



Rochester-Olmsted Council of Governments
(ROCOG)

TRANSPORTATION IMPROVEMENT PROGRAM FY 2023-2026

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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. An **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.

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. This list includes three Illustrative Projects (two of which, the construction of a Rochester Downtown Rapid Transit System and construction of an interchange at the intersection of TH 14 and CSAH 44, will also be considered Regionally Significant once fully funded). Two additional which 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.

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
Illustrative	TRANSIT	Anticipated Start Date 2026	ROCHESTER	Construction of the LINK, a 2.5 mile Downtown Bus Rapid Transit service utilizing Business Access Lanes. Will run primarily on 2 nd St SW / SE from 2500 Block of 2 nd St SW to 3 rd Ave SE, then south on 3 rd Ave to 6 th St SE.	Federal Functional Class: Minor Arterial Core Element of City's Planned Primary Transit Network	Rochester has been accepted into the Small Starts program; Revised Small Starts application expected to be submitted in Fall 2022	Preliminary Estimate of \$143,400,000	FTA SMALL STARTS Capital Investment Grant	(Small Starts Grant Application of \$84.9m)	\$84,900,000 Small Starts CIG	\$58,500,000 DMC Infrastructure Funding
Illustrative	HIGHWAY US 14 & CSAH 44	Proposed 2023	OLMSTED COUNTY	Construct Interchange at intersection of TH 14 and CSAH 44 west of Rochester with connecting crossroad between 19 th 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	\$41,250,000	STATE TRUNK HIGHWAY BONDS being sought	\$22,100,000	\$8,250,000 in State Bonding Awarded	\$10,900,000 in Local Sales Tax Funding
Illustrative	6 th St SE	Anticipated Start 2024	ROCHESTER	Construct new 6 th St SE Bridge over Zumbro River in downtown Rochester as part of project to connect Broadway and 3 rd Av SE with future 6 th St alignment	Future 6 th St will be classified as Major Collector upon completion	Rochester was awarded \$19.9 million RAISE grant August 2022; project development to start late 2022/early 2023	Preliminary Estimate of \$24,875,000	Federal RAISE Grant	RAISE grant is 80/20 Program requiring minimum local match of \$4,975,000	\$19,900,000	Minimum of \$4,975,000 DMC Infrastructure Funds
Regionally Significant	South Broadway Avenue	Proposed 2026	ROCHESTER	Reconstruct South Broadway from 4 th St South to 9 th 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