



# Chapter 1: Planning Context

## 1.1. Introduction

The purpose of the RMS 2052 Metropolitan Transportation Plan (MTP) is to provide systematic, long-range planning for transportation projects and programs within the El Paso Metropolitan Planning Area (MPA), which includes El Paso County, Texas, and portions of Doña Ana and Otero Counties, New Mexico. A map of the MPA is shown in **Figure** . The metropolitan transportation planning process is federally regulated and requires the development of an MTP that addresses at least a 20-year planning horizon, incorporating both long- and short-range strategies for an integrated, multimodal transportation system.

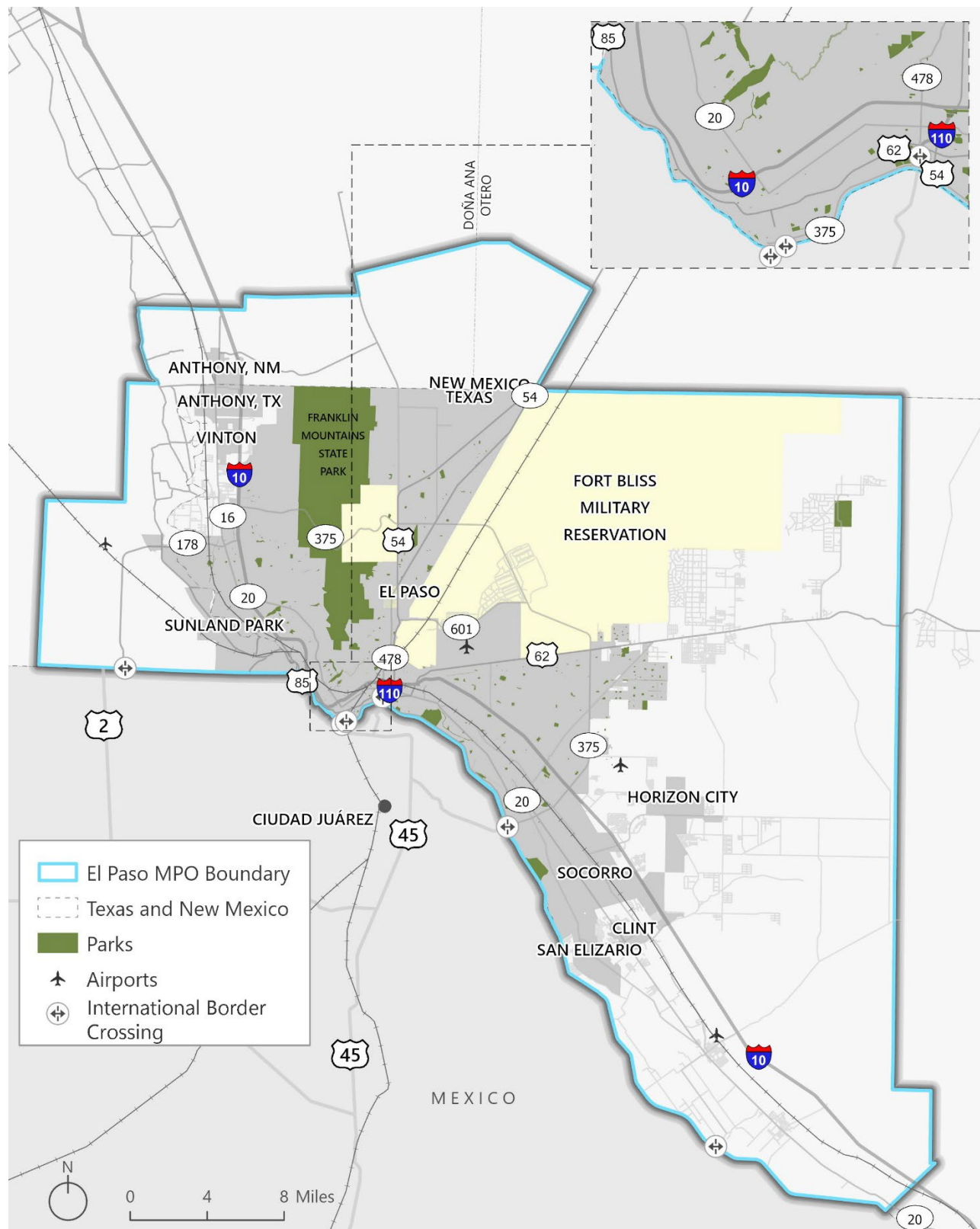
This MTP was developed through a **continuing, cooperative, and comprehensive** (3-C) planning process and identifies transportation needs, financial resources, and project/programming priorities for the El Paso Metropolitan Planning Organization (EPMPO) from 2026 through the horizon year 2052. The RMS 2052 MTP addresses and meets all requirements of the Infrastructure Investment and Jobs Act (IIJA, also known as the Bipartisan Infrastructure Law [BIL]), the Fixing America’s Surface Transportation Act (FAST Act), and previous federal surface transportation laws as provided by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

## 1.2. Metropolitan Planning Organization

Metropolitan Planning Organizations (MPOs) serve a critical and federally mandated role in the planning and decision-making for the transportation system. In 1962, Congress passed the *Federal Highway Act of 1962*, which requires all urbanized areas with populations of 50,000 or more to establish MPOs to ensure that federally funded transportation projects and programs are based on a 3-C planning process. While State Departments of Transportation build and manage the Interstate Highway System and state roads and city and county governments define local priorities and needs, the establishment of MPOs provides the *regional* view that enables transportation projects to be planned and delivered at a scale that can view the connections across jurisdictional boundaries, and that can facilitate cooperative priority-setting and decision-making for all modes of transportation.



Figure 1-1: El Paso Metropolitan Planning Area





EPMPO is the MPO designated by the Governor of Texas on August 30, 1988, as responsible, together with the state, for carrying out the provisions of 23 USC §134, 49 USC §5303 (Metropolitan Transportation Planning) and 23 CFR 450.300 et seq. (Metropolitan Transportation Planning and Programming) and is established pursuant to those same US Codes. EPMPO serves as the forum for cooperative decision-making among principal elected officials of general-purpose local governments within the El Paso MPA.

EPMPO collaborates with federal, state, and local governments, as well as transportation service providers within the framework of a well-defined metropolitan transportation planning process. EPMPO does not lead the implementation of transportation projects but serves as the venue for planning and programming transportation improvements within the region. As required by federal legislation, EPMPO must provide the public and interested parties with reasonable and meaningful opportunities to be involved in the transportation planning process.

*Figure 1-2. Downtown El Paso*





### 1.2.1. EPMPO Structure

To effectively coordinate transportation planning across the region, EPMPO operates through a structured framework that ensures meaningful collaboration and informed decision-making. The organization is comprised of the Transportation Policy Board (TPB), the Transportation Projects Advisory Committee (TPAC), Executive Committee (EC) and a dedicated planning staff, each playing a crucial role in supporting transportation planning activities. The bylaws of EPMPO establish the framework for the structure and representation of the MPO, guiding its operations and ensuring broad regional input.

- **Transportation Policy Board (TPB):** The TPB comprises elected and appointed officials from local governments, state agencies, and transit providers. The TPB has decision-making authority and oversees transportation planning efforts. The TPB was established in 1973 to meet federal requirements. Membership of the TPB is governed by an agreement between the affected local governments and the governors of Texas and New Mexico and is reviewed periodically to ensure adequate representation of all parties. Membership consists of 30 voting members.
- **Transportation Projects Advisory Committee (TPAC):** The TPAC serves in an advisory role to the TPB and is responsible for professional and technical review of work programs, policy recommendations, and transportation planning activities. Membership consists of 18 voting members who are local and state technical and professional personnel knowledgeable in the transportation field.



- **Executive Committee (EC):** The EC’s roles and responsibilities include review of the business aspect of the MPO, review of the Executive Director, review of contracts and other documents, and other assignments for recommendations to the TPB. The committee is composed of high-level officials, including Texas State Senator, local mayors, county judges, and state transportation engineers from Texas and New Mexico. Its decisions influence major infrastructure projects and funding strategies across the El Paso region, ensuring effective coordination and fiscal management.
- **MPO Staff:** The MPO staff supports the efforts of these committees in transportation planning and works in cooperation with state departments of transportation, municipalities, transit agencies, and other planning partners within the MPA.

Current membership lists and organizational charts are available on the EPMPO website at [www.elpasompo.org](http://www.elpasompo.org). MPO staff also coordinates with specialized committees and working groups as needed, including those focused on active transportation, freight, etc.

### 1.2.2. MPO Planning Documents

To carry out the function as the coordinating agency for transportation planning, EPMPO develops, implements, monitors, and updates various transportation plans, including the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and this MTP.

- **Unified Planning Work Program (UPWP):** A two-year work program and budget identifying all planning activities to be undertaken by the MPO in a fiscal year.
- **Transportation Improvement Program (TIP):** A short-range program of transportation projects based on the long-range MTP, covering four years.
- **Metropolitan Transportation Plan (MTP):** The long-range, financially constrained transportation plan for the region, covering a planning horizon of at least 20 years.

All projects identified in the TIP must be consistent with the MTP. According to federal law, MTPs must be updated every four years in nonattainment areas and every five years in attainment areas. For the El Paso region, which is designated as nonattainment for particulate matter 10 (PM<sub>10</sub>), the MTP is updated every four years. Amendments to the MTP may occur due to changes in project priorities, funding availability, or state/federal guidance, and require adoption by the TPB following public review and comment.



Figure 1-3. University of Texas at El Paso



### 1.3. The Framework for the MTP

MPOs must follow federal mandates when carrying out the metropolitan transportation planning process to prepare the MTP and maintain eligibility for federal funding.

Following the passage of the *Federal Highway Act of 1962*, which established MPOs and the foundation and objectives of metropolitan transportation planning, Congress has continued to pass a series of surface transportation bills that further detail the federal requirements MPOs must adhere to in carrying out a 3-C planning approach and in developing MTPs. The basic requirements of metropolitan planning have remained the same as it must address at least a 20-year planning horizon for managing and operating a multimodal transportation system within a fiscally-constrained plan. However, since the 1990s, federal transportation laws have emphasized integrated planning processes and the scope, and requirements for metropolitan planning and MTPs have therefore evolved with each successive law.

The most current surface transportation law outlining these requirements is the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). This law succeeds the Fixing America's Surface Transportation (FAST) Act of 2015, which was the previous major authorization. The IIJA will remain in effect until



September 30, 2026. This MTP, RMS 2052, is developed in compliance with all requirements of the BIL.

The FAST Act built and refined many highway, transit, bike, and pedestrian programs and policies established in previous federal surface transportation laws and set the requirements for MTP development. 23 CFR 450.306 outlines three major requirements in the scope of the MTP process that established the framework for the development and organization of this plan:

- Developing a performance-driven and outcome-based approach
- Considering a series of 10 planning factors in carrying out a continuous, cooperative, and comprehensive metropolitan planning process
- Integrating directly, or by reference, the goals, objectives, performance measures, and targets in other statewide, local, and regional plans

In 2021, the IIJA was signed and created the largest investment in infrastructure since the initial investment in highways in the 1950s. The IIJA set aside \$1.2 trillion for infrastructure investment, and \$10.8 billion had been allocated to Texas projects just one year after the law's signing, with more money being allocated since then. The IIJA increases funding levels across all formula funding programs with a significant focus on safety. Additionally, it also provides additional competitive grants for states, MPOs, tribal governments, and local government entities seeking funds. The following are examples of programs specific to MPOs:

- Safe Streets and Roads for All
- Promoting Resilient Operations for Transformative, Efficient, and Cost Saving (PROTECT) Grants
- Charging and Fueling Infrastructure
- Congestion Relief
- Bridge Investment
- Reconnecting Communities
- Nationally Significant Freight and Highway Projects (INFRA)
- National Infrastructure Project Assistance (Mega-projects)
- Local and Regional Project Assistance



Given the emphasis placed on these requirements under federal law, each of these elements and how they have been incorporated into this MTP is discussed in greater detail throughout this plan.

### 1.3.1. A Performance-Based Approach

The development and implementation of performance measures for MPOs assess how the transportation system and/or the MPO are functioning and operating. Performance measures can inform the decision-making process and improve accountability for the efficient and effective implementation of programs and projects. Performance measures serve the following functions for EPMPO:

- **Plan Development:** During the plan development process, performance measures provide a framework to benchmark performance and the effects of alternatives. This data can help inform decision-making between trade-offs and the anticipated impacts of different investment strategies.
- **Plan Implementation:** Performance measures guide the implementation of the Metropolitan Transportation Plan (MTP) by reinforcing its goals throughout all phases of execution. They are integrated into budgeting processes, program structures, project prioritization, and policy frameworks to ensure that investment decisions align with the plan's objectives and deliver intended outcomes.
- **Accountability:** System performance relative to the vision and goals of the MTP can be tracked and reported to support accountability for plan implementation and results.

The performance measures for EPMPO were determined by the federally required performance measures for State Departments of Transportation (State DOTs) and MPOs to use. The National Performance Rule Making (NPRM) identified five performance areas required for State DOTs and MPOs. These performance areas include Safety, Pavement and Bridge Condition, Roadway System Performance, Transit Asset Management, and Public Transportation Agency Safety Plans. According to the NPRM, State DOTs and MPOs are to establish quantifiable statewide performance targets for the required performance measures to be achieved over a four-year performance period, with the first performance period starting in 2018. MPOs may establish targets by either supporting the State DOT's statewide target or defining a target unique to the metropolitan planning area each time the State DOT establishes a target.



*Table 1-1: Federal Performance Measures (PM) Content Requirements*

Federal Performance Area	Performance Measure
<b>Safety (PM1)</b>	<ul style="list-style-type: none"> <li>• Number of fatalities</li> <li>• Rate of fatalities per 100 M Vehicle Miles Traveled (VMT)</li> <li>• Number of serious injuries</li> <li>• Rate of serious injuries per 100 M VMT</li> <li>• Number of non-motorized fatalities and serious injuries</li> </ul>
<b>Infrastructure Condition (PM2)</b>	<ul style="list-style-type: none"> <li>• % of Interstate pavements in Good condition</li> <li>• % of Interstate pavements in Poor condition</li> <li>• % of Non-Interstate NHS pavements in Good condition</li> <li>• % of Non-Interstate NHS pavements in Poor condition</li> <li>• % of NHS bridges by deck area classified as in Good condition</li> <li>• % of NHS bridges by deck area classified as in Poor condition</li> </ul>
<b>System Performance (PM3)</b>	<ul style="list-style-type: none"> <li>• Travel time reliability on the interstate and non-interstate NHS</li> <li>• Truck travel time reliability</li> <li>• Annual hours of Peak Hour Excessive Delay</li> <li>• % of non-single occupancy vehicle travel</li> <li>• On-Road Mobile Source Emissions Reductions</li> </ul>
<b>Transit Asset Management (TAM)</b>	<ul style="list-style-type: none"> <li>• % of non-revenue vehicles met or exceeded useful life benchmark</li> <li>• % of revenue vehicles met or exceeded useful life benchmark</li> <li>• % of assets with condition rating below 3.0 on the FTA TERM Scale</li> </ul>



### 1.3.2. Consideration of Planning Factors

As noted in 23 USC 134, key purposes of the metropolitan transportation planning process and long-range regional planning under the law are to encourage and promote the safe and efficient management, operation, and development of the surface transportation systems that will serve the mobility needs of people and freight, foster economic growth and development, and take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution.

To meet these purposes, and as outlined within 23 CFR § 450.306, a series of ten planning factors are identified and required to be considered in the metropolitan transportation planning process. These planning factors are required to ensure that long-range transportation plans and the use of federal funds reflect a continuous, cooperative, and comprehensive planning process that improves and evolves to meet regional needs. These planning factors are summarized below:

- 1. Economic Vitality:** Support access to jobs, education, shopping, and recreation; improve freight movement and international trade.
- 2. Safety:** Improve safety for all users; implement Vision Zero and Safe Streets strategies.
- 3. Security:** Address threats, both natural and man-made; enhance emergency preparedness and resiliency.
- 4. Accessibility & Mobility:** Improve mobility for people and freight; invest in multimodal improvements.
- 5. Environment, Energy Conservation, & Planned Growth:** Promote sustainable growth, improve air quality, and encourage alternative energy.
- 6. Modal Integration & Connectivity:** Develop a balanced, multimodal system; enhance connections between modes.
- 7. System Management & Operation:** Maximize efficiency of existing infrastructure through ITS, access management, and operational improvements.
- 8. System Preservation:** Maintain and rehabilitate existing assets; prioritize state of good repair.
- 9. Resiliency & Reliability:** Enhance system reliability and redundancy; prepare for extreme events and climate impacts.
- 10. Travel & Tourism:** Support economic growth through investments that enhance travel and tourism.



### 1.3.3. Consistency with State and Local Plans

As detailed in 23 CFR § 450.306 (d)(4), MTPs should also integrate, to the extent possible, the goals, objectives, performance measures, and targets developed in other statewide transportation plans and regional public transportation plans and be consistent with other related local transportation plan goals and objectives. In developing this MTP update, several state and local plans were reviewed to integrate statewide and local planning comprehensively and consistently. A summary of these plans and their integration into RMS 2052 is provided in **Table 1-2**.

*Table 1-2: State, Regional, and Local Plans Reviewed for MTP Integration and Consistency*

Name	Description
<b>Texas Department of Transportation (TxDOT) Connecting Texas 2050 (Statewide Long-Range Transportation Plan)</b>	The cornerstone multimodal transportation plan for Texas, establishing statewide vision, goals, objectives, performance measures, and strategic recommendations through 2050. Guides integration of state and MPO priorities.
<b>TxDOT Strategic Plan (2025–2029)</b>	Framework for TxDOT’s mission, goals, and strategies over five years, including performance measures and policy direction for statewide transportation investments.
<b>TxDOT Transportation Asset Management Plan (TAMP)</b>	Federally required plan for managing and preserving the National Highway System (NHS) pavements and bridges, informing investment decisions and risk management.
<b>Texas Strategic Highway Safety Plan (SHSP)</b>	Five-year plan to implement effective safety countermeasures and reduce fatalities and injuries on Texas roads, with regional emphasis areas and targets.
<b>Texas-Mexico Border Transportation Master Plan (BTMP)</b>	Comprehensive multimodal plan for the border region, identifying transportation issues, needs, and strategies for efficient and safe movement of people and goods across the Texas-Mexico border.
<b>TxDOT Unified Transportation Program (UTP)</b>	Ten-year plan for transportation project development and construction in Texas, guiding funding categories and project prioritization. Updated annually by the Texas Transportation Commission.
<b>Texas Freight Mobility Plan</b>	Short- and long-term priorities for freight investments, critical facilities, and strategies to support economic growth and goods movement statewide and regionally.

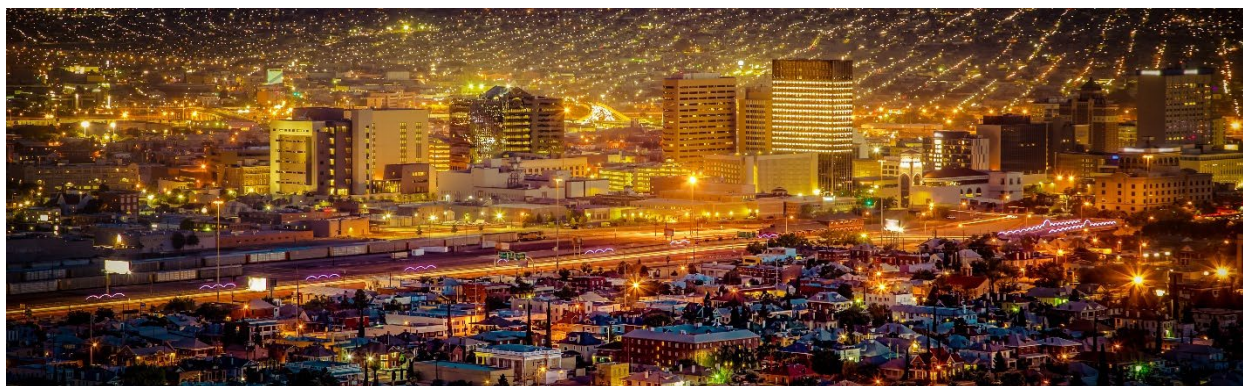


Name	Description
<b>NMDOT Long-Range Statewide Transportation Plan (LRSTP)</b>	25-year transportation vision for New Mexico to provide NMDOT with information, guidance, and direction to support strategic decision-making.
<b>NMDOT Freight Plan</b>	Performance-based long-range statewide freight transportation plan that establishes a foundation for the future of freight transportation in New Mexico through the implementation of long-term strategies and performance monitoring methods.
<b>Connect New Mexico: Statewide Public Transportation Plan</b>	This plan identifies current transit service gaps and the changing needs of transit riders to improve urban and rural transit experiences through new policies and programs.
<b>El Paso County Strategic Plan (2024–2028)</b>	County-level vision and goals for infrastructure, mobility, sustainability, and community development, supporting regional transportation priorities.
<b>City of El Paso Comprehensive Plan (Plan El Paso)</b>	City’s long-range plan for land use, transportation, sustainability, and urban development, emphasizing multimodal connectivity and reduced car dependency.
<b>El Paso Area Transportation Services Transit Development Plan</b>	Plan that outlines how the findings from the El Paso County Regional Transit Institutional Options Feasibility study will be implemented over a three-year period.
<b>Implementation Plan for El Paso County Rural Transit System - Final Report</b>	Plan for implementing service changes and improvements for the entire El Paso County Transit bus route system.
<b>El Paso Bike Plan</b>	Plan for expanding and improving bicycle infrastructure, safety, and connectivity throughout the region, supporting active transportation goals.
<b>Sun Metro Rising</b>	Five-year plan for Sun Metro and regional transit services, addressing operations, capital needs, service modifications, and technology upgrades.
<b>Public Participation Plan (PPP)</b>	EPMPO’s strategy for engaging citizens and stakeholders in metropolitan transportation planning, ensuring inclusive and meaningful public involvement.
<b>Limited English Proficiency Plan (LEP)</b>	Plan to ensure language access for individuals with limited English proficiency, supporting Title VI compliance and equitable participation in planning.
<b>Regional Mobility Strategy (RMS) Documents</b>	EPMPO’s framework for multimodal mobility, project prioritization, and stakeholder engagement, including previous RMS 2050 and current RMS 2052 efforts.



Name	Description
<b>TxDOT El Paso District Bicycle Plan</b>	Regional analysis of bicycling needs, prioritized segments, and bikeway functions, supporting partnerships for safe and connected cycling infrastructure.
<b>Air Quality State Implementation Plan (SIP)</b>	State and regional strategies for meeting federal air quality standards, including conformity requirements for transportation planning in nonattainment areas.

Figure 1-4. Downtown El Paso Aerial



## 1.4. MTP Vision, Goals, and Objectives

The development of the RMS 2052 MTP goals and objectives was guided by a robust, collaborative process involving EPMPO TPAC, TPB, and regional stakeholders. The process began with a visioning workshop held on September 17, 2024, where MPO staff and partners reviewed previous MTPs, current conditions, and future aspirations for the metropolitan planning area. Key themes from this workshop, such as economic development, land use integration, multimodal accessibility, international connectivity, safety, and resilience, were used to draft the plan’s vision, goals, and objectives.

Following the workshop, a draft list of goals and objectives was prepared and circulated for review. The TPAC conducted a first-round review and provided feedback, ensuring alignment with federal, state, and regional planning requirements, including 23 CFR 450.206(c)(1), MAP-21, FAST Act, IJJA/BIL, and relevant state and local plans. The TPAC formally approved the vision, goals, and objectives on November 6, 2024, and the TPB adopted them on November 15, 2024, establishing these guiding principles as the foundation for RMS 2052. For additional details on the process of establishing the vision, goals, and objectives, refer to **Appendix A: Recommended Goals and Objectives**.

### 1.4.1. RMS 2052 Vision Statement



A seamless and reliable multimodal network which enables regional and multijurisdictional connectivity; promotes quality of life, comprehensive access, safe, user-friendly streets, and economic well-being; and preserves the human environment.



## 1.4.2. RMS 2052 Goals and Objectives

The following goals and objectives reflect the region’s priorities, stakeholder input, and alignment with federal/state/regional guidance. These goals serve as the basis for project selection, performance measurement, and policy direction throughout RMS 2052 MTP.



**Goal:** Increase safety of the regional transportation system for all users, regardless of mode of travel.

**Objectives:**

- Reduce the number of fatalities and serious injuries related to traffic incidents.
- Improve road safety for all users, including pedestrians, cyclists, and motorists by aligning with the Borderplex Safe Mobility Plan.
- Implement policies and infrastructure that ensure roads are safe for all users, particularly in high-traffic areas and pedestrian zones.
- Reduce level of traffic stress for cyclists and pedestrians on key routes.



**Goal:** Provide an efficient transportation system that maintains travel time reliability and reduces congestion.

**Objectives:**

- Implement policies and multi-modal infrastructure that reduce congestion and delays on roadways.
- Reduce delay and congestion on designated freight corridors and roads connecting to intermodal or freight facilities and international Ports of Entry.
- Improve connections to public transit facilities.
- Improve reliability/reduce/improve travel times of public transit systems.
- Improve operational efficiency at international Ports of Entry.



### Promote Economic Development

**Goal:** Promote economic development by offering multimodal transportation options between jobs, educational opportunities, resources, markets, and travel destinations.

**Objectives:**

- Support multimodal connectivity between housing and major employment centers.
- Increase the number of jobs and key destinations that are accessible by all transportation modes.
- Improve connections across the international Port of Entries for all modes including pedestrians, transit, vehicles, and freight.
- Improve accessibility to key tourism destinations across the region.



### Integrate Land Use and Transportation Planning

**Goal:** Integrate land use and transportation planning by promoting consistency between transportation improvements, planned growth, and economic development growth.

**Objectives:**

- Encourage livable communities which support sustainability and economic vitality.
- Improve multi-modal access to activity-dense areas.
- Encourage infill development and transit-supportive land use.
- Reduce average trip lengths by promoting mixed-use developments and proximity between residential areas and employment centers.



**Goal:** Expand the connectivity and integration of the transportation system across and between modes for people and freight.

**Objectives:**

- Connect/eliminate/reduce gaps in bicycle, pedestrian, and transit infrastructure networks that support regional travel.
- Expand multi-modal access at international Ports of Entry.



**Goal:** Maintain and preserve the assets of the existing transportation system in a state of good repair.

**Objectives:**

- Increase the percentage of facilities and assets in a state of good repair.
- Support policies and investments that provide rehabilitation and replacement of aging infrastructure.



**Goal:** 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.

**Objectives:**

- Increase transportation network redundancy to improve resilience of the system during unexpected or extreme events.
- Improve response time and clearance capabilities for first responders and emergency personnel.
- Reduce greenhouse gas emissions produced by vehicles and achieve maintenance designation from Environmental Protection Agency (EPA) from criteria pollutants.
- Preserve and enhance the natural environment through actions that improve air quality, reduce vulnerability to extreme weather events, and promote active lifestyles.



**Promote  
Comprehensive  
Access**

**Goal:** Promote comprehensive access to safe and affordable mobility options, while reducing transportation network gaps and negative impacts.

**Objectives:**

- Increase access of multimodal transportation options to comprehensive access priority areas.
- Expand access to and improve reliability of transit services, particularly for underserved areas and areas with high transit need.
- Invest in multimodal infrastructure connecting regional destinations to areas that have been traditionally underserved.



**Enhance  
Innovation and  
Technology**

**Goal:** Invest in innovations and technologies to enhance the transportation system and support an increased quality of life for the region.

**Objectives:**

- Invest in Intelligent Transportation System (ITS) technology.
- Advance efforts that support efficient and alternative use of fuels and energy sources.
- Invest in research and innovation to meet the challenges of the present and the future.



**Support  
Sustainable  
Financing and  
Delivery**

**Goal:** Support sustainable and responsible financing options to deliver and implement the right transportation projects.

**Objectives:**

- Program projects with sustainable and responsible financial sources.
- Prioritize projects that support the achievement of regional goals.



These goals and objectives were formally approved by the TPAC on November 6, 2024, and adopted by the TPB on November 15, 2024, following a transparent and inclusive stakeholder process. They guided all aspects of project selection, performance measurement, and policy direction for RMS 2052.

## 1.5. Meeting MTP Requirements

Specific requirements of the metropolitan transportation planning process and the content of the MTP are outlined in federal regulations and reviewed by the Federal Highway Administration, which reviews MTPs for compliance and to maintain federal funding eligibility. **Table 1-3** summarizes how RMS 2052 addresses these provisions to maintain federal funding eligibility.

*Table 1-3: Federal MTP Requirements and Compliance*

Federal Content Requirement	RMS 2052 Content
<b>≥20-year planning horizon</b>	Plan covers 2026–2052 (25 years)
<b>Long- and short-range strategies for integrated multimodal system</b>	Includes projects/strategies for roads, transit, bicycle/pedestrian, aviation, rail, and freight; illustrative projects beyond financial capacity
<b>Update cycle</b>	Four-year update cycle (nonattainment area); next update expected in 2031
<b>Coordination with SIP/TCMs (if nonattainment)</b>	EPMPPO coordinates with SIP and air quality agencies; conformity determinations included
<b>Use of latest data</b>	Based on most recent socioeconomic, land use, travel, employment, and congestion data; updated travel demand model
<b>Current and projected demand</b>	Analysis of existing and projected demand for people and goods; freight movement analysis
<b>Integrated system description</b>	Chapter 3 describes existing system; Chapter 8 lists planned projects for all modes
<b>Performance measures and targets</b>	Federal performance areas and management discussed in Chapter 9; System Performance Report included
<b>Operational and management strategies</b>	Chapters 3 and 6 address strategies to improve performance, relieve congestion, and enhance safety/mobility



Federal Content Requirement	RMS 2052 Content
<b>Congestion management process</b>	Chapter 6 summarizes CMP and its integration into MTP development
<b>Capital investment and system preservation</b>	Strategies for asset preservation and multimodal capacity increases outlined in Chapter 3
<b>Transportation/transit enhancement activities</b>	Enhancement projects included in Chapter 8
<b>Detailed facility descriptions for conformity/cost estimates</b>	Project descriptions and cost estimates provided in Chapter 8
<b>Environmental mitigation</b>	Chapter 5 discusses environmental impacts and mitigation; stakeholder roundtables held
<b>Pedestrian/bicycle facilities</b>	Existing and proposed facilities included, supporting non-motorized travel options
<b>Financial plan</b>	Chapter 7 presents a financially constrained plan with Year of Expenditure (YOE) costs and revenues; only reasonably available funding considered
<b>Consultation with land use and environmental agencies</b>	Public Participation Plan (PPP) calls for stakeholder involvement; agencies invited to participate in development.
<b>Integration of safety, emergency, disaster, and/or homeland security plans</b>	Safety and security considerations included in Chapter 4, including coordination considerations with emergency management agencies
<b>Public comment opportunity</b>	PPP ensures all interested parties have the opportunity to comment; substantial outreach documented
<b>Public availability</b>	MTP published online and available for public review with accommodation provided as needed
<b>Illustrative projects</b>	Included for reference; not required for selection
<b>Conformity determination (if nonattainment)</b>	Conformity determinations included per air quality status