



DESTINO 2045

METROPOLITAN TRANSPORTATION PLAN

**GUIDING PRINCIPLES
MEMORANDUM**

September 2017

El Paso Metropolitan Planning Organization



INTRODUCTION

The guiding principles for development of the El Paso MPO's *Destino 2045 Metropolitan Transportation Plan (Destino 2045 MTP)* described in this memorandum are designed to:

1. Ensure that the *Destino 2045 MTP* provides a transportation system that delivers real benefit to the El Paso Metropolitan Area and supports a community vision for the future transportation system derived through meaningful input by local stakeholders and the participating public.
2. Demonstrate how the *Destino 2045 MTP* vision of the future transportation system also enhances the important contribution of the El Paso Metropolitan Area to the national transportation system.
3. Ensure that the *Destino 2045 MTP* is designed to be '**outcome based**'. The success of the Destino 2045 MTP must be evaluated in terms of what it achieves and the planning process must make provision for and provide tools for measuring that achievement.

The following sections provide recommendations for the vision, goals, objectives, and performance measures to be used in the *Destino 2045 MTP*. Each section also describes the guiding principles under which each of the elements of the plan were derived to ensure that the elements of *Destino 2045 MTP*, including the MTP vision, goals, objectives, and performance measures, serve as reliable a roadmap for guiding transportation infrastructure decision-making and improving the region's transportation system.

VISION

Guiding Principle Number 1: The Destino 2045 MTP should be developed with the help of the public through a robust, inclusive public participation process.

Establishing a vision for transportation in the region and goals for achieving the vision is one of the most important steps to developing a Metropolitan Transportation Plan. The purpose of a vision is to clearly describe a desired future for the region's transportation system. A vision should be a foundation on which all decisions regarding transportation should be based.

For the *Destino 2045 MTP*, it is crucial that the vision is specifically tailored to the unique needs and desires of the region, which means that public engagement is a top priority in the MTP planning process. To gather information from the public and develop a shared community vision, the project team held a series of visioning workshops conducted through online sessions and at physical locations throughout the El Paso region. During these workshops and sessions, participants identified regional transportation deficiencies, discussed future growth trends and needs, and prioritized criteria for evaluating MTP projects. The results from these sessions provided information about the transportation needs of the community and insight into what factors community members wanted future transportation decisions to address.

Table 1 lists the results of the visioning workshop evaluation criteria ranking exercise, which shows what factors are most important to participants when considering which projects to include and which priorities should be addressed by the MTP.



TABLE 1: VISIONING WORKSHOP EVALUATION CRITERIA RANKING

INDIVIDUAL SCORING CRITERIA	RANK	INDIVIDUAL SCORING CRITERIA	RANK
Improve Safety	1	Connect Modes of Travel	8
Improve Quality of Life	2	Increase Multi-modal Options	9
Reduce Congestion	3	Promote Efficiency	10
Protect Environment	4	Support Economic Goals	11
Improve Security	5	Conserve Energy	12
Increase Connections	6	Support Land Use Goals	13
Improve Access	7	Preserve Right-of-Ways	14

Considering these priorities and honoring the vision and goals laid out in the El Paso MPO's *Horizon 2040 MTP*, the project team recommends the following vision statement to guide the development of the *Destino 2045 MTP*:

“Destino 2045 envisions the El Paso Region being served by a reliable multimodal transportation system which equitably enhances accessibility and connectivity within the region and beyond, ensures safety for all transportation system users, preserves the environment, and promotes high quality of life and economic wellbeing.”

GOALS AND OBJECTIVES

Guiding Principle Number 2: The Destino 2045 MTP goals and objectives should be focused, first and foremost, on local needs and priorities, but should also help the El Paso region play its larger part as a major metropolitan area by contributing to state and national goals.

To meet the mandates of its charter as a metropolitan planning organization (MPO), and because a great deal of the transportation funding that will support the implementation of the *Destino 2045 MTP* comes from the US Department of Transportation (USDOT), the El Paso MPO must seek to address both local and national transportation needs. The El Paso MPO must address the identified transportation issues of the region both in terms of both local needs and the role the metro area transportation facilities play as part of the interstate highway and national highway systems, including international ports of entry. Therefore, the goals and objectives developed for the *Destino 2045 MTP* were developed to address identified local priorities while also considering the region's role in the national transportation system.

Goals and objectives provide the framework to guide decision-making about selecting and prioritizing projects that will address identified needs and which will be included in the *Destino 2045 MTP*. Goals provide broad statements about what the MTP is trying to achieve, and objectives are specific measurable actions to achieve the stated goal. The *Destino 2045 MTP* goals and objectives incorporate: public input; goals and objectives identified in previous planning efforts in the region; and the US Department of Transportation's national performance goals. The *Destino 2045 MTP* states a set of comprehensive goals and objectives that balance local need and national priorities. The following sections describe these needs and priorities as related by the public and contained in local, state and national policy guidance.



NATIONAL PERFORMANCE GOALS AND PLANNING FACTORS

In 2015, the fifth intermodal surface transportation bill, *Fixing America's Surface Transportation Act* (FAST Act), was signed into law, providing long-term funding from the federal government for surface transportation programs. The FAST Act requires that MPOs use performance-based planning processes and consider national performance goals. These national performance goals, which MPOs are required to consider to be eligible for federal funding, are as follows:

- **Safety** – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** – Maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** – Achieve a significant reduction in congestion on the National Highway System
- **System Reliability** – Improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental Sustainability** – Enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** - Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods

To help the MPO and the public fully understand what these national performance goals are designed to achieve, the FAST Act provides background information in the form of ten (10) planning factors that identify the primary considerations affecting the interstate and national highway systems that drove the development of the goals. These planning factors are listed in Table 2.

TABLE 2: FAST ACT METROPOLITAN PLANNING FACTORS

PLANNING FACTORS	PLANNING FACTORS (CONT)
Support Economic Vitality	Emphasize System Preservation
Increase Safety	Promote System Efficiency
Increase Security	Enhance Integration and Connectivity
Increase Accessibility	Resiliency and Reliability*
Protect and Enhance the Environment	Enhance Travel and Tourism*

**New factors added by the FAST Act (other factors adopted through previous federal regulations)*

To ensure that federal funds will be available for improving the regional transportation system, it is important that these federal FAST Act performance goals, as well as the federal planning factors, are considered and incorporated into the development of local goals, objectives and performance measures.

SUMMARY OF GOALS AND OBJECTIVES WITHIN LOCAL PLANNING DOCUMENTS

In addition to reviewing national performance goals and planning factors, the project team reviewed local transportation planning documents prepared by the El Paso MPO and its planning partners to ensure that the goals and objectives of *Destino 2045 MTP* address and are informed by local priorities and identified needs.

MPO PLANNING DOCUMENT

One of the most important considerations present in both the El Paso MPO's previous MTP, *Horizon 2040 Metropolitan Transportation Plan*, and the MPO's current *Transportation Improvement Program (TIP)* was the adoption of the MAP-21 (the previous national surface transportation act) performance goals as the guiding principles for transportation decision-making. The MPO also established several of its own goals and objectives in its *2013 Congestion Management Process (CMP)*, including providing mobility choices, mitigating



congestion, minimizing air quality impacts, and promoting accessibility to efficient transportation. Some of the specific objectives from the CMP include increasing bicycle and pedestrian facilities, improving bus reliability, continuing investments in Intelligent Transportation System (ITS) technology, reducing travel delays at traffic signals, and creating shared ride programs.

STATEWIDE PLANNING DOCUMENTS

At the state level, the Texas Department of Transportation (TXDOT) and New Mexico Department of Transportation (NMDOT) share many of the same goal-setting sentiments. Safety is a high priority on both agencies' lists of goals, with Texas articulating the need to "improve multimodal transportation safety" and New Mexico seeking to "improve safety for all system users." Asset management is also a high priority for both DOTs. Resource preservation efforts rank highly for the DOTs, and inform other goals, such as managing those resources to improve accountability or identifying potential funding sources that could then be distributed to many modes of transportation. Increasing investment in multi-modal forms of transportation is a high priority for both DOTs, with TXDOT officially publishing their *Bicycle and Pedestrian Program (2017)* in which they present the following goals:

- Promote an enhanced and safe bicycle and pedestrian system
- Address congestion by including consideration of bicycle and pedestrian accommodations in project scoping
- Connect Texas communities with usable bicycle and pedestrian networks
- Develop a comprehensive and integrated bicycle and pedestrian program

NMDOT touched on coordinating transportation improvements alongside land use planning, stating that "Cooperative planning by land use and transportation agencies represents one of the most powerful and effective tools that a state can use to address its mobility needs in a mutually beneficial manner." NMDOT also lists "better access to public transit, shorter travel distances for cyclists and pedestrians, improved sustainability throughout the community, and less travel time for automobile users" as major benefits to this type of planning coordination.

LOCAL PLANNING DOCUMENTS

Local entities throughout the region focus the scope of their goals to respond to their jurisdictional context. In their *2031 VISION* strategic plan, El Paso County set goals for improving the quality of life of the region through a strong economy, vibrant community, and an effective government that is financially sound. The plan points to transportation as a way to foster a vibrant community. Specifically, the plan lists fixed transit route modifications and a regional transit feasibility study as high priority action items. Dona Ana County's *2040 Comprehensive Plan* envisions a future in which local character is preserved by supporting existing communities through investments in walking paths and parks, as well as providing more transportation choices by developing "safe, reliable, and affordable transportation choices to decrease household transportation costs, improve air quality, reduce greenhouse gas emissions, and promote public health."

Local agencies also expressed the importance of coordinated transportation and land use planning in their planning documents. For example, *Plan El Paso*, the City of El Paso's Comprehensive Plan, lists downtown revitalization as its top goal, with the addition that this includes "development linked with good transportation choices." In addition, the City of El Paso's objectives included adding new land uses, as well as actively working to develop homes and workplaces in closer proximity to one another. The El Paso Comprehensive Plan also states that: to improve mobility, the city must "Grow Up, Not Out." In this context, this means stopping urban sprawl with denser development around the core of the city, and expanding the transit network - where every transfer center is an opportunity for redevelopment. The *City of El Paso Sustainability Plan* shares many of these sentiments, advocating for "an integrated, regional approach to transportation." While the El Paso MPO cannot statutorily regulate land use within the region, it can include goals to coordinate land use and transportation decision-making to facilities accessibility and improve transportation options.

Active transportation consistently appeared as a priority in numerous agencies' plans. The City of El Paso has written a *Bicycle Master Plan* in which they promote cycling as a viable and safe everyday activity. Numerous related goals are delineated within the document including: being awarded the designation of Silver-level Bicycle Friendly Community by the League of American Bicyclists; coordinating



land use and policy planning to promote cycling infrastructure; supporting programs that educate or increase awareness about cycling as a viable form of transportation; and encouraging the consideration of bicycling at every level of civic government in their jurisdiction. This *Bicycle Master Plan* works in tandem with the City of El Paso's *Great Streets and Corridor Plan*, which aims to match the character of the streetscape to the character of the surrounding land use; form a well-connected network of complete streets that is conducive to all forms of transportation (e.g. driving, walking, biking, transit); and capitalize on opportunities to invest in transit service as well as investments in walking and bicycling infrastructure. This goal-setting within the *Great Streets and Corridor Plan* closely follows the TXDOT state-level *Bicycle and Pedestrian Program*.

GOALS AND OBJECTIVES RECOMMENDATION

Based on review of previous planning efforts within the region, consideration of the Federal planning factors and national performance goals, and listening to community input through the visioning workshops; the project team recommends the following goals for the *Destino 2045 MTP*:

	Safety	Improve safety for all who travel in the region
Maintenance & Operations		Maintain the current transportation system in a state of good repair and maximize the system's functionality
	Mobility	Improve the ability for travelers to reach destinations quickly and efficiently
Accessibility & Travel Choice		Provide a variety of reliable transportation options that are equitable and context-sensitive
	Sustainability	Protect and enhance the natural environment
	Economic Vitality	Expand economic opportunities and strengthen the regional freight network
	Quality of Life	Implement plans, programs, and projects that contribute to the overall goals and objectives defined in <i>Destino 2045 MTP</i> to ensure an enhanced quality of life in the El Paso Region

Through establishing and achieving these goals, the MPO will get closer to realizing the vision set forth in *Destino 2045 MTP*, and will improve transportation in the region. To achieve these goals, the project team developed objectives that describe specific, measurable actions that decision-makers should work towards when balancing transportation investments throughout the region. Table 3 lists several recommended objectives related to each overall goal.



TABLE 3: DESTINO 2045 MTP RECOMMENDED GOALS AND OBJECTIVES

GOAL	OBJECTIVES
Safety	<ul style="list-style-type: none"> Reduce the number of fatalities and serious injuries related to traffic incidents Reduce the number of crashes at high-speed intersections with an abnormal number of incidents Reduce the number of conflict points between vehicles and active transportation users – e.g., pedestrians and cyclists
Maintenance & Operations	<ul style="list-style-type: none"> Decrease the percentage of facilities and assets not in a state of good repair Increase the number of Intelligent Transportation System (ITS) technology assets Reduce delay at traffic signals
Mobility	<ul style="list-style-type: none"> Reduce delay on major thoroughfares Reduce travel time to key destinations Improve response time and clearance capabilities for first responders and emergency personnel
Accessibility & Travel Choice	<ul style="list-style-type: none"> Increase the number of jobs and key destinations that are accessible by all transportation modes Ensure that transportation system improvements provide equitable benefits to the region Expand access to and improve reliability of transit services, particularly for underserved areas and areas with high transit need Fill major connectivity gaps in the sidewalk, bike lane, and trail networks that support regional travel Encourage infill development and transit-supportive land use Expand multi-modal access at regional Ports of Entry
Sustainability	<ul style="list-style-type: none"> Increase the attractiveness of transportation options other than single-occupancy vehicles Reduce emissions produced by vehicles Achieve maintenance designation from EPA for criteria pollutants Increase percentage of transportation assets that use alternative energy sources
Economic Vitality	<ul style="list-style-type: none"> Improve accessibility to key tourist destinations Reduce delay on designated freight corridors and roads connecting to intermodal or freight facilities Increase access to major employment centers Improve operational efficiency at regional Ports of Entry
Quality of Life	<ul style="list-style-type: none"> Prioritize projects that demonstrate progress towards one or more <i>Destino 2045 MTP</i> goals and/or objectives



PERFORMANCE MEASURES

Guiding Principle Number 3: The goals, objectives, plans and programs contained in Destino 2045 MTP must be ‘outcome based’. The success of the program must be measured in terms of what the program achieves, and Destino 2045 MTP must make provision for and provide tools for measuring that achievement.

The *Destino 2045 MTP* performance measures described in this section are quantifiable indicators of whether the policies and proposed program of project in the *Destino 2045 MTP* help the region achieve the desired outcomes articulated in the adopted goals and objectives. This approach provides decision makers with the ability to objectively set policies and prioritize projects based on the project’s anticipated outcomes and whether those outcomes truly address the region’s transportation challenges by achieving the local, state and national goals and objectives.

The use of an outcome based process using objective measures in the planning process also allows the MPO to track transportation system performance as the *Destino 2045 MTP* is implemented by tracking project performance after the project is constructed. This tracking of project performance will help the MPO determine whether the project’s actual, real-world performance matches the results expected during the planning process. This approach also allows the El Paso MPO meet its federal mandate for a process of continuous improvement of both the transportation system and the planning process itself.

The planning-level performance measures recommended for *Destino 2045 MTP* (Table 4) combine performance measures developed in collaboration with local stakeholders based on the adopted goals and objectives with performance measures required by the USDOT through federal regulations. In general, these performance measures fall into two broad categories. The first category includes those measures (such as mobility and accessibility) that can be modeled (using the MPO travel demand model of the regional transportation system) and quantified at the project level to evaluate the specific performance outcomes of individual projects or packages of projects. The second category includes measures (such as environmental sustainability) whose outcomes are more appropriately measured at the regional transportation system level (and which cannot be modeled by the El Paso travel demand model).



TABLE 4: DESTINO 2045 MTP RECOMMENDED PERFORMANCE MEASURES

GOALS	ALTERNATIVES EVALUATION PERFORMANCE MEASURES	EXISTING SYSTEM PERFORMANCE MEASURES
Safety	Number of projects that include safety enhancements located near crash hotspots	Crashes per Vehicle Mile Traveled (regional)
		Total crashes resulting in fatality or incapacitating injury
		Total crashes involving cyclists and pedestrians
Maintenance & Operations	Number of projects that repair or replace deficient bridges or pavements	Number of deficient bridges
		Lane miles of deficient pavement
Mobility	Speed Index (actual travel speed versus non-congested travel speed)	*
	Annual hours of delay	*
	Commute times from Environmental Justice zones	*
Accessibility & Travel Choice	Percent of jobs, key destinations, and population within ½ mile of high-quality, rapid transit	*
	Percent non-SOV (single occupancy vehicle) trips	*
	Average trip costs	*
Sustainability	Estimated emissions	*
	Total Vehicle Miles Traveled (VMT) & VMT per capita (regional)	*
Economic Vitality	Annual hours of delay along major freight corridors	*
	Percent of jobs accessible within 30 minutes (by any mode)	*
	Number of projects that improve operations or multimodal access at current or future POEs	Average wait times by mode at POEs
Quality of Life	<i>There is no specific performance measure for this goal. The indicator for this goal is a summary of performance on each goal for each alternative relative to the other alternatives.</i>	
<i>*Same as Alternatives Evaluation Performance Measures</i>		

PERFORMANCE MEASURE DESCRIPTIONS

The following sections provide a description of each performance measure, how each measure was computed, which scales are applicable (regional vs. corridor), and how to interpret the values of each in terms of progress or improvement. Measures are grouped by their most applicable goal, but note that many measures demonstrate progress towards multiple goals. For example, “percent non-single occupancy vehicle (Percent Non-SOV) travel gauges performance related to the “accessibility & travel choice” goal as well as the “sustainability” goal.



SAFETY

To demonstrate compliance with the FAST Act, the El Paso MPO will be required to report 5-year rolling crash averages for all crashes as well as crashes resulting in fatalities and crashes resulting in serious injuries within the region. These three measures are helpful for identifying where existing crash “hotspots” are located, but due to the limited availability of crash-predictive modeling software, are difficult to forecast. To gauge the long-range plan’s performance towards addressing safety in the region, *Destino 2045 MTP* will assign higher scores to alternatives that contain a higher number of projects that have a safety-enhancement component (such as addition of medians, geometric adjustments, signalization, pedestrian crossing improvements, etc.) located along or near identified crash hotspots. Crash hotspots are defined as locations with the highest incidence – or “density” – of crashes of all types over the five-year period ending in 2015.

MAINTENANCE & OPERATIONS

Destino 2045 MTP proposes a similar approach to gauge progress towards better maintaining the existing system as the approach taken for assessing the plan’s ability to improve safety. The MPO will inventory existing bridge and pavement conditions in the region (as measured through a standard condition assessment process undertaken by asset managers and planning partners). Higher “maintenance & operations” scores will be given to alternatives that replace higher numbers of poorly-performing bridges or pavement lane miles.

MOBILITY

Speed Index

This measure indicates how well automobiles and trucks can maintain optimal speed along the roadway network; or along a specified corridor; in relation to how quickly the automobiles could travel if there were no congestion. Speed index is calculated using free-flow and congested speed outputs from the Travel Demand Model (TDM), which allows this measure to be forecasted and evaluated for future performance. When evaluating speed index, a value of 1 or higher indicates that automobiles and trucks can travel at or exceeding their optimal speed —as estimated in the TDM—for a given roadway segment. A decrease in the speed index indicates more congestion on the network and subsequently lower observed travel speeds.

Annual Hours of Delay

Annual vehicle hours of delay quantifies the amount of additional time automobiles spend in traffic due to congestion in a given year. This measure is calculated using TDM volume and speed outputs to determine the difference between how much time it takes a given amount of traffic to traverse a road segment and how much time it would take if there were no congestion. Employing the TDM for this measure, *Destino 2045 MTP* can evaluate mobility performance for current conditions and future scenarios. An increase in annual vehicle hours of delay indicates decreasing travel speeds throughout the network or along a corridor, and increasing levels of congestion.

Commute Times from Environmental Justice (EJ) Zones

This measure reflects how long it takes those living in environmental justice (EJ) areas to travel to work in comparison to commute times to work for the rest of the study area. Environmental Justice areas are geographies that have high concentrations of nonwhite populations and/or households below the poverty line. This measure serves to provide an understanding of the transportation disadvantages of low-income and minority populations in the region in terms of how long it takes to reach jobs. The measure is calculated using travel time by trip type outputs from the TDM, allowing *Destino 2045 MTP* to evaluate performance in current and future years. Increased travel times between time periods indicate greater mobility barriers for EJ populations to reach employment destinations.



ACCESSIBILITY & TRAVEL CHOICE

Access to Rapid Transit

This measure provides *Destino 2045 MTP* the ability to measure accessibility to one of the region's most critical non-automobile modes of transportation, rapid transit. The measure identifies how many residents, jobs, and key destinations fall within a ½ mile buffer distance from high-quality, rapid transit. Currently, rapid transit includes Sun Metro's BRIO routes and the under-construction 1st phase of the El Paso streetcar. Depending on the types of projects included in each alternative, this measure may also include future BRIO routes, streetcar extensions, or new high-capacity transit investments such as light-rail or commuter rail. Alternatives where a higher percentage of the region's total population, jobs, and key destinations are within ½ mile of these investments will receive a higher score for this measure.

Percent Non-SOV Trips

This measure uses the TDM to identify likely choices of mode of travel (auto, bus, bike, walk, etc.) within specific geographic areas of the region. The measure is based on the combination of the transportation facilities and potential modes available; the usability of each mode in meeting travel purpose and need; and the ease of access to those modes based on the urban form and other characteristics of the geographic area.

This measure evaluates progress towards both the accessibility and sustainability goals. The higher the percentage of non-SOV trips, the more progress the region is making towards improving accessibility to all modes and the lower emissions are likely to be. In addition to using percentage of non-SOV trips as an evaluation measure, the *Destino 2045 MTP* will also report likely mode shares for each of the modes simulated by the TDM.

Average Trip Costs

This measure relies on another software application that uses the TDM outputs to estimate average trip costs for residents within each analysis zone and throughout the region. The application calculates average trip costs using travel times, mode splits, and average cost per time unit for each mode. The measure itself is aggregated to the regional level, but can also be reported for Environmental Justice zones. Alternatives that improve average trip costs throughout the region (regardless of mode) and that reduce costs for persons living in environmental justice areas can be considered to demonstrate progress towards enhancing equitable access and choice for regional transportation.

SUSTAINABILITY

Vehicle Miles Traveled and Estimated Emissions

Destino 2045 MTP uses VMT as the primary indicator of the environmental impacts to the region's transportation system. Higher regional VMT indicates a greater reliance on automobiles to conduct all trips, which implies that more land is consumed by automobile-oriented development. VMT is reported at the regional scale. It is reported both as an aggregate total as well as in per-capita estimates. Since VMT is likely to grow regardless of the types of transportation investments the region makes, comparing the rate of vehicle travel growth to population growth provides a more nuanced understanding of the region's ability to accommodate more people and jobs who do not need to rely on cars for all trips. The best performing alternative for this measure is likely to be the one with the smallest increase in overall VMT as well as the smallest increase (or largest decrease, if possible) in VMT per capita.

Because the El Paso Metropolitan Area is classified as a National Ambient Air Quality Standards (NAAQS) non-attainment area for both fine particulate matter (PM-2.5) and a maintenance area for ozone, the El Paso MPO, in collaboration with TxDOT, will use the EPA MOVES mobile source emissions model to evaluate the air quality outcomes of *Destino 2045 MTP*. Both VMT and the other mobility measures will serve as inputs to that air quality evaluation process.



ECONOMIC VITALITY

Annual Hours of Delay Along Freight Corridors

This measure is the same as the delay measure categorized under the Mobility goal, except the delay is only collected for segments included on the *Destino 2045 MTP* freight network (described in detail in the needs assessment). This measure emphasizes how much delay freight vehicles may encounter when traveling major freight corridors.

Percent of Regional Jobs Accessible Within 30 Minutes

This measure indicates the percentage of jobs that can be reached within 30 minutes for the entire regional population. The measure determines the total number of accessible jobs that everybody living in the region can reach within a 30-minute trip, and compares the total number of accessible jobs to the total number of jobs in the region. This calculation is made using data from the TDM. A percentage increase indicates more job access, which can be a result of decreased trip times from one area of the region to another.

Improvements to Ports of Entry

As was the case with the measures used to demonstrate progress towards the safety and maintenance goals, improvements to the region's Ports of Entry (POEs) are difficult to forecast due to the types of performance indicators typically used for those facilities, such as wait times and commodity flows. *Destino 2045 MTP* will consider alternatives that include projects that aim to improve operational efficiency or expand multimodal access to Ports of Entry as demonstrating progress towards enhancing the region's economic vitality. Examples of these types of projects could include projects to lower wait times at a POE, a widening or addition of a pedestrian passage along a border crossing, or improvements to the ramps or non-motorized transportation infrastructure leading to a POE. The more of these types of projects that are included in an alternative, the higher that alternative will score for this measure.

QUALITY OF LIFE

Quality of life is often a subjective assessment, and is difficult to measure. Because each of the goals of *Destino 2045 MTP* improve some aspect of the region's quality of life, there is no specific measure proposed for the Quality of Life goal. Alternatives that score the highest overall will, therefore, also be considered the alternatives that improve Quality of Life the most.