



**7 DAY PUBLIC COMMENT PERIOD FOR September 19, 2025
EL PASO MPO TPB MEETING**

Public comments for amendments to the El Paso MPO's documents are being accepted. The MPO's Transportation Policy Board (TPB) will consider these amendments for approval at the September 19, 2025, meeting.

1. [Consider approval of amendments to the Amended Regional Mobility Strategy \(RMS\) 2050 Metropolitan Transportation Plan \(MTP\), and the RMS 2025-2028 Transportation Improvement Program \(TIP\) for the following Texas Highway Projects:](#)
 - a. Deprogram the *PE Phase Border Traveler ITS* (0924-06-733/MPO ID: C032XPE) project using \$525,582 of Category 5 Congestion Mitigation and Air Quality Improvement (CMAQ) program funds in fiscal year (FY) 2027
 - b. Deprogram the *Bicycle Infrastructure Citywide* (0924-06-577/MPO ID: M090X) project using \$5,610,423 of Category 5 CMAQ program funds in FY 2027
 - c. Deprogram the *PE Phase Video Surveillance and Count Stations Phase II* (0924-06-732 / MPO ID: M025BPE) project using \$191,342 of Category 5 CMAQ program funds in FY 2027
 - d. Deprogram the *Border Traveler ITS* (0924-06-733 / MPO ID: C032X) project using \$2,102,328 of Category 5 CMAQ program funds in FY 2028
 - e. Deprogram the *Video Surveillance and Count Stations Phase II* (0924-06-732 / MPO ID: M025B) project using \$3,904,931 of Category 5 CMAQ program funds in FY 2028

Updated annually and approved by the Texas Transportation Commission, the UTP serves as an intermediate programming and development "roadmap" that is used to define, prioritize and assign available funding to thousands of Texas transportation projects over a continuous 10-year period. In the Fiscal Year 2026 UTP, it is anticipated that the El Paso Metropolitan Planning Area will see a reduction in its Category 5, Congestion Mitigation and Air Quality (CMAQ) funding totals during the planning horizon of our adopted Transportation Improvement Program of roughly 25% for fiscal years 2025, 2026, and 2027 from what was shown in the 2025 UTP for those years, with greater reductions beyond 2028. This leaves the El Paso MPO overprogrammed by roughly \$5M in fiscal years 2027 and 2028. Because the El Paso MPO is required to demonstrate fiscal constraint in the years covered by its adopted Transportation Improvement Program, it is necessary to amend its programmed projects to achieve fiscal constraint.

The City of El Paso (COEP) no longer wishes to move forward with some of these projects within the RMS 2025-2028 TIP years. COEP will be completing some of these projects with other funding sources. Deprogramming these projects is part of a larger strategy to achieve financial constraint within the RMS 2025-2028 TIP years that was approved at the August 22, 2025 meeting.



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2. Consider approval of an amendment to the RMS 2025-2028 Transportation Improvement Program (TIP) to program the *Border Highway Connector (BHC) – Construction Phase* (CRN: E100391 / MPO ID: A606X) project using \$56,250,000 of Federal Highway Administration (FHWA) Infra Grant funds and \$113,750,000 of Other State funds for a total project cost \$170,000,000 in fiscal year (FY) 2025, and amend the Amended RMS 2050 MTP to change the fiscal year from FY 2028 to FY 2025.

NMDOT is planning to program the *Border Highway Connector (BHC) – Construction Phase* (CRN: E100391 / MPO ID: A606X) project using \$170,000,000 in the RMS 2025-2028 TIP in FY 2025. This project was previously reviewed and approved by TPB at their July 18, 2025 meeting to be programmed in to Appendix D of the RMS 2025-2028 TIP. The project has since secured funding and is will be programmed into the RMS 2025-2028 TIP in FY 2025, and amended in the Amended RMS 2050 MTP to change the fiscal year from FY 2025 to FY 2028. This action would also deprogram this project from Appendix D of the RMS 2025-2028 TIP.

**The total project cost for this project was amended from \$120,000,000 to \$170,000,000 at the September 3, 2025 Transportation Project Advisory Committee (TPAC) meeting.*