, Olmsted County spent a total of $204,281,131 on O&M plus Capital projects in the ROCOG MPA, for an average of $29,242,779 per year (based on information in Table15). This includes all O&M plus Capital projects, not just those using federal funding.

Olmsted County's O&M plus Capital costs (i.e., the non-federal share) indicated in the 2024-2027 TIP for those projects using federal funding or which are regionally significant totals $9,322,394, for an average of $ $2,330,599 per year. 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 $29 million per year. In its 2023 CIP, Olmsted County has identified funding sources for more than $29 million per year for the TIP period of 2024-2027 (see Table21), providing more than adequate funds for the local share of these federally funded projects.

TABLE 21: TRANSPORTATION FUNDING SOURCES IDENTIFIED BY OLMSTED COUNTY, 2024-2027

Year	2024	2025	2026	2027	Total
City/Township Cost Sharing	$270,000	$610,000	$3,260,000	$10,000	$5,430,000
Federal	$300,000	$300,000	$5,300,000	$300,000	$12,730,000
Bridge Bonding	$300,000	$112,000	$550,000	$250,000	$3,422,000
State Bonding	$2,900,000				$5,500,000
State Aid	$8,700,000	$6,281,773	$7,762,421	$6,720,000	$35,133,244
State-Township Bridge Funding	$450,000	$400,000	$240,000	$150,000	$1,880,000
County Sales Tax (0.5%)	$13,731,514	$17,818,822	$21,988,408	$12,072,617	$83,811,361
Wheelage Tax	$1,400,000	$1,400,000	$1,400,000	$1,400,000	$7,000,000
Total	$28,051,514	$26,922,595	$40,500,829	$20,902,617	$154,906,605
Four Year Total	$116,377,555		Annual Average	$29,094,389	

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City of Rochester

TABLE 22: CITY OF ROCHESTER NON-FEDERAL PLANNED HIGHWAY AND ACTIVE TRANSPORTATION INVESTMENTS, 2024-2027 TIP PROJECTS

Fiscal Year in TIP	Operations and Maintenance (O&M)	Capital
2024	$4,420,000	0
2025	0	0
2026	$10,500,000	0
2027	0	0

The City of Rochester often has one or two federally funded projects per year in the four-year TIP, and at times, like this TIP, will have no projects in a year. The local funding amounts shown in Table22 for City of Rochester federally funded road and bike/ped projects in the ROCOG MPA for 2024-2027 are typical. From 2018 to 2022, Rochester spent a total of $136,188,835 on O&M plus Capital projects in the ROCOG MPA, for an average of $27,237,767 per year (see Table23). 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 2024-2027 TIP that use federal funding or which are regionally significant totals $ 14,920,000, for an average of $3,730,000 per year – though most of the total is planned for two major projects involving the reconstruction of a segment of Broadway Avenue and 18th Avenue Southwest. Both the four-year total and the annual average are well within Rochester's recent average local O&M plus Capital spending of $27 million per year. In its 2023 CIP, the City of Rochester has identified average annual local funding for transportation improvements of $41 million in each year of this TIP (see Table 23), providing more than adequate funding for these federally funded projects.

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TABLE 23 TRANSPORTATION FUNDING SOURCES IDENTIFIED BY CITY OF ROCHESTER, 2024-2027

Year	2024	2025	2026	2027	Total
Special Assessment Bonds	$750,000	$668,000	$600,000	$600,000	$2,618,000
Olmsted County		$100,000	$250,000		$350,000
Federal	$2,580,000	$2,580,000			$5,160,000
Municipal State Aid for Streets	$1,490,000	$3,422,000	$6,900,000	$6,600,000	$22,223,186
Operating Transfer from Storm Water Utility	$600,000	$600,000			$1,517,000
Operating Transfer from Sewer Utility	$600,000	$900,000	$550,000	$400,000	$2,450,000
Private funds	$2,200,000				$2,637,874
Project Reserves	$570,000	$4,850,000			$6,050,000
State			600000		$600,000
Tax Levy	$3,023,000	$4,332,000	$4,562,000	$4,605,000	$18,747,000
Traffic Improvement District Fees	$100,000				$100,000
Water Utility	$350,000	$750,000	$500,000	$400,000	$2,124,080
Sales Tax DMC	$5,307,400	$4,206,085	$4,307,237	$4,410,918	$25,776,780
State DMC Funds	$18,350,000	$10,350,000	$22,900,000	$3,100,000	$54,700,000
County Transit Aid to DMC	$3,718,569	$4,948,282	$3,221,558	$3,000,000	$14,888,409
State Transit Aid to DMC	$5,577,854	$7,422,437	$4,832,337	$4,500,000	$22,332,628
Annual Totals	$45,216,823	$45,128,804	$49,223,132	$27,615,918	
Four Year Total	$167,184,677		Annual Average	$41,796,169	

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TRANSIT INVESTMENTS

Table 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 24: ROCHESTER PUBLIC TRANSIT NON-FEDERAL INVESTMENTS, 2019-2023

Year	Operations and Maintenance (O&M)	Capital	Total
2019	$11,064,621	$6,288,906	$17,353,527
2020	$9,732,828	$1,053,614	$10,786,442
2021	$11,700,000	$400,000	$12,100,000
2022	$12,845,000	$400,000	$13,245,000
2023	$14,180,000	$2,020,000	$16,200,000
Total	$59,522,449	$10,162,520	$69,684,969
	Average	$13,936,994	

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

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 2019 to 2023, RPT spent a total of $69,684,969 in non-federal funds on Operation and Maintenance plus Capital projects in the ROCOG MPA, for an average of $13,936,994 million per year (see Table 24).

The O&M plus Capital amount has been rising steadily, due to ambitious expansion of RPT's fleet, bus garage, and involvement in the City's downtown redevelopment effort known as Destination Medical Center (DMC), which includes a very significant transit component. RPT's non-federal funding for O&M plus Capital projects that are included in the 2024-2027 TIP (i.e., only those using federal funding or which are regionally significant) total $122,119,772 (see Table), for an average of $30,529,943 per year. This annual average is not consistent with RPT's growing budgets in recent years due to

the large influx in 2024 caused by the FTA Capital in Grants (CIG) project Link Bus Rapid Transit. In its 2024-2027 CIP, the City of Rochester has identified funding sources for more than $25 million on average in each year of this TIP (see

Fiscal Year in TIP	Operations and Maintenance (O&M)	Capital
2024	$12,965,000	$58,971,540
2025	$14,850,000	$1,569,712
2026	$15,185,000	$2,659,400
2027	$15,600,000	$319,120
Total	$58,600,000	$63,519,772

Table 26), providing more than adequate money for these federally funded projects.

TABLE 25: ROCHESTER PUBLIC TRANSIT NON-FEDERAL PLANNED TRANSIT INVESTMENTS, 2024-2027

Fiscal Year in TIP	Operations and Maintenance (O&M)	Capital
2024	$12,965,000	$58,971,540
2025	$14,850,000	$1,569,712
2026	$15,185,000	$2,659,400
2027	$15,600,000	$319,120
Total	$58,600,000	$63,519,772

TABLE 26: TRANSIT FUNDING SOURCES IDENTIFIED BY CITY OF ROCHESTER, 2024-2027

Year	2024	2025	2026	2027	Total
Federal	$3,708,191	$424,545	$1,129,600	$476,800	$5,739,136
Retained Earnings	$132,048	$463,736	$306,400	$143,200	$1,045,384
State		$1,430,400			$1,430,400
Tax Levy	$250,000	$250,000			$500,000
State DMC Funds	$18,350,000	$10,350,000	$22,900,000	$3,100,000	$54,700,000

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County Transit Aid to DMC	$3,718,569	$4,948,282	$3,221,558	$3,000,000	$14,888,409
State Transit Aid to DMC	$5,577,854	$7,422,437	$4,832,337	$4,500,000	$22,332,628
Annual Totals	$31,736,662	$25,289,400	$32,389,895	$11,220,000	
Four Year Total	$100,635,957	Annual Average		$25,158,989	

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7 | PUBLIC ENGAGEMENT

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

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

2024-2027 TIP PUBLIC PARTICIPATION SUMMARY

The Infrastructure Investment and Jobs Act (IIJA) continues the emphasis established in past federal transportation legislation on citizen involvement in the development of the Transportation Improvement Program (TIP). ROCOG, unlike larger MPOs, engages a limited number of governmental jurisdictions and transportation agencies involved in the project identification and prioritization process. The City of Rochester (including Rochester Public Transit), Olmsted County, and the Minnesota Department of Transportation are the entities that have projects identified in the 2024-2027 TIP and are responsible for their implementation. The Cities of Stewartville and Byron are now both eligible to receive funds, but up to this point have not seen a project.

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:

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- 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. ROCOG also arranged during the COVID public health emergency to conduct MPO meetings and outreach efforts online and will continue to make the opportunity for virtual involvement available to the public going forward.
- Explicit consideration and response to public input: public comments received about the TIP are recorded and evaluated by MPO staff; comments or questions received in writing will get a written response from MPO staff if requested.
- TIP identifies options provided for public review / comment: the TIP notes the opportunities for in-person public comments at MPO meetings and outreach efforts such as open houses, as well as opportunities to send comments by email, which are announced on the MPO website and Facebook page.
- Documentation of meetings: all MPO meetings are recorded and minutes are prepared, which are made available to the public on the ROCOG web site.
- Documentation of notices: all notices for MPO meetings and outreach efforts are published on the MPO website and announced in local media, and the notices are kept in the MPO's records.
- 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.
- Next generation public outreach: The use of ESRI© 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.

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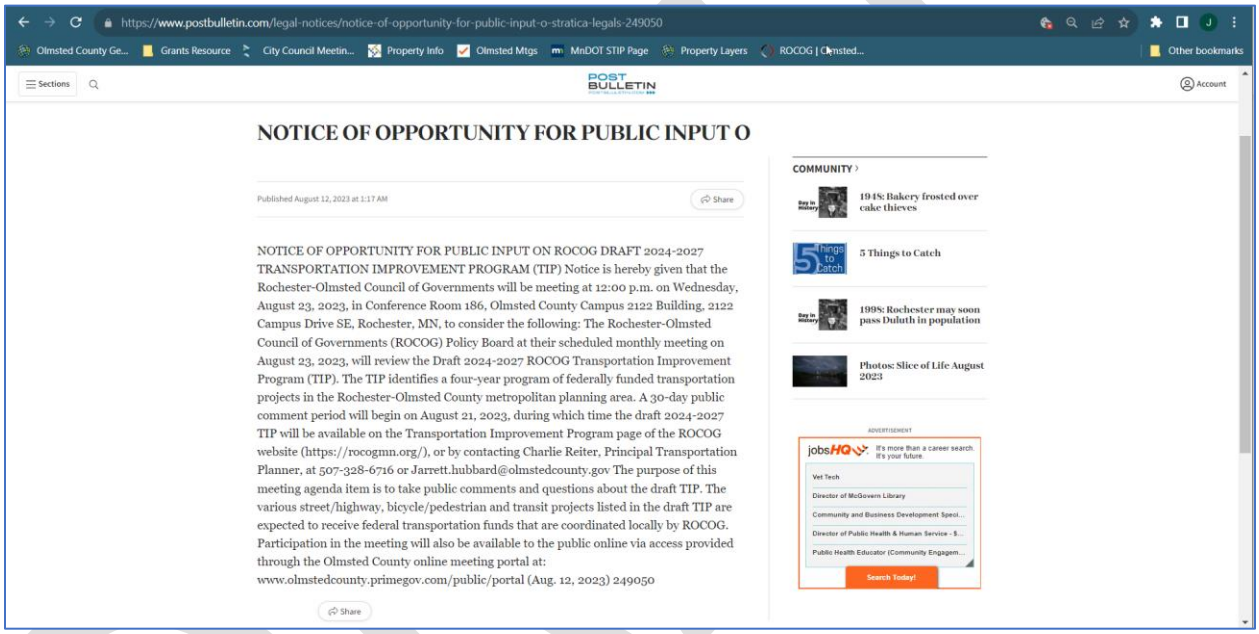
The 30 day public comment period for the draft TIP began on August 21, 2023. Figure 31 is the notice that was sent to the newspaper of record (Rochester Post-Bulletin) for publication on August 12, 2023. In addition, this notice was placed on ROCOG web site, with the web site notice linked to on ROCOG's Facebook page.

FIGURE 31

AUGUST 2023 ANNOUNCEMENT OF OPPORTUNITY FOR PUBLIC COMMENT ON DRAFT TIP



https://www.postbulletin.com/legal-notices/notice-of-opportunity-for-public-input-o-stratica-legals-249050

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NOTICE OF OPPORTUNITY FOR PUBLIC INPUT O

Published August 12, 2023 at 1:17 AM Share

NOTICE OF OPPORTUNITY FOR PUBLIC INPUT ON ROCOG DRAFT 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Notice is hereby given that the Rochester-Olmsted Council of Governments will be meeting at 12:00 p.m. on Wednesday, August 23, 2023, in Conference Room 186, Olmsted County Campus 2122 Building, 2122 Campus Drive SE, Rochester, MN, to consider the following: The Rochester-Olmsted Council of Governments (ROCOG) Policy Board at their scheduled monthly meeting on August 23, 2023, will review the Draft 2024-2027 ROCOG Transportation Improvement Program (TIP). The TIP identifies a four-year program of federally funded transportation projects in the Rochester-Olmsted County metropolitan planning area. A 30-day public comment period will begin on August 21, 2023, during which time the draft 2024-2027 TIP will be available on the Transportation Improvement Program page of the ROCOG website (https://rocogmn.org/), or by contacting Charlie Reiter, Principal Transportation Planner, at 507-328-6716 or Jarrett.hubbard@olmstedcounty.gov The purpose of this meeting agenda item is to take public comments and questions about the draft TIP. The various street/highway, bicycle/pedestrian and transit projects listed in the draft TIP are expected to receive federal transportation funds that are coordinated locally by ROCOG. Participation in the meeting will also be available to the public online via access provided through the Olmsted County online meeting portal at: www.olmstedcounty.primegov.com/public/portal (Aug. 12, 2023) 249050

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1948: Bakery frosted over cake thieves

5 Things to Catch

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ROCOG will issue a general press release on September 4, 2023 in an effort to generate press coverage and as a way to highlight upcoming open houses that were scheduled for the 1st two weeks of September. Figure 32 is a copy of the press release that was issued:

FIGURE 32

AUGUST 2023 PRESS RELEASE REGARDING OPPORTUNITY FOR PUBLIC COMMENT ON DRAFT TIP

For release to Rochester-area media, August 31, 2023

Opportunity for Public to Comment on Federally Funded Transportation Projects

The Rochester-Olmsted Council of Governments (ROCOG) has released a draft of the ROCOG 2024-2027 Transportation Improvement Program (TIP) for public comment through Friday, September 21, 2023. The TIP identifies federally funded highway, transit and bicycle/pedestrian construction projects or services such public transit planned for the years 2024 through 2027 in the Rochester-Olmsted County area.

ROCOG is planning an in-person open house for the public on Wednesday, September 13, 2023, 4:30 pm to 6:30 pm, at Olmsted County Planning Department, 2122 Campus Drive SE, Conference Room A, Rochester, MN 55904.

ROCOG will also conduct two virtual online open houses for the public with access provided through the Olmsted County online meeting portal at www.olmstedcounty.primegove.com/public/portal on the following days:

- Tuesday, September 5, 2023, from 4:30 pm to 6:30 pm; and
- Thursday, September 7, 2022, from 11:30 noon to 1:30 pm.

Access to the complete draft ROCOG 2024-2027 TIP report and an online Executive Summary in ArcGIS StoryMap© format are available on the ROCOG web site at Transportation Improvement Program (TIP) | Olmsted County, MN . A print copy of the report will also be available for public review at the Olmsted County Planning Department, 2122 Campus Drive SE, Suite 100, Rochester, MN 55904.

The ROCOG 2024-2027 Transportation Improvement Program will be considered for adoption during the next scheduled ROCOG public meeting on September 27, 2023, at 12:00 noon, at 2117 Campus Dr SE, Conference Room 186, Rochester, MN 55904. The meeting will also be accessible to the public via online access at

www.olmstedcounty.primegove.com/public/portal. Public comments regarding the draft TIP are also welcome during this meeting.

For more information, contact Jarrett Hubbard, Principal Transportation Planner (507-328-6716; Jarrett.Hubbard@olmstedcounty.gov).

A second notice for publication in the Rochester Post Bulletin and posting on the ROCOG web site and Facebook was developed and distributed on September 21, 2022, to make the public aware of the September 28, 2022 meeting of the ROCOG Policy Board at which adoption of the TIP would be considered. Figure 33 is a copy of this notice.

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FIGURE 33

SEPTEMBER 2023 ANNOUNCEMENT OF OPPORTUNITY FOR PUBLIC COMMENT ON DRAFT TIP

To be created.

In summary, ROCOG engaged in the following outreach efforts to solicit comments on the 2024-2027 TIP:

TIP public outreach at Willow Creek Transportation Study Open House on June 27, 2023.

- Draft 2024-2027 TIP was placed on the ROCOG website on August 21, 2023, and contact information was provided for users to submit their comments and questions.
- Public comments solicited at ROCOG meetings in August and September.
- Notice was posted on the Facebook page announcing the draft TIP, upcoming ROCOG Policy Board meetings and Open Houses at which the opportunity for public review and comment will be provided.
- A StoryMap was created for the 2024-2027 TIP, which presented users with a summary of key content in the TIP including an interactive map, which viewers of the map could use to submit comments about individual projects.
- Online virtual open houses were conducted on September 5th and 7th.The virtual open houses included a presentation summarizing the TIP and participant opportunity to comment or ask questions.
- In-Person open house on September 13th, at which ROCOG staff had informational posters available for the public to view and ask questions of the staff present at the meeting.

Table 27 reports the results of the overall outreach effort.

TABLE 27: SUMMARY OF 2024-2027 TIP PUBLIC OUTREACH RESULTS

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Outreach Method	Metrics for evaluating outreach	Results in 2023	Results in 2022	Results in 2021
Facebook link to both StoryMaps and ROCOG Web site	People reached		TBD	6
	Engagements		TBD	0
During ROCOG meetings on TIP	# comments		TBD	0
ROCOG Web Site with link to StoryMaps	# website visits		TBD	45
	# times draft TIP document opened		TBD	7
	# of emails to staff		TBD	0
Story Maps with direct comments	# story maps hits*		TBD	0
	# comments		TBD	0
Virtual Open House	# comments		TBD	0
In-Person Open House	# comments		TBD	0
In Person Presentations: - Citizen's Advisory on Transit	People Reached		TBD	-
Pop-up Engagements: - Willow Creek Transportation Study Open House (June 27, 2023 5-7pm) - Thursdays Downtown Summer Street Festival (July 21, 2023; 10:30 - 2:30pm)	Public Interactions	16		

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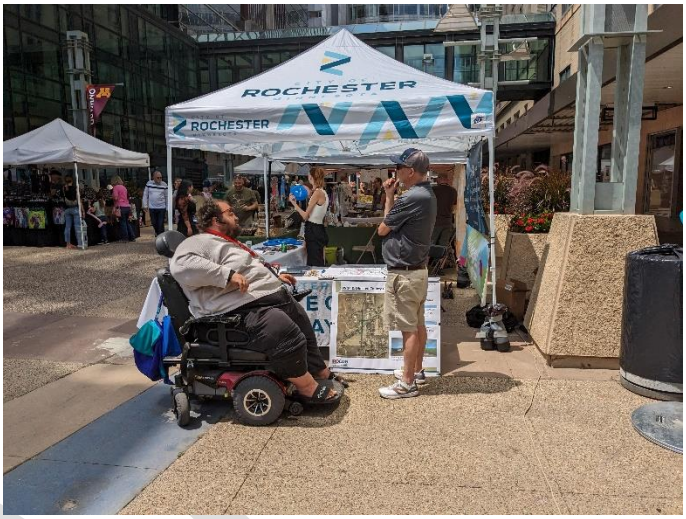
Summary

The public outreach efforts in 2023 resulted in a slightly higher number of overall interactions with the public than ROCOG experienced during the outreach for TIP updates in 2021.

The focus of engagement this TIP cycle was to interact with citizens at public events and locations where transportation may already be on individuals minds. This began by attending an open house for the Willow Creek Transportation Study. This open house on a small area planning study permitted not only access to citizens but those with interest in increasing bicycle and pedestrian infrastructure. TIP materials were also presented at a street festival known as Thursday's Downtown. The event occurs weekly in downtown Rochester throughout the Summer and features craft vendors, local restaurants and entrepreneurs with live music. The TIP being presented at event was an opportunity to interact with downtown employees and regional visitors to the Mayo Clinic. At both events, many individuals were interested in the reconstruction of the US Highway 52 and Interstate 90 Interchange.



RPT Representative talks with a citizen at Thursdays Downtown Street Festival on July 20, 2023. ROCOG joined the City of Rochester and Rochester Public Transit to share the booth and present the TIP and other transportation topics.

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8 | MONITORING PROGRESS

Per Federal regulations, the TIP is intended to serve in part as a management tool for monitoring progress in implementing the transportation plan. To serve that role, a list of projects from the previous TIP is required to be included herein that reports on the status of those projects, identifying which projects were implemented as well any projects which have affected by a delay. This update also provides MnDOT the ability to assess continued reliability of project cost estimates and project development status for federally funded projects.

This process also facilitates local discussion at the technical and policy committee level of project status annually for all programmed Federal projects within the MPO's MPA. This can help to identify unforeseen issues that can lead to early steps being taken to insure are addressed without delaying project implementation. If unavoidable delays occur, the project status report provides a mechanism for the implementing agency to communicate issues and delays directly to the MPO, MnDOT, and any potentially affected local units of government.

Table 28 on the next page provides a detailed summary of the status of projects included in the 2023-2026 TIP for year the 2023, which represents the current budget year for implementation agencies and lists those projects expected to be completed or underway in 2023. The following list reports on changes to projects for years 2024-2026 in the new 2024-2027 TIP when compared to the same years from last year's 2023 – 2026 TIP.

- Comparison of current and updated list of 2024 Projects
    - TRF-0047-24A: Rochester RR Operating Assistance.
        - Reduction in local funding and in total costs ($15.3M to 13.3M).
    - TRF-0047-24B: SECT 5307: Purchase of 1 Expansion Bus.
        - Project has been postponed.
    - TRF-0047-24C: SECT 5307: Purchase of 3 Replacement Buses.
        - Project has been postponed.
    - TRF-0047-24F: SEC 5307 City of Rochester; St. Mary's Transit Station.
        - Project has been included with Link Bus Rapid Transit (TRF-0047-24I).
    - 159-201-008: **AC** From Silver Lake Bridge to Elton Hills Drive NW, in City of Rochester Reconstruction of Broadway Avenue, Sidewalks, Bike Lane, Traffic Signal, Concrete Pavement.

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    - Total project costs have increased and local funding has been altered.
  - 055-070-22: Centerline Rumble Strips on Various County Roads.
    - Total project cost increased with addition of new HSIP federal funds.
  - 5530-30: **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 Improvements and Bridge Repairs on 55x10 ($4,900,000 in ac project payback in 2025).
    - Increased federal share and total cost.
  - 5580-100: **SEC164** I-90 from TH 42 to CSAH 10 - Install High Tension Cable Barrier.
    - Increased federal share and total cost.
  - **AC**: I 90 OVER US 52 REPLACE BRIDGE 55809 WITH BRIDGE 55823 AND BRIDGE 55810 WITH BRIDGE 55824 ($27,369,000 IN AC PROJECT PAYBACK OVER 2025, 2026, 2027).
    - Project amended to create 5580-99EP (Early Procurement) and funding distribution altered through AC periods.
  - 2002-37: **AC** US 14, EB and WB from 1.5 MI E CSAH 9 TO 0.23 MI W CSAH 5, Heavy Overlay And Bridges No. 20001 And 20002 And Install High Tension Cable Median Barrier – Tied To S.P. 2002-36 ($6,000,000 Ac Payback In 2025)
    - Funding distributions altered. In FY 2024, total construction cost declines but federal funds increased.
    - Advanced construction portion in 2025 was increased.
  - 2002-37S: **SEC 164**US 14 from 1.4 MI W of TH 56 to TH 57 – High Tension Cable Barrier – TIED TO S.P. 2002-36.
    - Total cost ($790,000 to 2.7M) and federal share ($711,0002.43M) increased.
  - 5505-27AC: **AC**MN 30, Replace Bridge 9008 and Bridge 9009 over N BR ROOT RIVER (AC Payback 1 OF 1).

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- Total cost reduction ($5M to 3M).

- New Projects
  - TRF-0047-24G: SECT 5339; City Of Rochester; Purchase One (1) Class 700 Diesel Bus Replacement Bus.
  - TRF-0047-24H: SECT 5307: City Of Rochester Transit Office Addition And Remodel Study.
  - TRF-0047-24I: SECT 5309: Rochester Bus Rapid Transit, Second Street Small Start FFGA Appropriation.
  - TRS-0047-24A: City of Rochester; Purchase One (1) Class 700 Diesel Bus Replacement Bus.
  - TRS-0047-24B: **CRP** Rochester Public Transit Micro-Transit Pilot Continuation.
  - 159-090-024: **CRP** Willow Creek Trail Feasibility Study.
  - 5580-97: Replace Bridge 9859, CSAH 35 OVER I 90.
  - 5580-99(EP): Early Procurement of Box Culverts And End Sections For Target Construction Project 5580-99.

(*List continues after Table 28)*

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FY 2022 PROJECT STATUS

Table 28 reports the projects that were listed in the 2023-2026 TIP for implementation in 2023. The expectation for projects programmed for FY 2023 in the 2023-2026 TIP is that they are completed, under construction or in the process of being contracted for yet in FY 2023 and thus will drop out of the new 2024-2027 TIP.

TABLE 28: PROJECT STATUS OF FY 2023 PROJECTS FROM 2023-2026 TIP

Route System	Project Number	Project Year	Lead Agency	Description	Status as of July 2023	Project Total
TRANSIT	TRF-0047-23A	2023	ROCHESTER	SECT 5307: CITY OF ROCHESTER; RR OPERATING ASSISTANCE	In Operation	15,000,000
TRANSIT	TRF-0047-23AB	2023	ROCHESTER	CITY OF ROCHESTER; DIAL-A-RIDE PARATRANSIT OPERATING ASSISTANCE	In Operation	1,180,000
TRANSIT	TRF-0047-23E	2023	ROCHESTER	SECT 5339: CITY OF ROCHESTER; ST MARYS STATION IMPROVEMENTS	In Environmental Review	3,500,000
TRANSIT	TRF-0047-23F	2023	ROCHESTER	SECT 5339: CITY OF ROCHESTER; DOWNTOWN BUS STOP IMPROVEMENTS	In Planning	100,000
TRANSIT	TRF-0047-23G	2023	ROCHESTER	SECT 5307: CITY OF ROCHESTER; FIXED ROUTE CAD/AVL	Request for Proposal open in July 2023	2,500,000
TRANSIT	TRF-0047-23H	2023	ROCHESTER	SECT: 5339B CITY OF ROCHESTER; 75TH STREET PARK AND RIDE AND CITY OF ROCHESTER BUS STOP IMPROVEMENT PROGRAM	Park and ride is under construction for competition in November 2023. Bus stop improvement in design phase.	5,306,680
TRANSIT	TRF-9177-23	2023	MNDOT	SECTION 5310: SEMCAC, SMALL URBAN MOBILITY MANAGEMENT 1/1/2024-12/31/2024	In Operation	57,500

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Route System	Project Number	Project Year	Lead Agency	Description	Status as of July 2023	Project Total
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	Bid opening expected by October 2023; with full construction in 2024.	471,300
LOCAL STREETS	055-598-060	2023	OLMSTED COUNTY	CR 107, 0.1 MILES SOUTH OF CR 152 JCT, REPLACE BR 93153	Authorization to proceed is expected in September, 2023.	500,000
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 PAYBACK 1 OF 1)	Under construction for completion in October, 2023.	2,460,000
HIGHWAY US 14	5501-40	2023	MNDOT	US 14, BYRON TO ROCHESTER FROM CSAH 34 TO US 52, HIGH TENSION CABLE BARRIER.	Completed in June 2023. In operation.	2,480,000
HIGHWAY US 14	5501-44	2023	MNDOT	US 14 INTERSECTION AT CSAH 3, CONSTRUCT RCI	Completed in June 2023. In operation.	1,700,000
HIGHWAY MN 30	5505-27	2023	MNDOT	**AC** MN 30, REPLACE BRIDGE 9008 AND BRIDGE 9009 OVER N BR ROOT RIVER (AC PAYBACK IN 2024)	Under construction for completion in October 2023.	7,950,000
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)	Under construction for completion in October 2023.	980,000

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- Comparison of current and updated list of 2025 Projects
  - **AC**Construct Pedestrian Facilities On 37th St NW From 18th Ave NW to W River PKWY NW (AC Payback IN 2026)
    - Total cost increase (947,000 to 1.023M). Increase in federal funding.
    - AC Payback added for 2026.
  - TRS-0047-25TA: City of Rochester; Purchase Three (3) CLASS 700 Diesel Replacement Buses.
    - Increase in total cost and federal funds ($1,461,600 to 1,660,800).
  - TRF-0047-25B: SECT 5339: City of Rochester Purchase Of Land For South Broadway Park And Ride.
    - Project has been deleted.
  - 5505-30AC: **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 Improvements and Bridge Repairs on 55X10 (AC PAYBACK 1 OF 1).
    - Project now completely in 2024. No advanced construction.
  - 5580-99AC1: **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 3).
    - Federal funds reduced in advance construction payback.
  - 2002-37AC: **AC**US 14, EB and WB from 1.5 MI E CSAH 9 TO 0.23 MI W CSAH 5, Heavy Overlay and Bridges NO. 20001 and 20002 (AC PAYBACK 1 OF 1).
    - Federal advanced construction reduced from $6M to 1.9M.
  - 5502-106: **AC** US 14 from US 52 to CSAH 36, Bituminous Mill and Overlay And US 14, Broadway Avenue, Rochester, Traffic Signal Improvements ($2,000,000 IN AC PAYBACK IN 2026).
    - Project moved to fiscal year 2026.
  - New Projects.
    - TRF-0047-25D: SECT 5339: City of Rochester; Purchase One (1) CLASS 700 DIESEL Bus Replacement Bus.
    - TRF-0047-25E: SECT 5307: City of Rochester; Transit Office Addition And Remodel Construction.
    - TRF-0047-25F: SECT 5307: City of Rochester; Cameras, Safety, And Other Improvements at 75TH St. Park And Ride.

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        - TRF-0047-25G: SECT 5307: City of Rochester Transit Facility Expansion: Covered Bus Parking And Storage.
        - 055-070-025: TH63/County Road 112 Roundabout (Associated With 5515-03)
        -

- Comparison of current and updated list of 2026 Projects
    - 055-070-023: Install Signs/Markings And Left Turn Lanes At Two Intersections CSAH 9 (College View Road E) AT CSAH 11 (50TH AVE SE) AND CSAH 25 (Salem Road SW) AT CR 125 (Mayowood Road SW).
        - Increase in total coast and federal funding ($411,545 to 457,273).
    - 159-080-022: **AC** 18 AVE SW Road Reconstruction from Maywood Rd SW to 40TH ST SW in Rochester ($2,580,000 IN AC PAYBACK IN 2027).
        - Increase in project cost. New federal funds in FY 2027.
    - TRS-0047-26A: City of Rochester; Purchase One (1) CLASS 700 DIESEL Bus Replacement Bus.
        - Increase in total project cost and federal funding ($501,600 to 581,600).
    - TRS-0047-26B: City of Rochester; Purchase Five (5) CLASS 400LF GAS Replacement Buses.
        - Project has been deleted.
    - 5510-87: **SEC164** Roundabout on US 63 At County Road 112 .
        - New project number 5515-03. Decrease in total cost and federal funding ($2,869,200 to 1,746,000).
    - 5580-99AC1: **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 2 OF 3).
        - Federal funds reduced in advance construction payback.
    - 5502-106AC: **AC** US 14 from US 52 TO CSAH 36, Bituminous Mill And Overlay And Us 14, Broadway Avenue, Rochester, Traffic Signal Improvements (AC PAYBACK 1 OF 1).
        - Advanced construction removed and made into early let (ELLA). Federal funding increased from $2M to $3,419,640.

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- New Projects.
  - 055-070-026: **AC**SECT 164**TH63/TH247/CSAH 12 Roundabout (AC PAYBACK IN 2027).
  - 055-070-025: TH63/County Road 112 Roundabout.

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APPENDICES

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APPENDIX A: PUBLIC QUESTIONS RECEIVED

PUBLIC COMMENTS DURING THE TIP PROCESS

WILLOW CREEK TRANSPORTATION STUDY OPEN HOUSE, JUNE 27, 2023

No formal comments or questions received. Interacted with six individuals. Support for Link Bus Rapid Transit and interest in Willow Creek Trail Feasibility Study.

THURSDAYS DOWNTOWN (STREET FAIR), JULY 20, 2023

No formal comments or questions received. Interacted with ten individuals. Interest in and support for Interstate 90 and US Highway 52.

ROCOG MEETING, AUGUST 23, 2023

IN-PERSON OPEN HOUSE, SEPTEMBER 13, 2023

VIRTUAL OPEN-HOUSE, SEPTEMBER 5, 2023

VIRTUAL OPEN HOUSE, SEPTEMBER 7, 2023

ROCOG MEETING, SEPTEMBER 27, 2023

ROCHESTER CITIZENS ADVISORY ON TRANSIT MEETING SEPTEMBER 28, 2023

STORYMAP QUESTIONS

See Section 7 of the report for additional information on public engagement.

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APPENDIX B: MNDOT CHECKLIST

MINNESOTA MPO TIP CHECKLIST

MPO: Rochester-Olmsted Council of Governments (ROCOG)

Contact name: Charles Reiter, Principal Transportation Planner

TIP time period: 2023-2026

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, availability online, and explicit consideration and response to public input.	Yes	Section 7 Pages 98-105
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes	Pages 35-37 98-100
450.322(b)	Congestion management	TMA's TIP reflects multimodal measures / strategies from congestion management process	N/A	
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes	Page 22
450.326 (a)	TIP time period	TIP covers at least 4 years.	Yes	Resolution on Page 3
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes	Page 3
450.326(a)	MPO conformity determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	N/A	
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line,	Yes	Pages 98-105

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
		other document availability, accommodations, etc.		
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	N/A	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes	Section 3 Pages 38-59
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	Yes	Section 3 Pages 48-53
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes	Section 4 Pages 60-72
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes	Section 4 Pages 73-75
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes	Section 4 Pages 60-72
450.326(g)(2)	Individual project information	TIP includes estimated **total** cost (including costs that extend beyond the 4 years of the TIP).	Yes	Section 4 Pages 60-72
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes	Section 4 Pages 60-72
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	N/A	
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	N/A	
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes	Section 4 Pages 60-72

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type	Yes	Section 4 Pages 60-72
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	N/A	
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	Yes	Resolution Page 5
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	Yes	Section 5 Pages 88-97
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes	Section 5 Pages 88-97
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes	Section 5 Pages 88-97
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	N/A	
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes	Section 4 Pages 60-72
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Yes	Section 5 Pages 88-97
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes	Section 5 Pages 88-97
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes	Section 5 Pages 88-97

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	N/A	
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes	Section 5 Pages 88-97
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	N/A	
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.	N/A	
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes	Section 2 pages 35-37; Changes in priority see Pages 108-115
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes	Section 8 Pages 106-113
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	N/A	
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.	Yes	See STIP
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes	Section 4 Pages 60-72
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	Yes	Resolution on pages 3-5

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

MPO comments:

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APPENDIX C: TIP AMENDMENT/MODIFICATION POLICY

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

CHANGES TO THE CURRENT TIP: ADMINISTRATIVE MODIFICATIONS AND FORMAL AMENDMENTS

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

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

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

PROCESS FOR FORMAL AMENDMENTS TO THE TIP

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

1) Addition of a new project;
2) Revision in scope such as changing the major work from bridge rehabilitation to replacement, resurface to reconstruct, removing or adding additional work/bridge/lane/intersection/route; removing or adding a phase of work such as preliminary engineering/right-of way/construction;
3) Change in the project limits/termini/length greater than 0.3 miles;
4) Impact to air quality conformity findings *(Not applicable to ROCOG)*

5) An increase or decrease in a project's total programmed cost that falls within the ranges as listed in Table 1.

TABLE 2: PROJECT CHANGES THAT REQUIRE A FORMAL TIP AMENDMENT

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

*Fiscal constraint justification required

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

PROCEDURE FOR A FORMAL TIP AMENDMENT

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

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

3) Public input is solicited (see above)

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

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

ADMINISTRATIVE MODIFICATION

Administrative modifications are minor changes to the TIP that can be made without a formal amendment if they meet certain explicit criteria. ROCOG's Executive Committee may process administrative amendments in the instances noted below. Meetings of the Executive Committee will be properly noticed and open to the public consistent with the requirements of the Minnesota Open Meetings Law. To better ensure that ROCOG's TIP, remains consistent with the MnDOT STIP, ROCOG's administrative modification criteria

parallel those articulated in MnDOT's document, *Procedures for Amendments and Administrative Modifications to the Minnesota State Transportation Improvement Program (STIP)*, effective November 2020. Upon completion of an administrative modification, the full ROCOG Policy Board will be notified at their next meeting or via email/paper mail. The following criteria are used when determining the Administrative Amendment process can be used:

1. Remove a project;

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

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

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

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

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

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

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

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

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

TABLE 3: CHANGES APPROVABLE BY ADMINISTRATIVE MODIFICATION

STIP Programmed Cost	Cost Increase* or Decrease More Than:
< $1,000,000	NA**
$1,000,001 - $10,000,000	20%
$10,000,001 - $100,000,000	10%
>$100,000,000	***

*Fiscal constraint justification required

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

*** Prior collaborative discussion between MnDOT and FHWA required

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

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