



## **Appendix A: Recommended Goals and Objectives**



**RMS 2052**  
**EL PASO METROPOLITAN TRANSPORTATION PLAN**  
Recommended Goals and Objectives





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## INTRODUCTION

This technical memorandum defines a draft list of goals, objectives, and performance indicators for the El Paso Metropolitan Planning Organization (EPMPO) 2052 Metropolitan Transportation Plan (MTP), titled RMS 2052. The list is developed based on recent MPO, statewide, and federal planning efforts. This memorandum contains the following three sections:

- 1 Regional Goal Alignment:** Analyzes key relevant goals from recent federal, state, and MPO planning guidelines and efforts.
- 2 Draft Goals and Objectives:** Identifies a list of recommended goals and objectives for RMS 2052.
- 3 Next Steps:** Describes how goals and objectives will be finalized through stakeholder and public input.

## ALIGNMENT WITH FEDERAL, STATE, AND REGIONAL PLANS

According to 23 CFR 450.206(c)(1), “A State shall integrate into the statewide transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in this section, in other State transportation plans and transportation processes, as well as any plans developed pursuant to chapter 53 of title 49 by providers of public transportation in areas not represented by an MPO required as part of a performance-based program. Examples of such plans and processes include the HSIP, SHSP, the State Asset Management Plan for the National Highway System (NHS), the State Freight Plan (if the State has one), the Transit Asset Management Plan, and the Public Transportation Agency Safety Plan.”

In accordance with 23 CFR 450.206(c)(1) the goals and objectives of recent and relevant federal, state, and regional planning documents were reviewed and summarized.

## FEDERAL GUIDELINES

RMS 2052 will outline the transportation goals, objectives, and performance measures for the region, and addresses transportation related issues and impacts over a 25-year planning horizon. As a federally mandated plan, the RMS 2052 must comply with the statewide and metropolitan transportation planning regulations issued by the US Department of Transportation (USDOT). RMS 2052 is an update to the previous long-range transportation plan adopted in 2022, RMS 2050.

## PLANNING FACTORS

RMS 2052 will address and meet all MAP-21, FAST Act, and IIJA planning requirements as provided by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) from 23 CFR § 450.306, The Scope of the Metropolitan Transportation Planning Process.

- 1** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- 2** Increase 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 and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- 6** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- 7** Promote efficient system management and operation.
- 8** Emphasize the preservation of the existing transportation system.
- 9** Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.



10 Enhance travel and tourism.

## PLANNING EMPHASIS AREAS

On December 30, 2021, the FHWA and FTA jointly issued updated planning emphasis areas. Planning emphasis areas are policy, procedural, and technical topics that should be considered by federal funding recipients when preparing work programs for metropolitan and statewide planning. The following are the current planning emphasis areas:

- ➔ **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future:** Transportation plans and infrastructure investments should help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.
- ➔ **Equity and Justice<sup>40</sup> in Transportation Planning:** Advance racial equity and support underserved and disadvantaged communities to ensure public involvement, plans, and strategies reflect various perspectives, concerns, and priorities from impacted areas.
- ➔ **Complete Streets:** Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.
- ➔ **Public Involvement:** Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process.
- ➔ **Strategic Highway Network (STRAHNET)/US Department of Defense Coordination:** Coordinate with representatives from the United States Department of Defense (DOD) in the transportation planning and project programming process on infrastructure and connectivity needs for Strategic Highway Network (STRAHNET) routes and other public roads that connect to DOD facilities.
- ➔ **Federal Land Management Agency (FLMA) Coordination:** Coordinate with Federal Land Management Agencies (FLMAs) in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.
- ➔ **Planning and Environmental Linkages (PEL):** Implement Planning and Environmental Linkages (PEL) as part of the transportation planning and environmental review processes. PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.
- ➔ **Data in Transportation Planning:** Incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.

## FEDERAL PLANS

### NATIONAL FEDERAL-AID HIGHWAY PROGRAM PERFORMANCE GOALS

The Federal-Aid Highway Program supports state highway systems by providing financial assistance for the construction, maintenance, and operations of the national highway network. The 3.9 million miles of roadways include the Interstate Highway System, primary highways, and secondary local roads. FHWA implements the Federal-aid Highway Program in cooperation with the states and local governments.

To ensure safe and reliable journeys on the national highway network, FHWA leads the network's transportation performance management, which is a strategic approach that applies system information to make investment and policy decisions that would achieve national performance goals. These performance goals include:



→ **Safety**

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

→ **Infrastructure Condition**

To maintain the highway infrastructure asset system in a state of good repair.

→ **Congestion Reduction**

To achieve a significant reduction in congestion on the National Highway System.

→ **System Reliability**

To improve the efficiency of the surface transportation system.

→ **Freight Movement and Economic Vitality**

To 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**

To enhance the performance of the transportation system while protecting and enhancing the natural environment.

→ **Reduced Project Delivery Delays**

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

## USDOT STRATEGIC PLAN FOR FISCAL YEARS (FY) 2022-2026

The USDOT Strategic Plan for FY 2022-2026 guides the use of resources made available under the IIJA. It seeks to make transformative infrastructure investments to modernize infrastructure and deliver safer, cleaner, and more equitable transportation systems. The strategic goals of the plan include:

→ **Safety**

Make our transportation system safer for all people; advance a future without transportation-related serious injuries and fatalities.

→ **Economic Strength and Global Competitiveness**

Grow an inclusive and sustainable economy; invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.

→ **Equity**

Reduce inequities across our transportation systems and the communities they affect; support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.

→ **Climate and Sustainability**

Tackle the climate crisis by ensuring that transportation plays a central role in the solution; substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.

→ **Transformation**



Design for the future; invest in purpose-driven research and innovation to meet the challenges of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.

→ **Organizational Excellence**

Strengthen our world-class organization; advance USDOT’s mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public’s resources.

## HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land, through the implementation of highway safety improvement projects. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. All highway safety improvement projects should be chosen and implemented with the goal of reducing fatalities and serious injuries on public roads.

The HSIP consists of three main components, the Strategic Highway Safety Plan (SHSP), State HSIP or program of highway safety improvement projects and the Railway-Highway Crossing Program (RHCP), In addition, some states also have a High Risk Rural Roads (HRRR) program if they had increasing fatality rate on rural roads.

## STATE PLANS

### TEXAS TRANSPORTATION PLAN 2050 (TTP 2050)

The TTP 2050 is the current Statewide Long-Range Transportation Plan developed by the Texas Department of Transportation (TxDOT). The Statewide Long-Range Transportation Plan is updated every four years and is part of TxDOT’s overall planning framework. It covers a 30-year planning horizon and guides the planning and programming for the statewide multimodal transportation system.

The plan analyzes socioeconomic trends and infrastructure conditions across Texas, evaluates needs, establishes the vision, performance objectives, and develops strategic recommendations in coordination with stakeholders and the public. The goals of the TTP 2050 include:

→ **Promote Safety**

Champion a culture of safety that reduces crashes and fatalities through the five “E’s” of Evaluation, Engineering, Encouragement, Education, and Enforcement.

→ **Preserve Our Assets**

Deliver cost-efficient preventive maintenance for the transportation system that keeps Texas roads, bridges, and other infrastructure and technology in good repair.

→ **Optimize System Performance: Movement of People and Goods**

Develop and operate an integrated transportation system that provides reliable and accessible mobility and enables economic growth.

→ **Deliver the Right Projects**

Ensure efficient use of state resources by implementing effective planning processes to help deliver the right projects on time and on budget.

→ **Foster Stewardship: Protect and Enhance the Human and Natural Environment**



Integrate environmental considerations into all TxDOT activities so that future generations of Texans can benefit from the state's valuable natural, historic, and cultural resources.

➔ **Focus on the Customer: Communicate Effectively**

Ensure the public and stakeholders can see and understand TxDOT's decisions and provide feedback that is heard.

## TEXAS STRATEGIC HIGHWAY SAFETY PLAN

The Texas Strategic Highway Safety Plan (SHSP) is a key planning document and a critical part of the Highway Safety Improvement Program (HSIP), which is a core Federal-aid program designed to achieve significant reductions in traffic fatalities and serious injuries. The SHSP has been included in three of the most recent transportation bills, SAFETEA-LU, MAP-21, and tFAST Act.

There are three primary goals of the SHSP and eight subgoals, termed Emphasis Areas in the plan. The primary goals and their Emphasis Areas are:

➔ **Prevent Crashes**

○ **Roadway & Lane Departures**

Reduce the frequency of fatal and serious injury crashes associated with roadway and lane departures through infrastructure improvements and driver behavior.

○ **Vulnerable Road Users**

Reduce the occurrence of fatal and serious injury crashes by establishing travel speeds that suit the function and level of safety of road segments as well as improve drivers' compliance with speed limits and safe driving based on conditions.

○ **Intersections**

Reduce the frequency of fatal and serious injury crashes associated with intersections through infrastructure improvements and driver behavior modification.

○ **Impaired Driving**

Reduce the occurrence of fatal and serious injury crashes attributed to impaired driving (alcohol and/or other drugs).

○ **Distracted Driving**

Reduce fatalities and serious injuries by identifying, implementing, and evaluating awareness strategies to reduce distracted driving.

➔ **Reduce Severity**

○ **Occupant Protection**

Utilize a data driven approach to identify and target audiences for enforcement and education efforts designed to increase correctly installed and applied safety belts and child car seats.

○ **Speed Related**

Reduce the occurrence of fatal and serious injury crashes by establishing travel speeds that suit the function and level of safety of road segments as well as improve drivers' compliance with speed limits and safe driving based on conditions.

○ **Roadway & Lane Departures**

Identical to Roadway & Lane Departure Emphasis Area under Prevent Crashes goal.



- **Intersections**
- Identical to Intersections Emphasis Area under Prevent Crashes goal.

➔ **Enhance Emergency Response**

- **Post-Crash Care**

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

## TXDOT 2022 TRANSPORTATION ASSET MANAGEMENT PLAN

The TxDOT 2022 Transportation Asset Management Plan (TAMP) presents a 10-year strategy for managing the state’s pavements and bridges. The TAMP describes the condition of the transportation system, future investment plans, potential risks to effective operation of the network, the relationship between federal and state condition goals, and TxDOT’s success in addressing those goals. It is intended to meet federal requirements enacted through recent transportation funding bills (MAP-21 and the FAST Act). Federal law requires each state to “develop and implement a Risk Based Asset Management Plan for the National Highway System (NHS) to improve or preserve the condition and performance of the system.”

The Texas Transportation Commission has established asset management condition goals for TxDOT’s roads and bridges of 90 percent good or very good. TxDOT outlines in its agency goals and objectives several priorities that coincide with the goals of transportation asset management. Those goals are:

- ➔ Deliver the Right Projects
- ➔ Foster Stewardship
- ➔ Optimize System Performance
- ➔ Preserve our Assets

## TXDOT TRANSIT ASSET MANAGEMENT PLAN

The purpose of TxDOT’s group Transit Asset Management Plan is to assist the department in achieving and maintaining a state of good repair (SGR) for public transportation assets covered under this plan in the State of Texas. FTA’s Transit Asset Management (TAM) Rule requires the state to offer a group plan for rural transit providers.

The TAM’s targets and goals specify the desired outcome needed to maintain a SGR. The goals include:

- ➔ Achieve an average SGR of 85% (15% or less of assets are past their Useful Life Benchmark (ULB)) for all rolling stock assets across the 4-year planning horizon. The TxDOT ULB corresponds to Altoona bus standards for age plus two years.
- ➔ Maintain the state-wide facility condition of adequate (3.0+ on the Transit Economic Requirements Model (TERM) scale). Adequate is defined as moderately deteriorated or defective; but has not exceeded useful life.
- ➔ Leveraging future investments to prioritize those assets that have exceeded or will exceed their future life, and
- ➔ Refining and updating the existing state-wide asset inventory list through comprehensive review.

## TEXAS DELIVERS 2050: TEXAS FREIGHT MOBILITY PLAN

Texas Delivers 2050 is the most recent iteration of the State’s Long-Range Freight Transportation Plan developed by TxDOT. The plan provides a comprehensive set of strategies and recommendations to preserve and enhance the state’s economic competitiveness and reputation as a national freight and logistics hub.



Goals of the plan were developed based on two key inputs: (1) alignment with national freight goals and objectives, TxDOT's vision, mission, and other statewide transportation plans; and (2) stakeholder input from virtual statewide workshops, the Supply Chain Working Group, and the Texas Freight Advisory Committee. These goals include:

→ **Safety**

Improve the safety, efficiency, and performance of the Texas Multimodal Freight Network (TMFN).

→ **Economic Competitiveness**

Improve the performance of the TMFN to enhance the contribution of transportation infrastructure to economic competitiveness, productivity, and development throughout the state.

→ **Asset Preservation and Modernization**

Maintain, preserve, and modernize assets on the TMFN to support multimodal movement of goods and people.

→ **Mobility and Reliability**

Reduce congestion and improve system efficiency and performance on the TMFN.

→ **Connectivity**

Improve urban and rail system connectivity between all freight modes and all industry sectors to regional, statewide, national, and international markets.

→ **Resiliency and Security**

Develop and maintain a resilient and secure multimodal system that can withstand and respond to various sources of disruptions including extreme weather and stormwater runoff and flooding.

→ **Equity**

Encourage equitable distribution of the positive and negative impacts of freight movement across all Texans.

→ **Stewardship**

Manage environmental and agency resources responsibly, and foster accountability and transparency in decision-making.

→ **Sustainable Funding**

Identify sustainable funding sources for all freight transportation modes.

## REGIONAL PLANS

### EL PASO METROPOLITAN PLANNING ORGANIZATION RMS 2050

The RMS 2050 is the predecessor to the RMS 2052. It is the current comprehensive multimodal plan developed by the El Paso Metropolitan Planning Organization to guide transportation improvements and investments in the region for the next 25 years. It is mandatory to update the plan every five years to ensure that policies, programs, and projects for all modes of travel meet regional transportation needs through the next 25 years. The goals of the RMS 2050 were based on policy guidance and community priorities collected during public meetings. These include:

→ **Safety**

- 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., pedestrian and cyclists)



- ➔ Maintenance and Operations
  - 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
  - Reduce delay on major thoroughfares.
  - Reduce travel time to key destinations.
  - Improve response time and clearance capabilities for first responders and emergency personnel.
- ➔ Accessibility and Travel Choices
  - 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
  - Increase the attractiveness of transportation options other than single occupancy vehicles.
  - Reduce emissions produced by vehicles.
  - Achieve maintenance designation from Environmental Protection Agency (EPA) from criteria pollutants.
  - Increase percentage of transportation assets that use alternative energy sources.
- ➔ Economic Vitality
  - 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
  - Preserve and enhance the natural environment, improve air quality, and promote active lifestyles.
  - Encourage livable communities which support sustainability and economic vitality
- ➔ Implementation
  - To effectively schedule project development activities to let the project on time (Project development schedules are monitored by the MPO thru the Project Readiness Report).
  - Develop cost-effective projects and programs aimed at reducing the cost associated with constructing, operating and maintain the regional transportation system.



## MPO WORKSHOP

A visioning workshop was held with the MPO staff on September 17, 2024. The purpose of the workshop was to facilitate discussion amongst MPO staff on the results of the previous MTPs, the current conditions of the metropolitan planning area, and aspirations for how the region should develop and grow into the future. Key guiding discussion questions and topics included:

- How do we build off the Vision set forth by RMS 2050?
- What additional strategies need to be explored to improve the movement of people and goods?
- What other trends local or national are you seeing? Which are most critical for inclusion in the plan?
- Regarding the RMS 2050 Vision Statement, How do we want to grow in the next 10-20 years? What does this mean for transportation, land use, etc.?
- Goals and objectives of the RMS 2050
- What are the challenges for collecting/reporting performance measures? What would you like to do differently?
- If money were not an object, which transportation project(s) would be most transformational for the region? Think beyond what is already known.

Throughout the discussions with the MPO staff a list of key themes for integration throughout the vision, goals, and objectives for the updated 2052 RMS emerged. These themes from this visioning workshop were utilized as inputs into the update and development of the draft vision statement, goals, and objectives.

The key themes emerging from discussion amongst MPO staff during the visioning workshop include:

- Promote economic development
- Integration of land use and transportation
- Increasing transit accessibility
- Improving multimodal and intermodal transportation
- Improving international connectivity
- Promoting equity
- Increasing safety
- Promoting resilience and sustainability

## DRAFT VISION STATEMENT

The vision statement for the previous MTP, RMS 2050, was developed through a public workshop held online through a virtual platform. The workshop was held twice online and included a survey that included five (5) exercises to elicit feedback and input from the public.

RMS 2050 Vision Statement: *A seamless and reliable multimodal network which enables connectivity, promotes quality of life and economic wellbeing, and preserves the human environment.*

Due to the recent and extensive public feedback that went into the development of the RMS 2050 vision statement, the vision statement was reviewed for any necessary modifications of updates to account for any recent shifts or focuses in priority areas for this current MTP update for RMS 2052. Given the MPOs current efforts and outreach efforts for to develop the Borderplex Safe Mobility Plan, which is being developed through a federal grant for Safe Streets and Road for All to improve road safety for all users, including



pedestrians, cyclist, and motorists, the vision statement for RMS 2052 was update to add a focus area for safe and user-friendly streets to the vision statement.

Recommended RMS 2052 Vision Statement: *A seamless and reliable multimodal network which enables connectivity, promotes quality of life, safe, user-friendly streets, and economic wellbeing, and preserves the human environment.*

## DRAFT GOALS AND OBJECTIVES

The proposed goals and objectives of the RMS 2052 are shown in Table 1. These are developed based on review of recent and relevant federal, state, and regional plans described in Section 1 to ensure that they are consistent and aligned with those established in the plans.

Table 1: Draft Goals and Objectives

Goal	Goal Description	Objectives
Increase <b>Safety</b>	Increase safety of the regional transportation system for all users, regardless of mode of travel.	<ul style="list-style-type: none"> <li>• Reduce the number of fatalities and serious injuries related to traffic incidents.</li> <li>• Improve road safety for all users, including pedestrians, cyclists, and motorists by aligning with the Borderplex Safe Mobility Plan.</li> <li>• Implement policies and infrastructure that ensure roads are safe for all users, particularly in high-traffic areas and pedestrian zones.</li> <li>• Reduce level of traffic stress for cyclists and pedestrians on key routes.</li> </ul>
Improve <b>System Reliability</b>	Provide an efficient transportation system that maintains travel time reliability and reduces congestion.	<ul style="list-style-type: none"> <li>• Implement policies and multi-modal infrastructure that reduces congestion and delays on roadways.</li> <li>• Reduce delay and congestion on designated freight corridors and roads connecting to intermodal or freight facilities and international Ports of Entry.</li> <li>• Improve connections to public transit facilities.</li> <li>• Improve reliability/reduce/improve travel times of public transit systems.</li> <li>• Improve operational efficiency at international Ports of Entry.</li> </ul>

Goal	Goal Description	Objectives
<p>Promote <b>Economic Development</b></p>	<p>Promote economic development by offering multimodal transportation options between jobs, educational opportunities, resources, markets, and travel destinations.</p>	<ul style="list-style-type: none"> <li>• Support multimodal connectivity between housing and major employment centers.</li> <li>• Increase the number of jobs and key destinations that are accessible by all transportation modes.</li> <li>• Improve connections across the international Port of Entries for all modes including pedestrians, transit, vehicles, and freight.</li> <li>• Improve accessibility to key tourism destinations across the region.</li> </ul>
<p>Integrate <b>Land Use and Transportation Planning</b></p>	<p>Integrate land use and transportation planning by promoting consistency between transportation improvements, planned growth, and economic development growth.</p>	<ul style="list-style-type: none"> <li>• Encourage livable communities which support sustainability and economic vitality.</li> <li>• Improve multi-modal access to activity-dense areas.</li> <li>• Encourage infill development and transit-supportive land use.</li> <li>• Reduce average trip lengths by promoting mixed-use developments and proximity between residential areas and employment centers.</li> </ul>
<p>Expand <b>Connectivity</b></p>	<p>Expand the connectivity and integration of the transportation system across and between modes for people and freight.</p>	<ul style="list-style-type: none"> <li>• Connect/eliminate/reduce gaps in bicycle, pedestrian, and transit infrastructure networks that support regional travel.</li> <li>• Expand multi-modal access at international Ports of Entry.</li> </ul>
<p>Maintain <b>Infrastructure</b></p>	<p>Maintain and preserve the assets of the existing transportation system in a state of good repair.</p>	<ul style="list-style-type: none"> <li>• Increase the percentage of facilities and assets in a state of good repair.</li> <li>• Support policies and investments that provide rehabilitation and replacement of aging infrastructure.</li> </ul>
<p>Enhance <b>Resiliency</b></p>	<p>Improve resilience of the transportation system against extreme events, protect and enhance the environment, reduce or mitigate stormwater impacts, improve quality of life, reduce greenhouse gas emissions, and promote energy conservation.</p>	<ul style="list-style-type: none"> <li>• Increase transportation network redundancy to improve resilience of the system during unexpected or extreme events.</li> </ul>



Goal	Goal Description	Objectives
		<ul style="list-style-type: none"> <li>• Improve response time and clearance capabilities for first responders and emergency personnel.</li> <li>• Reduce greenhouse gas emissions produced by vehicles and achieve maintenance designation from Environmental Protection Agency (EPA) from criteria pollutants.</li> <li>• Preserve and enhance the natural environment through actions that improve air quality, reduce vulnerability to extreme weather events, and promote active lifestyles.</li> </ul>
<p>Promote <b>Equitable Access</b></p>	<p>Promote equitable access to safe and affordable mobility options, while reducing transportation-related disparities, adverse community impacts, and health effects</p>	<ul style="list-style-type: none"> <li>• Increase access of multimodal transportation options to equity priority areas.</li> <li>• Expand access to and improve reliability of transit services, particularly for underserved areas and areas with high transit need.</li> <li>• Invest in multimodal infrastructure connecting regional destinations to areas that have been traditionally underserved.</li> </ul>
<p>Enhance <b>Innovation and Technology</b></p>	<p>Invest in innovations and technologies to enhance the transportation system and support an increased quality of life for the region.</p>	<ul style="list-style-type: none"> <li>• Invest in Intelligent Transportation System (ITS) technology.</li> <li>• Advance efforts that support efficient and alternative use of fuels and energy sources.</li> <li>• Invest in research and innovation to meet the challenges of the present and the future.</li> </ul>
<p>Support <b>Sustainable Financing and Delivery</b></p>	<p>Support sustainable and responsible financing options to deliver and implement the right transportation projects.</p>	<ul style="list-style-type: none"> <li>• Program projects with sustainable and responsible financial sources.</li> <li>• Prioritize projects that support the achievement of regional goals.</li> </ul>



## NEXT STEPS

The draft list of goals and objectives will be further refined through engagement sessions with stakeholders and the public. A first-round review will be conducted with the MPO Technical Committee.

The final list of goals and objectives will eventually be shared with the MPO Technical Committee and the public. This list will serve as guiding principles for the RMS 2052. Recommended projects and strategies to be included in the RMS 2052 will also utilize these guiding principles during the selection and prioritization process.