

**FY 2026 and FY 2027**

# **UNIFIED PLANNING WORK PROGRAM (UPWP)**

**El Paso Metropolitan Planning Organization**

**TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:**

***Transportation Management Area (TMA)***

**AIR QUALITY STATUS:**

***Nonattainment***

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This UPWP complies with federal and state requirements, is true and correct, and is approved by the  
Transportation Policy Board: **approval date**

Federal Approval: **FHWA approval date**

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## EXECUTIVE SUMMARY

The Unified Planning Work Program (UPWP) is the mechanism for coordinating metropolitan transportation and air quality planning activities in the El Paso Metropolitan Planning Organization (EPMPO) area. EPMPO maintains a UPWP describing work activities and expected products in two-year intervals. The current UPWP covers the period from October 1, 2025 to September 30, 2027. The UPWP discusses the planning priorities facing the EPMPO area, and describes the transportation planning and air quality planning activities anticipated within this period, indicating who will perform the work, the schedule for completing the work, the products that will be produced, and information about how the work is funded.

The UPWP addresses a number of interrelated multimodal transportation issues aimed at facilitating the implementation of transportation projects and programs to reduce congestion and improve mobility and air quality. The tasks in this UPWP fall into five primary activities:

- Administration/Management – This activity contains the work associated with administrative support of the transportation planning process.
- Data Development & Maintenance – This activity contains work elements designed to collect, update, and report data required to perform both long range and short range transportation and air quality planning including travel demand modeling.
- Short Range Planning – This activity contains projects relating to immediate implementation and near-term time frame.
- Metropolitan Transportation Plan – This activity includes work associated with the development and updating of the area's long range multimodal transportation plan.
- Special Studies – This activity contains work elements that are generally outside the scope of the planning process but are necessary to the continued development of a viable transportation plan for the area.

The activities described in the UPWP are funded through a combination of sources, including federal transportation planning grant funding through the U.S. Department of Transportation, formula funds for metropolitan areas administered by the Federal Highway Administration and the Federal Transit Administration, federal discretionary grant funding awarded to EPMPO and transit providers, and state-level funding authorized by the legislatures of Texas and New Mexico. The total budgeted amount for the two years included in this UPWP is \$10,576,223.

The EPMPO planning area includes all of El Paso County, Texas, and portions of Doña Ana and Otero Counties in New Mexico. The planning area includes twelve incorporated jurisdictions and one federally recognized tribal government. These jurisdictions, along with regional public transportation providers, the state Departments of Transportation of Texas and New Mexico, and county governments, participate in a comprehensive, cooperative, and continuing transportation planning process organized by EPMPO.

# INTRODUCTION

The Federal Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis. The Unified Planning Work Program (UPWP) is the mechanism for coordinating metropolitan transportation and air quality planning activities in the El Paso Metropolitan Planning Organization (EPMPO) area. This UPWP is a two-year transportation planning work program detailing transportation planning, programs, and activities to be performed in the EPMPO region for the period of October 1, 2025, to September 30, 2027. The Transportation Policy Board of EPMPO approved this UPWP on Month XX, 2025.

## A. PURPOSE

Since February 14, 2007, MPOs, in conjunction with the state and operators of publicly owned transit, have been required to develop UPWPs that meet the requirements of 23 CFR Part 420, and:

- (1) Discuss the planning priorities facing the metropolitan area and describe the metropolitan transportation plan and transportation-related air quality planning activities anticipated within the next one- or two-year period, regardless of funding sources or agencies conducting activities, in sufficient detail to indicate who will perform the work, the schedule for completing the work, the products that will be produced, the proposed funding by activity/task, and a summary of the total amounts and sources of federal and matching funds; and
- (2) Document planning activities to be performed with funds provided under Title 23 and Chapter 53 of Title 49 United States Code (USC). To effectively identify all work tasks, EPMPO prepares with UPWP with input from federal, state, and local jurisdictions and transportation providers in the transportation planning region.

The work tasks within UPWPs must also consider the federal performance goals (23 USC § 150.b) in the following seven areas:

- 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 the congestion on the National Highway System
- System Reliability – To improve the efficiency of the surface transportation system
- Freight Movement and Economic Vitality – 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

Planning factors have been included in each subsequent version of the transportation enabling legislation since 2007. The current transportation-enabling legislation, the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, adds consideration requirements concerning housing patterns and equity, as further discussed below.

#### Bipartisan Infrastructure Law

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues planning programs that provide funding and set procedural requirements for multimodal transportation planning in metropolitan areas and states that result in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

- Adds consideration of state and local housing patterns in the metropolitan planning process;
- Requires MPOs to ensure the consistency of data used in the planning process, including information used in forecasting travel demand, if more than one MPO is designated within an urbanized area;
- Permits the use of social media and other web-based tools to encourage public participation in the planning process;
- Requires MPOs to consider the equitable and proportional representation of the population of the metropolitan planning area when designating officials for the first time;
- Permits a greater than 80 percent federal share for transportation planning in certain circumstances including in lower-density or lower-income portions of metropolitan or adjoining rural areas

#### Planning Factors

Eight federal planning factors were established under ISTEA for consideration in the planning process. These were continued under the FAST Act. SAFETEA-LU added two additional factors, which are still contemplated in the development process of the UPWP, in addition to the new requirements of the IJA listed in the preceding paragraph.

The work tasks contained in the UPWP have considered the following ten factors, some more directly than others:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- 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;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;

- Emphasize the preservation of the existing transportation system;
- Improve resiliency and reliability of the transportation system and reduce or mitigate storm water impacts on surface transportation; and
- Enhance travel and tourism.

#### Public Participation Plan

It is the policy of EPMPO that all meetings of the Transportation Policy Board and its committees are to be open to the public. Agendas, with public comment opportunity as a standing item, are posted at the office of the El Paso County Clerk, the New Mexico Department of Transportation (NMDOT) District 1 website, and on the EPMPO website, and public comments are encouraged and welcomed at these meetings. All EPMPO open meetings are announced in the local newspaper, on the EPMPO website, and on EPMPO social media accounts. Public meetings/hearings and document review sessions are general held for major projects, such as those in the Metropolitan Transportation Plan (MTP). Under certain circumstances, when an in-person meeting may not be feasible, EPMPO is prepared to utilize virtual public involvement strategies. The Public Participation Plan is available on the EPMPO website at <https://www.elpasompo.org/PublicParticipationPlan>.

## **B. DEFINITION OF AREA**

The EPMPO planning area includes all of El Paso County in Texas, and portions of Doña Ana and Otero Counties in New Mexico. By federal definition the EPMPO planning area must at least include the urbanized area (as defined by the U.S. Bureau of the Census) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years. The planning area includes the following governmental jurisdictions:

#### **Texas**

City of El Paso  
City of Socorro  
El Paso County  
Town of Anthony  
Town of Clint  
Town of Horizon City  
Town of San Elizario  
Village of Vinton

#### **New Mexico**

City of Anthony  
City of Sunland Park  
Doña Ana County  
Otero County

Federal planning regulations require that if any federal public lands and/or Indian tribal lands are included within the Metropolitan Planning Area, the affected federal agencies and Indian tribal governments shall be involved appropriately in the development of transportation plans and programs. The EPMPO planning area includes the Ysleta del Sur Pueblo in the transportation planning process as voting members of the Transportation Project Advisory Committee (TPAC).

Texas and New Mexico Departments of Transportation: The planning area is served by the Texas Department of Transportation (TxDOT) and the New Mexico Department of Transportation (NMDOT). The TxDOT El Paso District plans, designs, builds, operates, and maintains the state transportation



system in the following Texas counties: Brewster, Culberson, El Paso, Hudspeth, Jeff Davis, and Presidio. NMDOT Districts 1 & have similar responsibilities for Doña Ana and Otero Counties, respectively.

Sun Metro: Sun Metro is the provider of public transportation for the City of El Paso. Sun Metro has primary responsibility for conducting various short- and long-range transit studies, maintaining all transit data, and is responsible for transit planning in the majority of the EPMPO planning area.

#### South Central Regional Transit District

The South Central Regional Transit District (SCRTD) provides fixed-route transit services for Doña Ana, Otero, and Sierra Counties in New Mexico, with connections to complementary transit services in El Paso County, Texas. SCRTD is responsible for consolidating existing transit services in the New Mexico portion of the EPMPO planning area.

#### El Paso Transportation Authority

The El Paso Transportation Authority (ETA, formerly known as El Paso County Transit and El Paso Area Transportation Services), operating as a Local Government Corporation, provides rural public transportation for unincorporated area of El Paso County, as well as the City of San Elizario, the Towns of Anthony, Clint, and Horizon City, and the Village of Vinton.

### **C. ORGANIZATION**

The Transportation Policy Board (TPB) was created to ensure that all regional transportation studies, plans, projects, and programs are performed in accordance with local governments' desires and in conformance with federal and state laws, rules, and regulations. The TPB is comprised of 30 voting members representing local, county and state elected officials, and appointed public officials from the local governments and state departments of transportation that have authority for regional transportation project implementation. See Appendix A for a complete list of TPB members.

The TPB has the sole responsibility for creating and implementing regional transportation policy for EPMPO. The TPB is responsible for EPMPO's regional transportation planning and programming process. It ensures proper coordination of transportation modes; cooperatively establishes transportation needs; and proposes projects from all transportation modes for recommendation to those governmental units responsible for program development and project implementation. The TPB has created two standing committees to aid in the decision-making process:

#### Executive Committee

The Executive Committee's (EC) roles and responsibilities will 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 EC is composed of seven voting TPB members, as appointed by the TPB Chair, and approved by the TPB. Executive Committee appointments are for one year.

#### Transportation Project Advisory Committee

The Transportation Project Advisory Committee (TPAC) develops and makes recommendations to the Transportation Policy Board on projects with regard to the MTP and TIP, project selection process criteria, and special transportation planning studies. The TPAC has 17 regular members appointed to represent

entities that have authority for regional transportation project implementation. See Appendix A for a complete list of TPAC members.

## **D. NON-MPO INVOLVEMENT**

The private sector is encouraged, to the maximum extent feasible, to participate in the EPMPO planning process. EPMPO utilizes consultants on an as-needed basis to complete transportation programs and planning processes. In the past, EPMPO, in coordination with TxDOT and NMDOT, have used private sector consultants for a variety of services ranging from legal services to improvements to the regional travel demand model. In February of 2024, EPMPO executed a contract with WSP USA Inc. to provide General Planning Consulting services for an initial period of two years, with two extension options of one year each.

Private-sector stakeholders participate directly in the planning process by serving as members on various ad-hoc committees and coalitions facilitating the various planning disciplines. During the development of the RMS 2052 MTP (and the preceding RMS 2050 MTP) the socioeconomic data needed to run the model was gathered from a mixture of sources, including public domain data sources, published commercial datasets, and stakeholder input via the Delphi process. The Delphi process panel members were recruited from regional government agencies, community organizations, the real estate and development communities, area employers, financial institutions, educational institutions, transit agencies, and other organizations.

EPMPO participate in a variety of organizing efforts that bring together public and private stakeholders to coordination regionally.

- The International Bridges Steering Committee (BSC), organized by the International Bridges Department of the City of El Paso, meets monthly to discuss and disseminate information about the international border crossings, including delays, multimodal accessibility, ITS implementation, and safety. The BSC members include representatives from both side of the border at the local, state, and federal levels, as well as private industry groups.
- The Mobility Coalition of the El Paso Chamber of Commerce meets twice monthly with a mission to improve regional mobility by advocating for transportation infrastructure funding. The Executive Committee of the Coalition is formed by member businesses of the Chamber of Commerce.
- The Paso del Norte Trail Advisory Committee drives implementation of the Paso del Norte Trail, a partially constructed county-wide paved trail planned to run 75 miles across the EPMPO planning area. The Committee is composed of representatives from the public and private sectors.

## **E. PLANNING ISSUES AND EMPHASIS**

The FY 2026-27 UPWP addresses a number of interrelated multimodal transportation issues aimed at facilitating the implementation of transportation projects and programs to improve regional mobility, transportation safety, and air quality. The tasks in this UPWP fall into five primary activities:

- Administration/Management: This activity contains the work associated with administrative support of the 3-C transportation planning process
- Data Development and Maintenance: This activity contains work elements designed to collect, update, and report data required to perform both long- and short-range transportation and air quality planning, including travel demand modeling
- Short-Range Planning: This activity contains projects related to immediate implementation and a near-term time frame
- Metropolitan Transportation Plan: This activity includes work associated with the development and update of the area's long range multimodal transportation plan
- Special Studies: The objective of this activity is to provide for work elements that are generally outside the scope of the planning process but are necessary to the continued development of a viable transportation plan for the area

Key transportation planning issues for the El Paso MPO planning area include:

- Addressing air quality and mobile-source emissions: The EPMPO planning area contains multiple Clear Air Act nonattainment areas that fail to meet National Ambient Air Quality Standards for criteria air pollutants as defined by the U.S. Environmental Protection Agency. As transportation is a major contributor to air quality, EPMPO is committed to planning activities that will reduce mobile-source emissions, including research on policies and practices that will reduce regional per capita vehicle miles traveled. EPMPO will continue to develop and refine tools that allow us to analyze the impacts of governmental policies and investments on air quality.
- Enhancing the safety of the regional transportation network: EPMPO continues to pursue research on practices and policies that will reduce the number of fatalities and serious injuries that occur on the regional transportation network. EPMPO anticipates the completion of the *Borderplex Safe Mobility Plan*, and integration of the countermeasures identified in the plan throughout the transportation planning activities that EPMPO leads.

# I. TASK 1 – ADMINISTRATION AND MANAGEMENT

## A. OBJECTIVE

To accomplish, on a continuing basis, the plans and programs necessary to administer federal transportation planning requirements and maintain the transportation planning process in and for the EPMPO planning area.

## B. EXPECTED PRODUCTS

Expected Product	Timeframe for Product Delivery
Administration of the MPO	N/A - Continuous
Amendment of TPB Bylaws	As needed
Host or identify workshops, conference, and other training opportunities for MPO staff and partners in the region	N/A – Continuous
Supply/equipment purchases	N/A – Continuous
EPMPO Newsletter	N/A – Continuous, Quarterly release
Maintenance, updates and dissemination of the Public Participation Plan and Title VI Program and Environmental Justice materials	<ul style="list-style-type: none"><li>• Title VI Update: 4/2026</li><li>• Log of Public Outreach Activities will be updated after every Public Involvement effort conducted by the MPO</li><li>• Limited English Proficiency Plan: 4/2026</li><li>• Public Participation Plan Update: 9/2027</li></ul>
Maintenance and update of the EPMPO website	N/A - Continuous
Unified Planning Work Program (UPWP)	<ul style="list-style-type: none"><li>• FY 2026-27: N/A – Continuous, to be amended as needed</li><li>• FY 2028-29: Summer 2027</li></ul>
Annual Performance Expenditure Reports (APER)	<ul style="list-style-type: none"><li>• FY 2025: 11/2025</li><li>• FY 2026: 11/2026</li></ul>
Annual Listing of Obligate Projects (ALOP)	<ul style="list-style-type: none"><li>• FY 2025: 12/2025</li><li>• FY 2026: 12/2026</li></ul>

## C. PREVIOUS WORK

- Triennial Update to the Public Participation Plan approved September 2024
- Maintenance of Title VI Program and Limited English Proficiency Plan
- Professional development & training
- Transportation Policy Board Bylaws amended in January 2023 & May 2024
- APER/ALOP Completion for FYs 2023 & 2024
- SCRTD 10 Year Plan

## D. SUBTASKS

### ***Subtask 1.1: Program Administration***

This activity includes development and implementation of those policies and guidelines necessary to carry out and maintain the transportation planning process; coordination of transportation planning activities; budgeting and management of transportation planning funds; sponsoring and conducting meetings including providing support to policy and advisory bodies; the cost of operating the MPO, office lease, furniture, equipment lease/rental, audio/video equipment, servers, computers, computer hardware and software, to include license maintenance of state of practice platforms like ESRI and Caliper. For equipment expenditures in excess of \$5,000 EPMPO will seek State recommendation/federal approval in accordance with 2 CFR §200. Please see Appendix G for equipment expenditures over \$5,000.

*Sun Metro:* Sun Metro develops grant applications, proposals, petitions, and letters of support in the pursuit of discretionary sources of funding for transportation studies and programs. Grant applications include annual recurring formula and non-recurring grants. Sun Metro participates in the MPO's Transportation Policy Board, Transportation Project Advisory Committee, and ad hoc committees as requested, with a focus on enhancing regional transit services in the area. Sun Metro operates under the FTA Transit Asset Management plan guidelines.

*El Paso Transportation Authority:* The El Paso Transportation Authority (ETA), administered by the El Paso Area Transportation Services, Local Government Corporation (EPATS, LGC), provides fixed-route (ETA Paseo) and complementary ADA paratransit (ETA Access) service across rural El Paso County. ETA administers annual funding applications to TxDOT to support operations and planning, and will continue to seek additional grant opportunities through TxDOT, the FTA, and other sources. During FY 2026-27, ETA will begin discussions with EPMPO regarding access to FTA Section 5307 Urbanized Area Formula funds, as some areas previously considered rural have now been classified as urban due to regional growth. ETA will maintain participation in the Transportation Policy Board through a designated EPATS board member, and will seek to join the Transportation Project Advisory Committee through the Director of Transit Operations, ensuring continued coordination with regional planning activities and policies.

*South Central Regional Transit District:* SCRTD researches, writes, edits, and coordinates grant applications, proposals, petitions, and letters of support in the pursuit of discretionary sources of funding for nonrecurring transportation studies and programs. Grant applications will include annual recurring formula grants, those available through the EPMPO, and competitive grants issued during the year. SCRTD will continue participating in the MPO's Transportation Project Advisory Committee and ad hoc committees as assigned, with a focus on increasing rural transit, particularly in South Central New Mexico.

#### **Subtask 1.1a: Legal Counsel**

The TPB will retain independent legal counsel to render legal advice related to transportation issues and any activities related to Subtask 1.1. These costs are independent of legal expenses that may be included as part of the fiscal agent's indirect costs.

### Subtask 1.1b: Operational Audit & Process Development

EPMPO will use the resources of its General Planning Consultant to conduct an audit of internal processes associated with Task 1 activities. EPMPO will use the result of the audit to make improvements to internal processes, including the development of process guides and schedules for recurring/routine tasks.

### ***Subtask 1.2: Public Participation***

This activity supports the implementation of the Public Participation Plan to include the conduct of community outreach and public meetings/hearings as needed with emphasis on Environmental Justice populations and the development/review processes of the TIP, MTP and other planning products; development and use of questionnaires, online surveys, and other participation techniques; and provide bilingual materials and translations as appropriate; staff time spent responding to Open Records Requests; development of the quarterly MPO newsletter; and management of social media accounts. General Planning Consultant contract resources are anticipated to be used to support this task.

*Sun Metro:* Sun Metro conducts its own public awareness and public participation initiatives that provide complete information, timely public notice, and reasonable public access to crucial decisions, and support early and continuing involvement of the public for large-scale projects and major service changes such as new or enhanced services (RTS, new routes, etc.) and fare adjustments.

*El Paso Transportation Authority:* ETA remains committed to transparent and inclusive engagement for all planning and service initiatives. While major outreach efforts are scheduled during FY 2025 – including community input for General Public Demand Response (GPDR) implementation – ETA will continue to engage the public as needed in FY 2026-27 for any new initiatives or service adjustments that emerge. Outreach tools may include bilingual surveys and digital communications across the ETA website and social media platforms managed by EPATS municipalities.

*South Central Regional Transit District:* SCRTD conducts its own public awareness and public participation opportunities that provide complete information, timely public notice, and reasonable public access to crucial decisions, and supports early and continuing involvement of the public for large scale projects and major service changes, such as new or enhanced services (new routes, etc.) and fare adjustments. SCRTD will complete a new 10-year plan, using public participation and input.

### ***Subtask 1.3: Title VI Civil Rights/Environmental Justice (EJ) Activities***

This activity supports monitoring and evaluating Title VI/EJ guidance and requirements, developing and implementing documents and procedures to ensure EPMPO's plans, programs and activities comply with Title VI/EJ guidance and requirements, collecting and analyzing data related to minority, low income, limited English proficiency and other populations vulnerable to potential disproportional adverse impacts from the planned transportation system and transportation projects.

*Sun Metro:* Sun Metro complies with Title VI and other federal programs such as Disadvantaged Business Enterprise (DBE), Equal Employment Opportunity (EEO), etc. Sun Metro provides a dedicated staff member to oversee Title VI-related matters and corresponding documents, policies and procedures, as required. Title VI compliance training is also part of new operator training.

*El Paso Transportation Authority:* The Transportation Planner within ETA's Transit Operations Department is responsible for ensuring compliance with Title VI and Environmental Justice regulations. While no

immediate updates are scheduled for FY 2026-27, ETA will continue monitoring community demographics using U.S. Census Bureau data, and apply any relevant updates from the County's Limited English Proficiency Plan into future Title VI revisions as needed. All service changes and public processes are evaluated for equitable impact.

#### ***Subtask 1.4: Professional Development***

EPMPO will organize training sessions for the Transportation Policy Board and subcommittee members, and to local governments and participating agencies. Tuition reimbursement is available to EPMPO employees when the education or degree being pursued is job related. Transportation planning funds will be used for EPMPO staff to attend transportation planning and professional development conferences, workshops, and training, including travel. For out of state travel, EPMPO will seek prior TxDOT or NMDOT approval as appropriate. EPMPO staff will attend relevant trainings provided by, but not limited to, the following associations:

- American Association of State Highway and Transportation Officials (AASHTO)
- Association of Governmental Accountants (AGA)
- American Automobile Association (AAA)
- American Planning Association (APA)
- American Public Transportation Association (APTA)
- Association of Metropolitan Planning Organizations (AMPO)
- Congress for the New Urbanism (CNU)
- Decision Lens
- Environmental Systems Research Institute (ESRI)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Institute of Transportation Engineers (ITE)
- National Association of Development Organizations (NADO)
- National Highway Institute (NHI)
- National Transit Institute (NTI)
- New Mexico Department of Transportation (NMDOT)
- Texas Department of Transportation (TxDOT)
- Transportation Research Board (TRB)

#### ***Subtask 1.5: Website Maintenance***

General information about EPMPO activities and events will be posted on the EPMPO website as part of the Public Participation Process. EPMPO provides a virtual comment form on the website through which questions, comments, and information requests can be submitted. The website houses up-to-date copies of EPMPO core documents, as well as meetings schedules, agendas and meeting minutes.

## E. FUNDING SUMMARY

**Table 1a: Task 1 –Funding Summary Table**

Subtask	Responsible Agency	Transportation Planning Funds (TPF)*				TCEQ Rider 7 2 Years	SunMetro FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		TX 2026	TX 2027	NM 2026	NM 2027		FY 2026	FY 2027	FY 2026	FY 2027	FY 2026	FY 2027
1.1	MPO/MTD	776,000	797,000	54,000	56,000	36,722	-	-	39,780	39,780	888,141.00	911,141.00
1.1a	MPO	55,000	55,000	5,000	5,000	-	-	-	-	-	60,000.00	60,000.00
1.1b	MPO	4,000	4,700	2,700	2,700	-	-	-	-	-	6,700.00	7,400.00
1.2	MPO/MTD	28,500	29,500	3,500	3,500	-	-	-	3,459	3,459	35,459.00	36,459.00
1.3	MPO/MTD	4,000	5,000	-	-	-	-	-	5,188	5,188	9,188.00	10,188.00
1.4	MPO	53,000	54,000	4,800	4,800	-	-	-	-	-	57,800.00	58,800.00
1.5	MPO	4,500	4,800	-	-	-	-	-	-	-	4,500.00	4,800.00
<b>Total:</b>		925,000	950,000	70,000	72,000	36,722	-	-	48,427	48,427	1,061,788	1,088,788

<sup>1</sup> Footnote for FHWA - PL Planning - 2.5% Complete Streets Set-Aside Funding:

Subtask 1.2 Public Participation: TX-PL 2026 and TX-PL 2027 = \$1,750 each year; NM-PL 2026 and NM-PL 2027 = \$100 each year

Subtask 1.4 Professional Development: TX-PL 2026 and TX-PL 2027 = \$7,000 each year; NM-PL 2026 and NM-PL 2027 = \$400 each year.



## II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE

### A. OBJECTIVE

Provide updated planning information, GIS and demographic data and analysis to support EPMPO planning efforts.

### B. EXPECTED PRODUCTS

Expected Product	Timeframe for Product Delivery
Continue ongoing data collection and analysis to support the CMP	N/A - Continuous
Public GIS viewer incorporating TIP/MTP project information	12/2026
Develop, update and report progress toward meeting targets for federal Performance Measures	N/A – Continuous
Sun Metro accessibility improvements	Construction completion by 12/2025

### C. PREVIOUS WORK

- Major update of Congestion Management Process completed FY 2025
- Development, update and reporting progress toward meeting targets for federal Performance Measures
- Establishment of adjusted Urban Area boundary based on 2020 U.S. Decennial Census and modifications to U.S. Census Bureau Urban Area methodology
- Sun Metro accessibility improvements for 27 priority locations

### D. SUBTASKS

#### ***Subtask 2.1: Geographic Information Systems (GIS)***

Mapping databases supporting EPMPO programs; maintenance of the demographic and modeling databases of the MTP and TIP document; demographic forecasts; travel demand modeling output; developing maps and materials for work group and public meetings; developing technical memoranda documenting work completed. General Planning Consultant contract resources are anticipated to be used to support this task.

*Sun Metro:* Sun Metro's GIS team manages and creates spatial data such as the location of bus stops, routes, transit facilities, regional street networks, directional mile and total square mileage of transit service measurements. In addition, they create base maps, data layers, and aggregate data for transit service. The analysis, communication, and display of the information are vital to Sun Metro to support its various technology applications including Automatic Vehicle Location (AVL), Automated Passenger

Counters (APC), computer-aided dispatch and scheduling, mobile data terminals, itinerary planning systems, and other applications.

*El Paso Transportation Authority:* ETA utilizes the GIS Division of the El Paso County Public Works Department solely for GIS mapping support. ETA's internal team – comprised of the Transportation Planner and Transit Planner – conducts all planning tasks, including spatial analyses for route planning, stop locations, and ridership trends. GIS staff create shapefiles and data layers based on information and specifications provided by ETA.

*South Central Regional Transit District:* SCRTD uses open-source GIS software to manage and create spatial data within the SCRTD service area. This data is used to support current and future technological initiatives, such as AVL, APCs, and microtransit.

### ***Subtask 2.2: Congestion Management Process (CMP)***

Activities related to conducting the CMP, including developing, updating, refining and implementing the CMP; incorporating congestion analysis results into the regional planning process; incorporating ITS, systems management, and operations into the planning process. The CMP is required to undergo a formal update every four year. General Planning Consultant contract resources are anticipated to be used to support this task.

### ***Subtask 2.3: Performance Based Planning and Programming***

The development and implementation of a performance management approach to transportation planning and programming includes the development and use of transportation performance measures, target setting, performance reporting, and transportation investments that support the achievement of performance targets. EPMPO develops targets for federal performance measures in three categories: safety, maintenance, and system performance. General Planning Consultant contract resources are anticipated to be used to support this task.

### ***Subtask 2.4: Multimodal Access to Essential Services***

As part of the transportation planning process, identify transportation connectivity gaps in access to essential services, including housing, employment, health care, schools/education, and recreation.

*Sun Metro:* Sun Metro incorporates several different aspects in the service planning process:

- New developments in the city through the Planning & Inspections Department, i.e., identification of potential future needs;
- Soliciting customer service feedback, and conducting needs assessments based on riders' feedback;
- Sun Metro internal assessments based on Coach Operator suggestions and Safety Department recommendations. Field reviews are performed if necessary;
- Long Term Plan or Focus. Sun Metro also refers to the Long Range Plan for Transit Service Improvements to help reach preset goals;
- Paratransit service also goes through multiple planning and service adjustments based on public requests;
- Partnerships with other transit agencies or entities such as Project Amistad, El Paso County, NMDOT, and South Central Regional Transit District play an important role in efforts to provide transit services.

The Sun Metro Comprehensive Operational Analysis, *Sun Metro Rising*, identified community needs and opportunities to improve current public transit service. Sun Metro Rising included robust community engagement, including an on-board survey, virtual public meetings, and stakeholder discussions that informed a strategic plan to guide service improvements. Sun Metro is currently in the process of route optimization as identified through the study, and is continually analyzing data to adjust the transit system. In preparation for this work, Sun Metro identified 90 locations where ADA accessibility improvements (e.g., curb cuts, bus pad/stop enhancements) are necessary. The improvements for the 27 priority locations (those where individuals with mobility challenges currently board vehicles) began in November 2024 and will be completed by the end of August 2025. Improvements at the additional locations where accessibility improvements are necessary will follow completion of the priority locations. The analysis will be finalized after completion of the priority locations, estimated by December 2025.

*El Paso Transportation Authority:* ETA will continue implementing system-wide changes to expand access to essential services including healthcare, education, and employment. Initiatives include launching GPDR service, extending service hours and days, and exploring microtransit opportunities. ETA is also an active partner in the region's HOPE fare integration initiative, collaborating with Sun Metro to support seamless transfers and multimodal payment systems. ETA continues to coordinate with other regional partners to align planning and improve connectivity.

*South Central Regional Transit District:* SCTRD will utilize FTA Section 5307 Program funds for planning studies and activities such as project planning, grant compliance, budgeting, route scheduling safety and comprehensive plans to improve transit service in the area.

## E. FUNDING SUMMARY

**Table 2a: Task 2 –Funding Summary Table**

Subtask	Responsible Agency	Transportation Planning Funds (TPF)*				TCEQ Rider 7 2 Years	SunMetro FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		TX 2026	TX 2027	NM 2026	NM 2027		FY 2026	FY 2027	FY 2026	FY 2027	FY 2026	FY 2027
2.1	MPO	7,300	7,300	1,370	1,370	-	-	-	41,704	41,704	50,374	50,374
2.2	MPO	28,500	28,500	1,685	1,685	-	-	-	-	-	30,185	30,185
2.3	MPO/MTD	27,200	27,200	1,280	1,280	-	-	-	-	-	28,480	28,480
2.4	MPO/MTD	2,200	2,200	1,215	1,215	-	-	-	56,321	40,721	59,736	44,136
<b>Total:</b>		<b>65,200</b>	<b>65,200</b>	<b>5,550</b>	<b>5,550</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>98,025</b>	<b>82,425</b>	<b>168,775</b>	<b>153,175</b>

<sup>1</sup> Footnote for FHWA - PL Planning - 2.5% Complete Streets Set-Aside Funding:

Subtask 2.1 (GIS): TX-PL 2026 and TX-PL 2027 = \$1,750 each year; NM-PL 2026 and NM-PL 2027 = \$100 each year.

### III. TASK 3 - SHORT RANGE PLANNING

#### A. OBJECTIVE

Conduct transportation and transportation-related planning activities with short term planning and implementation focus, including the development and administration of the Transportation Improvement Program and the Unified Planning Work Program.

#### B. EXPECTED PRODUCTS

Expected Product	Timeframe for Product Delivery
Unified Planning Work Program (UPWP)	<ul style="list-style-type: none"><li>FY 2026-27: N/A – Continuous, to be amended as needed</li><li>FY 2028-29: Summer 2027</li></ul>
Annual Performance Expenditure Reports (APER)	<ul style="list-style-type: none"><li>FY 2025: 11/2025</li><li>FY 2026: 11/2026</li></ul>
Annual Listing of Obligate Projects (ALOP)	<ul style="list-style-type: none"><li>FY 2025: 12/2025</li><li>FY 2026: 12/2026</li></ul>
Amendments to RMS 2025-28 TIP	N/A – Continuous, TIP amended as needed; STIP amended quarterly (as needed)
Project Readiness and Completion Reports	EPMP staff produces these informational reports on a quarterly basis
Development of the 2027-2030 TIP	6/2026
Regional Transportation Collaboration	N/A - Continuous

#### C. PREVIOUS WORK

- Development and maintenance of the RMS 2025-28 TIP
- Development and amendment of the 2024-25 UPWP
- Development of APER, ALOP, and Program Management Plan

#### D. SUBTASKS

##### ***Subtask 3.1: Unified Planning Work Program (UPWP), Annual Performance and Expenditure Report (APER), and Annual Listing of Obligated Projects (ALOP)***

Maintain and revise the current UPWP for fiscal years 2026-27 by developing and processing changes for any future amendments. Prepare the APER for the transportation planning process outlined in the FY 2024-25 and FY 2026-27 UPWPs that utilized FHWA and FTA planning funds. Develop the ALOP for the transportation projects that used federal aid in FYs 2025 and 2026.

##### ***Subtask 3.2: Transportation Improvement Program (TIP)***

The TIP will be kept up-to-date as necessary to program projects and demonstrate year of expenditure and associated revenues for federal, state, and local sponsors. Total project cost, which includes

construction, preliminary engineering, right of way acquisition, and other associated costs, will be provided. EPMPO staff will also develop and maintain the FY 2027-30 TIP. Quarterly Project Readiness and Completion Reports track TIP project development and construction status. General Planning Consultant contract resources are anticipated to be used to support this task.

### ***Subtask 3.3: Models of Regional Planning Cooperation***

Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. This cooperation occurs through the metropolitan planning agreements and activities that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means that promote border, regional and binational planning. EPMPO participates in a number of cooperative planning efforts organized by other entities at the regional, statewide, national, and international levels. The MPO may also program discretionary funding toward planning-specific projects led by other regional entities.

### ***Subtask 3.4: Enhanced Mobility of Seniors & Individuals with Disabilities***

This subtask supports the FTA Section 5310 program, which aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Specifically, this subtask includes maintenance of EPMPO's Program Management Plan for the FTA Section 5310 funds, as well as transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

*Sun Metro:* Sun Metro works through its Citizen Advisory Committee and the City's Accessibility Advisory Committee to enhance accessibility for those individuals with mobility challenges.

In addition, Sun Metro is requesting \$448,000 (\$224,000 per year) from the FY 2025-26 FTA Section 5310 Program to support the cloud-based integrated software currently in use by Sun Metro's paratransit service (LIFT). The software allows LIFT to efficiently manage customer service, appointments, and routing as it provides curb-to-curb and on-demand transportation to eligible seniors and individuals with disabilities within city limits. Customers are able to schedule their trips with assurance in knowing their pick-up and drop-off times are accurate. The software also assists drivers by providing GPS, start and end times, real-time tracking, and troubleshooting support. Lastly, dispatchers are able to view trip details, adjust account information, and access reports. The LIFT service mitigates congestion on the transportation system through its ride share service. Multiple customers are picked up and dropped off to ensure efficiency in fuel, mileage, and time.

*South Central Regional Transit District:* While SCRTD is not required to offer paratransit services, SCRTD will be operating a co-mingled paratransit and microtransit program, partially using equipment funded through the FTA Section 5310 Program.

### ***Subtask 3.5: Call for Projects***

Coordinate and manage the process of receiving, evaluating, and developing recommendations to the TPAC and TPB on project applications for funding opportunities. This subtask includes EPMPO staff time devoted to the development of project call timelines, development of project evaluation methods, production, and dissemination of informational materials, interfacing with applicants and potential

applicants, management of project call-related ad hoc committees, and project application review/evaluation.

## E. FUNDING SUMMARY

**Table 3a: Task 3 –Funding Summary Table**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>				FTA 5310 2 years	SunMetro FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		TX 2026	TX 2027	NM 2026	NM 2027		FY 2026	FY 2027	FY 2026	FY 2027	FY 2026	FY 2027
3.1	MPO	17,300	18,400	1,266	1,266	-	-	-	-	-	18,566	19,666
3.2	MPO	382,000	390,000	6,093	6,093	-	-	-	-	-	388,093	396,093
3.3	MPO	91,350	92,000	6,919	6,919	-	-	-	-	-	98,269	98,919
3.4	MPO/MTD	-	-	-	-	197,686	224,000	224,000	56,000	56,000	378,843	378,843
3.5	MPO	7,850	7,850	-	-	-	-	-	-	-	7,850	7,850
<b>Total:</b>		<b>498,500</b>	<b>508,250</b>	<b>14,278</b>	<b>14,278</b>	<b>197,686</b>	<b>224,000</b>	<b>224,000</b>	<b>56,000</b>	<b>56,000</b>	<b>891,621</b>	<b>901,371</b>

<sup>1</sup> Footnote for FHWA - PL Planning - 2.5% Complete Streets Set-Aside Funding:

Subtask 3.3 Models of Region Cooperation: TX-PL 2026 and TX-PL 2027 = \$17,500 each year; NM-PL 2026 and NM-PL 2027 = \$1,000 each year.

Subtask 3.5 Call for Projects: TX-PL 2026 and TX-PL 2027 = \$3,500 each year; NM-PL 2026 and NM-PL 2027 = \$200 each year.

## IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN

### A. OBJECTIVE

Develop, maintain and update a multimodal Metropolitan Transportation Plan (MTP) and related transportation air quality activities for the EPMPO planning area to meet federal requirements and regional goals.

### B. EXPECTED PRODUCTS

Expected Product	Timeframe for Product Delivery
Maintenance of the <i>Regional Mobility Strategy (RMS) 2050 MTP</i>	N/A – Continuous through life of plan
Revised Travel Demand Model	11/2025
Transportation Conformity Report for <i>RMS 2052 MTP</i>	11/2025
Adoption of the <i>Regional Mobility Strategy 2052 MTP</i>	2/2026

### C. PREVIOUS WORK

- Revised International Travel Demand Model (iTDM)
- Border Emissions Estimator for Microsimulation (BEEM) Tool Enhancements Final Report
- Sketch Tool for Regional Emissions Assessment (STREAM) Tool Enhancement Final Report
- International Border Crossings traffic flows to the OD traffic matrices for the Juarez & El Paso models and emission analysis Final Report
- Final Report for *Monitoring of PM 2.5 exposure from traffic congestion at international border crossings* project
- RMS 2052 MTP development activities:
  - Conducted demographic assumptions workshop with Delphi process panelists
  - RMS 2052 MTP development process public open house
  - Conducted scenario visioning workshops with regional stakeholders

### D. SUBTASKS

#### ***Subtask 4.1: Metropolitan Transportation Plan (MTP)***

Activities related to completing major amendments to the RMS 2050 MTP, and the development of its successor, the RMS 2052 MTP, including schedule development and maintenance, stakeholder outreach, and visioning process activities. EPMPO will develop a long-range vision for the region that translates into well-defined policies and transportation priorities. Multiple public and private sector stakeholders

from the EPMPO planning area will continue to be engaged to understand the trends and future needs for the region. In late 2025 EPMPO updated the project evaluation framework and will utilize it to develop project prioritization for the 2052 MTP. General Planning Consultant contract resources will be used to support this task.

#### ***Subtask 4.2: Regional Transportation Modeling Activities***

Develop, amend, and/or update regional and corridor travel demand modeling, including sketch planning methods, four-step demand models, activity models, and other advanced disaggregate modeling techniques which enable applications for all types of transportation data and for all modes of transportation, ideally for building transportation information and decision support systems. General Planning Consultant contract resources will be used to support this task.

#### ***Subtask 4.3: Air Quality and Transportation Planning***

Continue transportation-related air quality planning activities, development of state implementation plan(s) and conformity determination report(s), for ozone, particulate matter of 10 microns or less, particulate matter of 2.5 microns, and any additional air quality designations in support of the MTP. EPMPO will work with multiple partners in support of this task, including the EPMPO General Planning Consultant, Texas A&M Transportation Institute, the University of Texas at El Paso (UTEP), New Mexico State University, the Instituto Municipal de Investigación y Planeación (Municipal Planning and Research Institute of Ciudad Juarez, IMIP), and the Colegio de la Frontera Norte (College of the Northern Border, COLEF).

*Sun Metro:* Sun Metro and transit programs continue to assist in air quality enhancement by promoting alternative transportation modes financed predominantly through CMAQ and FTA Formula 5307 and 5339 funding. These projects include bus acquisition and replacement, rebuilding engines and transmissions in order to improve CO efficiencies, operating assistance for new or enhanced services, accessibility and sidewalk enhancements, and terminal renovations. Sun Metro currently operates four Rapid Transit System (RTS) lines with 100% CNG Fleet that are intended to improve transit service and air quality while promoting the use of public transportation. In addition, Sun Metro received funding through the FTA 5339 Low or No Emission Competitive Grant program to complement its CNG fleet with zero emission vehicles.

*El Paso Transportation Authority:* ETA supports air quality goals through ongoing participation in the Texas Commission on Environmental Quality's Ozone Action Days, offering fare-free rides during high ozone periods. Seasonal free ride promotions also encourage mode shift and reduce vehicle miles traveled. As a participant in TxDOT's Electric Vehicle (EV) Pilot Program, ETA will receive seven chargers and four to six EV buses. Upon receipt, ETA will pilot service on designated rural routes, collecting data to assess operational feasibility in rural transit. After the pilot concludes, equipment and vehicles will remain in ETA's fleet.

*South Central Regional Transit District:* SCRTD continues to assist in air quality enhancement by promoting alternative transportation modes financed predominantly through CMAQ and FTA Section 5307 and 5339 Programs. These projects include fleet replacement, including vehicles with higher fuel efficiencies, and/or hybrid electric or fully electric drive trains. In addition, SCRTD intends on powering our facilities and EV charging stations with solar power and other renewable energy to reduce emissions from the point of generation.



## E. FUNDING SUMMARY

**Table 4a: Task 4 – Funding Summary Table**

Subtask	Responsible Agency	Transportation Planning Funds (TPF)*					TCEQ Rider 7 2 Years	Sun Metro FTA Section 5307 Funds		Local Funds	Total Funds SPLIT into 2 years	
		TX 2026	TX 2027	NM 2026	NM 2027	NM SPR 2026		FY 2026	FY 2027		FY 2026	FY 2027
4.1	MPO	372,450	372,450	10,300	10,300	-		-	-	-	382,750	382,750
4.2	MPO	473,000	473,000	12,700	12,700	365,150		-	-	-	850,850	485,700
4.3	MPO/MTD	169,550	169,550	1,800	1,800	-	256,955	-			299,828	299,828
<b>Total:</b>		<b>1,015,000</b>	<b>1,015,000</b>	<b>24,800</b>	<b>24,800</b>	<b>365,150</b>	<b>256,955</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,533,428</b>	<b>1,168,278</b>

<sup>1</sup> Footnote for FHWA - PL Planning - 2.5% Complete Streets Set-Aside Funding:

Subtask 4.1 (MTP): TX-PL 2026 and TX-PL 2027 = \$3,500 each year; NM-PL 2026 and NM-PL 2027 = \$200 each year.

## V. TASK 5 - SPECIAL STUDIES

### A. OBJECTIVE

Grants awarded by federal, state, and/or local agencies for planning activities that are of regional significance, non-recurring studies and transportation planning reports and/or documents as directed by the Transportation Policy Board that do not fall within previous tasks.

### B. EXPECTED PRODUCTS

Expected Product	Timeframe for Product Delivery
Impact of Urban Densification Policies on Emissions	N/A – Continuous through life of plan
Borderplex Safe Mobility Plan	11/2025
International Border Crossing Systemwide Improvements Analysis	12/2026
Border Highway Connector Phase 2 Traffic Impact and Improvements Feasibility Study	5/2026

### C. PREVIOUS WORK

- Continuous update of data sources for Multimodal Web Tool
- Development of Borderplex Safe Mobility Plan beginning in Fall 2024

### D. SUBTASKS

#### ***Subtask 5.1: Impact of Urban Densification Policies on Emissions***

EPMPO will identify case studies of successful policies which promote urban infill and densification. Such policies will then be fed into a land use and transportation modeling platform to estimate urban development and travel patterns without such densification policies. The travel patterns resulting from such policy scenarios will then be used as input for emissions models using the STREAM tool to estimate resulting ozone precursor emissions. The initial phase of the land use and transportation model incorporated the EPMPO planning area; work will continue with the incorporation of Ciudad Juarez, Mexico, into the model, and additional scenario analysis. EPMPO will utilize UrbanSim Inc. contract resources, in addition to support from TTI and UTEP, in the completion of this task.

#### ***Subtask 5.2: Borderplex Safe Mobility Plan***

EPMPO will continue the development of a regional safety action plan detailing the actions to be undertaken in support of a region-wide goal of reducing and/or eliminating roadway fatalities and serious injuries. Funds from the Safe Streets and Roads for All federal grant program will be used in the completion of this task. General Planning Consultant contract resources will continue to be used to support this task.

### ***Subtask 5.3: International Border Crossing Systemwide Improvements Analysis***

EPMPPO will develop a study to analyze current conditions on all international border crossings within the EPMPPO planning area, from Santa Teresa at the western edge of the area in New Mexico, to the Tornillo-Guadalupe bridge in far east El Paso County, as a system. The study will use the iTDM to improve the understanding of cross-border origin destination patterns and to develop multiple “what-if” scenarios, such as opening new crossings, converting a crossing to cargo only, or implementing dedicated SENTRI-type lanes in both northbound and southbound directions. The study will also identify operational and infrastructure improvements for each individual crossing. Strong participation and coordination with stakeholders on the Mexican side of the international border will be a priority. General Planning Consultant contract resources will be used to support this task, which is funded with New Mexico State Planning and Research Program (SPR) funding.

### ***Subtask 5.4: Border Highway Connector Phase 2 Traffic Impact and Improvements Feasibility Study***

EPMPPO will develop a study to analyze vehicular traffic impacts to the regional transportation network that result from the construction of the Border Highway Connector (BHC) project, and identify infrastructure improvements to mitigate those impacts. The BHC project is anticipated to get underway in late 2025. Professional engineering/planning consulting services will be used to support this task, which is funded through the New Mexico Border Authority.

## **E. FUNDING SUMMARY**

***Table 5a: Task 5 – Funding Summary Table***

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>				New Mexico State Leg. 2026	TCEQ Rider 7 2 Years	FHWA Safe Streets for All / Surface Transportation		Local Funds 2026	Total Funds SPLIT into 2 years	
		TX 2026	TX 2027	NM 2026	NM 2027			SS4A 2026	STP 2026		FY 2026	FY 2027
5.1	MPO	-	-	-	-		85,000	-	-	-	42,500	42,500
5.2	MPO	-	-	-	-		-	400,000	-	100,000	500,000	-
5.3	MPO	111,200	111,200	800	800		-	-	2,000,000	-	2,112,000	112,000
5.4	MPO					800,000	-	-	-	-	800,000	-
<b>Total:</b>		111,200	111,200	800	800	800,000	85,000	400,000	2,000,000	100,000	3,454,500	154,500

## VI. BUDGET SUMMARY

**Table 6a: Funding Summary**

UPWP Task	Description	Transportation Planning Funds (TPF) <sup>1</sup>				FHWA	New Mexico	TCEQ	FTA 5310	FHWA-Safe Streets for All /Surface Transp. Program		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		TX 2026	TX 2027	NM 2026	NM 2027	NM SPR 2026	State Leg. 2026	Rider 7 2 Years	2 years	SS4A 2026	STP 2026	FY 2026	FY 2027	FY 2026	FY 2027	FY 2026	FY 2027
1.0	Administration - Management	925,000	950,000	70,000	72,000	-	-	36,722	-	-	-	-	-	48,427	48,427	1,061,788.00	1,088,788.00
2.0	Data Development and Maintenance	65,200	65,200	5,550	5,550	-	-	-	-	-	-	-	-	98,025	82,425	168,775.20	153,175.20
3.0	Short Range Planning	498,500	508,250	14,278	14,278	-	-	-	197,686	-	-	224,000	224,000	56,000	56,000	891,621.00	901,371.00
4.0	Metropolitan Transportation Plan	1,015,000	1,015,000	24,800	24,800	365,150	-	256,955	-	-	-	-	-	-	-	1,533,427.50	1,168,277.50
5.0	Special Studies	111,200	111,200	800	800	-	800,000	85,000	-	400,000	2,000,000	-	-	100,000	-	3,454,500.00	154,500.00
<b>Grand TOTAL</b>		<b>2,614,900</b>	<b>2,649,650</b>	<b>115,428</b>	<b>117,428</b>	<b>365,150</b>	<b>800,000</b>	<b>378,677</b>	<b>197,686</b>	<b>400,000</b>	<b>2,000,000</b>	<b>224,000</b>	<b>224,000</b>	<b>302,452</b>	<b>186,852</b>	<b>7,110,112</b>	<b>3,466,112</b>

<sup>1</sup> Footnote for FHWA - PL Planning - 2.5% Complete Streets Set-Aside Funding:

Subtasks 1.2; 1.4; 2.1; 3.3; 3.5; 4.1 - Allocation Totals:

TX-PL 2026 and TX-PL 2027 TOTAL = \$35,000 each year; NM-PL 2026 and NM-PL 2027 = \$2,000 each year.

Combined TX-TPF Allocations (WO1 & WO 2) for FY 2026 & 2027

\$ 2,493,521

Estimated Unexpended TPF Carryover (WO 3) from Previous FYs

\$ 2,771,029

**TOTAL TPF for FY 2026 and FY 2027**

**\$ 5,264,550**

## VII. OTHER METROPOLITAN TRANSPORTATION AND AIR QUALITY PLANNING-RELATED ACTIVITIES

In addition to the work outline in the preceding sections, other transportation and air quality planning activities will be conducted by various transportation planning and implementation agencies. EPMPO includes a description of such planning activities anticipated within the EPMPO planning area during the period covered by the UPWP, regardless of funding source.

### City of El Paso

Bike Plan Update: The City of El Paso was awarded \$360,000 in FY 2023 FTA Areas of Persistent Poverty grant program funding to update its Bike Plan, which was first adopted in 2016. The update will address first-mile and last-mile cycling connectivity for improved mobility and access to jobs, health care, and educational opportunities. The estimated completion date for the update is January 2026.

El Paso Downtown International Port ITS Design & Regional Integration Project: The City of El Paso was awarded \$2,000,000 in FY 2024 Stage 1 USDOT SMART Grant program funding to design Intelligent Transportation System (ITS) infrastructure for the Paso del Norte and Stanton International Ports, and to integrate that infrastructure with other existing systems via Dynamic Traffic Assignment operational simulation modeling of regional international port systems. The project also includes a study of potential cybersecurity vulnerabilities for ITS implementation. The estimated completion date for the project is Spring 2026.

Sun Metro Montana Brio Corridor – Bus Rapid Transit (BRT) Feasibility Study: Sun Metro, the public transportation provider for the City of El Paso, was awarded \$750,000 in USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program funding to complete a feasibility study for the expansion of Sun Metro's Bus Rapid Transit service along the Montana Brio Corridor. The study will identify transportation challenges and recommendations on potential safety and route improvements, as well as speed and reliability investments.

## APPENDIX A

### Transportation Policy Board Membership

<b>Chairperson</b> <b>Cesar Blanco</b> Senator – State of Texas	<b>Vice-Chairperson</b> <b>Javier Perea</b> Mayor – City of Sunland Park, NM
<b>Chris Canales</b> Representative District #8 – City of El Paso, TX	<b>Ramon Cano</b> Mayor – Town of Clint, TX
<b>Miguel Chacon</b> Mayor – City of San Elizario, TX	<b>Alejandra Chavez</b> Representative District #1 – City of El Paso, TX
<b>Joseph Cervantes</b> Senator – State of New Mexico	<b>Aaron Chavarria</b> District Engineer – NMDOT District 1
<b>Rudy Cruz Jr.</b> Mayor – City of Socorro, TX	<b>Anthony DeKeyzer</b> Director – Sun Metro
<b>Art Fierro</b> Representative District #6 – City of El Paso, TX	<b>Gloria Gameros</b> Commissioner District #2 – Doña Ana County, NM
<b>Mary E. Gonzalez</b> Representative – State of Texas	<b>Yvette Hernandez, P.E.</b> City Engineer – City of El Paso, TX
<b>Iliana Holguin</b> Commissioner Precinct #3 – El Paso County, TX	<b>Renard Johnson</b> Mayor – City of El Paso, TX
<b>Jose Landeros</b> Deputy County Administrator – El Paso County, TX	<b>Dionne Mack</b> City Manager – City of El Paso, TX
<b>Vacant</b> Representative – State of New Mexico	<b>Vacant</b> Town of Horizon City, TX
<b>Joe Moody</b> Representative – State of Texas	<b>Eddie Morales</b> Representative – State of Texas
<b>Diana Murillo</b> Mayor – City of Anthony, NM	<b>Tony Nevarez</b> Director – El Paso International Airport
<b>Claudia Ordaz</b> Representative – State of Texas	<b>Vincent Perez</b> Representative – State of Texas
<b>Rachel Quintana</b> Mayor – Village of Vinton, TX	<b>Ricardo Samaniego</b> Judge – El Paso County, TX
<b>Anthony Turner</b> Mayor – Town of Anthony, TX	<b>Tomas Trevino, P.E.</b> District Engineer – TxDOT El Paso District
<b>Eduardo Calvo, AICP:</b> Executive Secretary of the TPB, Executive Director – El Paso MPO (non-voting member)	

## Transportation Project Advisory Committee (TPAC) Membership

<b>Chairperson</b> <b>Joaquin Rodriguez</b> Director of Grant Funded Projects, Capital Improvement Department – City of El Paso, TX	<b>Vice-Chairperson</b> <b>Evaristo Cruz</b> Director of Community Development – Ysleta del Sur Pueblo
<b>David Armijo</b> Executive Director – South Central Regional Transit District	<b>Marty Boyd</b> Director of Advanced Transportation Planning – TxDOT El Paso District
<b>Ramon Cano</b> Mayor – Town of Clint, TX	<b>Eddie Conde</b> Building Services Coordinator – City of San Elizario, TX
<b>Claudia Garcia</b> Transit Planning & Programming Coordinator – Sun Metro	<b>Mario Juarez-Infante</b> City Manager – City of Sunland Park, NM
<b>Harold Love</b> Engineer Support Manager – NMDOT District 1	<b>Santos Lucero</b> Councilman – Village of Vinton, TX
<b>Michael McElroy</b> Planning Director – El Paso County, TX	<b>Teresa Quezada</b> CIP Manager – Town of Horizon City, TX
<b>Lorraine Quimiro</b> Planner – City of Socorro, TX	<b>Gloria Ramirez</b> Projects Coordinator – City of Anthony, NM
<b>Charlene Santistevan</b> Community Development Planner – Doña Ana County, NM	<b>Anthony Turner</b> Mayor – Town of Anthony, TX
<b>vacant</b> University of Texas at El Paso	

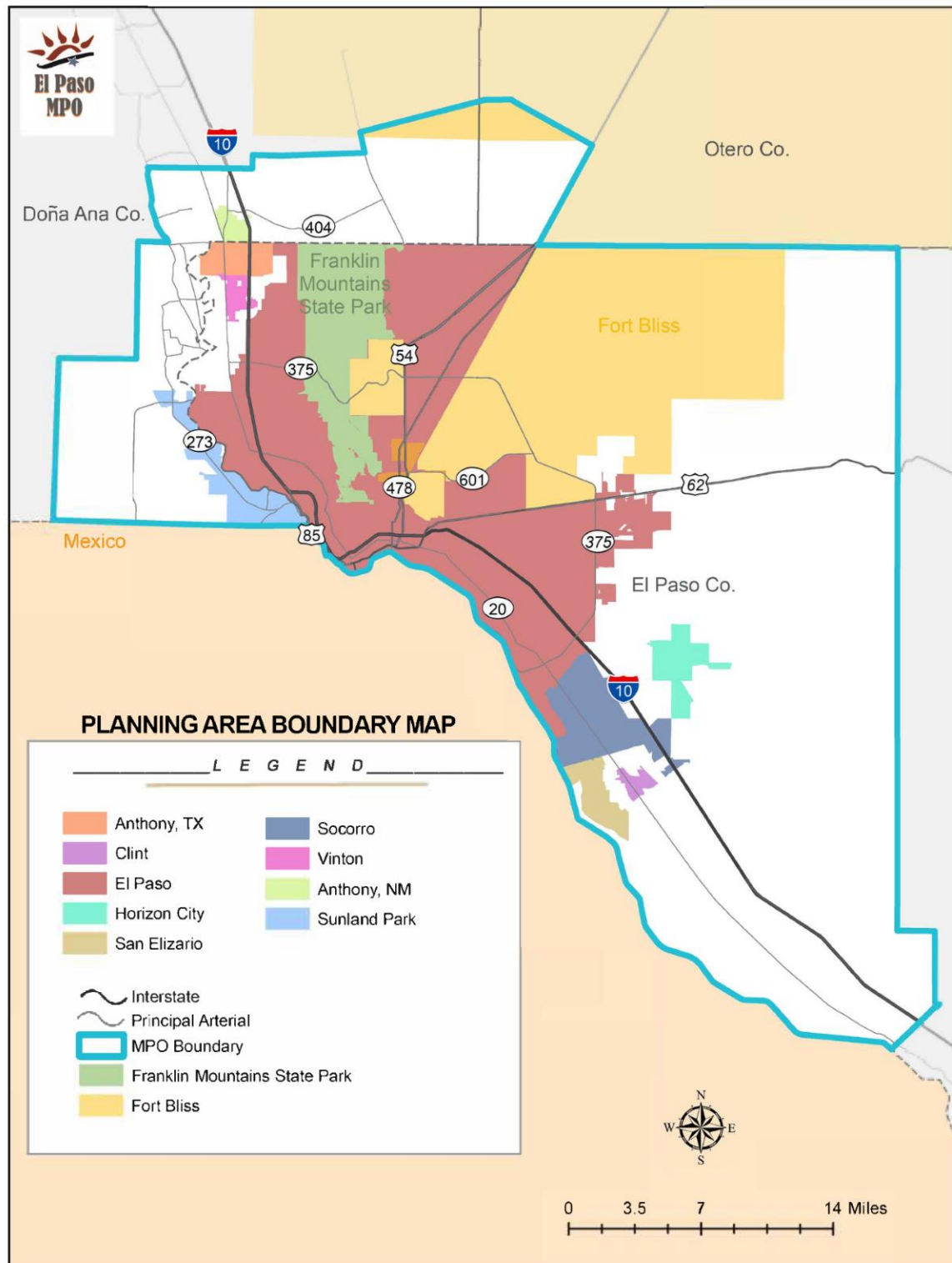
## MPO Staff

<b>Eduardo Calvo</b> Executive Director	<b>Harrison Plourde</b> Assistant Director
Marisol Enriquez Administrative Secretary	<b>Odette Garcia</b> Program Administrator
<b>Salvador Gonzalez-Ayala</b> Transportation Research and Development Manager	<b>Anne Guayante</b> Regional Transportation Manager
<b>George Inostroza</b> Administrative Service Manager	<b>Andres Lucero</b> Associate Regional Transportation Analyst
<b>Jennifer Moreno</b> Transportation Planner	<b>Nina Rodriguez</b> Transportation Planner
<b>Claudia Valles</b> Senior Environmental Planner	

## APPENDIX B

### Metropolitan Planning Area Boundary Map

(GOVERNOR OR GOVERNOR'S DESIGNEE APPROVED – NOVEMBER 30, 2009)





## APPENDIX C

### Debarment Certification

#### (Negotiated Contracts)

(1) The El Paso **MPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public\* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity\* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions\* terminated for cause or default.

(2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

*\*federal, state or local*

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*Senator César Blanco, Texas State District 29*

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Date

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*Transportation Policy Board – Chair*

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*El Paso Metropolitan Planning Organization*

## APPENDIX D

### Lobbying Certification

The undersigned certifies to the best of their knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

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*Senator César Blanco, Texas State District 29*

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Date

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*Transportation Policy Board – Chair*

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*El Paso Metropolitan Planning Organization*

## APPENDIX E

### Certification of Contract and Procurement Procedures Compliance

I, *Senator César Blanco, Texas State District 29,*

a duly authorized officer/representative of El Paso Metropolitan Planning Organization

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR §200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

\_\_\_\_\_  
*Senator César Blanco, Texas State District 29*

\_\_\_\_\_  
Date

\_\_\_\_\_  
*Transportation Policy Board – Chair*

\_\_\_\_\_  
*El Paso Metropolitan Planning Organization*

Attest:

\_\_\_\_\_  
Eduardo Calvo, AICP

\_\_\_\_\_  
Executive Director, El Paso MPO

## APPENDIX F

### Certification of Internal Ethics and Compliance Program

I, *Senator César Blanco, Texas State District 29*

a duly authorized officer/representative of El Paso Metropolitan Planning Organization

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as it may be revised or superseded.

\_\_\_\_\_  
*Senator César Blanco, Texas State District 29*

\_\_\_\_\_  
Date

\_\_\_\_\_  
*Transportation Policy Board – Chair*

\_\_\_\_\_  
*El Paso Metropolitan Planning Organization*

**Attest:**

\_\_\_\_\_  
Eduardo Calvo, AICP

\_\_\_\_\_  
Executive Director, El Paso MPO

## APPENDIX G

### Equipment Expenditures Over \$5,000.00

2 YR - QTY	DESCRIPTION OF PURCHASES OVER \$5,000	ESTIMATED PRICE
6	Yearly Caliper Trans-CAD and Trans-MODELER Licenses Maintenance	\$24,000
2 Yrs.	Yearly Software upgrades (People-Soft, Microsoft, Kronos, Adobe) software/services, application subscriptions, software support renewals – Payable to City of El Paso Department of Information Technology	\$14,000
4	Computer Hardware equipment, computers, laptops, tablets	\$12,000
4	Yearly ESRI ArcGIS Licenses Maintenance	\$5,500
2 Yrs.	Single Audit (both years)	\$75,000
2 Yrs.	UrbanSim Software License (both years)	\$140,000

## APPENDIX H

### Amendment Summary

El Paso Metropolitan Planning Organization

FY 2026 (and 2027) UPWP Amendment Summary

(Optional)

Policy Board Action DATE	Federal Approval DATE	UPWP Amendment Resolution Number	UPWP Page #(s)	CIV Reporting- DBE Goal	UPWP Amendment Summary