

# Chapter 2

## Charting the Course

MTP 2050 provides practical solutions to the ROCOG planning area's multimodal transportation needs. To make the plan effective, we must identify principles we are committed to, define goals we want to achieve, and measure transportation system performance. These elements will create a framework for ROCOG staff, partners, and the public to identify and fund transportation projects that will best serve our community and visitors.

### 2.1. Title VI

The US Department of Transportation's (USDOT) Title VI regulations require that all programs receiving funding from the Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA) be compliant with [Section 601 of Title VI of the Civil Rights Act of 1964](#):

**No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.**

ROCOG is federally required to prepare a Title VI Program in accordance with [FTA Circular 4702.1B](#) to:

- Ensure that the level and quality of transportation facilities and services are planned for and provided in a nondiscriminatory manner.
- Promote full and fair participation in transportation decision-

making without regard to race, color, or national origin.

- Ensure meaningful access to transportation planning-related programs and activities by persons with limited English proficiency.

This document must be approved by the ROCOG Policy Board and submitted to the Minnesota Department of Transportation (MnDOT) every three years. ROCOG will ensure that members of the public within its planning area are aware of Title VI provisions and responsibilities via ROCOG's website and social media.

## 2.2. ROCOG planning principles

Planning principles are basic ideas that guide the development of a plan as well as support the goals and objectives that plan aims to accomplish. ROCOG is focusing on the following principles in MTP 2050:

- Create a user-friendly transportation plan.
- Seek intergovernmental cooperation and input at all stages of the planning process.
- Provide a transportation system that serves all residents and visitors.

## 2.3. ROCOG goals and objectives

Goals are general plan statements that describe what we want to achieve. Objectives are action statements of how we propose to get there. MTP 2050 intends to:



### Promote safe and responsible community development.

- Maximize transportation system connectivity to improve accessibility, efficiency, and the region's economy.
- Improve user safety by fixing existing system hazards and preventing new ones from occurring.
- Expand transportation options that support tourism and recreation.
- Support efficient transportation improvements that avoid sensitive and/or potentially hazardous natural features (e.g., Decorah Edge, floodplain).
- Ensure that commercial passenger and freight travel is convenient, safe, and reliable.



### Coordinate infrastructure investment with land use decisions and community needs.

- Provide suitable travel options to serve future growth areas.
- Ensure land use and transportation decisions support each other.
- Prioritize transit and non-motorized infrastructure in areas targeted for higher residential and commercial densities (transit-oriented development).



### Manage the transportation system in a financially responsible manner.

- Prioritize maintaining existing roads over building new ones.

- Routinely maintain existing transportation infrastructure to keep it in good repair.
- Prioritize creative solutions and bike/ped/transit options when trying to reduce traffic congestion.



### **Improve travel options for residents and visitors.**

- Support programs and services that make it easier for people to travel without a car.
- Improve connections to trail/path networks and major activity centers.
- Enhance the transit system to attract more riders and make it a more enjoyable experience.

## **2.4. Performance measures**

Performance measurement (PM) systems are used to evaluate a range of infrastructure and safety factors. State DOTs and MPOs, like ROCOG, establish measurable targets for each PM so that agencies can easily track and report the impact of infrastructure and service improvements.

PMs focus on key elements of the roadway network and improvement of the regional transit system:

- PM1: Transportation safety
- PM2: Pavement and bridge conditions on the Interstate and National Highway System (NHS)
- PM3: System reliability

- TAM: Transit asset management
- PTASP: Public transportation agency safety plans

ROCOG works with MnDOT to develop targets for each PM and maintains current and compliant resolutions for all five measures. ROCOG and MnDOT cooperatively plan and program projects to achieve established performance targets.

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

Descriptions of the performance measures are listed below. Their associated targets and analysis will be provided in Chapter 5 of MTP 2050.

### **2.4.1 Transportation safety**

- 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

Safety performance assessment uses a five-year rolling average for each measure compared to the established annual target. For example, in 2024, performance was reviewed based on the averaged results for 2019 through 2023 and how that compared to the performance target established in 2023. Targets will be adjusted as needed to reach desired goals.

## 2.4.2 National Highway System bridge and pavement conditions

- 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.

## 2.4.3 NHS system reliability

- 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

## 2.4.4 Transit Asset Management Plan

The TAM plan assesses the capital condition of transit systems receiving federal funding assistance. Transit agencies must establish

- A system to monitor and manage public transportation assets to improve safety and increase reliability and performance.
- Performance targets which will help the 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 details of Rochester Public Transit's TAM Plan are described in Chapter 5 of MTP 2050.

## 2.4.5 Public Transportation Agency Safety Plan

- Number of fatalities by mode
- Rate of fatalities by mode per vehicle revenue mile (VRM)
- Number of injuries by mode
- Rate of injuries by mode per vehicle revenue mile (per 100K VRM)
- Number of safety events per mode
- Rate of safety events by mode per vehicle revenue mile (per 100K VRM)
- Miles between major mechanical failures by mode

The PTASP requires covered public transportation providers and state DOTs to establish targets that address safety PMs. Transit systems have the option of setting their own safety targets instead of adopting the state's. RPT has chosen to set its own safety targets as outlined in [RPT's Agency Safety Plan](#) and adopted by the Rochester City Council in November 2022.