RMS 2052 Metropolitan Transportation Plan

June 2026

Acknowledgements

This document was prepared in cooperation with:

El Paso Metropolitan Planning Organization

El Paso Metropolitan Planning Organization Transportation Project Advisory Committee

Texas Department of Transportation

Texas Department of Transportation

New Mexico DEPARTMENT OF TRANSPORTATION
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THE DOCUMENT WAS REVIEWED AND APPROVED ON MAY 22, 2026, BY THE EL PASO METROPOLITAN PLANNING ORGANIZATION - TRANSPORTATION POLICY BOARD

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Disadvantaged Business Enterprises (DBE)

DBE in planning projects: 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment business opportunity; and Section 1101 (b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.

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Americans with Disabilities Act of 1990

The provision of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

It is the policy of the El Paso MPO to ensure that all agency programs and services are accessible to people with disabilities and are in compliance with the applicable regulations as a condition of receiving Federal financial assistance from the Department of Transportation. The El Paso MPO will make reasonable accommodations to a qualified individual with a disability who attends on-site meetings and meeting facilities meet this requirement. Every effort is made to ensure that meeting facilities off-site are ADA accessible. A notice is published in advance of all MPO public meetings that reasonable accommodations will be provided for meeting locations on and off-site with a phone number and contact persons listed to provide assistance if needed. In addition, the El Paso MPO staff is actively involved in various ADA-related initiatives which are being carried out as part of the Unified Planning Work Program including Elderly and Disabled Planning, the Job Access/Reverse Commute Program, EPMPO Accessibility Plan, Title II ADA Nondiscrimination Policy, Title II ADA Grievance Procedures, and the review of ADA compliance documents developed by the region's transit and paratransit agencies, all of which focus on ensuring that transportation program and services across the region are accessible to those citizens with disabilities.

Restrictions on influencing certain federal activities: CFR 29, Part 2

It is the policy of the El Paso MPO that no state or federal funds received by the agencies shall be paid to any person for the purpose of influencing the award of a federal contract, grant, or loan or the entering into of a cooperative agreement. NO state or federal funds received by the agencies shall be used directly or indirectly to influence any member of Congress, any member of the State Legislature, or any local elected official to favor or oppose the adoption of any prosed legislation pending before any federal, state, or local legislative body.

Credit/Disclaimer Statement

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Chapter 1: Planning Context

1.1. Introduction

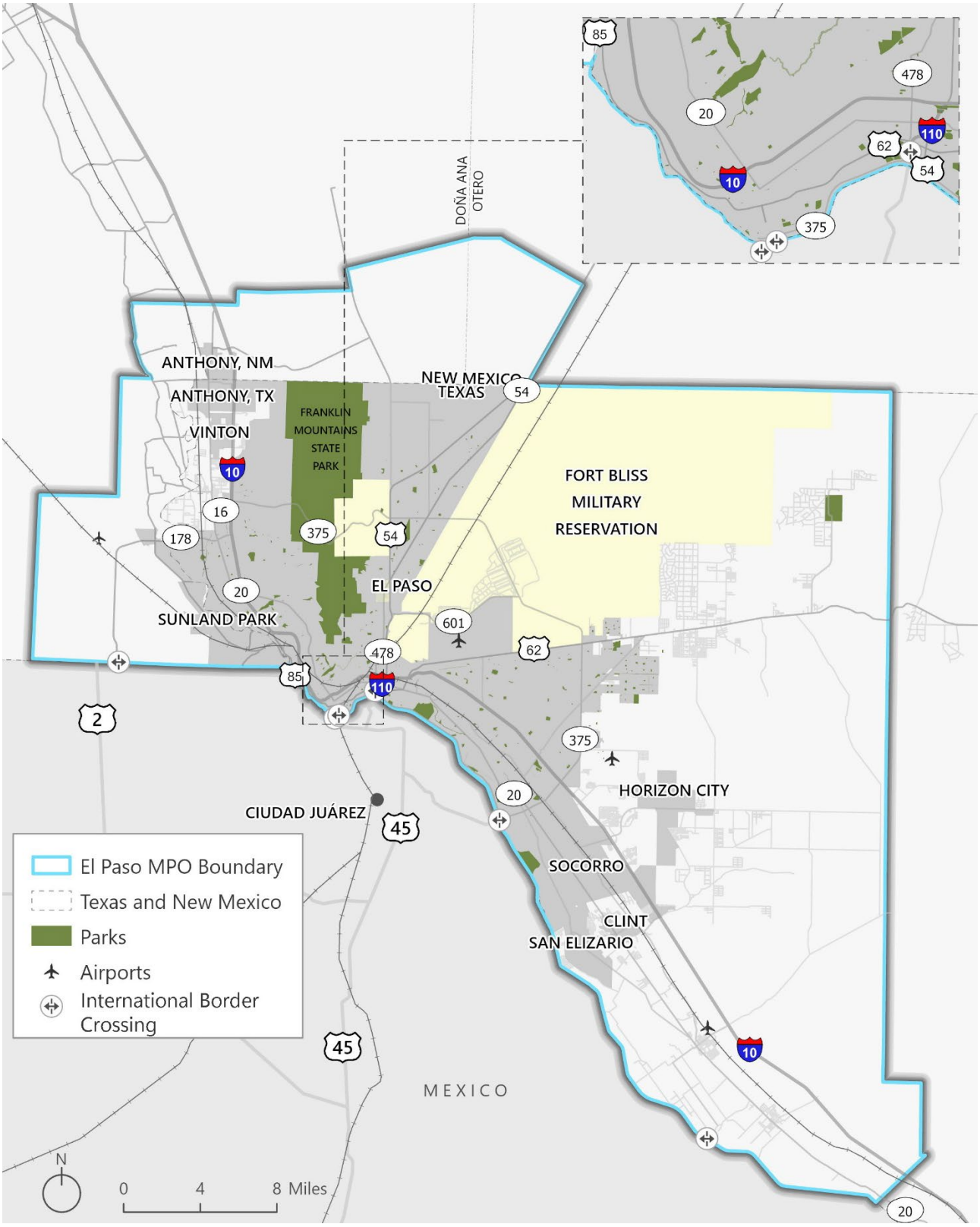
The purpose of the RMS 2052 Metropolitan Transportation Plan (MTP) is to provide systematic, long-range planning for transportation projects and programs within the El Paso Metropolitan Planning Area (MPA), which includes El Paso County, Texas, and portions of Doña Ana and Otero Counties, New Mexico. 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. 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_{10}), 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
Safety (PM1)	• Number of fatalities • Rate of fatalities per 100 M Vehicle Miles Traveled (VMT) • Number of serious injuries • Rate of serious injuries per 100 M VMT • Number of non-motorized fatalities and serious injuries
Infrastructure Condition (PM2)	• % of Interstate pavements in Good condition • % of Interstate pavements in Poor condition • % of Non-Interstate NHS pavements in Good condition • % of Non-Interstate NHS pavements in Poor condition • % of NHS bridges by deck area classified as in Good condition • % of NHS bridges by deck area classified as in Poor condition
System Performance (PM3)	• Travel time reliability on the interstate and non-interstate NHS • Truck travel time reliability • Annual hours of Peak Hour Excessive Delay • % of non-single occupancy vehicle travel • On-Road Mobile Source Emissions Reductions
Transit Asset Management (TAM)	• % of non-revenue vehicles met or exceeded useful life benchmark • % of revenue vehicles met or exceeded useful life benchmark • % of assets with condition rating below 3.0 on the FTA TERM Scale

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
Texas Department of Transportation (TxDOT) Connecting Texas 2050 (Statewide Long-Range Transportation Plan)	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.
TxDOT Strategic Plan (2025–2029)	Framework for TxDOT's mission, goals, and strategies over five years, including performance measures and policy direction for statewide transportation investments.
TxDOT Transportation Asset Management Plan (TAMP)	Federally required plan for managing and preserving the National Highway System (NHS) pavements and bridges, informing investment decisions and risk management.
Texas Strategic Highway Safety Plan (SHSP)	Five-year plan to implement effective safety countermeasures and reduce fatalities and injuries on Texas roads, with regional emphasis areas and targets.
Texas-Mexico Border Transportation Master Plan (BTMP)	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.
TxDOT Unified Transportation Program (UTP)	Ten-year plan for transportation project development and construction in Texas, guiding funding categories and project prioritization. Updated annually by the Texas Transportation Commission.
Texas Freight Mobility Plan	Short- and long-term priorities for freight investments, critical facilities, and strategies to support economic growth and goods movement statewide and regionally.

Name	Description
NMDOT Long-Range Statewide Transportation Plan (LRSTP)	25-year transportation vision for New Mexico to provide NMDOT with information, guidance, and direction to support strategic decision-making.
NMDOT Freight Plan	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.
Connect New Mexico: Statewide Public Transportation Plan	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.
El Paso County Strategic Plan (2024–2028)	County-level vision and goals for infrastructure, mobility, sustainability, and community development, supporting regional transportation priorities.
City of El Paso Comprehensive Plan (Plan El Paso)	City's long-range plan for land use, transportation, sustainability, and urban development, emphasizing multimodal connectivity and reduced car dependency.
El Paso Area Transportation Services Transit Development Plan	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.
Implementation Plan for El Paso County Rural Transit System - Final Report	Plan for implementing service changes and improvements for the entire El Paso County Transit bus route system.
El Paso Bike Plan	Plan for expanding and improving bicycle infrastructure, safety, and connectivity throughout the region, supporting active transportation goals.
Sun Metro Rising	Five-year plan for Sun Metro and regional transit services, addressing operations, capital needs, service modifications, and technology upgrades.
Public Participation Plan (PPP)	EPMPO's strategy for engaging citizens and stakeholders in metropolitan transportation planning, ensuring inclusive and meaningful public involvement.
Limited English Proficiency Plan (LEP)	Plan to ensure language access for individuals with limited English proficiency, supporting Title VI compliance and equitable participation in planning.
Regional Mobility Strategy (RMS) Documents	EPMPO's framework for multimodal mobility, project prioritization, and stakeholder engagement, including previous RMS 2050 and current RMS 2052 efforts.

Name	Description
TxDOT El Paso District Bicycle Plan	Regional analysis of bicycling needs, prioritized segments, and bikeway functions, supporting partnerships for safe and connected cycling infrastructure.
Air Quality State Implementation Plan (SIP)	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, IIJA/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
≥20-year planning horizon	Plan covers 2026–2052 (25 years)
Long- and short-range strategies for integrated multimodal system	Includes projects/strategies for roads, transit, bicycle/pedestrian, aviation, rail, and freight; illustrative projects beyond financial capacity
Update cycle	Four-year update cycle (nonattainment area); next update expected in 2031
Coordination with SIP/TCMs (if nonattainment)	EPMPO coordinates with SIP and air quality agencies; conformity determinations included
Use of latest data	Based on most recent socioeconomic, land use, travel, employment, and congestion data; updated travel demand model
Current and projected demand	Analysis of existing and projected demand for people and goods; freight movement analysis
Integrated system description	Chapter 3 describes existing system; Chapter 8 lists planned projects for all modes
Performance measures and targets	Federal performance areas and management discussed in Chapter 9; System Performance Report included
Operational and management strategies	Chapters 3 and 6 address strategies to improve performance, relieve congestion, and enhance safety/mobility

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

Chapter 2: Regional Profile and Trends

2.1. Introduction

A clear understanding of the demographic, economic, and land use context across the El Paso MPA is essential for effective transportation planning. The region's population growth, diversity, household structure, employment patterns, income distribution, and comprehensive access challenges all shape travel demand and influence the priorities of the RMS 2052 MTP. This chapter provides a comprehensive overview of the region's key trends, highlighting both opportunities and challenges for building a more connected, accessible, and resilient transportation system. For additional information and details on the social, demographic, and economic characteristics of the El Paso region, refer to **Appendix B: Existing Conditions**.

Figure 2-1. Socorro Mission

2.2. Population

The El Paso MPA has experienced steady and resilient population growth over the past decade, reflecting both the region's economic vitality and its role as a gateway between Texas, New Mexico, and Mexico. From 2013 to 2022, the MPA population increased by 6.4%, with El Paso County leading the way. While growth slowed during the mid-2010s, likely due to economic cycles and the COVID-19 pandemic, the region rebounded strongly in the early 2020s.

Population growth is not uniform across the MPA. El Paso County, as the urban core, continues to attract new residents, while Doña Ana and Otero Counties in New Mexico have seen more modest increases. Texas's overall growth rate (14.1%) far outpaces New Mexico's (2.1%), underscoring the dynamic nature of the border region.

Table 2-1 presents population data for the MPA and comparative geographies from 2018 through 2022, illustrating these trends in detail.

Table 2-1: Population by Geography (2018-2022)

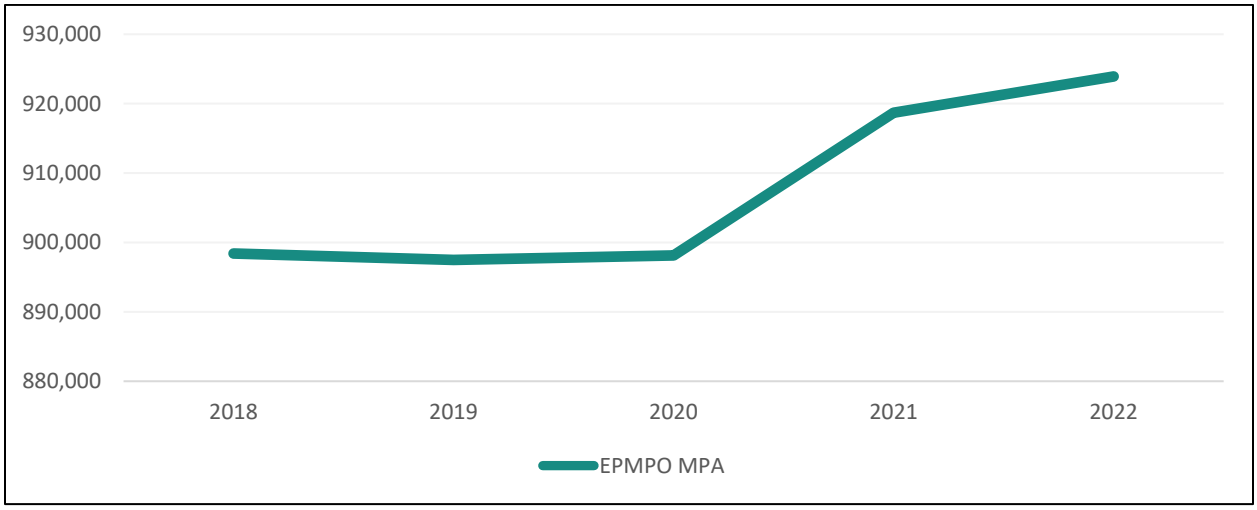
Geography	2018	2019	2020	2021	2022	Percent Change
New Mexico	2,092,434	2,092,454	2,097,021	2,109,366	2,112,463	2.1%
Texas	27,885,195	28,260,856	28,635,442	28,862,581	29,243,342	14.1%
Doña Ana County, NM	215,338	216,069	217,696	218,157	219,870	4.1%
Otero County, NM	65,745	66,137	66,804	67,298	67,850	4.8%
El Paso County, TX	837,654	836,062	836,915	860,485	863,832	6.3%
EPMPO MPA	898,400	897,482	898,137	918,689	923,916	6.4%

Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B01001.

Population density is highest in the City of El Paso, especially along the IH-10 corridor and in established neighborhoods. Suburban expansion is evident in areas like Horizon City and Socorro, while rural communities remain less densely populated. These patterns have direct implications for transportation planning: high-density areas are ideal for transit and active transportation investments, while lower-density areas may require innovative mobility solutions.

Figure 2-2 shows the MPA's population growth over time, while **Figure 2-4** maps the spatial distribution of population density across the region.

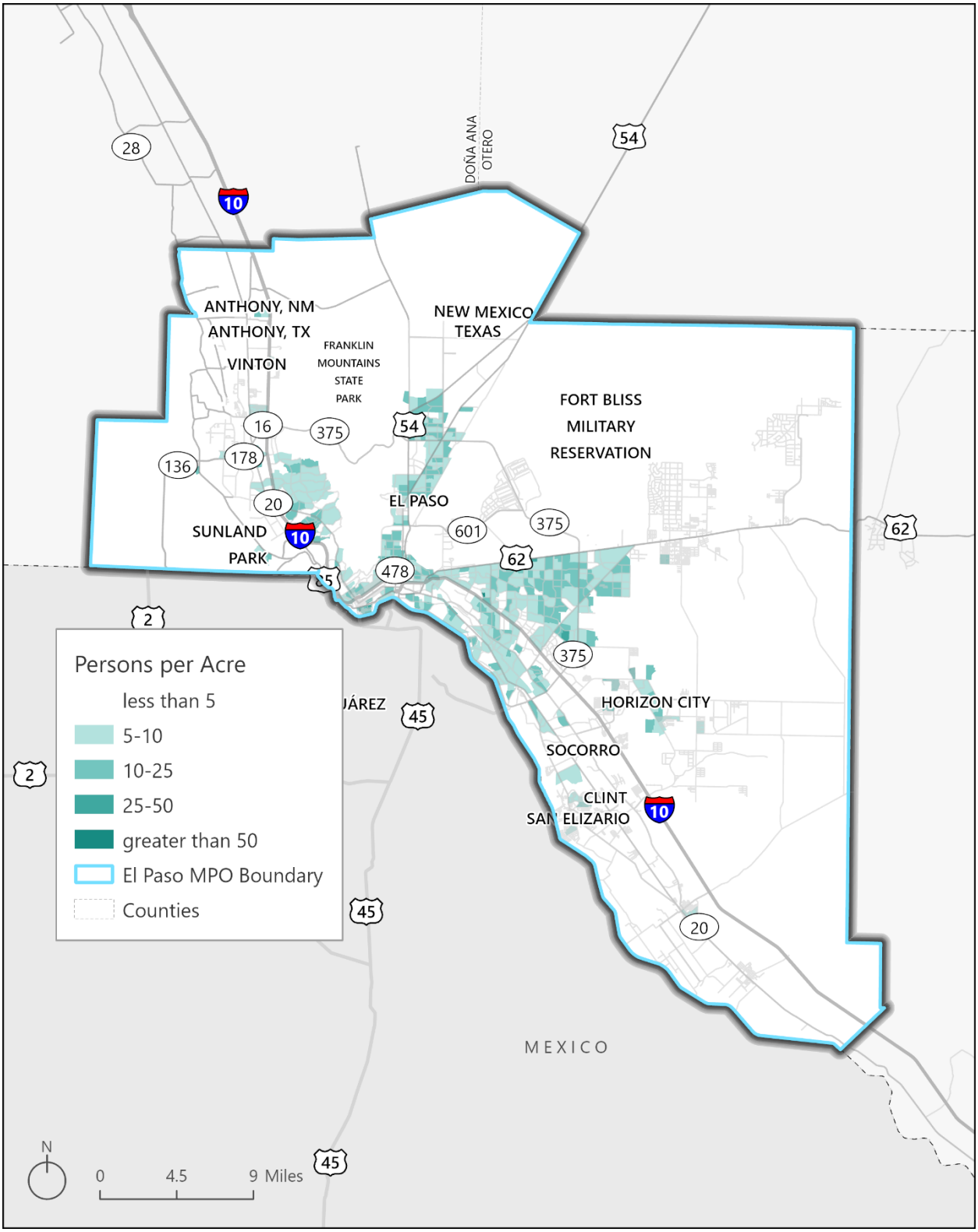
Figure 2-2: EPMPO MPA Population 2018–2022



Source: *US Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B01001.*

Figure 2-3. Propane Tank with Flag of Texas

Figure 2-4: EPMPO Population Density



Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table 01001.

2.2.1. Population: Key Takeaways

- **The Numbers**: The MPA grew 6.4% (2013–2022). El Paso County accounts for most absolute growth.
- **Hot Spots**: Dense neighborhoods along IH-10 and the urban core (transit-ready markets); emerging growth in far east/west El Paso.
- **Recommendations**: Prioritize frequent transit, bus priority, and walk/bike safety where density and ridership potential overlap.

2.3. Race & Ethnicity

The El Paso region's demographic profile is defined by its rich cultural heritage and its unique position along the United States-Mexico border. As of 2022, more than 83% of the MPA population identified as Hispanic or Latino, making it one of the most culturally distinct metropolitan areas in the United States. This proportion is more than double the state averages for Texas and New Mexico, and it shapes every aspect of regional life, from language and public engagement to travel patterns and mobility needs.

While the Hispanic/Latino community is the overwhelming majority, the region is also home to diverse racial groups, including White (11.1%), Black or African American (2.7%), Asian (1.1%), and American Indian or Alaska Native (0.3%). These communities contribute to the region's vibrancy and present unique considerations for transportation comprehensive access, language access, and culturally responsive planning. Table 2-2 summarizes the racial and ethnic composition of MPA and comparative geographies.

Table 2-2: Race & Ethnicity by Geography (2022)

Geography	White Alone	Black or African American alone	American Indian and Alaska	Asian alone	Native Hawaiian and Other Pacific	Hispanic or Latino	Some Other Race	Two or More Races
New Mexico	35.6%	1.8%	8.5%	1.5%	0.1%	49.8%	0.4%	2.4%
Texas	40.1%	11.8%	0.2%	5.1%	0.1%	39.9%	0.3%	2.6%
Doña Ana County, NM	26.2%	1.6%	0.7%	1.0%	0.1%	68.9%	0.2%	1.3%
Otero County, NM	46.9%	3.5%	5.9%	1.2%	0.1%	39.0%	0.4%	3.1%
El Paso County, TX	11.2%	2.8%	0.3%	1.1%	0.1%	82.9%	0.2%	1.3%
EPMPO MPA	11.1%	2.7%	0.3%	1.1%	0.1%	83.3%	0.2%	1.3%

Source: US Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B02001.

2.3.1. Race & Ethnicity: Key Takeaways

- **The Numbers**: 83.3% Hispanic/Latino in the El Paso MPA vs 39.9% in Texas and 49.8% in New Mexico, representing a uniquely binational travel market.
- **Recommendations**: Implement bilingual wayfinding, continue Spanish-language engagement, and plan transportation that accommodates cross-border trip purposes.

2.4. Households

Household growth in the MPA has closely mirrored population trends, with a nearly 15% increase in total households from 2018 to 2022. The region's household structure is diverse, encompassing large multigenerational families, single-parent households, and individuals living alone. Household size and composition are key determinants of travel demand: larger households typically generate more trips, while areas with higher concentrations of children or elderly residents may have distinct mobility needs.

Table 2-3 details household growth and distribution across the MPA and comparative geographies.

Table 2-3: Households by Geography (2018–2022)

Geography	2018	2019	2020	2021	2022	Percent Change
New Mexico	775,651	780,249	792,755	797,596	812,852	6.7%
Texas	9,553,046	9,691,647	9,906,070	10,239,341	10,490,553	18.1%
Doña Ana County, NM	77,453	77,842	79,421	79,933	81,969	11.1%
Otero County, NM	No Data	23,634	23,112	23,590	23,832	-0.5%
El Paso County, TX	265,724	268,310	273,662	288,186	292,580	14.5%
EPMPO MPA	No Data	286,747	292,435	306,727	311,836	14.8%

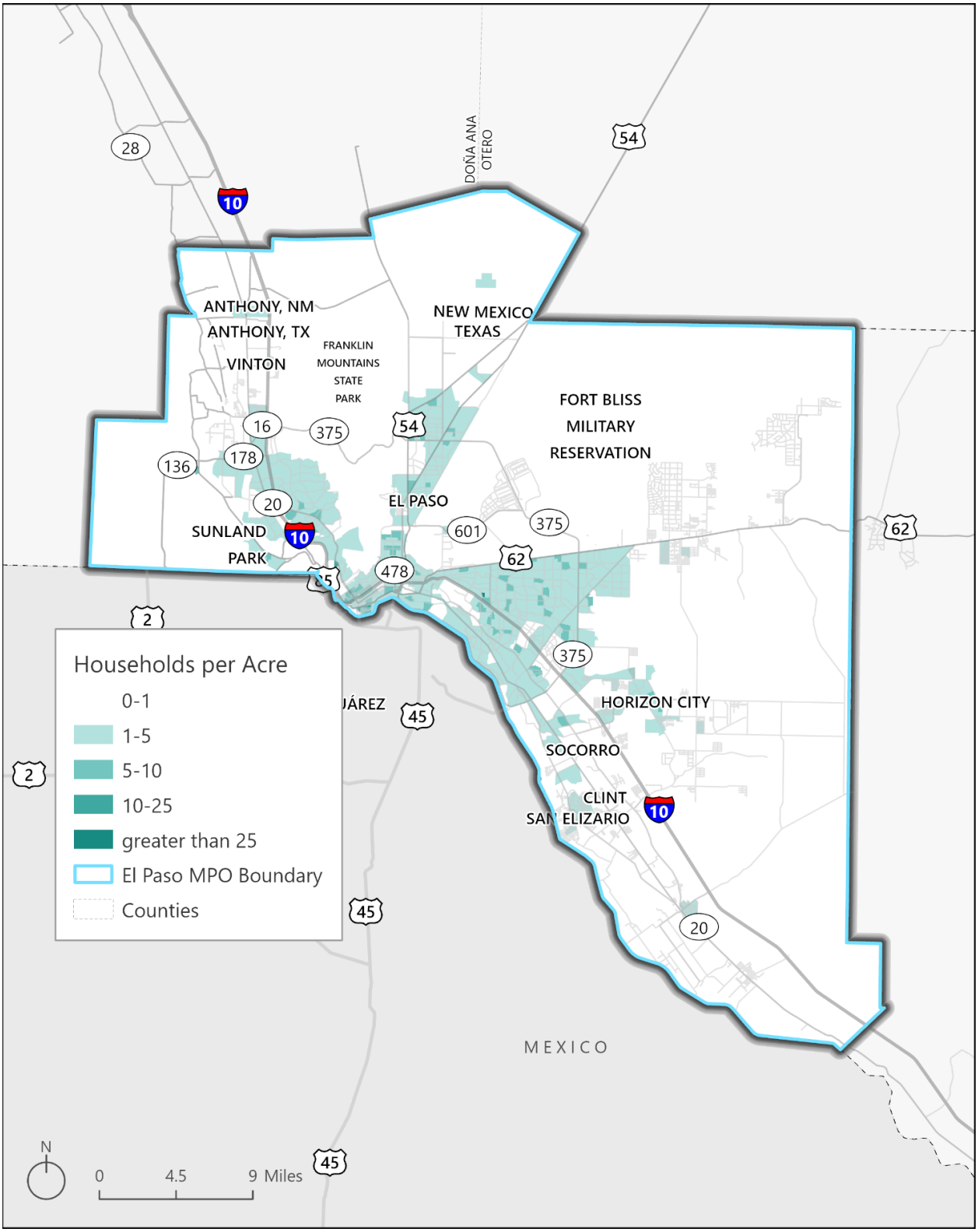
Source: US Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B11001.

Central El Paso and neighborhoods along major corridors have the highest household densities, reinforcing the importance of targeted investments in these areas for transit, walking, and biking infrastructure. **Figure 2-5** displays a map of household density across the region.

2.4.1. Households: Key Takeaways

- **The Numbers**: Households increased by approximately 14.8% (2018–2022), faster than population, pointing to a smaller average household size in growth areas.
- **Hot Spots**: Highest household density in central El Paso and along major corridors.
- **Recommendations**: Target first/last-mile transportation connections and complete streets where household density and amenities cluster.

Figure 2-5: EPMPO Household Distribution



Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B1100

2.5. Employment

The El Paso region has demonstrated economic resilience and adaptability over the past decade. From 2013 to 2022, the MPA's employment rate increased from 87.2% to 89.7%, even as the region weathered national economic cycles and the disruptions of the COVID-19 pandemic. While the employment rate remains slightly below the state averages for Texas and New Mexico, the region's workforce is growing and diversifying. **Table 2-4** presents employment rates for the MPA and comparative geographies from 2018 to 2022.

Table 2-4: Employment Rate by Geography (2018–2022)

Geography	2018	2019	2020	2021	2022
New Mexico	91.9%	92.4%	92.4%	92.2%	92.4%
Texas	94.0%	94.3%	94.1%	94.0%	94.1%
Doña Ana County, NM	91.0%	91.6%	91.7%	92.0%	92.3%
Otero County, NM	87.2%	86.7%	84.3%	83.1%	81.0%
El Paso County, TX	89.2%	89.7%	89.7%	89.2%	89.0%
EPMPO MPA	90.0%	90.5%	90.3%	90.0%	89.7%

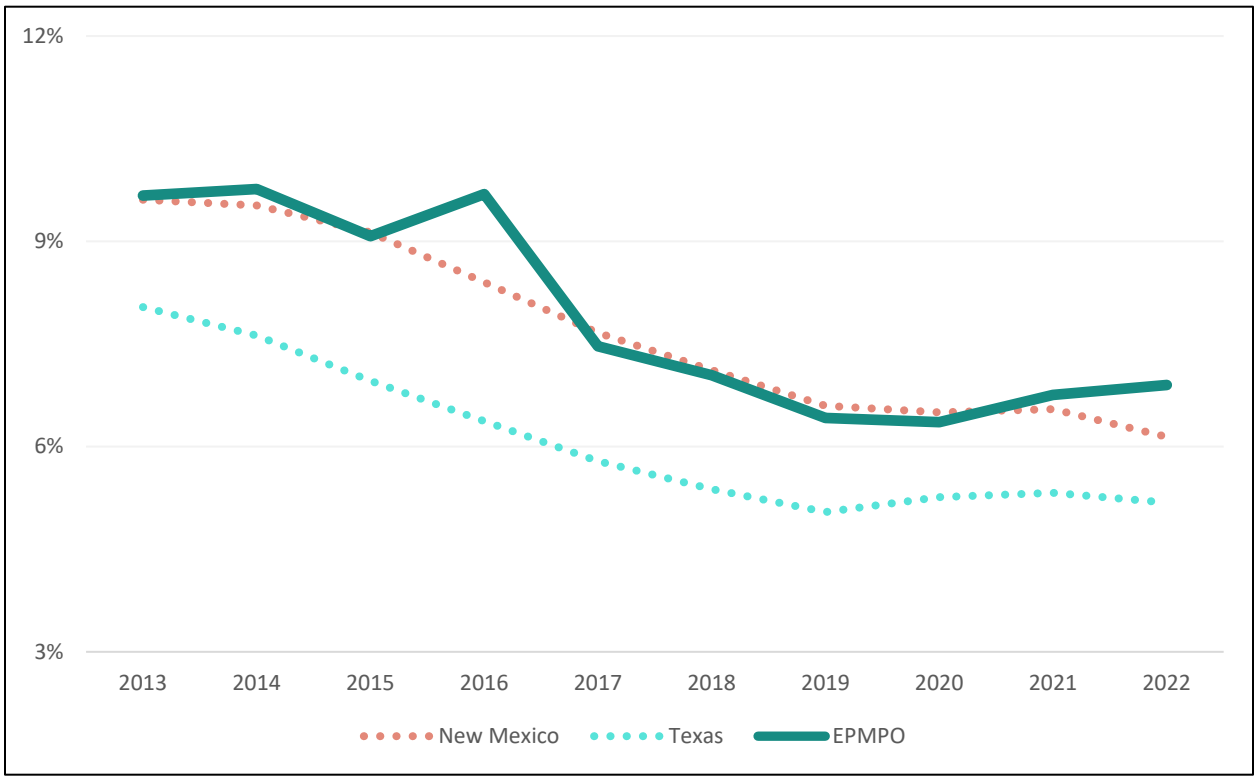
Source: US Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B23025

Major employment centers include downtown El Paso, the medical district, educational institutions, and logistics hubs near the border and along IH-10. The region's economy is increasingly driven by cross-border trade, healthcare, education, and advanced manufacturing, all of which have unique transportation needs.

Figure 2-6. Downtown El Paso

Figure 2-7 illustrates unemployment trends over time, while **Figure 2-8** maps the distribution of the employment rate across the region. The unemployment trend chart suggests that while EPMPO historically faced higher unemployment than Texas, it has made significant progress since 2016, narrowing the gap and improving economic conditions relative to New Mexico.

Figure 2-7: Unemployment Trends

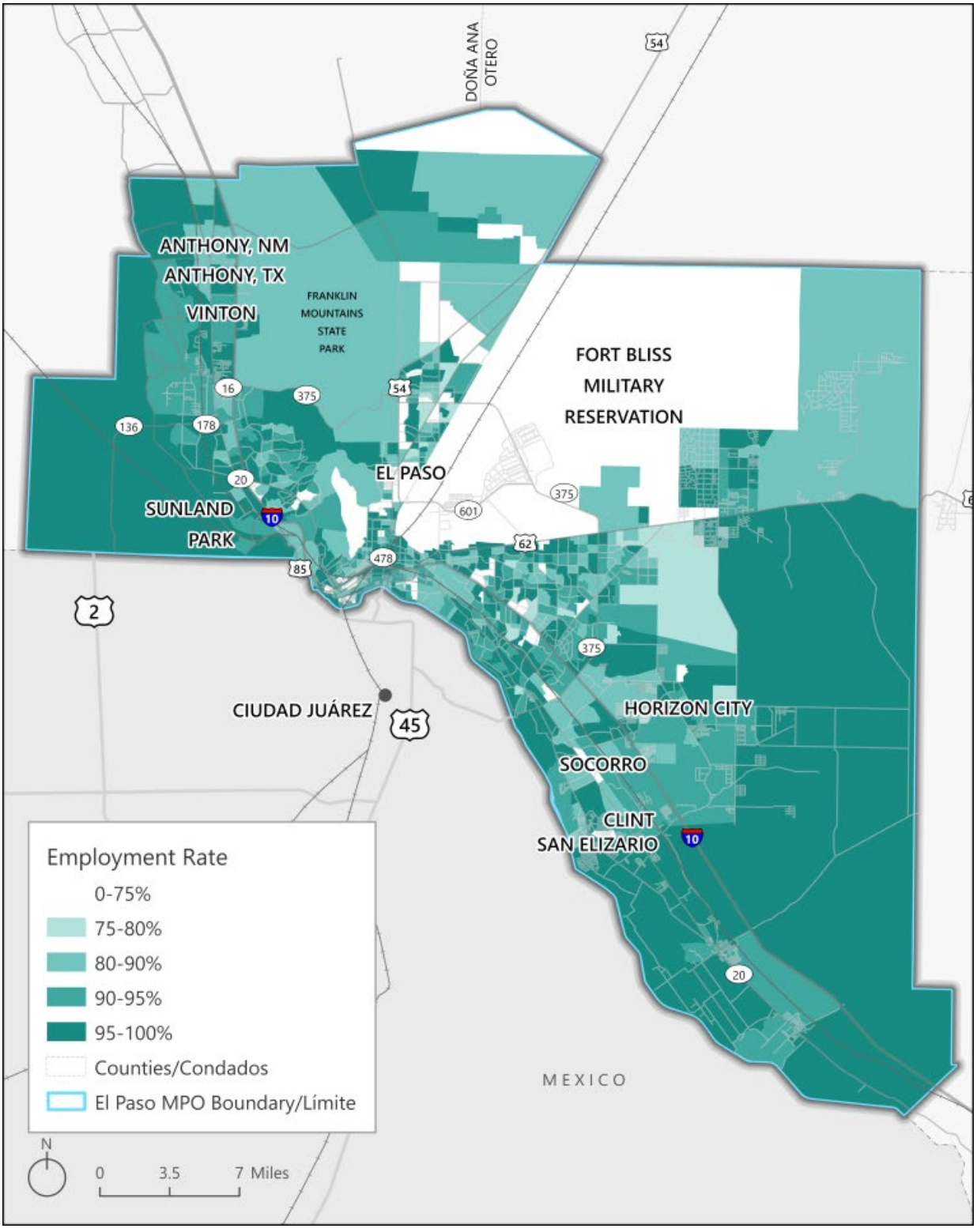


Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table 23025

2.5.1. Employment: Key Takeaways

- **The Numbers**: Employment rate 89.7% (2022), below TX/NM but improving.
- **Hotspots**: Downtown, medical/education hubs, and logistics near POEs and IH 10.
- **Recommendations**: Strengthen commuter transit, off-peak reliability, and freight people network compatibility on shared corridors.

Figure 2-8: Employment Rate



Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B23025.

2.6. Income and Poverty

Income and poverty are critical indicators of transportation need and comprehensive access. Median household income in the MPA rose from $41,025 in 2013 to $51,538 in 2022, a 25.6% increase. When adjusted for inflation, the purchasing power of household income has declined as 2022 income has roughly 14% less real value compared to 2018. This erosion in purchasing power underscores that nominal income gains do not fully translate into improved economic conditions, which has implications for affordability and access to transportation.

However, this growth in income lagged Texas and New Mexico, and significant disparities persist across the region. Higher incomes are concentrated in eastern and western El Paso, while central neighborhoods and border communities face lower incomes and greater economic challenges.

Table 2-5 summarizes median household income by geography, while Table 2-6 presents poverty rates for the same period.

Table 2-5: Median Household Income by Geography (2018–2022)

Geography	2018	2019	2020	2021	2022	Percent Change
New Mexico	$48,059	$49,754	$51,243	$54,020	$58,722	30.7%
Texas	$59,570	$61,874	$63,826	$67,321	$73,035	40.7%
Doña Ana County, NM	$39,164	$40,973	$44,024	$47,151	$51,232	35.1%
Otero County, NM	$44,341	$42,771	$46,170	$50,757	$53,485	35.1%
El Paso County, TX	$44,597	$46,871	$48,292	$50,919	$55,417	38.0%
EPMPO MPA	$43,291	$44,879	$45,841	$47,802	$51,538	25.6%

Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B19013.

Table 2-6: Poverty Rates by Geography (2018–2022)

Geography	2018	2019	2020	2021	2022
New Mexico	20.0%	19.1%	18.6%	18.3%	18.3%
Texas	15.5%	14.7%	14.2%	14.0%	13.9%
Doña Ana County, NM	27.7%	26.4%	24.8%	23.2%	22.8%
Otero County, NM	18.9%	20.2%	20.2%	18.2%	19.2%
El Paso County, TX	21.3%	20.2%	19.5%	19.3%	19.5%
EPMPO MPA	23.9%	23.1%	22.3%	21.8%	21.8%

Source: US Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B17021.

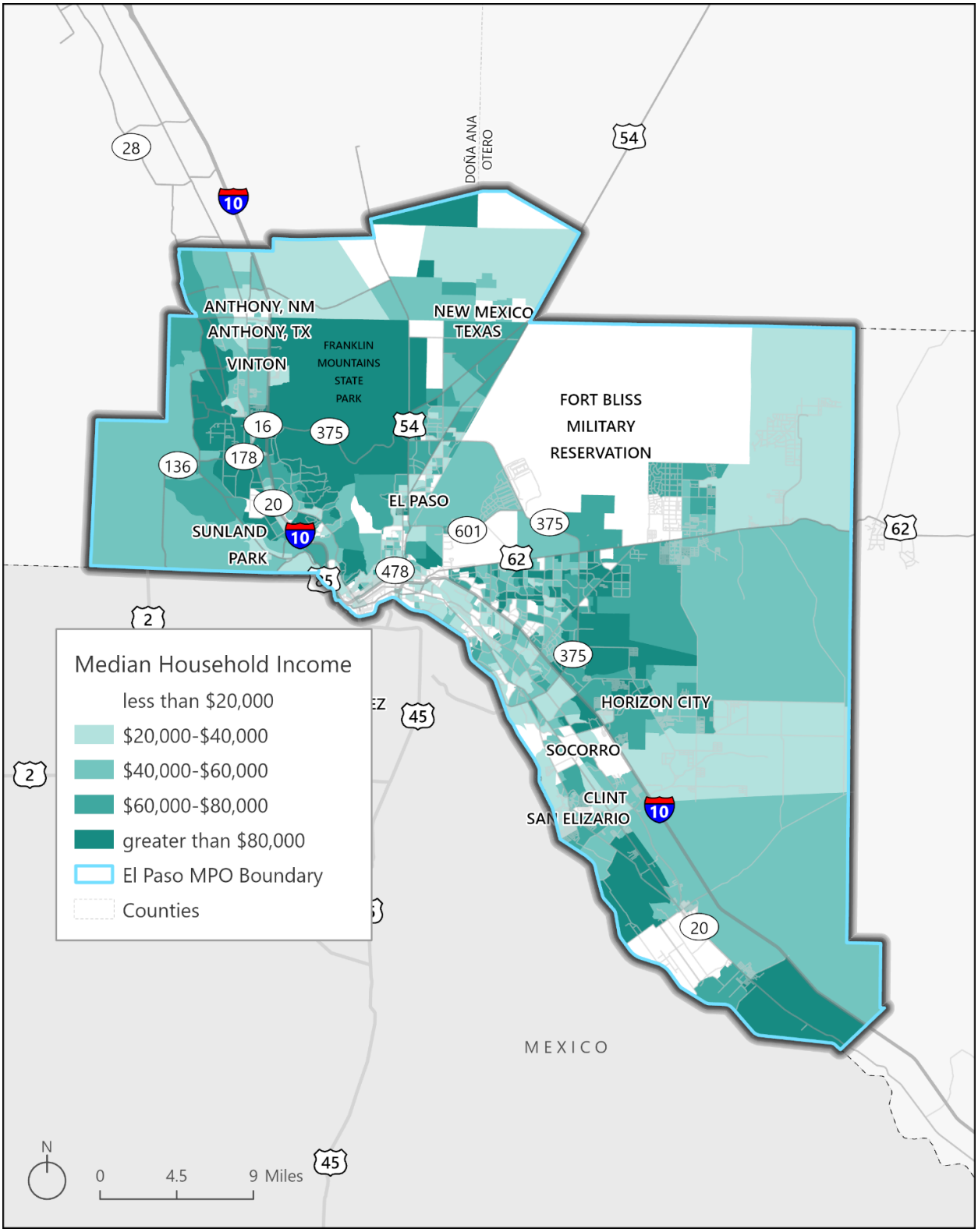
Poverty rates have declined over the past decade but remain higher than state averages. In 2022, 21.8% of the MPA population lived in poverty, compared to 13.9% in Texas and 18.3% in New Mexico. Central El Paso and border areas have the highest concentrations of poverty, which directly impacts comprehensive transportation access. Residents in poverty are more likely to rely on transit, carpooling, and active transportation, and may face barriers to accessing jobs, education, and essential services.

Figure 2-9 shows the spatial distribution of median household income, while **Figure 2-10** maps concentrations of poverty across the MPA.

2.6.1. Income & Poverty: Key Takeaways

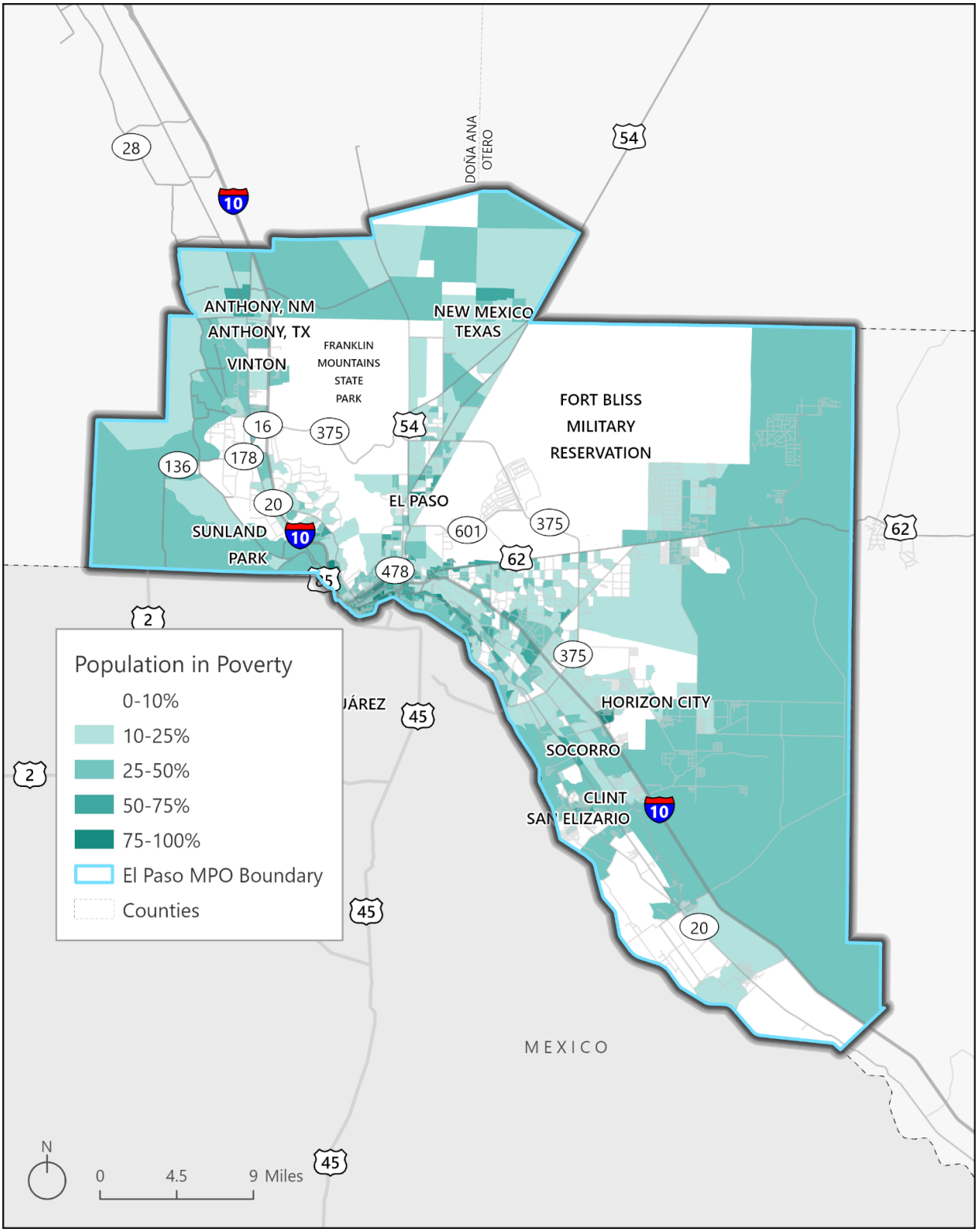
- **The Numbers**: Median income +25.6% since 2013 (trails TX/NM), higher incomes are located in eastern and western El Paso; lower incomes central/border.
- **Hot Spots**: Poverty 21.8%, above TX/NM; clusters central/border tracts.
- **Recommendations**: Prioritize affordable, reliable transit, fare policy coordination, and safe, low-cost active modes where poverty is highest.

Figure 2-9: Median Household Income Distribution



Source: US Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B17021.

Figure 2-10: Poverty Distribution



Source: US Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B17021.

2.7. Comprehensive Access Need Areas

Comprehensive access is a guiding principle of the RMS 2052 MTP. To ensure that transportation investments address the needs of the populations with limited access, EPMPO conducted a comprehensive analysis of 21 indicators including disability, education, age, unemployment, language proficiency, housing cost burden, vehicle access, and poverty. Census tracts were ranked based on these indicators to identify areas with the greatest needs. **Table 2-7** lists the selected access indicators and their MPA averages.

Table 2-7: Selected Comprehensive Access Indicators (EPMPO Averages)

Indicator	EPMPO Average
Households with at least one person with a disability	32.1%
Adults with less than a high school education	22.9%
Households with at least one person 65 years or older (elderly)	30.8%
Unemployed civilian population	6.9%
Households with at least one person under 18 years old (child)	31.1%
Female-headed households with at least one person under 18 years old (child)	7.9%
Male-headed households with at least one person under 18 years old (child)	1.6%
Households without internet access	12.8%
Housing units without complete kitchen facilities	2.5%
Population over 5 years old with limited English proficiency	15.2%
Owner-occupied housing units that are housing cost burdened	15.6%
Occupied housing units without complete plumbing	0.7%
Population in poverty	21.8%
Minority population	49.9%
Renter-occupied housing units that are housing cost burdened	34.6%
Households receiving SNAP benefits	23.5%
Occupied housing units that have no access to a vehicle	7.2%
Occupied housing units without heating fuel	0.4%
Individuals in group living quarters	1.6%
Housing unit build before 1980	46.5%
Household Type: Non-site build structures (boats, RV, van, mobile homes)	8.1%

Source: WSP Analysis of US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates.

The analysis revealed that areas with the highest access needs are concentrated in downtown El Paso, along the border, and in outlying communities. These neighborhoods face overlapping challenges: higher rates of poverty, limited English proficiency, older

housing stock, and lower rates of vehicle ownership. By mapping these needs, EPMPO can prioritize projects that address disparities and promote equitable access to mobility.

Figure 2-12 maps the Comprehensive Access Need Areas, highlighting census tracts with the highest concentrations of need.

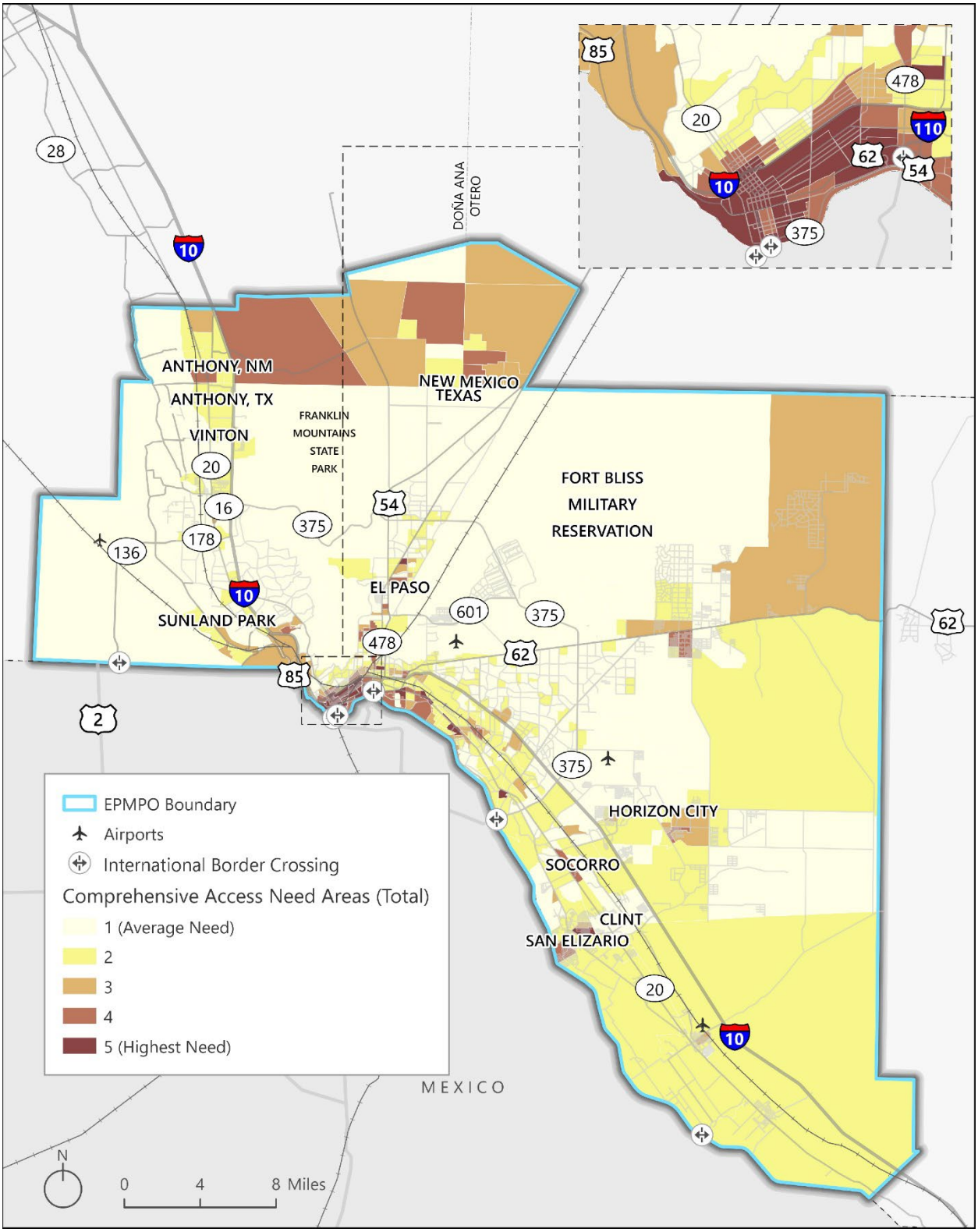
2.7.1. Comprehensive Access Need Areas: Key Takeaways

- **The Numbers**: 32.1% disability, 15.2% LEP, 7.2% no-vehicle, 34.6% renter cost-burden.
- **Hot Spots**: High-need tracts in downtown/border and select outlying communities.
- **Recommendations**: Use comprehensive access mapping to identify needed projects, site amenities (lighting, shade, crossings), and set transit service frequencies in priority tracts.

Refer to **Appendix C: Comprehensive Access Need Areas and Comprehensive Resiliency Network** for additional details of this analysis.

Figure 2-11. Car with Pedestrians

Figure 2-12: Comprehensive Access Need Areas



Source: WSP Analysis of US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates.

2.8. Land Use Patterns & Development Trends

Land use in the El Paso MPA is characterized by dominant single-family home urban neighborhoods, expanding suburbs, rural communities, and industrial corridors. The City of El Paso serves as the region's urban core, with more intense commercial, and institutional uses concentrated along major corridors and within downtown. The residential development inside the city follows a similar pattern that is observed in its neighbors. Suburban growth is evident in areas such as Horizon City, Socorro, and the far east and west sides of El Paso County, where new housing and commercial developments are reshaping the landscape.

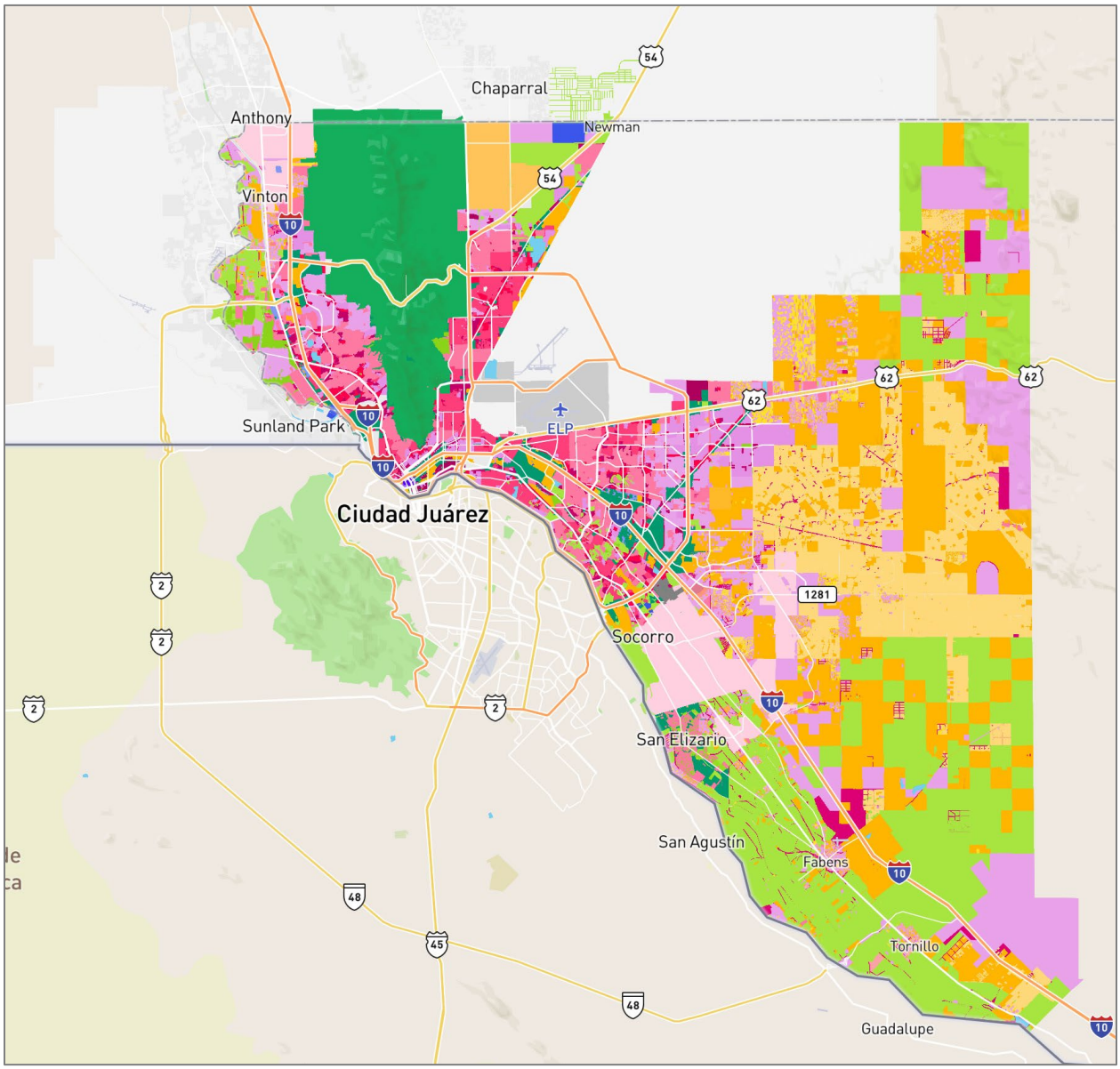
Efforts over the past decade include some limited attempts at infill development and revitalization of downtown and historic districts, as well as the emergence of a small number of mixed-use and transit-oriented projects. Industrial and logistics uses are concentrated near the border, along IH-10, and in proximity to major freight corridors and Ports of Entry. Agricultural and open space uses persist in outlying areas, particularly in New Mexico.

Land use patterns directly influence transportation demand, travel behavior, and the feasibility of multimodal investments. Compact, mixed-use development supports transit and active transportation, while dispersed, low-density growth increases reliance on private vehicles. MTP's strategies for integrating land use and transportation planning are designed to promote sustainable, connected, and equitable communities. **Figure 2-13** illustrates the current land use patterns across the EPMPO region.

2.8.1. Land Use Patterns & Development Trends: Key Takeaways

- **Hot Spots**: Compact, mixed-use districts (downtown, historic corridors) are transit-ready but could benefit from upzoning policies, suburban expansion requires phased service and Travel Demand Management.
- **Hot Spots**: Industrial/logistics near POEs and IH-10 intensify freight/people interactions – design for safety and reliability on these corridors.
- **Recommendations**: Align land use (infill, TOD, corridor form-based standards) with multimodal investments to lock in mode shift.

Figure 2-13: Land Use Patterns in the EPMPO Region



Source: Urban Densification Emissions Impact Study, UrbanSim, 2025

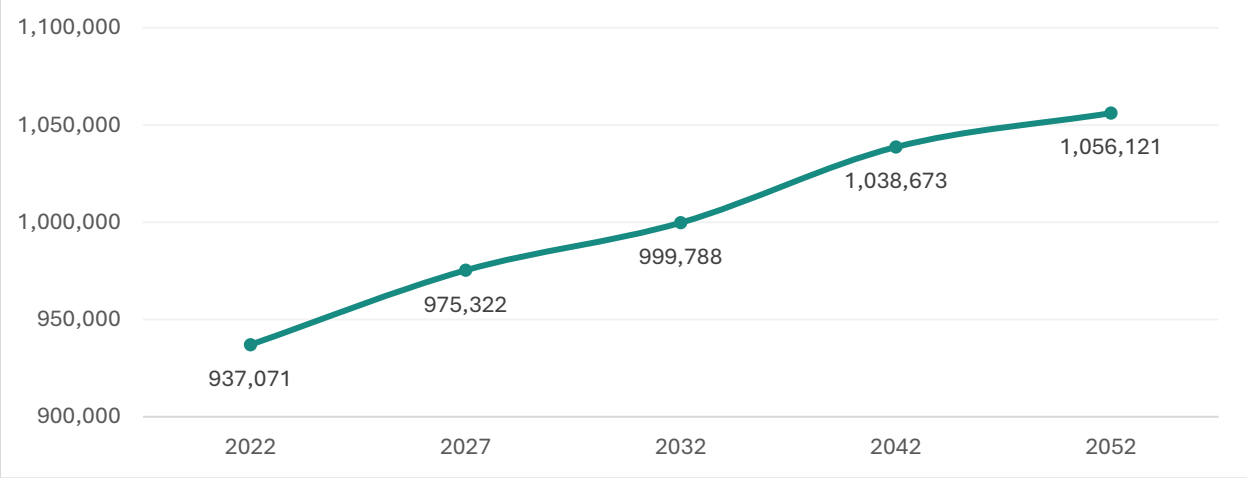
2.9. Regional Trends and Forecasts

Population and other socioeconomic control total projections for the El Paso MPA were obtained from the Texas Demographic Center for years 2027, 2032, 2042 and 2052, as 5 or 10-year increments from the baseline year. The baseline year was selected based on the latest traffic saturation counts available (2022). The geographic distribution of control totals throughout the El Paso MPA, for every forecast year was established through land-use modeling which takes into account availability and cost of land as well as zoning policies among other variables . Evaluating these indicators can support decision-making processes by helping to understand where growth or shrinkage is occurring over time. The baseline year of 2022 was used and compared to predictions for 2052.

2.9.1. Population

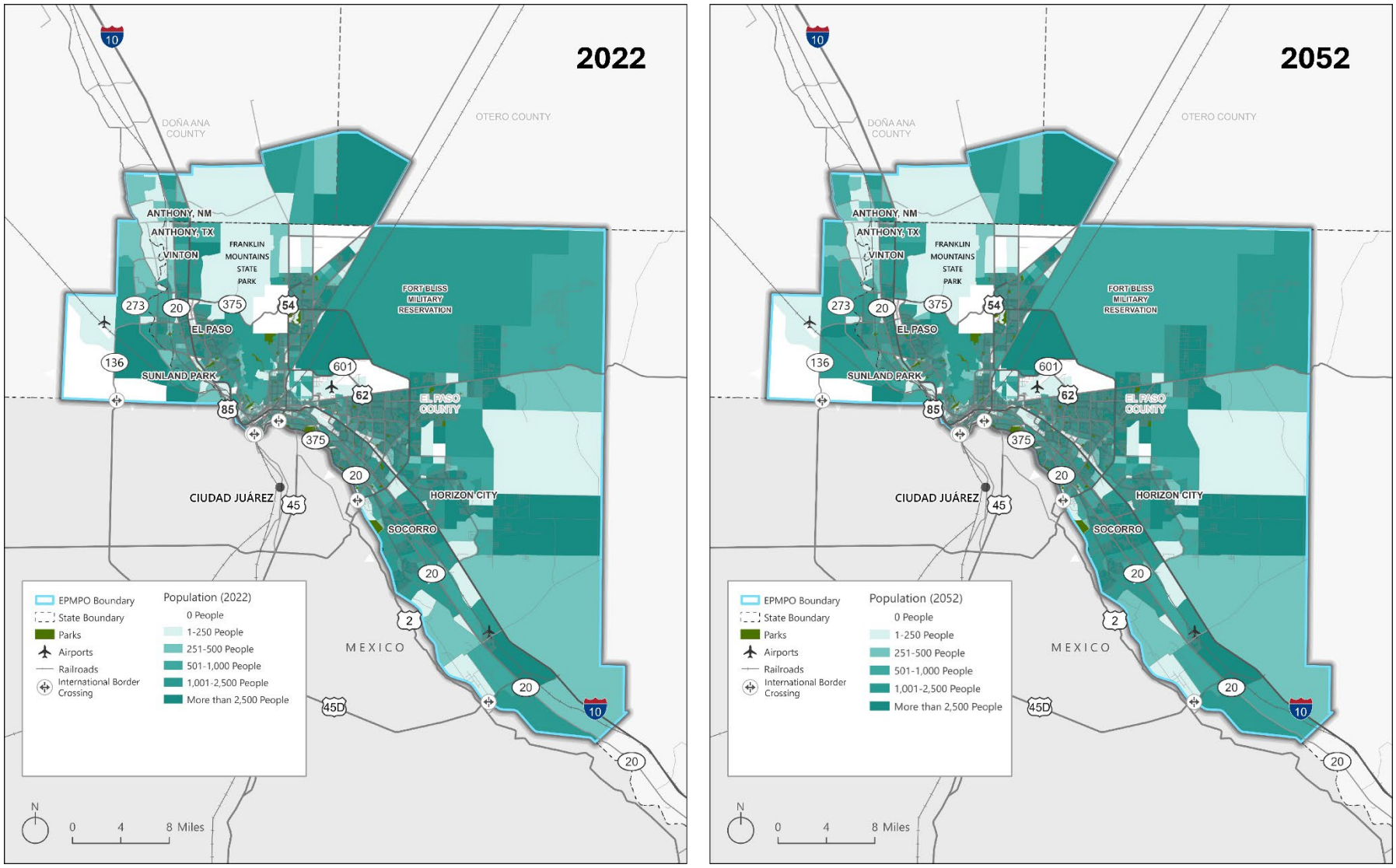
Population is projected to trend upwards from 2022 to 2052, going from a population of 937,071 to 1,056,121, as can be seen in **Figure 2-14**. This data is also visualized by TAZ in **Figure 2-15**, comparing years 2022 and 2052 spatially. The average yearly rate of change over the thirty-year period is 0.4%. Growth can be seen in areas already high in population, with saturation deepening over the 30 years.

Figure 2-14. Population Growth Chart from 2022 to 2052 (TxDOT-TPP Validated Travel Demand Model)



Source: EPMPO Travel Demand Model Output, 2025.

Figure 2-15. Current and Project Population (TxDOT-TPP Validated Travel Demand Model)

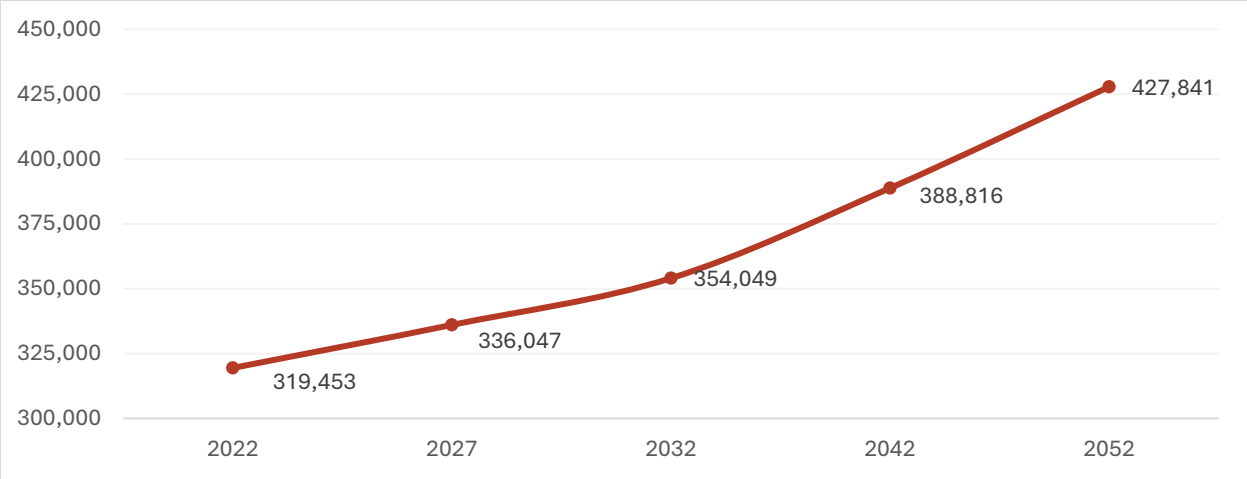


Source: EPMPO Travel Demand Model Output, 2025.

2.9.2. Households

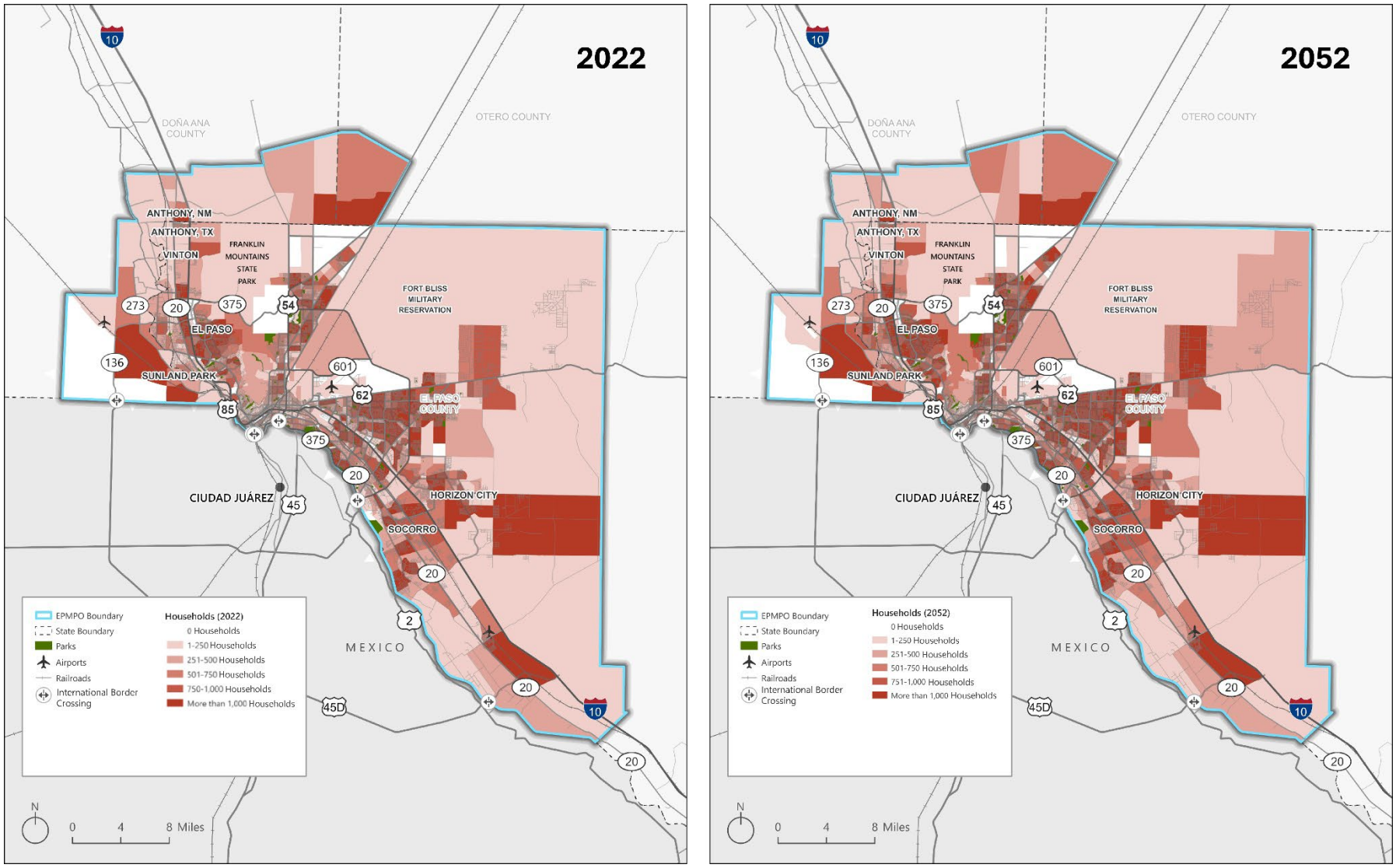
Household numbers are also projected to trend upwards for the region over the thirty-year period, as can be seen in **Figure 2-16**. In 2022, there were 319,453 households. This is projected to increase to 427,841 by 2052 for an average yearly rate of change of 1.1%. Growth appears along major routes and in areas already high in household numbers (**Figure 2-16**).

Figure 2-16. Household Growth Chart from 2022 to 2052 (TxDOT-TPP Validated Travel Demand Model)



Source: EPMPO Travel Demand Model Output, 2025.

Figure 2-17. Current and Project Households (TxDOT-TPP Validated Travel Demand Model)

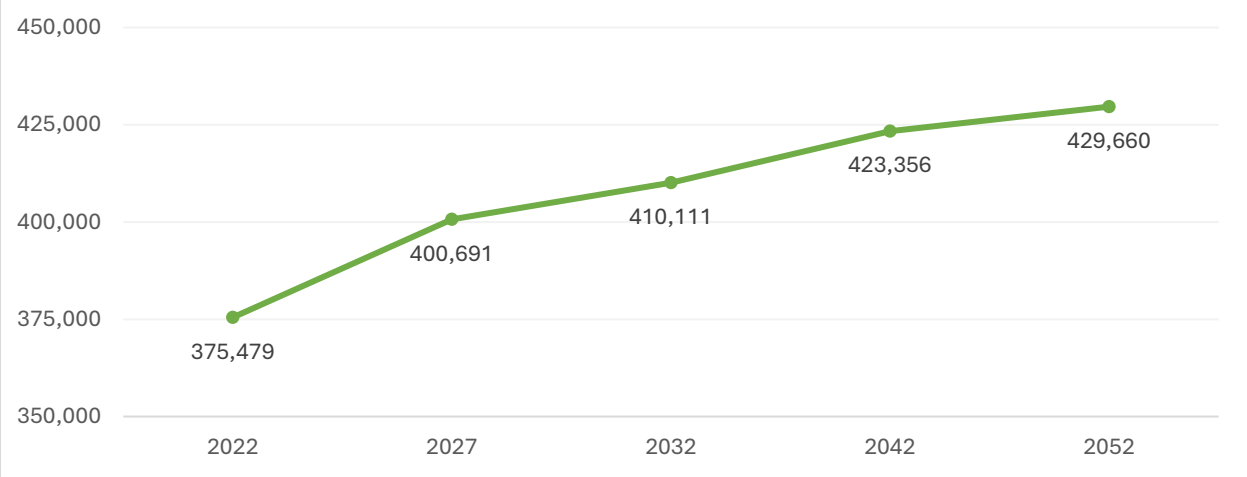


Source: EPMPO Travel Demand Model Output, 2025.

2.9.3. Employment

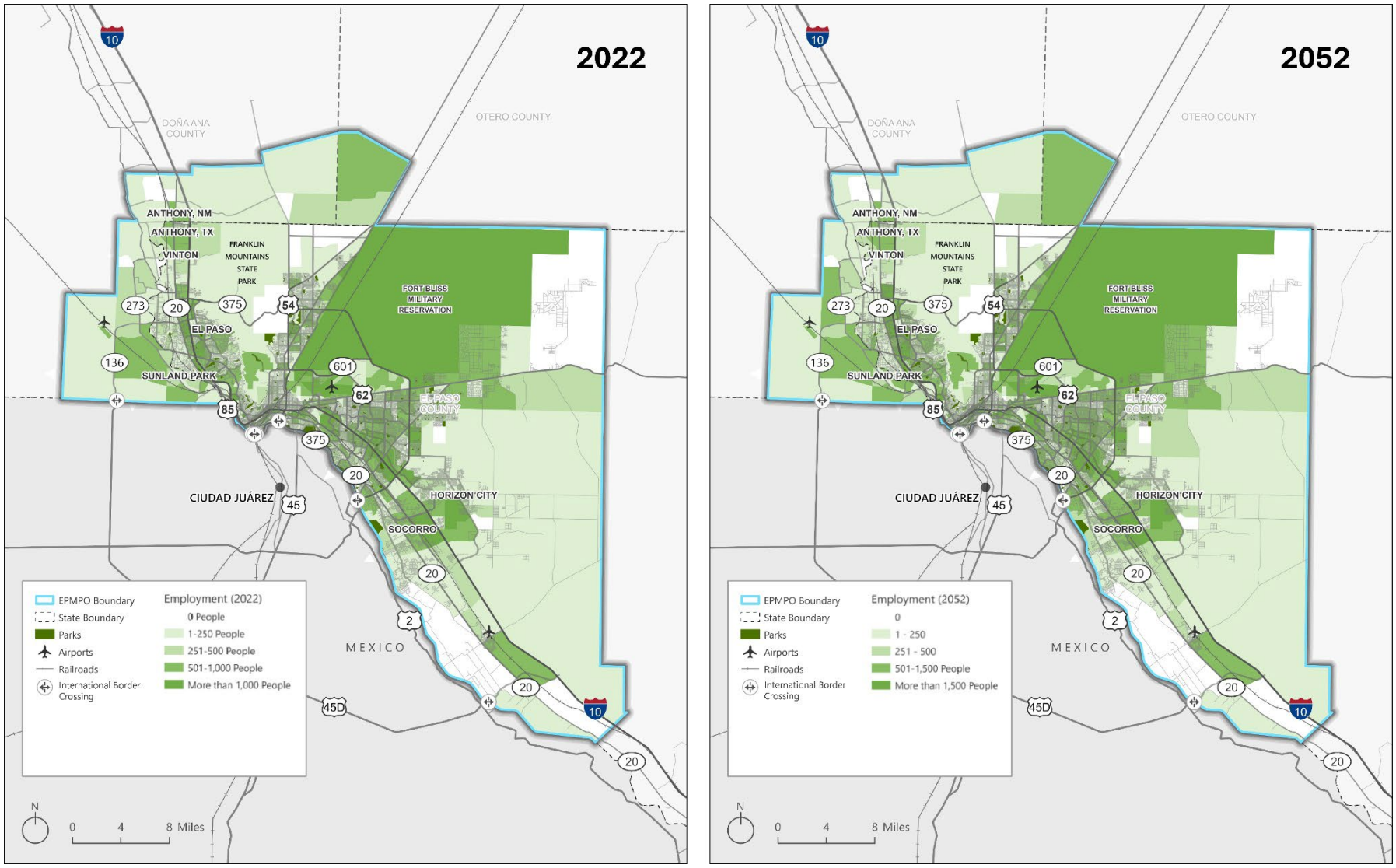
Employment in the region is projected to increase from 375,479 to 429,660 between 2022 and 2052 (**Figure 2-18**). Employment growth appears most prominent in the central part of the MPO, near El Paso, as can be seen in **Figure 2-19**. Employment sectors remain relatively the same between 2022 and 2052, with the service industry growing four percent (**Figure 2-20**). Basic and retail industries shrink just a small amount, while the education sector remains constant at 10%.

Figure 2-18. Employment Growth Chart from 2022 to 2052 (TxDOT-TPP Validated Travel Demand Model)



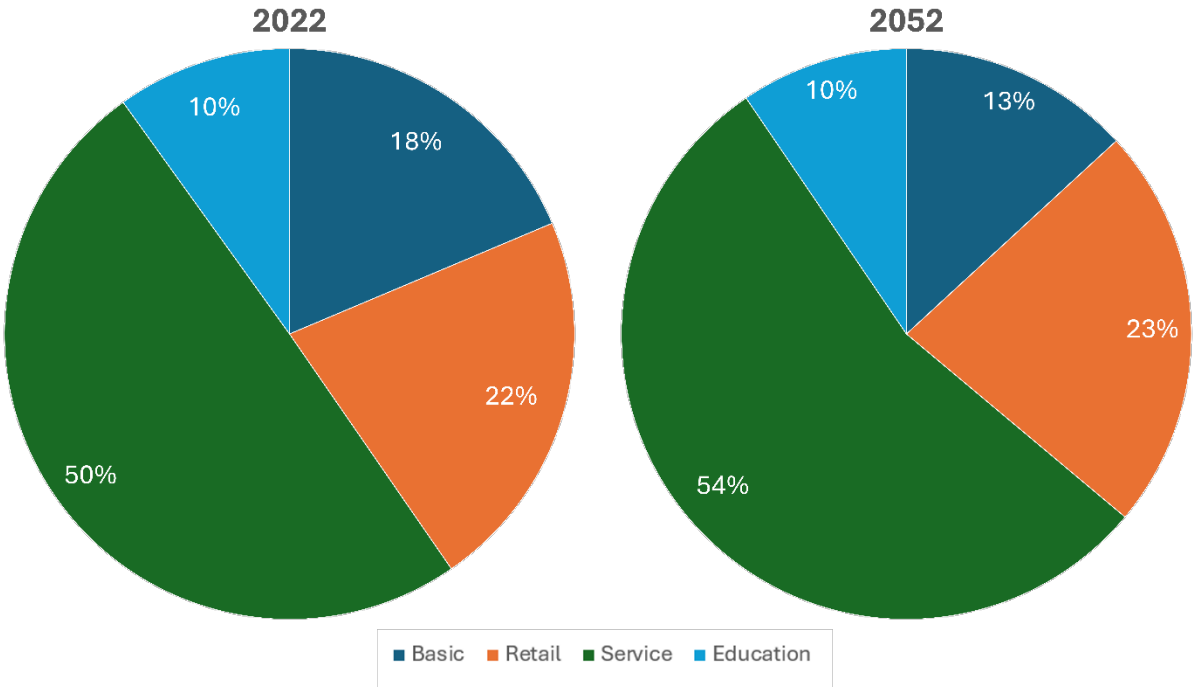
Source: EPMPO Travel Demand Model Output, 2025.

Figure 2-19. Current and Project Employment (TxDOT-TPP Validated Travel Demand Model)



Source: EPMPO Travel Demand Model Output, 2025.

Figure 2-20. Employment Sectors in 2022 and 2052 (TxDOT-TPP Validated Travel Demand Model)



Source: EPMPO Travel Demand Model Output, 2025.

2.10. Summary & Implications for Transportation Planning

The demographic, economic, and land use trends described in this chapter provide the foundation for the RMS 2052 MTP's vision, goals, and project selection criteria. Population growth, multicultural and multilingual populations, persistent poverty, and evolving development patterns require a flexible, data-driven approach to investment and policy. By centering comprehensive access, supporting economic vitality, and aligning land use with mobility goals, EPMPO is positioned to meet the needs of all residents – today and in the decades to come.

Chapter 3: Transportation Assessment

3.1. Introduction

The El Paso region's transportation system is the foundation of regional mobility, economic opportunity, and quality of life. As the region grows and evolves, so do the demands on its multimodal network. This chapter provides a comprehensive assessment of the current state of the system, identifies pressing needs, and outlines strategies for improvement across all major modes: roadways, freight, and Ports of Entry, transit, and active transportation. The analysis draws on the latest data and findings from the RMS 2052 Existing Conditions and Needs Analysis technical memoranda, ensuring that recommendations are grounded in robust evidence and aligned with regional goals.

The chapter is organized by mode, with each section presenting a summary of existing conditions, an analysis of needs, and a set of actionable recommendations and strategies. Throughout, references are made to supporting tables, figures, and maps to provide a data-driven foundation for decision-making. For additional information and details on existing conditions, please refer to **Appendix B: Existing Conditions**. For additional information and details on needs, recommendations, and strategies, refer to **Appendix D: Existing Needs Analysis**.

Figure 3-1. Socorro Road

3.2. Roadways

The roadway system forms the core of regional mobility in the EPMPO area. While local streets comprise most lane miles, regional person and freight movements depend on a comparatively small share of higher functional class facilities, most notably IH-10, Loop 375, and principal arterials, that connect neighborhoods, job centers, industrial districts, and Ports of Entry. The analysis in this section documents how that system is performing today and where targeted recommendations and strategies that align with identified needs can most effectively enhance safety, reliability, and multimodal access.

3.2.1. Existing Conditions

The EPMPO region's roadway network is extensive and diverse, serving as the backbone for personal mobility, freight movement, and transit operations. The network is dominated by local roads, which account for 64% of total lane miles, but critical mobility is provided by interstates (notably IH-10), principal arterials, and collectors (see **Table 3-1**).

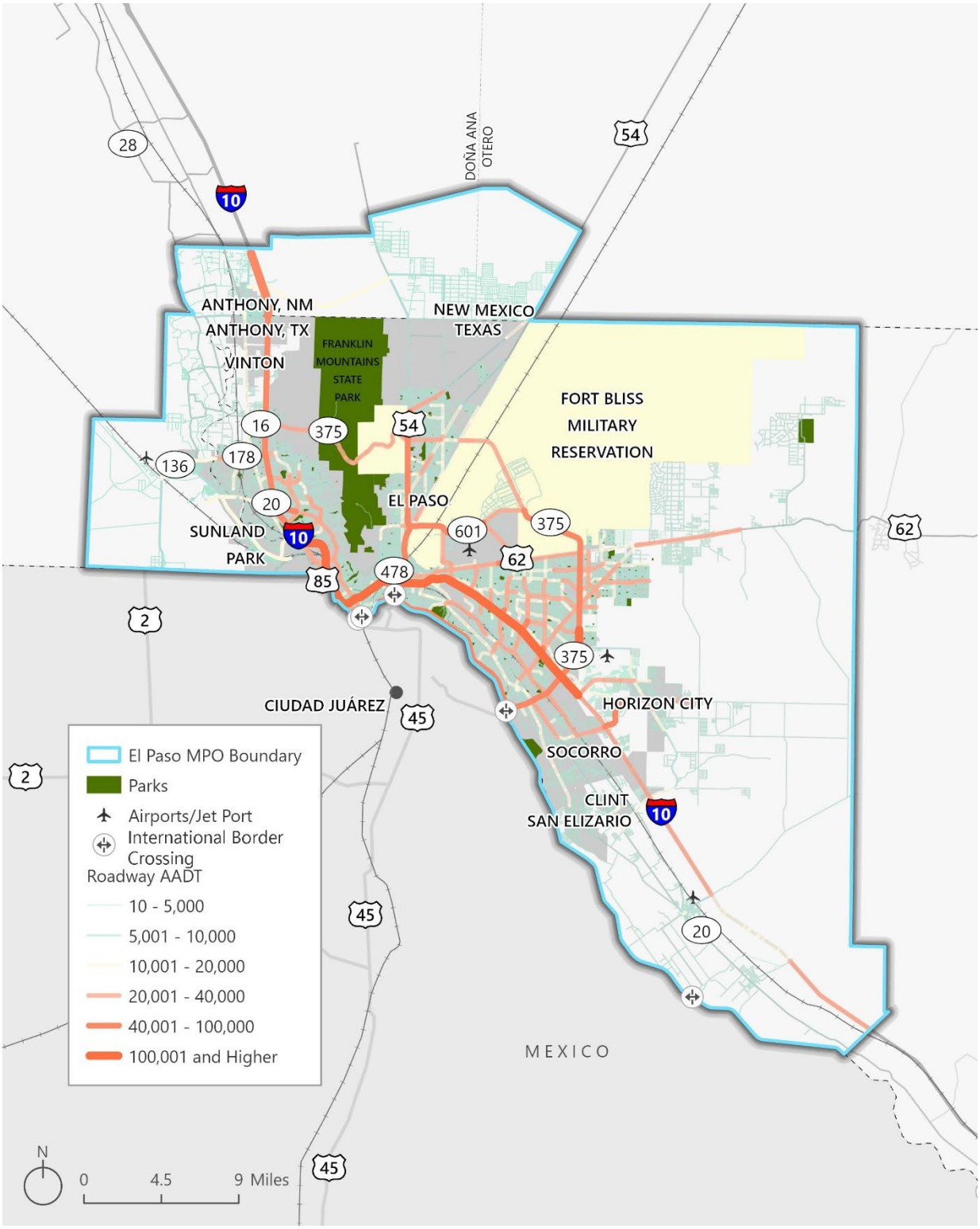
Table 3-1: Lane Miles by Functional Classification

Functional Classifications	Texas		NM		Total EPMPO	
	Lane Miles	Percentage	Lane Miles	Percentage	Lane Miles	Percentage
Interstate	338.4	4.0%	18.0	2.7%	356.4	3.9%
Freeway and Expressway	294.7	3.5%	0.0	0.0%	294.7	3.2%
Principal Arterial	1064.1	12.6%	88.5	13.0%	1152.6	12.6%
Minor Arterial	692.1	8.2%	32.5	4.8%	724.6	7.9%
Major Collector	604.6	7.2%	57.7	8.5%	662.4	7.3%
Minor Collector	52.2	0.6%	15.2	2.2%	67.4	0.7%
Local	5391.7	63.9%	468.7	68.9%	5860.4	64.3%

Source: Texas Department of Transportation Roadway Inventory & New Mexico Department of Transportation Roadway Inventory

Traffic volumes are highest along IH-10 and Loop 375, with major congestion and crash hotspots concentrated in urban corridors. **Figure 3-2** illustrates the spatial distribution of average annual daily traffic (AADT), with the busiest corridors exceeding 100,000 vehicles per day.

Figure 3-2: Traffic Volume



Source: Texas Department of Transportation Roadway Inventory & New Mexico Department of Transportation Roadway Inventory

Level of Service and Congestion Analysis

Level of Service (LOS) is a standard measure used to evaluate roadway performance from the drivers' perspective, focusing on congestion and travel time delays. In the EPMPO region, LOS is described by the Volume-to-Capacity (V/C) ratio, which compares the number of vehicles using a roadway to the number it was designed to accommodate. As the V/C ratio approaches or exceeds 1.0, the roadway becomes increasingly congested, with traffic flow deteriorating and delays becoming more frequent.

Table 3-2 summarizes the LOS categories based on V/C ratios, as defined by the USDOT, and describes the typical operating conditions experienced at each level.

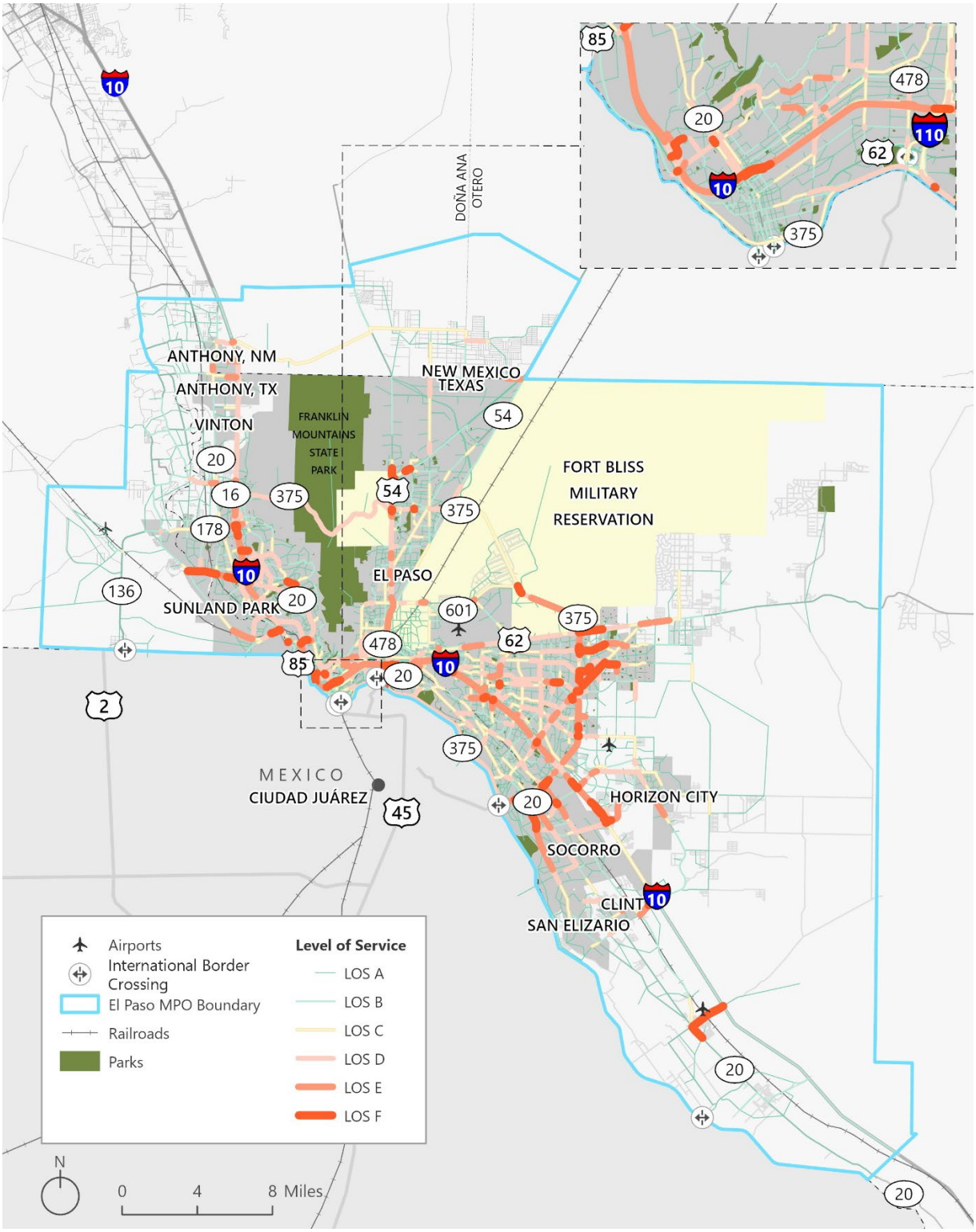
Table 3-2: Level of Service (LOS) Categories

LOS	V/C Ratio	General Operating Conditions
A	0.0 – 0.2	Free flow, low volumes, high speeds
B	0.2 – 0.4	Reasonably free flow, minor speed restrictions
C	0.4 – 0.6	Stable flow, limited freedom to select speeds
D	0.6 – 0.8	Approaching unstable flow, little freedom to select speeds
E	0.8 – 1.0	Unstable flow, short stoppages possible
F	>1.0	Forced or breakdown flow, unacceptable congestion, stop-and-go

Figure 3-3 illustrates the LOS across EPMPO roadways during the evening peak period (3:30 pm to 7:30 pm) for the baseline year 2022, when travel demand is at its highest. This analysis highlights the most congested corridors, including IH-10, IH-10 frontage roads, and segments of Socorro Road, Artcraft Road, and Eastlake Boulevard. These locations experience the greatest strain during peak hours and should be prioritized for congestion mitigation improvements.

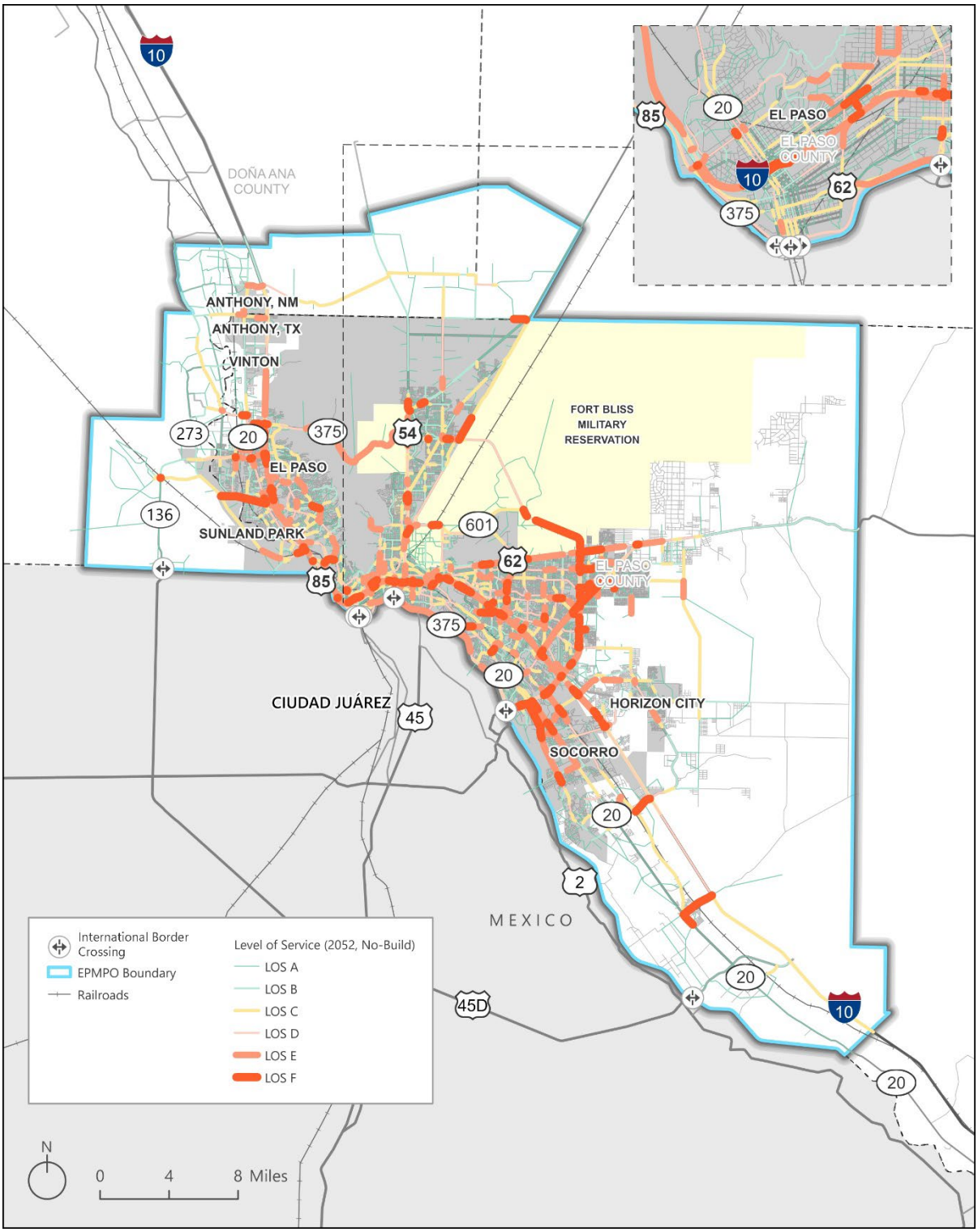
Figure 3-4 depicts the LOS across the region if no new improvements are implemented in 2052. This shows that roadway improvements are needed to address movement of goods and people in the future. In addition to targeted roadway enhancements, policy measures, such as land use strategies and parking management, can help reduce vehicle demand and alleviate congestion across the region.

Figure 3-3: Base Year 2022 Evening (PM) Level of Service (LOS) in the EPMPO Area



Source: EPMPO Travel Demand Model Output, 2025.

Figure 3-4: No Build 2052 Evening (PM) Level of Service (LOS) in the EPMPO Area



Source: EPMPO Travel Demand Model Output, 2025.

Safety Analysis

Safety remains a central concern for the EPMPO region's roadway network, with persistent challenges related to crash frequency, severity, and societal impact. A comprehensive safety analysis was conducted using crash data from both the Texas Department of Transportation (TxDOT) Crash Record Inventory System (CRIS) and the New Mexico Department of Transportation (NMDOT) Statewide Traffic Records System (STRS), covering the years 2019 through 2023.

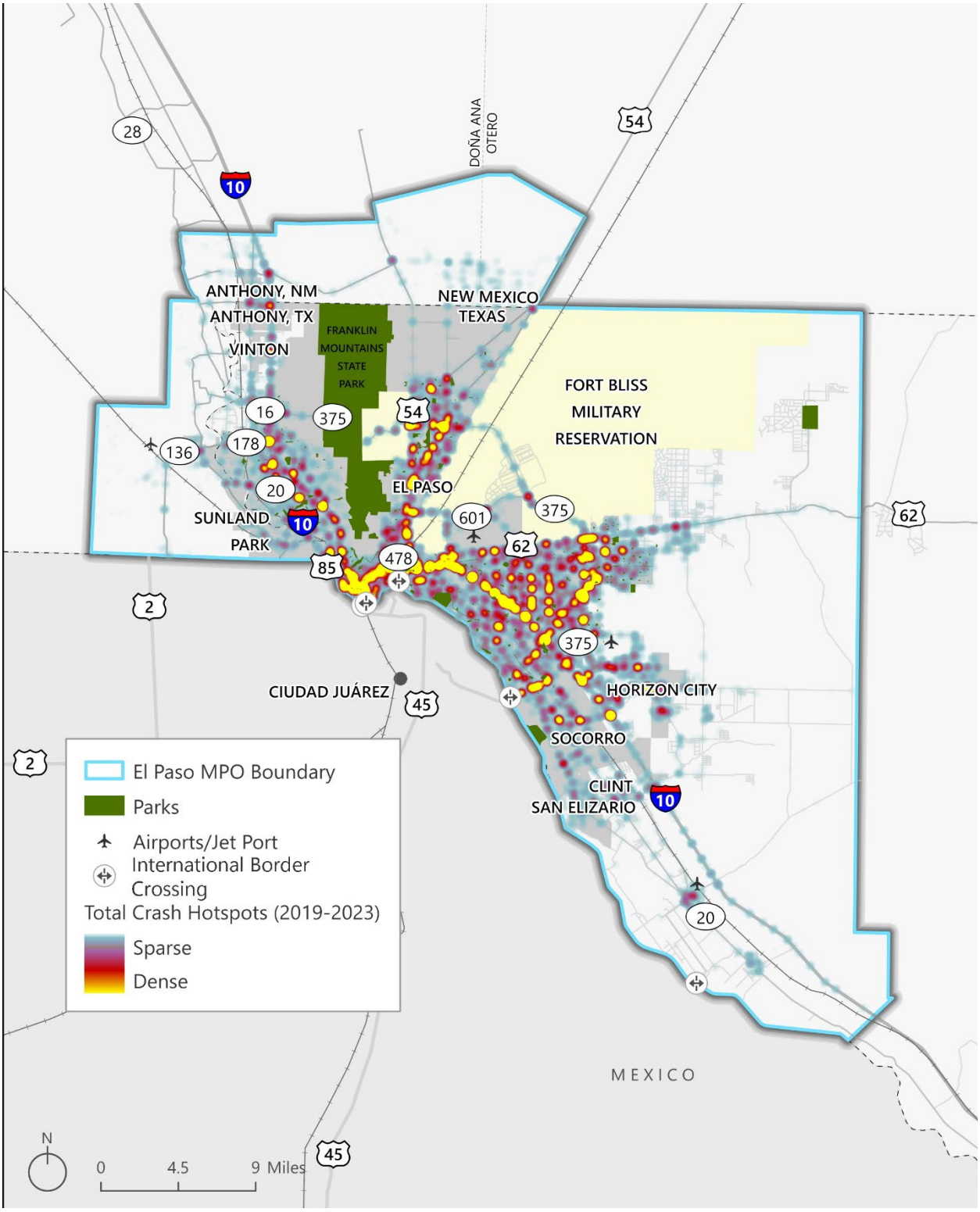
Crash Locations and Hotspots

Over the five-year period, a total of 112,697 crashes were recorded across the MPA, averaging more than 22,500 crashes annually. The highest number of crashes occurred in 2022, coinciding with the return of travel activity following COVID-19 disruptions, while the lowest was in 2020, reflecting reduced travel during the pandemic.

Spatial analysis reveals that crash hotspots are concentrated in urbanized areas, particularly Downtown El Paso and along major corridors such as IH-10, SH 20, US 62, Loop 375, US 54, and US 85. Fatal crash hotspots are similarly clustered in these high-volume corridors, underscoring the need for targeted safety interventions (see **Figure 3-6** for hotspots for all crashes and **Figure 3-7** for hotspots for fatal crashes exclusively).

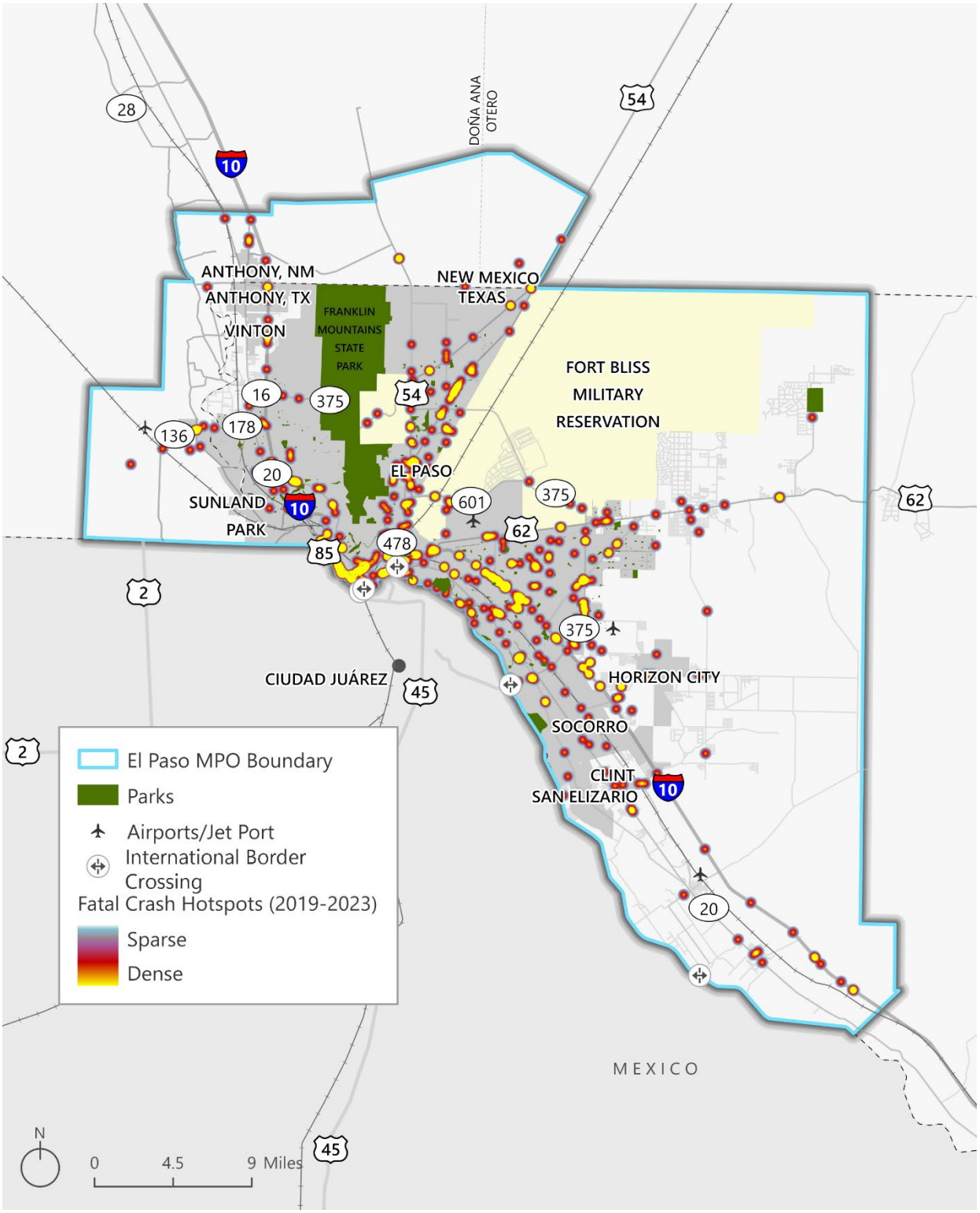
Figure 3-5. Traffic Light on Street

Figure 3-6: Crash Hotspots (2019–2023)



Source: Texas Department of Transportation Crash Record Inventory System and the New Mexico Department of Transportation Statewide Traffic Records System

Figure 3-7: Fatal Crash Hot Spots



Source: Texas Department of Transportation Crash Record Inventory System and the New Mexico Department of Transportation Statewide Traffic Records System

Crash Severity

Crashes are categorized by severity, ranging from no injury to fatal injury. As shown in **Table 3-3**, the majority of crashes resulted in no injury (75,832), followed by possible injury (12,457) and minor injury (10,781). Serious injury and fatal crashes, while less frequent, remain a significant concern, with 1,287 serious injury crashes and 441 fatal crashes recorded over five years.

Table 3-3: Count of Crashes by Severity (2019-2023)

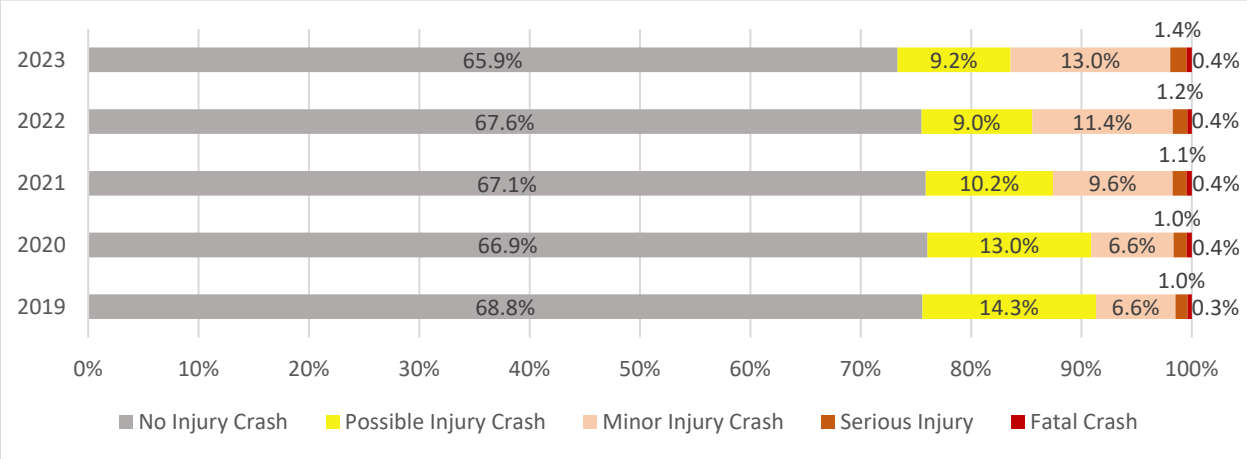
Crash Severity	2019	2020	2021	2022	2023	Total
Possible Injury Crash	3,366	2,410	2,337	2,175	2,169	12,457
Minor Injury Crash	1,545	1,216	2,196	2,758	3,066	10,781
Serious Injury Crash	234	192	256	286	319	1,287
Fatal Injury Crash	82	76	97	89	97	441
No Injury	16,186	12,367	15,376	16,364	15,539	75,832

Source: Texas Department of Transportation Crash Record Inventory System and the New Mexico Department of Transportation Statewide Traffic Records System

The distribution of crash severity is further illustrated in **Figure 3-8**, which shows that non-injury crashes accounted for approximately two-thirds of all incidents, while possible and minor injuries comprised most of the remainder. Fatal and serious injury crashes represented about 1.7% of all crashes, but their impact is disproportionately high.

Trends in crash severity indicate that, although there was a decline in fatal and serious injury crashes in 2020, these numbers have steadily increased from 2021 through 2023. This pattern highlights the ongoing need for safety improvements, particularly in locations with recurring severe crashes.

Figure 3-8: Percent of Crashes by Severity (2019-2023)



Source: Texas Department of Transportation Crash Record Inventory System and the New Mexico Department of Transportation Statewide Traffic Records System

Crash Cost to Society

Beyond the immediate human impact, crashes impose a substantial economic burden on the region. Using Federal Highway Administration (FHWA) unit cost estimates, the total societal cost of crashes in the EPMPO region exceeded $10.4 billion over five years (in 2016 dollars). Nearly half of this cost – $5.8 billion – is attributable to injuries and fatalities (**Table 3-4**).

Table 3-4: Cumulative Crash Costs by Severity for El Paso MPA

Severity	Crashes	Comprehensive Crash Unit Cost (2016 dollars)
Serious Injury	1,287	$842,985,000
Minor Injury	10,781	$2,140,028,500
Possible Injury	12,457	$1,564,599,200
Fatal Injury	441	$4,981,271,400
No Injury	75,832	$902,400,800

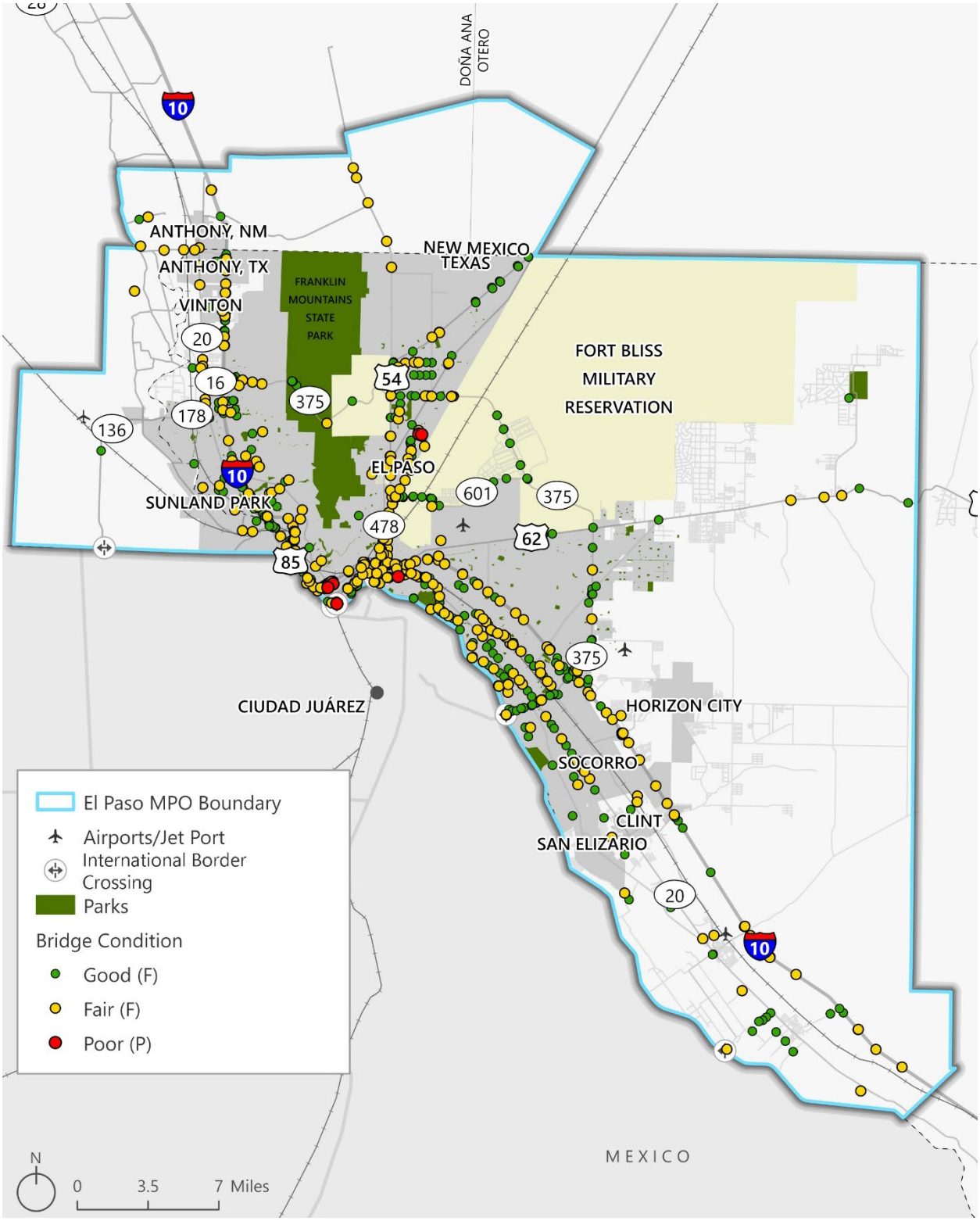
These figures underscore the urgency of implementing effective safety countermeasures, focusing resources on high-risk corridors and intersections, and prioritizing strategies that reduce the frequency and severity of crashes for all roadway users.

Asset Condition

Bridges are a critical element of regional reliability. The region's 800 bridges are a critical component of the transportation network. Across the El Paso MPA, 45% of bridges are rated "Fair" and 1% "Poor" (**Figure 3-10**). Vertical clearance is an operational constraint on several freight-relevant corridors: 19 bridges have less than 15 feet of clearance (with additional structures between 15.0–16.4 feet). These low-clearance locations are concentrated along IH-10 and US-62 and can affect routing, safety, and incident risk for over-height vehicles.

Figure 3-9. Sunset Heights

Figure 3-10: Bridge Conditions



Source: Federal Highway Administration. National Bridge Inventory.

3.2.2. Roadway Needs

Determining Roadway Needs

Roadway needs were identified through a comprehensive review of existing conditions, including traffic volumes, congestion patterns, crash data, and asset condition assessments. The analysis incorporated both quantitative measures, such as AADT, V/C ratios, and crash severity, and qualitative input from regional stakeholders. This dual approach ensures that the needs reflect the realities of daily travel, safety concerns, and infrastructure challenges unique to the El Paso region.

Identified Needs

- **Safety**: Targeted interventions are needed at crash hotspots, especially in high-volume corridors and for road users with limited access (pedestrians, cyclists).
- **Congestion**: Operational improvements and targeted capacity enhancements are required to address recurring congestion, particularly on IH-10, Loop 375, and key arterials.
- **Asset Management**: Ongoing maintenance and upgrades are needed for aging infrastructure, especially bridges in fair/poor condition and corridors with low vertical clearance.
- **Multimodal Integration**: Facilities must be enhanced to support transit and active transportation, including first/last-mile connections and safe crossings.

3.2.3. Roadway Recommendations & Strategies

Developing Roadway Recommendations

Recommendations for the roadway system were developed to be context-sensitive and responsive to the specific needs of the El Paso region. Drawing on national and state best practices, as well as lessons learned from peer MPOs, each strategy was tailored to local conditions, priorities, and resource constraints. The recommendations are designed to be actionable, measurable, and aligned with the region's long-term vision for mobility, safety, and sustainability.

Recommendations & Strategies

- **Capacity and Operations:**
    - Implement Intelligent Transportation Systems (ITS) and advanced traffic management to optimize flow and reduce delays.
    - Improve roadway functionality through targeted capacity enhancements and operational strategies, such as signal timing and access management.

- Consider parking controls and demand management to reduce congestion in high-activity areas.

- **Safety:**
  - Prioritize safety countermeasures, including improved lighting, signage, lane markings, and traffic calming.
  - Implement protected bike lanes, pedestrian crossings, and intersection redesigns at high-risk locations.
  - Target crash hotspots with countermeasures such as lower speed limits, roundabouts, and median barriers.
- **Asset Management:**
  - Focus on bridge maintenance and develop an asset management framework to prioritize repairs and replacements.
  - Address bridges with low vertical clearance to improve freight mobility and safety.
- **Multimodal Upgrades:**
  - Expand bike lanes, sidewalks, and transit access along key corridors.
  - Integrate multimodal considerations into all roadway projects, ensuring safe and convenient connections for all users.

3.3. Freight & International Border Crossings

The El Paso region anchors one of the United States' most consequential binational freight gateways. Its multimodal freight system – highways, railroads, airports, pipelines, and a set of international border crossings (IBCs) – moves time-sensitive, high-value, and high-volume goods within Texas, across the U.S., and to/from Mexico. The backbone of this system is a truck-reliant highway network supported by two Class I railroads (Union Pacific and BNSF), a growing air cargo platform at El Paso International Airport (ELP), key intermodal terminals (including UP's Santa Teresa Facility), and a constellation of truck-oriented industrial districts and services near IH-10/Loop 375.

Designations under federal and state programs underscore the network's national significance. Within the National Highway Freight Network (NHFN), the EPMPO area contains 84.48 miles of the Primary Highway Freight System (PHFS), including key corridors such as IH-10, Airway Blvd, Hawkins Blvd, and NM 136/TX 178 linking the Santa Teresa IBC to IH-10. The region also features assets identified in the National Multimodal Freight Network (NMFN), including approximately 106 miles of rail on the NMFN (within a total regional rail mileage of approximately 112 miles), nine IBCs (six roadway, two rail, and one airport), and ELP as the primary air-cargo airport. In addition, Strategic Highway Network (STRAHNET)/Strategic Rail Corridor Network (STRACNET) designations link Fort Bliss to other strategic military nodes (e.g., Fort Cavazos, Red River Army Depot), emphasizing defense mobility needs.

Six roadway and two rail IBCs knit this network together – Santa Teresa, Paso del Norte, Good Neighbor (Stanton), Bridge of the Americas (BOTA), Ysleta-Zaragoza, Tornillo-Guadalupe, plus the UP and BNSF rail bridges – offering different modal allowances and lane configurations that shape how people and freight cross the border and connect to U.S. markets.

3.3.1. Existing Conditions and Trends

The EPMPO region is a critical gateway for US-Mexico trade. The Texas-Mexico border is North America's busiest trade gateway, with over $107 billion in trade passing through the El Paso region in 2019.

Freight Roadway Network

The majority of freight value in 2023 passing through El Paso goes through trucks on roadways. A safe, reliable, and connected roadway system is essential to deliver these goods that are distributed throughout the state and beyond. There are several facility designations for roadways across the region.

National Highway Network

The Fixing America's Surface Transportation (FAST) Act introduced the National Highway Freight Network (NHFN) to strategically direct federal resources and policies toward improved performance of highway portions of the freight transportation system. The IIJA/BIL authorizes $1.37 billion in Fiscal Year (FY) 2022 and $1.40 billion in FY 2023. The NHFN has several components.

- **Primary Highway Freight System (PHFS)** – The PHFS, as designated by the FHWA, is a network of highways identified as the most critical highway portions of the U.S. freight transportation system. The EPMPO portion of the PHFS totals 84.48 miles.
- **Other Interstate portions not on the PHFS** – These highways consist of the remaining portion of interstate highways not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. EPMPO has zero miles of non-PHFS Interstates.
- **Critical Urban/Critical Rural Freight Corridors** – These designations were created at the federal level to allow TxDOT and MPOs to add to the NHFN. Critical Urban Freight Corridors (CUFCs) are determined by TxDOT in partnership with MPOs, and Critical Rural Freight Corridors (CRFCs) are designated by TxDOT. TxDOT is limited by federal law to approximately 745 miles of CRFC corridors and 382 miles of CUFC corridors. These locations must meet federal criteria and be submitted to FHWA to become eligible for National Highway Freight Program funding.

As shown in **Figure 3-12**, 84.48 miles of highway in the EPMPO area are designated as PHFS of the NHFN, including:

- **IH-10** from the TX/NM border to the EPMPO boundary near Tornillo.
- **Airway Boulevard** from the El Paso International Airport to IH-10
- **Hawkins Boulevard** from the Union Pacific Railyard to IH-10
- **NM SH136 / TX SH 178** from Santa Teresa POE in New Mexico to IH-10 in El Paso, Texas

National Multimodal Freight Network

In addition to the NHFN designation for important freight roadways, the FAST Act also provided a new National Multimodal Freight Network (NMFN) designation for other important freight multimodal infrastructure. The purpose of the NMFN is to:

- Strategically direct resources toward improved system performance for the efficient movement of freight.
- Inform freight transportation planning.

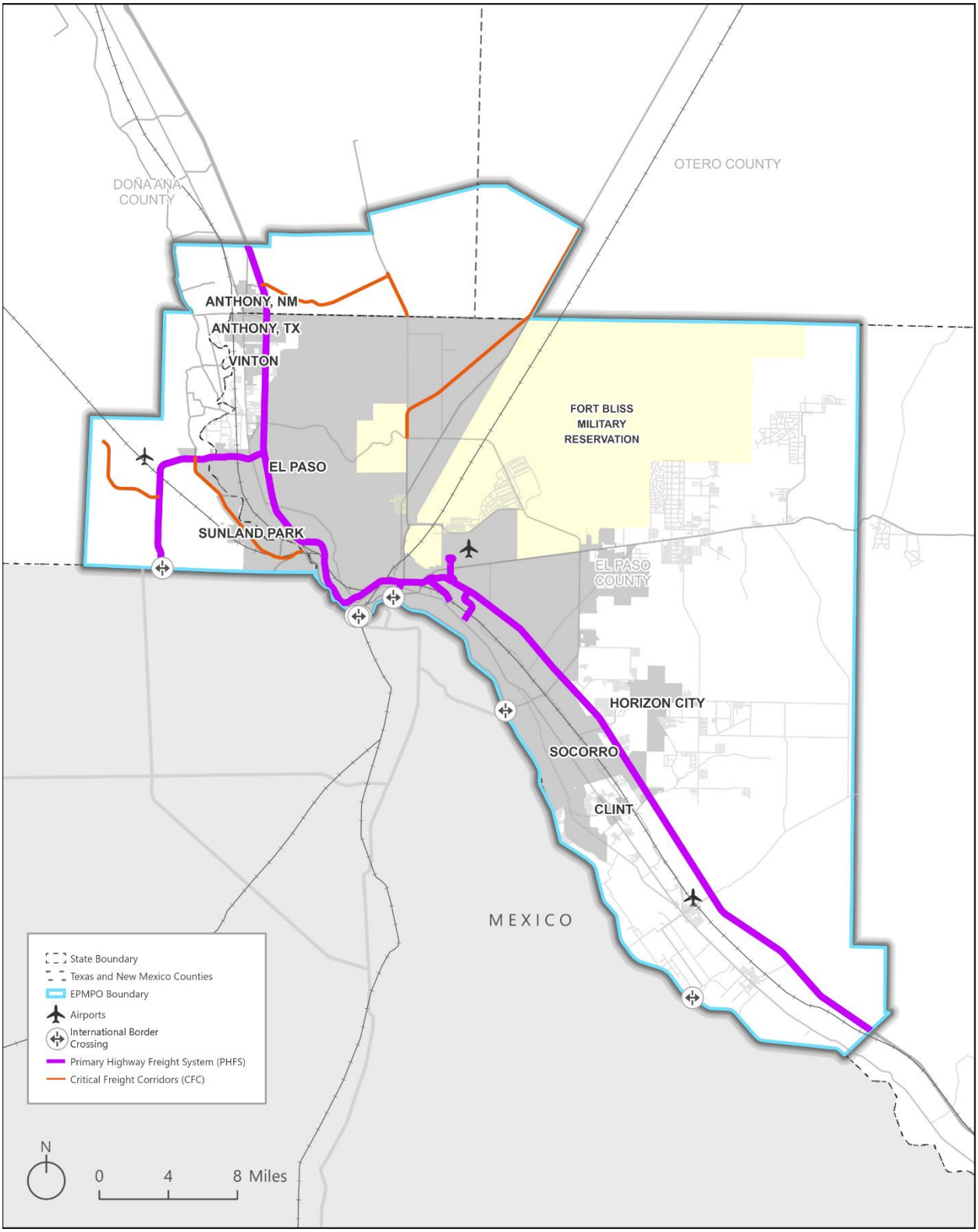
- Assist in the prioritization of federal investments.
- Evaluate and support investments to achieve national goals.

NMFN components within the El Paso region include:

- **Highways***:* 84.48 miles total, consisting of the NMFN designations of IH-10, SH 136/178, Airway Boulevard , and Hawkins Boulevard , as discussed above
- **Railways***:* 105.61 miles total, consisting of BNSF and Union Pacific (UP) railroads
- **International Border Crossings***:* Six roadway IBCs, two rail POEs, and one airport IBC
- **Airport***:* El Paso International Airport (ELP)

Figure 3-11. Paso del Norte International Border Crossing

Figure 3-12: National Highway Freight Network (NHFN)



Source: Federal Highway Administration National Highway Freight Network

Strategic Highway Network/ Strategic Rail Corridor Network

In addition to NHFN and NMFN designations, the USDOT has designated the Strategic Highway Network (STRAHNET) and Strategic Rail Corridor Network (STRACNET), which identify the highways and railroads most important for military transportation. In El Paso, Fort Bliss is connected by rail and the highway network to ensure connections with other primary deployment centers (Fort Cavazos) and key military arsenals (namely Red River Army Depot).

Truck Traffic and Land Use Conflicts

Traffic volumes help determine the type of improvements needed for different roadways. Data from TxDOT and NMDOT show truck percentages overlaid on land use in **Figure 3-14**. Segments with high truck share (10-25%) are shown in red, and very high share (>25%) in dark red, with some reaching up to 92%. The top corridors are labeled in **Figure 3-14** and listed in **Table 3-5**: Top Roadways of Truck Percentage of AADT. High truck concentrations can accelerate pavement deterioration, slow traffic, and increase crash risk. These corridors should be prioritized for improvements during MTP project selection.

Several locations also combine high truck percentages with adjacent residential land uses, creating noise, emissions, and safety concerns. These areas, listed in **Figure 3-13**, represent the most significant incompatibility for which mitigation strategies should be considered.

Table 3-5: Top Roadways of Truck Percentage of AADT

Map Number	Roadway
1	IH 10 from Horizon Boulevard to El Paso County Boundary
2	Ysleta-Zaragoza Bridge
3	Stockyard Drive from Ballard Coldwell Ct to Horizon Boulevard
4	Intersection of Henry Brennan Drive, Don Haskins Drive, and Peter Cooper Drive
5	Vista Del Sol from North Zaragoza Road to TX-Loop 375
6	Strauss Road from Pete V Domenici Highway to entry of Santa Teresa Intermodal Terminal
7	IH 10 from Paseo del Norte to Woodrow Bean Transmountain Drive
8	Stan Roberts Ave from McCombs Street to Gateway Boulevard

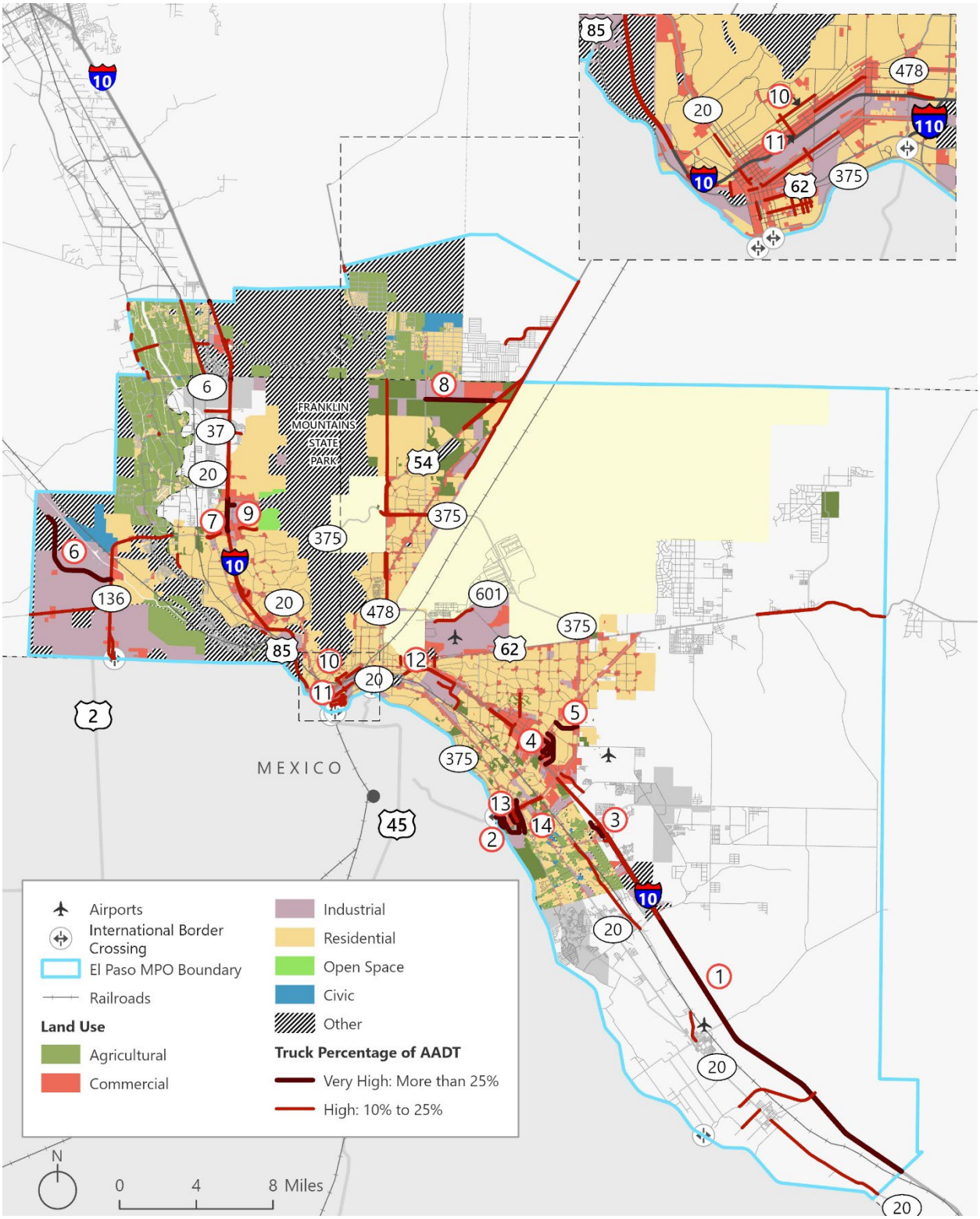
Source: WSP Analysis of Texas Department of Transportation, New Mexico Department of Transportation Data

Figure 3-13: Roadways with High or Very High Percentage of Truck AADT that are Adjacent to Residential Land Use

Map Number	Roadway (Percent of Truck AADT)	Adjacent Land Use
5	Vista Del Sol from North Zaragoza Road to Loop 375 (27.6%)	Residential and some commercial
9	Paseo Del Norte Road from North Resler Drive to Northern Pass Drive (12.8%)	Mostly residential
10	Arizona Avenue from Brown Street to North Cotton Street (10.0%)	Residential only
11	Newman Street from IH-10 to E Nevada Avenue (13.4%)	Residential and commercial
12	Chelsea Street from Timberwolf Drive to Trowbridge Drive (11.7%)	Residential only
13	Carl Longuemare Road from Nakitu Drive to Loop 375 (31.5%)	Residential and other land uses
14	Carl Longuemare Road from Loop 375 to Winn Drive (31.5%)	Residential and other land uses

Source: WSP Analysis of Texas Department of Transportation, New Mexico Department of Transportation Data

Figure 3-14: Roads with Highest Percentage of Truck AADT



Source: WSP Analysis of Texas Department of Transportation, New Mexico Department of Transportation Data. City of El Paso. City of Socorro. Doña Ana County CAD.

Truck Safety

Between 2019 and 2023, 6,345 crashes involving commercial trucks were recorded in the EPMPO region (TxDOT CRIS and NMDOT STRS). Of these, 31 crashes involved pedestrians and 7 involved cyclists. Most incidents resulted in no injury (5,166 crashes), while 498 crashes involved possible injuries and 440 involved minor injuries. The most severe outcomes were less frequent, with 70 serious-injury crashes and 47 fatal crashes.

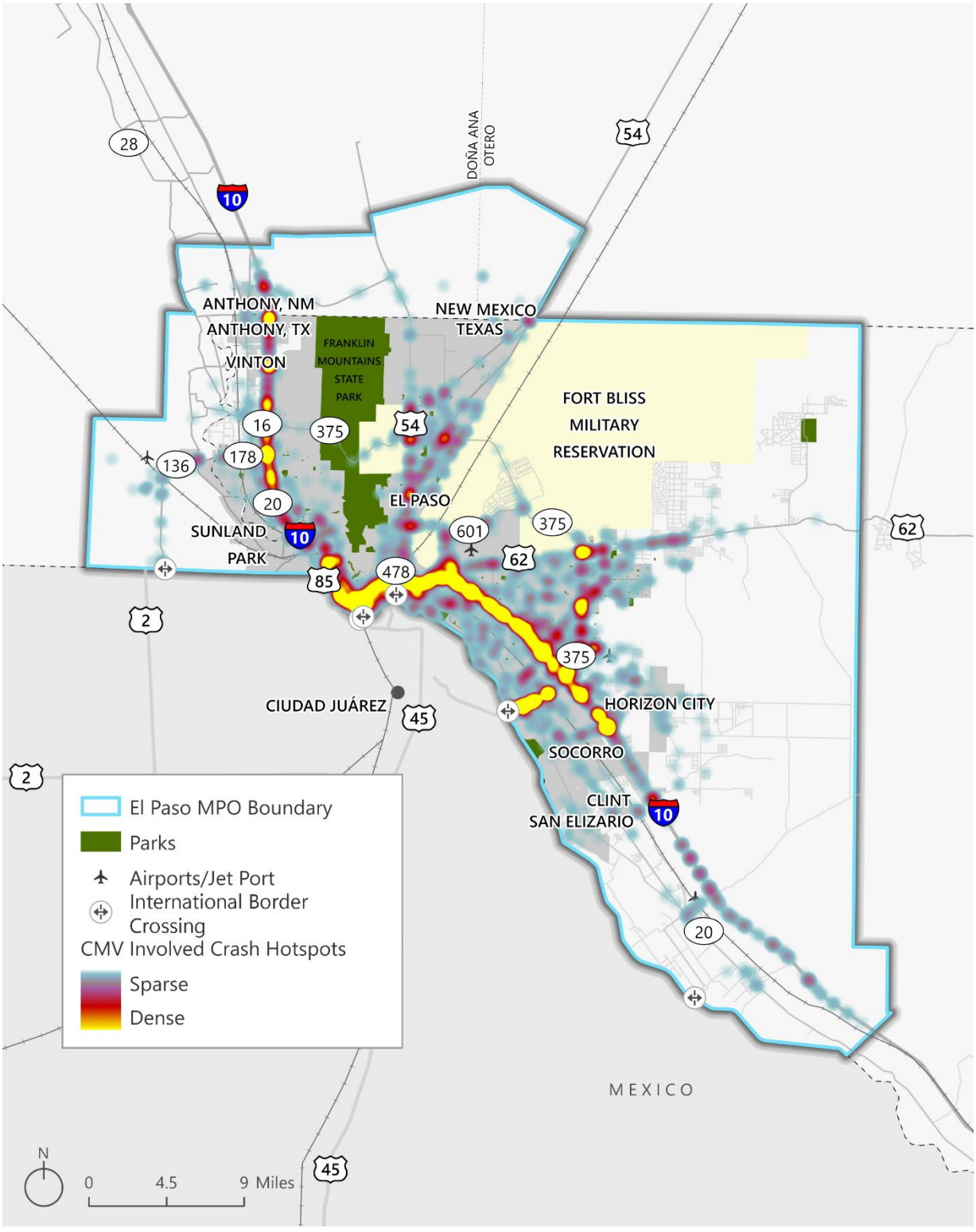
Table 3-6 summarizes crash counts by severity and involved party. As shown in **Figure 3-15**, truck crash hotspots are concentrated along major freight corridors, including IH-10, SH 20, US 62, Loop 375, US 54, and US 85.

Table 3-6: Truck-Involved Crash Summary

Crash Severity	Truck Involved Crash Count	Truck and Pedestrian Involved Crash Count	Truck and Bike Involved Crash Count
Unknown	124	0	0
Not Injured	5,166	0	0
Possible Injury	498	5	1
Suspected Minor Injury	440	8	6
Suspected Serious Injury	70	8	0
Fatal Injury	47	10	0
Total	**6,345**	**31**	**7**

Source: WSP Analysis of Texas Department of Transportation, New Mexico Department of Transportation Data

Figure 3-15: Truck-Involved Crash Hotspots



Source: WSP Analysis of Texas Department of Transportation, New Mexico Department of Transportation Data

Bridge Vertical Clearance

Bridge vertical clearance, the distance from the roadway surface to the underside of a bridge, is a critical factor for truck routing. Insufficient clearance can lead to bridge strikes, where an over-height vehicle collides with the structure. The National Bridge Inventory (NBI), maintained by the USDOT, records this information nationwide.

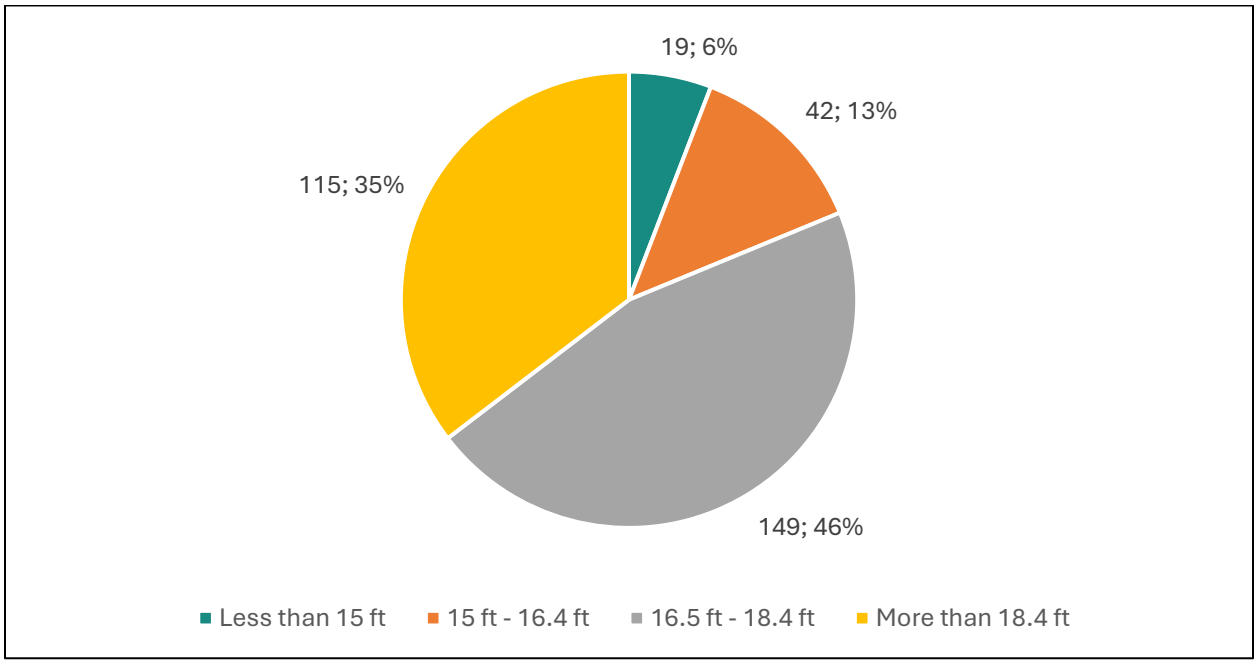
Within the EPMPO region, the NBI reports 325 bridges, most in Texas and two in New Mexico. Bridges with clearances of 15 feet or less are considered very low, while 18.4 feet or greater provide comfortable clearance for most vehicles.

Figure 3-16 illustrates the distribution of bridges by clearance category:

- 19 bridges under 15 feet
- 42 bridges between 15.0 and 16.4 feet
- 149 bridges between 16.5 and 18.4 feet
- 115 bridges at 18.4 feet or higher

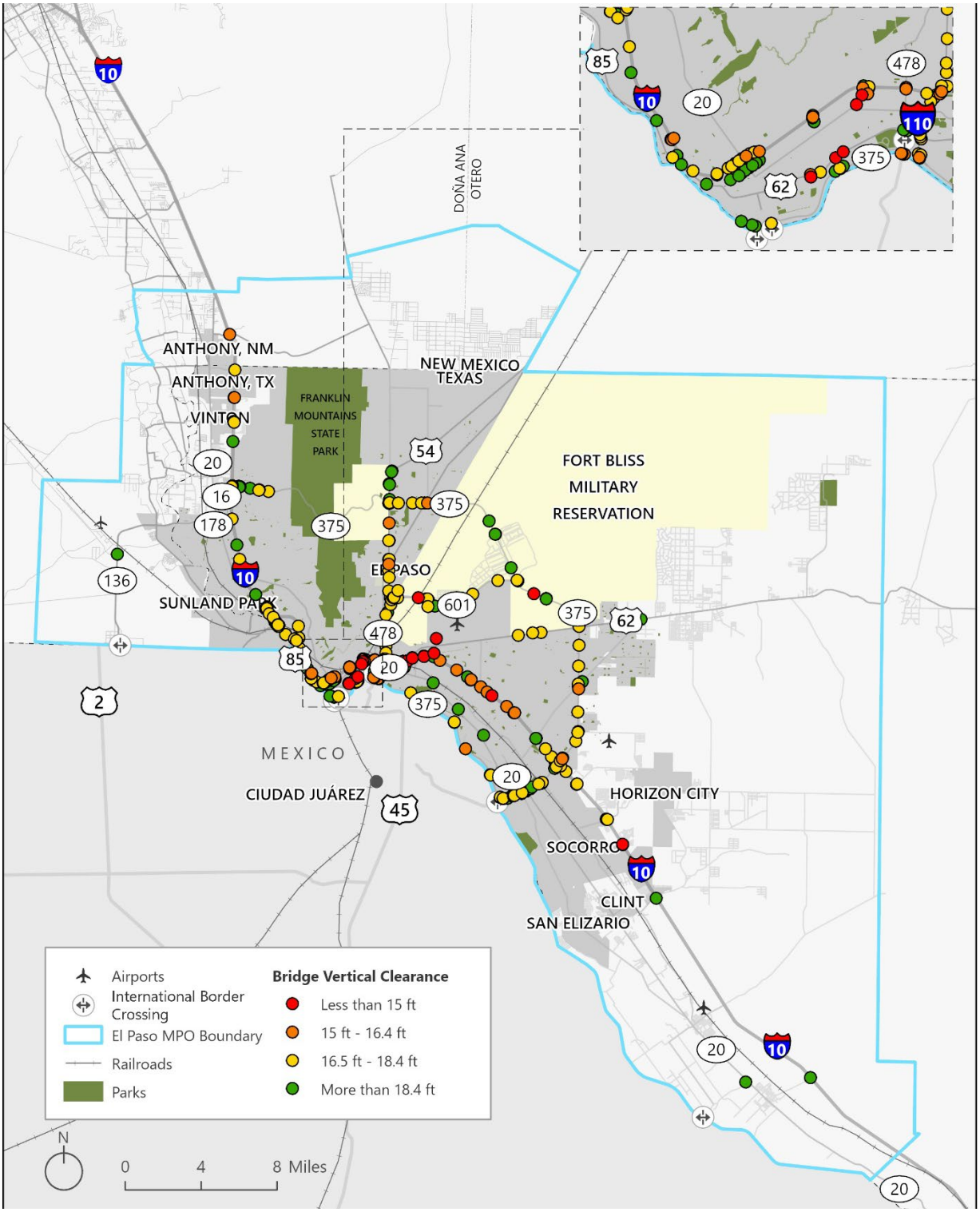
Figure 3-17 maps these bridges across the region. Bridges with the lowest clearances (under 15 feet) are concentrated along IH-10 and US 62 in the City of El Paso. According to NBI data, all bridges in the region provide at least 14 feet of clearance.

Figure 3-16: Counts of Bridges by Bridge Vertical Clearance



Source: National Bridge Inventory

Figure 3-17: Bridge Vertical Clearance in the EPMPO Area



Source: National Bridge Inventory

Freight Railroad Network and Facilities

Rail is the only freight mode that relies exclusively on private funding for both infrastructure and operations. Rail is an important freight mode for the El Paso region. Two of the seven rail International Border Crossings (IBCs) are located within El Paso. A total of 112 miles of rail is in the EPMPO region.

The U.S. Surface Transportation Board classifies railroads based on their annual operating revenue. The following operating revenue thresholds determine the railroad classification:

- **Class 1 –** $1,032,002,719 or more
- **Class 2 –** Less than $1,032,002,719 and greater than $46,325,455
- **Class 3 –** $46,325,455 or less

These revenue thresholds are periodically updated to account for the effect of inflation. The most recent update was in 2022.

Two major Class 1 railroads operate in the El Paso region:

- **Union Pacific (UP) Railroad** – UP operates the most extensive rail network not only in Texas, but also in the United States. Union Pacific lines run from El Paso to the east, connecting with the rest of the Texas rail network.
- **BNSF Railway** – BNSF is the largest freight railroad in the United States and covers most of the United States west of the Mississippi River. The BNSF line runs from El Paso to the north into New Mexico.

In the EPMPO region, there are two railroad bridges connecting the United States and Mexico. One is operated by UP, and the other is operated by BNSF. Both rail bridges are on either side of the Paso del Norte Port of Entry. They each lead to a rail yard for their respective companies. UP has another railyard at St. Rogers Depot next to IH-10. UP has an additional railyard in New Mexico called the UP Santa Teresa Facility. This rail yard serves as an intermodal terminal for UP.

International Border Crossing

The EPMPO area is home to six international roadway crossings, two rail bridges, and a major air cargo gateway at El Paso International Airport (ELP). Each facility has unique characteristics and serves different modes of travel:

- **Santa Teresa**: Located in New Mexico, this road was created to help alleviate traffic from the El Paso Bridge of the Americas IBC This IBC has three dedicated commercial vehicle lanes and four passenger lanes. It is directly connected to IH-10 via the Pete V. Domenici Highway (NM 136), a major freight corridor designed for efficient cross-border trade. NM 136 runs north from the IBC to NM 404, which links to I-10 near Anthony, NM. In addition to this primary route, Santa Teresa is

connected to the City of El Paso through NM 273 (McNutt Road) and NM 28, providing access to Sunland Park and El Paso's west side. These connections ensure Santa Teresa is fully integrated into the El Paso metropolitan area and the regional transportation network.

- **Paso del Norte**: Frequently called the Santa Fe Bridge, the Paso del Norte Bridge serves downtown El Paso and only permits non-commercial vehicles. It has four northbound lanes and serves pedestrians.
- **Good Neighbor**: Also known as the Stanton Bridge; it has three southbound lanes and one northbound lane, all for non-commercial traffic. Commercial vehicles are not permitted on this bridge.
- **Bridge of the Americas (BOTA)**: This bridge is federally owned and operated. It is the only bridge handling commercial traffic in the center of the bi-national region that does not charge a toll. The bridge is also open to non-commercial vehicles and pedestrians. It connects US 54 (and indirectly IH-10) to MX 45. Each direction has four lanes for non-commercial traffic. Under the modernization plan finalized by the General Services Administration, significant improvements are scheduled, including the complete removal of commercial truck traffic from the bridge and the expansion and reconfiguration of lanes on the U.S. side to enhance capacity for non-commercial vehicles and pedestrians. These upgrades, funded through the Bipartisan Infrastructure Law, aim to improve traffic flow, reduce congestion, and address air quality concerns in central El Paso, with construction expected to begin in late 2026.
- **Ysleta-Zaragoza**: The Ysleta-Zaragoza Bridge consists of two structures. One structure is a four-lane facility exclusively serving commercial vehicles, and the other is a five-lane bridge for non-commercial traffic, including pedestrians.
- **Tornillo-Guadalupe International Bridge**: The Tornillo-Guadalupe bridge has three travel lanes in each direction, with one lane designated for commercial traffic and the other two for passenger vehicles. The bridge also has two pedestrian walkways.
- **Union Pacific Rail Bridge**: UP's rail bridge in El Paso is a single-track crossing located due east of the Paso del Norte Bridge. In El Paso, it connects to a UP rail switching yard, while on the Mexican side, it connects to a Ferromex track that serves the interior of the country.
- **BNSF Rail Bridge**: BNSF's rail bridge in El Paso is a single-track rail bridge located due west of the Paso del Norte Bridge. In El Paso, it connects to the BNSF intermodal rail facility, while in Mexico, it connects to Ferromex Railroad.
- **El Paso International Airport**: Located approximately seven miles from downtown El Paso and four miles from the U.S.–Mexico border, ELP serves as the region's

primary air cargo hub. The airport offers direct access to US 62 and IH-10, features three runways, and provides over 280,000 square feet of cargo handling space. Major carriers such as FedEx, UPS, and DHL operate at ELP, making it a critical gateway for time-sensitive, high-value goods and an emerging intermodal hub for cross-border trade.

Figure 3-18. Sign Toward US and Mexico

International Border Crossing Delays

Several of the IBCs operate at or above capacity for both passenger and commercial vehicles. **Table 3-7** and **Table 3-8** show that five out of six crossings approach or exceed their operational capacity for privately owned vehicles (POVs) and commercial trucks.

Table 3-7: Passenger Vehicle and Bike/Pedestrian Volume-to-Operational Capacity at Ports of Entry

Border Crossing	Privately Owned Vehicles	Bike and Pedestrian
Paso Del Norte Bridge	93%	N/A
Good Neighbor (Stanton St) Bridge	133%	N/A
Bridge of the Americas	114%	96%
Ysleta-Zaragoza Bridge	145%	112%
Tornillo-Guadalupe Bridge	41%	7%
Santa Teresa Bridge	116%	58%

Source: Texas-Mexico Border Transportation Master Plan (2021), Texas Department of Transportation

Table 3-8: Truck Volume-to-Operational Capacity at Ports of Entry

Border Crossing	Volume-to-Operational Capacity (2014-2018)
Paso Del Norte Bridge	N/A
Good Neighbor (Stanton St) Bridge	N/A
Bridge of the Americas	97%
Ysleta-Zaragoza Bridge	97%
Tornillo-Guadalupe Bridge	N/A
Santa Teresa Bridge	100%

Source: Texas Delivers 2050: Texas Freight Mobility Plan (2023), Texas Department of Transportation

Multimodal Connectivity to IBCs

The downtown bridges have very good access to transit. Sun Metro's downtown transfer center is approximately 1,000 feet from the foot of the Paso Del Norte bridge (about 2,000 feet from Good Neighbor), and at least 14 bus routes can be accessed from it, connecting to every part of El Paso and some areas in New Mexico. Paso del Norte and Good Neighbor IBCs are served by Routes 2, 4, and 24, with Route 24 also serving BOTA. Ysleta IBC is connected to Routes 60 and 89. Pedestrian access to these transit stops remains limited, often crossing major roadways. Several of the bridges have pathways for pedestrians and bicyclists. While international crossings by pedestrians and bicyclists are far below their pre-pandemic levels, these pathways still play a critical role for the businesses and families that share a connection between the two countries. In addition, these pathways also help people avoid sitting in the multi-hour traffic at IBCs.

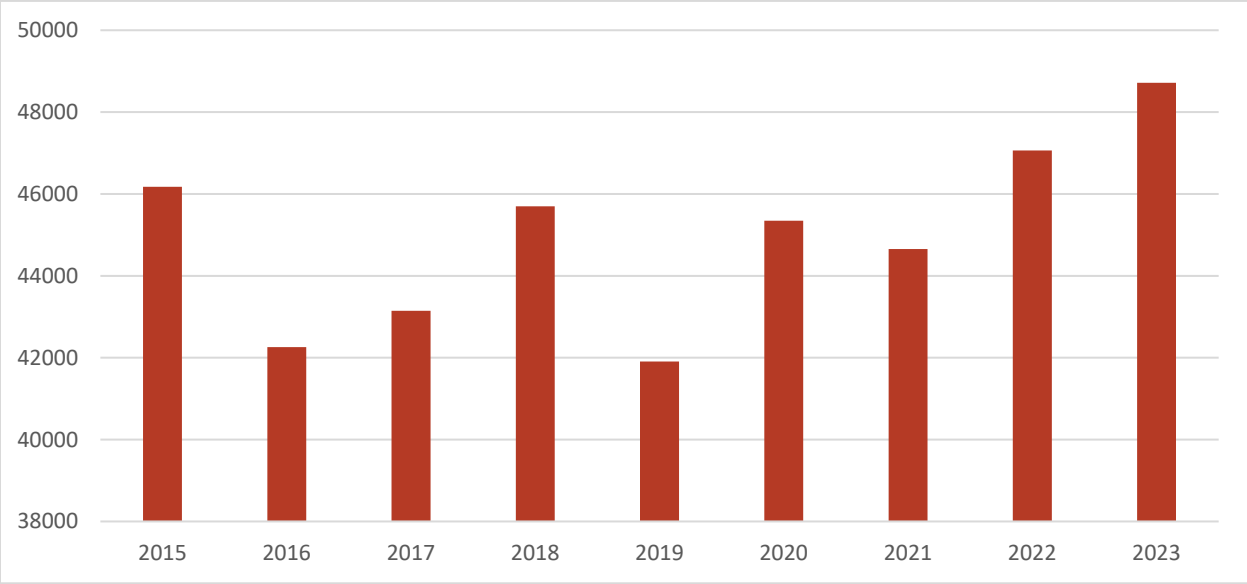
Air Freight

Air freight in El Paso is served by El Paso International Airport (ELP), which has dedicated facilities to handle air freight. ELP is located seven miles northwest of downtown El Paso and four miles from the international border (straight distance). The airport has direct access to US 62, with IH-10 a short drive away.

ELP currently has three runways, 280,000 square feet of storage space, and three major air cargo operators, including Federal Express, UPS, and DHL. ELP is home to the border's largest cargo facility and is emerging as the border's most centralized intermodal hub.

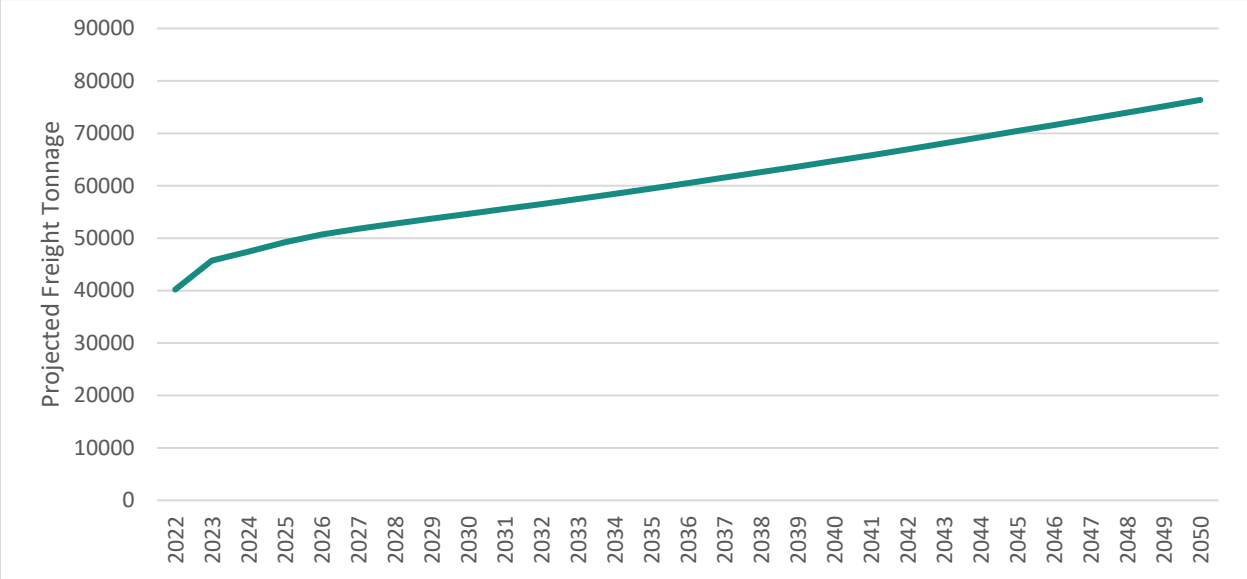
In the EPMPO region, air freight is becoming an increasingly important component of the transportation of goods. Air freight typically serves time-sensitive, high-value commodities such as documents and precision equipment. Demand for air freight is increasing as nearshoring becomes more common. Total air freight enplanements at ELP by tons for the years 2015 through 2023 are shown in **Figure 3-19**. Projected air carrier operations for ELP for 2023 forecasted to 2050 are shown in **Figure 3-20**.

Figure 3-19: Total Air Freight Enplanements at ELP by Tons, 2015-2023



Source: Terminal Area Forecast Detail Report, FAA

Figure 3-20: Projected Air Carrier Operations at ELP, 2023-2050



Source: Terminal Area Forecast Detail Report, FAA

Intermodal Facilities

Intermodal facilities are cargo transfer points between one mode of freight transportation to another. In the region, intermodal facilities transfer freight loads from truck to rail or rail to truck. Typically, freight cargo is packaged in a container transferred from one mode to another. Using the container allows the transfer to occur without any direct handling of the

cargo. This method reduces cargo handling by improving security, reducing damage and losses, and allowing faster freight transport. As the transfer point between rail and truck modes, intermodal facilities in the El Paso region are at the nexus of railroad and highways.

Three areas were identified as the main intermodal facilities in the EPMPO region.

- **IH-10/Loop 375 intersection area:** This area has several intermodal facilities, including warehouses, and serves as a transfer point for goods moving from one truck to another.
- **El Paso Airport (ELP)**: A few intermodal facilities are in the immediate surrounding area of the airport, serving as a transfer point for goods moving from air freight to truck and vice versa.
- **Union Pacific Intermodal Terminal:** A large intermodal facility transferring goods to and from freight rail is located at the UPRR Yard, Santa Teresa facility.

Pipelines

Texas is the leading domestic oil and natural gas producer and has the most extensive pipeline network of any state. Pipelines are critical in freight transportation for moving natural gas, crude oil, and various liquefied products.

While El Paso does not contain any natural gas processing plants or underground storage, it does have several natural gas pipelines and hydrogen gas liquids (HGLs) pipelines running through the MPO region. These pipeline networks are highly relevant to the transportation system because they often run parallel to major highways and freight corridors, influencing infrastructure planning, safety considerations, and emergency response coordination. A single petroleum refinery is in the EPMPO region, in proximity to IH-10.

Goods Movement

The El Paso region functions as a high throughput, binational gateway where truck-centric highway corridors interface with Class I rail, a growing air cargo platform at ELP, and multiple International Border Crossings (IBCs). Both domestic and cross-border freight are expanding in value and volume, with time-sensitive, high-value commodities growing fastest. This growth concentrates demand on the PHFS/NMFN corridors, IBC approaches, and last mile connectors that link industrial districts, rail terminals, and the airport.

Domestic Goods Movement

Domestic movements are projected to rise substantially by 2050. In nominal terms, inbound value increases by roughly 56% and outbound by 48%, while tonnage grows more modestly (inbound approximately 25%, outbound 6.5%), reflecting a shift toward higher value density and time sensitivity. Trucks remain the dominant domestic mode, expanding their share of value from approximately 65% to 3% and of tonnage from approximately 56% to 70% by 2050. Pipelines, while still carrying heavy tonnage, decline sharply in value

share, underscoring the changing commodity mix and the continued importance of highway capacity, operations, and pavement preservation on key freight corridors.

Domestic commodity patterns reinforce this trend. Electronics, pharmaceuticals, and plastics/rubber increase their shares of total value through 2050, while gasoline declines significantly in both value and tonnage share. The upshot is more freight that is high-value, schedule-sensitive, and reliant on reliable truck access to distribution nodes, with targeted rail and air interfaces where warranted.

International Goods Movement

On the international side, total import and export values together are forecast to grow by roughly 64% and tonnage by approximately 51% by 2050. Trucks continue to carry most international value, though their share moderates as rail and air expand their roles by 2050; by tonnage, the portfolio remains diversified across truck, rail, and other modes. These shifts suggest rising pressure on IUBC processing capacity, lane management, and binational operational coordination, alongside increased importance of rail connections and air cargo handling for select high-value flows.

International commodities are led by electronics, which remains the largest category, but with a gradually declining share as the mix diversifies. Motorized vehicles, machinery, and plastics/rubber post the strongest gains in both dollar value and tonnage, consistent with nearshoring and deeper U.S.–Mexico supply chain integration. Together, these trends heighten the need for IBC operational improvements (trusted shipper lanes, pre-inspection/appointments, adaptive lane control), last-mile upgrades to rail and air intermodal facilities, additional truck parking/staging, and safety/asset strategies on the region's principal freight corridors.

International Border Crossing Strategic Plan

EPMPO at time of writing is developing the International Border Crossing Strategic Plan (IBCSP). The IBCSP aims to enhance border crossing mobility and infrastructure through analyzing existing conditions and operations as well as future scenarios to recommend specific improvements at border crossings within the EPMPO boundary. The analysis provides binational context and captures transportation infrastructure improvement projects that will foster economic growth, improve border communication and coordination amongst stakeholders, and guide transportation improvement policies and programs. The analysis will highlight system wide findings as well as for each individual border crossing. The IBCSP emphasizes freight rail operations due to existing infrastructure and identifies potential improvements.

Stakeholders engaged through the strategic planning process include bridge owners and operators, municipal and state governments in the MPA, freight and logistics industry representatives, customs brokers, binational planning agencies, economic development

organizations, law enforcement, and both U.S. and Mexico based community organizations.

3.3.2. Freight and Ports of Entry Needs

Determining Freight and IBC Needs

Freight and IBC needs were identified through analysis of existing conditions, including truck volume data, border crossing capacity and delay metrics, crash data, and land use compatibility. The process incorporated both quantitative indicators, such as operational capacity ratios and truck AADT, and qualitative feedback from stakeholders and local communities. This ensures that the needs reflect both the economic importance of cross-border trade and the lived experience of residents affected by freight movement.

Figure 3-21. IH-10 and Loop 375 Interchange

Identified Needs

- **Border efficiency and reliability**: Northbound (NB) crossing times in the El Paso segment are among the longest on the Texas border, with 78% of NB crossings exceeding 30 minutes and commercial truck delays often near 60 minutes; BOTA (97%), Ysleta-Zaragoza (97%), and Santa Teresa (100%) operate at or near truck capacity. Delay drives regional economic losses and unreliability for just-in-time supply chains.

- **Safety on freight corridors**: Between 2019 and 2023, there were 6,345 truck-involved crashes, including 70 serious-injury and 47 fatal crashes; 31 involved pedestrians and 7 involved cyclists. Hotspots tended to cluster on IH-10, SH 20, US 62, Loop 375, US 54, and US 85.
- **Neighborhood compatibility**: High and very high truck AADT shares occur adjacent to residential areas (e.g., Vista del Sol, Paseo del Norte Road, Arizona Avenue, Chelsea Street, Carl Longuemare Road), elevating risks and impacts (noise, emissions, pavement wear).
- **Structural constraints (bridge clearances)**: Substandard bridge clearance along freight networks is considered less than 16.5 feet. Approximately 19 bridges have less than15-foot clearance and 42 are 15.0 feet to 16.4 feet high, creating routing constraints and bridge-strike risk. Bridges with substandard heights are generally concentrated along IH-10 and US-62 in El Paso.
- **Corridor capacity and last-mile performance**: Projected growth in truck-moved value and tonnage through 2050 is projected to strain PHFS/NMFN corridors and IBC connectors (e.g., Airway, Hawkins, NM-136/TX-178, Strauss/Pete V. Domenici) without targeted capacity, operations, and state of good repair investments.
- **Truck parking and staging**: Consistent with Texas Delivers 2050 and the BTMP, the region needs more truck parking/staging near IBCs and industrial districts to reduce shoulder queuing and improve safety.
- **Binational coordination, data, and resiliency:** Harmonized hours, staffing, inspections, standards, and data with Mexican partners, plus redundancy/diversion planning, are needed to manage disruptions and recover quickly (BTMP; Texas Delivers 2050).

3.3.3. Freight and IBC Recommendations & Strategies

Developing Freight and IBC Recommendations

Recommendations for freight and border crossings were developed to be context-sensitive and responsive to the unique binational context of the El Paso region. Drawing on best practices in border management, freight logistics, and community impact mitigation, each strategy was tailored to local trade patterns, infrastructure constraints, and stakeholder priorities. The recommendations are designed to enhance economic competitiveness while minimizing negative impacts on communities.

Recommendations and Strategies

- **Binational Coordination and Data**
    - Expand real-time wait time monitoring, shared data systems, and performance dashboards across bridges; harmonize hours of operation and inspection protocols; coordinate investment timing with Mexican counterparts.
    - Pilot trusted shipper/Free and Secure Trade (FAST) enhancements, pre-inspection/Appointments, and dynamic lane assignment at BOTA, Ysleta Zaragoza, and Santa Teresa to reduce peaks.
- **Border Operations and Network Reliability**
    - Use lane use control, adaptive queuing, and demand rebalancing (wayfinding, information, and, where feasible, pricing/policy tools) to distribute truck flows more evenly across IBCs.
    - Develop diversion plans and redundancy for disruptive events, with pre-identified alternate IBC routing and corridor priorities.
- **Truck Routing, Neighborhood Compatibility, and Parking**
    - Designate/strengthen preferred truck corridors and last-mile connectors to shift trucks away from residential streets, add signing/enforcement, and access management.
    - Implement mitigations along residential-adjacent segments (buffering/landscaping, quiet pavement, targeted time of day policies).
    - Deliver new truck parking/staging near industrial areas and IBC approaches, with ITS availability feeds and security features.
- **Safety on Freight Corridors**
    - Treat truck crash hotspots with systemic countermeasures: high-friction surfaces, heavy vehicle signal timing, protected turn phasing, illumination, median/barrier treatments, rumble strips, and speed management.
    - Advance rail–highway grade separations at top conflict points to reduce crashes and delays.

- **Bridges and Asset Management**
    - Launch a clearance improvement program for priority structures less than 15 feet and 15.0 to 16.4 feet on high truck- routes; add over-height detection/warning where near-term- raises are infeasible (**Figure 3-17**).
    - Implement a freight-focused bridge and pavement state of good repair program on PHFS/NMFN and IBC connectors, emphasizing lifecycle cost and load capacity.
- **Corridor Capacity, Intermodal Connectors, and ITS**
    - Target capacity/operations upgrades on IH-10, Loop 375, US 54, US 62/SH 20, US 85, and on intermodal connectors (Airway, Hawkins, NM-136/TX-178, Strauss/Pete V. Domenici) to match forecast growth.
    - Deploy border ITS (queue detection, traveler info, lane control) and prepare corridors for connected freight technologies (fiber, power, cabinets).
- **Funding and Delivery**
    - Package projects to leverage NHFP, UTP freight programs, and federal discretionary opportunities (INFRA/MEGA/RAISE, IBC programs).
    - Sequence near-term operations and safety fixes, midterm targeted expansions/grade separations/clearance improvements, and long-term IBC and corridor reconfigurations.

3.4. Transit

Public transportation is a critical component of the El Paso region's multimodal network, providing essential mobility for residents, workers, students, and visitors. Transit connects urban neighborhoods, suburban growth areas, rural communities, and international gateways, supporting economic vitality and equitable access to opportunities. For many households without reliable access to a personal vehicle, transit is not just an option, it is a lifeline for employment, education, healthcare, and daily needs.

The EPMPO region's transit system faces both challenges and opportunities. Ridership has been low for many years , operating costs have risen, and service performance varies across modes and geographies. At the same time, population growth, emerging development corridors, and cross-border travel demand underscore the need for a resilient, integrated, and customer-focused transit network. This section assesses current

conditions, identifies key needs, and outlines strategies to enhance transit's role in delivering safe, reliable, and equitable mobility through 2052.

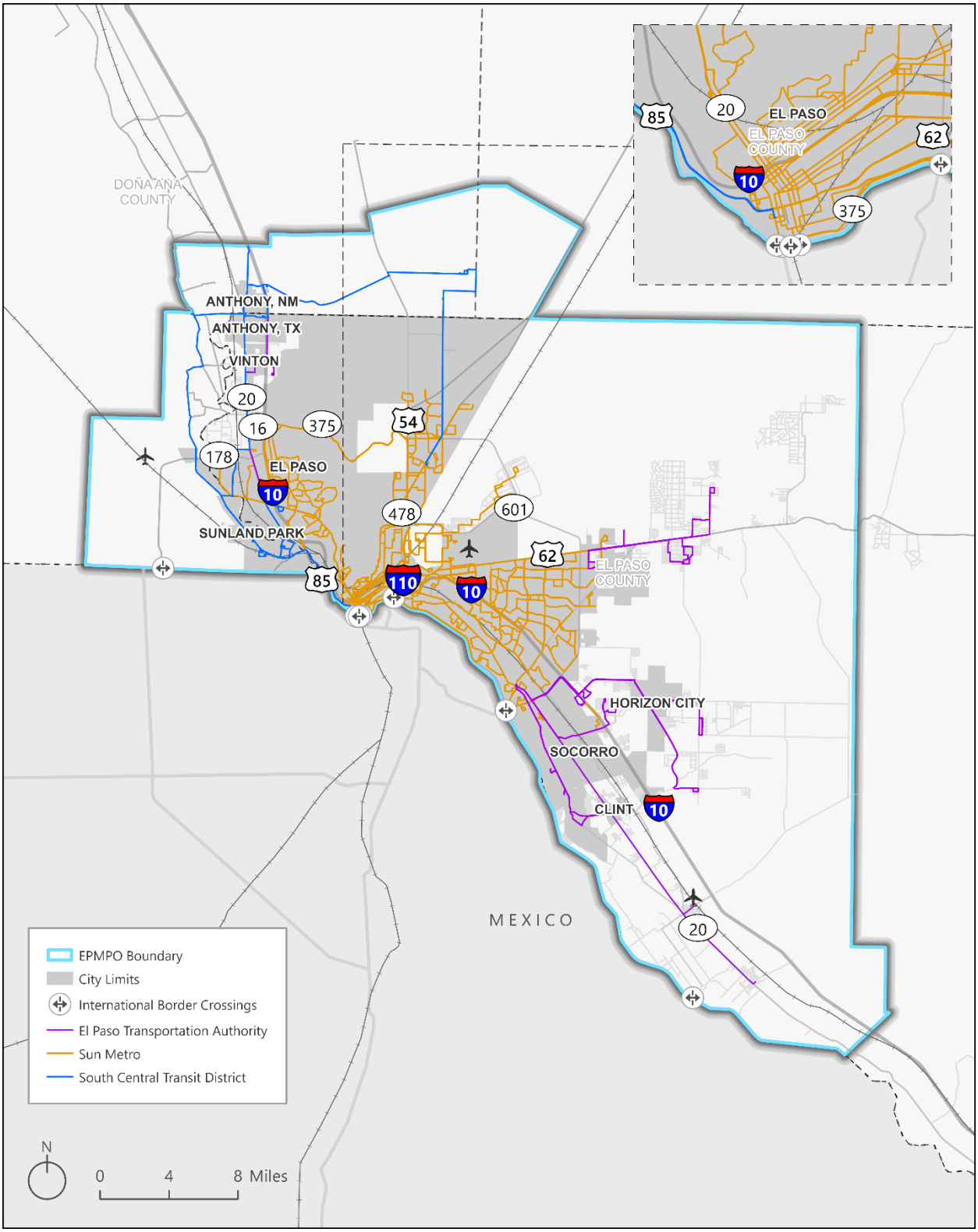
3.4.1. Existing Conditions and Trends

Transit in the EPMPO region is provided by three main agencies: Sun Metro, El Paso Transportation Authority (ETA), and South Central Regional Transit District (SCRTD).

- **Sun Metro**: Sun Metro, operated by the City of El Paso, is the region's largest transit provider. In 2022, it maintained a fleet of 252 revenue vehicles and recorded 5,182,445 annual passengers. Sun Metro's services are primarily focused within the City of El Paso, with limited coverage in the surrounding county. The agency offers a variety of transportation options, including fixed-route, demand-response, and streetcar services.
- **El Paso Transportation Authority (ETA):** El Paso County Transit, operated by the El Paso Area Transportation Services Local Government Corporation, provides service to unincorporated areas of El Paso County, and the smaller municipalities located in the County. In 2022, the agency maintained a fleet of 121 revenue vehicles and served 398,104 annual passengers.
- **South Central Regional Transit District (SCRTD)**: SCRTD serves Doña Ana and Otero Counties, including the communities of Anthony, Chaparral, and Sunland Park, and provides connections into El Paso. In 2022, SCRTD operated a fleet of 14 revenue vehicles and recorded 85,075 annual passengers.

A regional fixed-route map for Sun Metro and SCRTD is provided in **Figure 3-22**.

Figure 3-22: Sun METRO, SCTRD, and ETA Fixed Routes



Source: Sun Metro and South Central Transit District

Ridership Trends

Transit utilization, or ridership, is commonly measured using unlinked passenger trips (UPT) and passenger miles traveled (PMT).

- **Unlinked passenger trips (UPT)** represent the total number of boardings on public transit vehicles, regardless of how many vehicles a passenger uses to complete a single journey. For example, a trip requiring one transfer counts as two unlinked trips.
- **Passenger miles traveled (PMT)** is the cumulative sum of the distances traveled by all passengers. It reflects the total passenger movement across the system and is useful for understanding overall service consumption.

Table 3-9 summarizes the annual UPT for transit services provided by Sun Metro, ETA, and SCRTD. The table show that ridership across all providers declined sharply during the COVID19 pandemic (2019–2021), with Sun Metro experiencing the largest drop in fixed--route service. The streetcar service was suspended for a portion of 2020 and 2021. Recovery began in 2022 but remains below pre-pandemic- levels for most services. Notably, ETA's vanpool program maintained stable ridership through the pandemic and grew significantly in 2022, while SCRTD rebounded strongly, surpassing pre-pandemic ridership levels by 2022.

Table 3-9: Ridership Summary – Unlinked Passenger Trips (2018–2022)

Provider	Mode	2018	2019	2020	2021	2022	% Change 2019-2022
Sun Metro	Fixed Route	12,792,258	10,969,703	5,614,479	3,663,299	4,928,858	–55%
	Streetcar	N/A	222,773	188,757	4,119	47,384	–79%
	Demand Response	323,674	321,393	267,398	182,773	206,203	–36%
El Paso Transportation Authority (ETA)	Commuter Bus	199,194	208,164	144,307	88,221	122,258	–41%
	Vanpool	185,687	235,731	237,756	236,295	275,846	+17%
SCRTD	Bus	30,332	35,124	29,695	64,630	85,075	+142%

Source: U.S. Department of Transportation Bureau of Transportation Statistics

Operating Expenses and Funding

The three primary transit providers – Sun Metro, ETA, and SCRTD – each have distinct service models and funding structures. Together, these agencies provide fixed-route, demand-response, streetcar, commuter bus, and vanpool services across urban, suburban, and rural areas.

Between 2018 and 2022, operating expenses fluctuated due to pandemic-related ridership declines, service adjustments, and inflationary pressures. In 2022, Sun Metro maintained fixed-route operating expenses near $43.7 million, while streetcar costs decreased slightly and demand-response costs rose by about 10%. ETA saw modest growth in commuter bus costs and a sharp increase in vanpool costs, reflecting expanded participation. SCRTD experienced the largest percentage increase, driven by service expansion and strong ridership recovery.

All three transit providers rely heavily on federal funding, but their revenue mixes differ:

- **Sun Metro**: 62% federal, 29% local, 9% fares
- **ETA**: 38% federal, 36% fares, 20% local, 6% state
- **SCRTD**: 53% federal, 48% local, 1% fares

Fare revenues declined sharply during the pandemic and have only partially recovered, underscoring the vulnerability of fare-dependent services and the importance of diversified funding streams.

Table 3-10 provides a high-level view of 2022 operating expenses, fare revenues, funding mix, and key unit cost metrics for each provider. These indicators highlight where cost pressures and efficiency challenges exist.

Table 3-10: Operations and Funding Summary

	Sun Metro	El Paso Transportation Authority (ETA)	SCRTD
2022 Operating Expenses	$53.236 million	$5.114 million	$1.793 million
2022 Fare Revenue	$4.471 million	$1.204 million	$0.023 million
Unit Cost OPEX per VRM	$8.51 (fixed-route)	$4.06 (commuter bus)	$4.10 (bus)
Cost per Trip OPEX per UPT	$8.86 (fixed-route)	$31.11 (commuter bus); $4.75 (vanpool)	$21.07 (bus)
YoY OPEX (2021-2022)	1.70%	16.00%	37.30%
YoY Fares (2021-2022)	39.40%	27.30%	60.60%
Trends	Streetcar operating expenses decreased by about 0.4%; demand/response operating expenses increased by about 10%. Fixed-route productivity recovering but still below 2018 (pre-pandemic $4.21/trip).	Vanpool proved resilient and grew in 2022; consider expanding flexible, employer-oriented options.	Strong post-pandemic rebound; 2022 ridership greater than pre-pandemic; regional connections expanding.

OPEX = Operating Expenses, VRM = Vehicle Revenue Mile, UPT – Unlinked Passenger Trip, YoY = Year-over-Year

Source: U.S. Department of Transportation Bureau of Transportation Statistics

For additional details on operating expenses, fare revenues, and performance metrics, refer to **Appendix B: Existing Conditions**.

Service Performance

Transit service performance measures provide insight into how effectively and efficiently the region's transit systems deliver mobility. These metrics are essential for evaluating system health, identifying cost drivers, and informing strategies for service optimization. Three primary measures are used:

- **Service Effectiveness**: Indicates how well service supply translates into ridership. It is measured as annual unlinked passenger trips (UPT) per vehicle revenue mile (VRM) and UPT per vehicle revenue hour (VRH). Higher values reflect stronger utilization of available service.
- **Service Efficiency**: Reflects the cost of providing service, expressed as operating expense per VRM and per VRH. Lower values indicate more efficient use of resources.
- **Cost-Effectiveness**: Measures the cost per unit of consumption, such as operating expense per passenger trip and, where available, per passenger mile traveled (PMT). Lower values indicate better cost-effectiveness.

Analysis of 2018–2022 data shows that service effectiveness declined sharply during the pandemic as ridership fell faster than service supply. For example, Sun Metro fixed-route effectiveness dropped from 23.2 UPT per VRH in 2018 to 9.7 in 2021, before partially recovering to 13.8 in 2022. Similar patterns occurred for the ETA commuter bus and SCRTD services.

Service efficiency metrics reveal rising unit costs across most modes, particularly during 2020–2021, when operating expenses remained relatively stable but VRM and VRH decreased. In 2022, Sun Metro fixed-route cost per VRM was $8.51, up from $7.42 in 2018, while streetcar and demand-response services posted significantly higher unit costs.

Cost-effectiveness measures underscore these trends. Sun Metro fixed-route cost per trip increased from $4.21 in 2018 to $8.86 in 2022, while demand-response reached $38.57 per trip. El Paso County vanpool remained the most cost-effective option at $4.75 per trip, and SCRTD improved its cost per trip to $21.07 in 2022 as ridership rebounded.

These metrics highlight the need for strategies that improve productivity on core routes, optimize service design in lower-density areas, and manage operating costs. **Table 3-11** provides a high-level summary of 2022 performance indicators by provider, while detailed multi-year data is available in **Appendix B: Existing Conditions**.

Table 3-11: Transit Service Performance Summary, 2022

Provider	Mode	Effectiveness UPT per VRH	Efficiency OPEX per VRM	Cost-Effectiveness OPEX per Trip	Trend (2018-2022)
Sun Metro	Fixed Route	13.8	$8.51	$8.86	Effectiveness rebounding from 2021 low; unit costs remain above 2018 (pre-pandemic ~$4.21/trip).
	Streetcar	12.2	$60.60	$33.57	Lower demand and higher unit cost profile; slight OPEX decrease YoY.
	Demand Response	2.1	$4.60	$38.57	Ridership recovering slowly; cost per trip elevated, typical of DR service.
ETA	Commuter Bus	3.2	$4.06	$31.11	Effectiveness down vs. 2019; modest OPEX growth; opportunity for targeted restructuring.*
	Vanpool	4.4	$0.38	$4.75	Most cost-effective; resilient through pandemic; candidate for employer-focused expansion.
SCRTD	Bus	3.8	$4.10	$21.07	Ridership above pre-pandemic; improving cost per trip with recovery.

Abbreviations: OPEX = Operating Expenses, VRM = Vehicle Revenue Mile, VRH/VRM = Vehicle Revenue Hour/Mile, UPT – Unlinked Passenger Trip, YoY = Year-over-Year

**ETA is the region's newest provider and worked in 2025 to establish agreements with communities in El Paso County.*

Source: U.S. Department of Transportation Bureau of Transportation Statistics

Transit ridership in the El Paso region has marginally increased from the pandemic shock, with service effectiveness turning upward through 2022 and expected to improve as ongoing adjustments emphasize frequency and reliability on core corridors. Sun Metro fixed-route effectiveness rose from the 2021 low (9.7 UPT/VRH) to 13.8 in 2022, with similar recovery trajectories observed for ETA commuter bus and SCRTD services. While unit costs per VRM/VRH and per trip remain elevated versus pre-pandemic baselines, productivity-focused redesigns and employer-oriented options like vanpool, currently the most cost-effective at $4.75 per trip, position the region to capture returning demand. The MTP's recommended strategies (targeted restructuring in lower-density areas, service optimization on high-need corridors, and cross-provider coordination) will help translate this rebound into sustained ridership growth and improved cost-effectiveness.

For additional details on service effectiveness, efficiency, and cost-effectiveness (multi-year values by mode), refer to **Appendix B: Existing Conditions**.

3.4.2. Needs

Determining Transit Needs

Transit needs were identified through a detailed review of ridership trends, service coverage, funding structures, performance metrics, and stakeholder feedback. The analysis considered both quantitative data, such as unlinked passenger trips, operating costs, and service effectiveness, and qualitative insights from transit users and community organizations. This ensures that the needs reflect both system performance and the lived experience of transit-dependent populations.

Identified Needs

- **Transit-Dependent Demand and Spatial Coverage**: The EPMPO area includes significant transit-dependent populations, including households without vehicles, lower-income households, and seniors, served by three operators with different geographies. The 2022 ridership volumes underscore the system's importance.
- **Ridership Recovery and Variability**: COVID-19 depressed ridership (2019-2021). The 2022 recovery was partial at Sun Metro and strong at SCRTD. Vanpool remained resilient through the pandemic, suggesting demand for flexible, commuter-oriented options.
- **Funding Structure and Budget Pressure**: The differing funding portfolios among the transit providers imply uneven sensitivity to fare swings and federal cycles. Rising unit costs, especially on streetcar, some fixed-route segments, and demand-response, create a need for cost optimization and targeted productivity gains.

- **Performance and Cost-Effectiveness**: The metrics point to priorities: raise Sun Metro fixed-route productivity toward pre-pandemic cost-per-trip ($4.21) while tightening cost control (e.g., OPEX/VRM $8.51 in 2022). Preserve vanpool efficiency; continue SCRTD's ridership gains with targeted investments.
- **Transit Gap Analysis**: Spatial overlays (vehicle access, low income, seniors, density) indicate priority geographies:
    - *Downtown El Paso / UTEP area* – High concentrations of vehicle-free and low-income households; good route coverage, but frequency and coverage may be insufficient for need intensity.
    - *Mission Valley corridor (Socorro, San Elizario)* – Moderate no-vehicle rates, higher senior shares, lower incomes, and dispersed density indicate the need for service enhancement and route optimization.
    - *Anthony (TX/NM)* – Moderate no-vehicle and seniors ridership; SCRTD service may need enhancements and stronger center-city connections.
    - *Horizon City / Far East* – emerging growth with moderate no-vehicle and rising senior share indicates the need for proactive service planning and first/last-mile strategies to avoid future gaps.
- **Cross-Border Dynamics**: Demand on the Texas–Mexico multimodal network has outpaced capacity, and residents cite frequency, delay, and wait-time concerns near IBCs which indicate opportunities for binational transit coordination.

3.4.3. Transit Recommendations & Strategies

Developing Transit Recommendations

Transit recommendations were developed to be context-sensitive and tailored to the unique needs of the El Paso region. Drawing on best practices in service planning, regional integration, and comprehensive access-focused transit delivery, each strategy was adapted to local demand patterns, funding realities, and community priorities. The recommendations are designed to improve mobility, accessibility, and cost-effectiveness for all users. It is important to underline that transit ridership will continue to be low and operating costs would need to be heavily subsidized while urban sprawling conditions remain. Joint and coordinated efforts of land-use upzoning and transit planning are essential for efficient transit operation.

Recommended Strategies

- **Service Frequency Enhancements (High-Need Areas):**
    - Increase peak/off-peak frequency and evening/weekend span in central El Paso and other neighborhoods where low-income, high no-vehicle rates, and senior concentrations overlap.
    - Target employer corridors and activity centers to support work and essential trips.
- **Regional Integration Strategy:**
    - Coordinate schedules among Sun Metro, ETA, and SCRTD.
    - Continue to pursue a unified fare system and seamless transfers at key nodes (e.g., Downtown, Mission Valley, Anthony/Sunland Park interfaces).
- **Cost Optimization Strategy:**
    - Use route optimization and stop spacing adjustments where ridership patterns support it.
    - Deploy flexible/on-demand services in lower-density, lower-income zones and demand/response tailored to senior clusters. As a direct recipient of 5310 program funds which support paratransit services for older adults, individuals with disabilities, and veterans, EPMPO allocates these funds to local transit providers and municipalities to enhance mobility for these groups.
    - Manage unit costs with performance targets tied to OPEX/VRM (e.g., $8.51 costs for Sun Metro fixed-route in 2022) and OPEX/APT (e.g., return fixed-route fares from $8.86 to $4.21 pre-pandemic trajectory.
- **Suburban Service Expansion & First/Last-Mile:**
    - Extend coverage in Horizon City and the Far East; strengthen east/west connections and first/last-mile access (sidewalks, crossings, micromobility parking, targeted microtransit).
    - Prioritize areas with low income and high senior presence just outside today's service envelope.

- **Cross-Border Transit Enhancement:**
    - Improve connections to IBCs (stop siting, ped safety, wayfinding); coordinate with Mexican transit providers for schedules/info.
    - Implement bilingual passenger information and real-time data near bridges; prioritize reliability for transborder commuters.
- **Speed, Reliability, and Stops (Toolkit):**
    - Roll out targeted bus priority (queue jumps, Transit Signal Priority), optimize near/far-side stops, and adjust intersection geometry on top delay corridors.
    - Standardize stop/transfer amenities (ADA pads, shelters/shade, lighting, seating, real-time information).
- **Paratransit & Vanpool:**
    - Expand paratransit capacity where eligibility and trip demand increase; protect vanpool as a cost-effective commuter option and integrate it into employer corridors.
- **Funding & Delivery:**
    - Leverage Federal Transit Administration funding opportunities (5307, 5337/State of Good Repair, 5339(b)), Congestion Mitigation and Air Quality (CMAQ)/Carbon Reduction Program (CRP), and discretionary (RAISE, MEGA, Low/No) for fleet/facilities and corridor treatments.
    - Sequence: near-term operations/safety/amenities to midterm corridor priority packages & transfer hubs to long-term network restructures and (if pursued) zero-emission readiness.

Implementation of these strategies will improve mobility and cost-effectiveness across the EPMPO region.

3.5. Active Transportation

Active transportation – walking, bicycling, and other human-powered modes – is a vital part of the El Paso area's mobility, public health, and quality of life. As the region grows, safe and accessible active transportation networks are increasingly important for connecting neighborhoods, supporting transit, reducing congestion, and improving air quality. The EPMPO's vision is to create a connected, safe, and equitable active transportation system that serves both daily commuters and recreational users, while supporting broader goals for sustainability and community well-being.

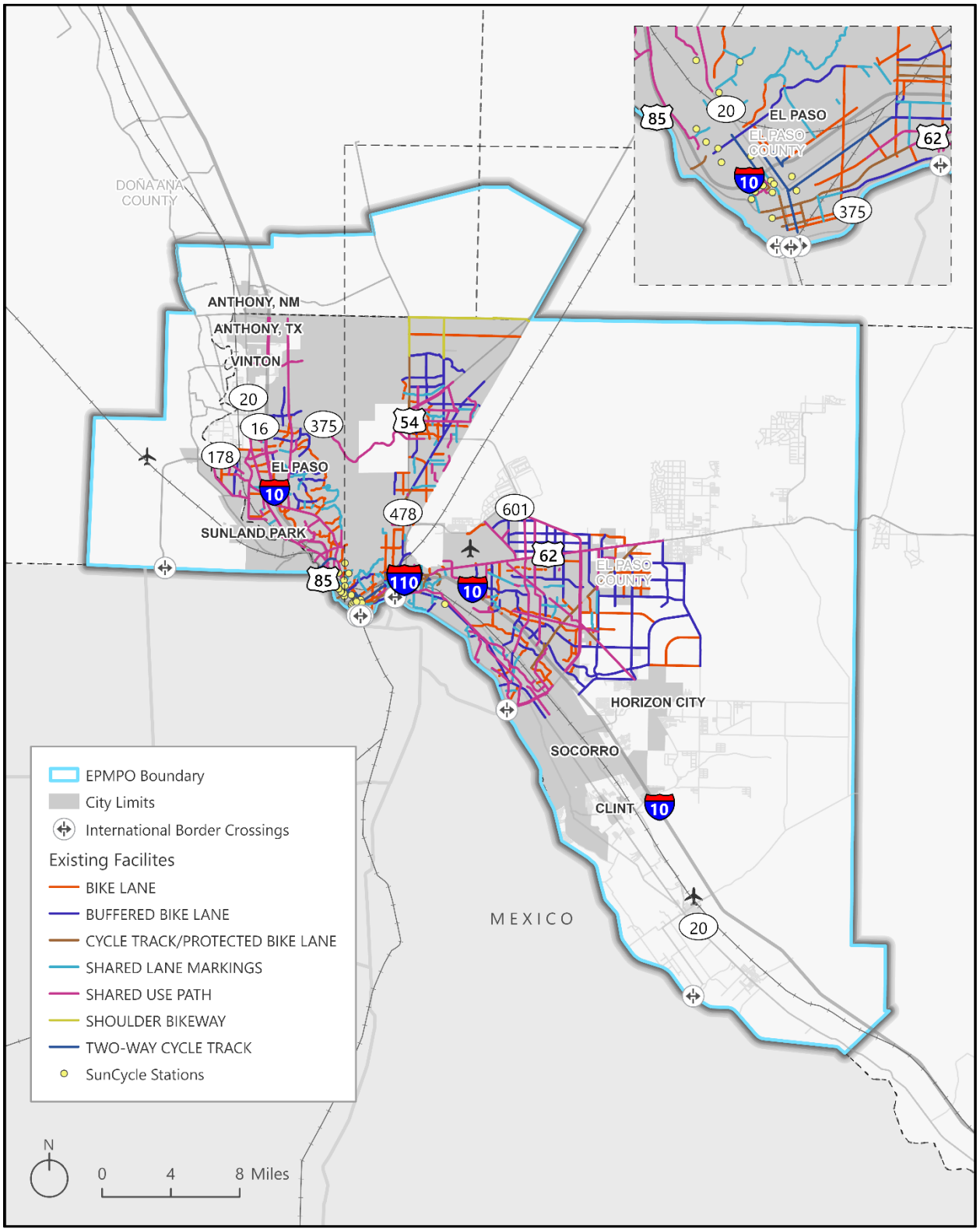
3.5.1. Existing Conditions and Trends

The EPMPO region features a range of active transportation facilities, including standard bike lanes, buffered lanes, protected cycle tracks, shared lane markings, multi-use paths, and two-way cycle tracks. These facilities are primarily clustered in three areas: west of Franklin Mountain State Park, around the University of Texas at El Paso, and southeast of El Paso International Airport (ELP). Loop 375 serves as a key corridor, providing a continuous shared bike lane that connects much of the region and the Franklin Mountain State Park trail network. Additional connectivity is provided by facilities along major routes like FM 20 (northwest) and FM 76 (southeast). **Figure 3-24** shows the bicycle network for the EPMPO area.

Despite these assets, the network is fragmented with limited connectivity in outlying areas such as Horizon City and southern communities like Socorro and San Elizario. Most facilities are owned and maintained by the City of El Paso, resulting in gaps outside city limits. According to recent Census data, about 2.3% of El Paso County residents commute by taxicab, motorcycle, or bicycle, 1% use public transit, and 1.5% walk. Private vehicles remain the dominant mode (95% of commutes), but active transportation is a critical option for those without access to a car.

Figure 3-23. Bike Path Road Marking

Figure 3-24: Bicycle Network



Source: City of El Paso

A GIS analysis found that 28% of transit stops and 37% of parks and recreational facilities are directly connected to the active transportation network, while 40% of transit stops and 60% of parks are within 500 feet of a facility. However, many bus stops, especially in outlying areas, lack bicycle or pedestrian connections, creating first/last-mile challenges for multimodal users. **Figure 3-25** shows the spatial relationship between active transportation facilities and transit stops.

Crash data reveal that bicycle and pedestrian crashes are concentrated in areas with existing infrastructure, particularly on bike lanes, buffered lanes, and shared-use paths, highlighting both high utilization and safety concerns, as displayed in **Figure 3-26**.

3.5.2. Active Transportation Needs

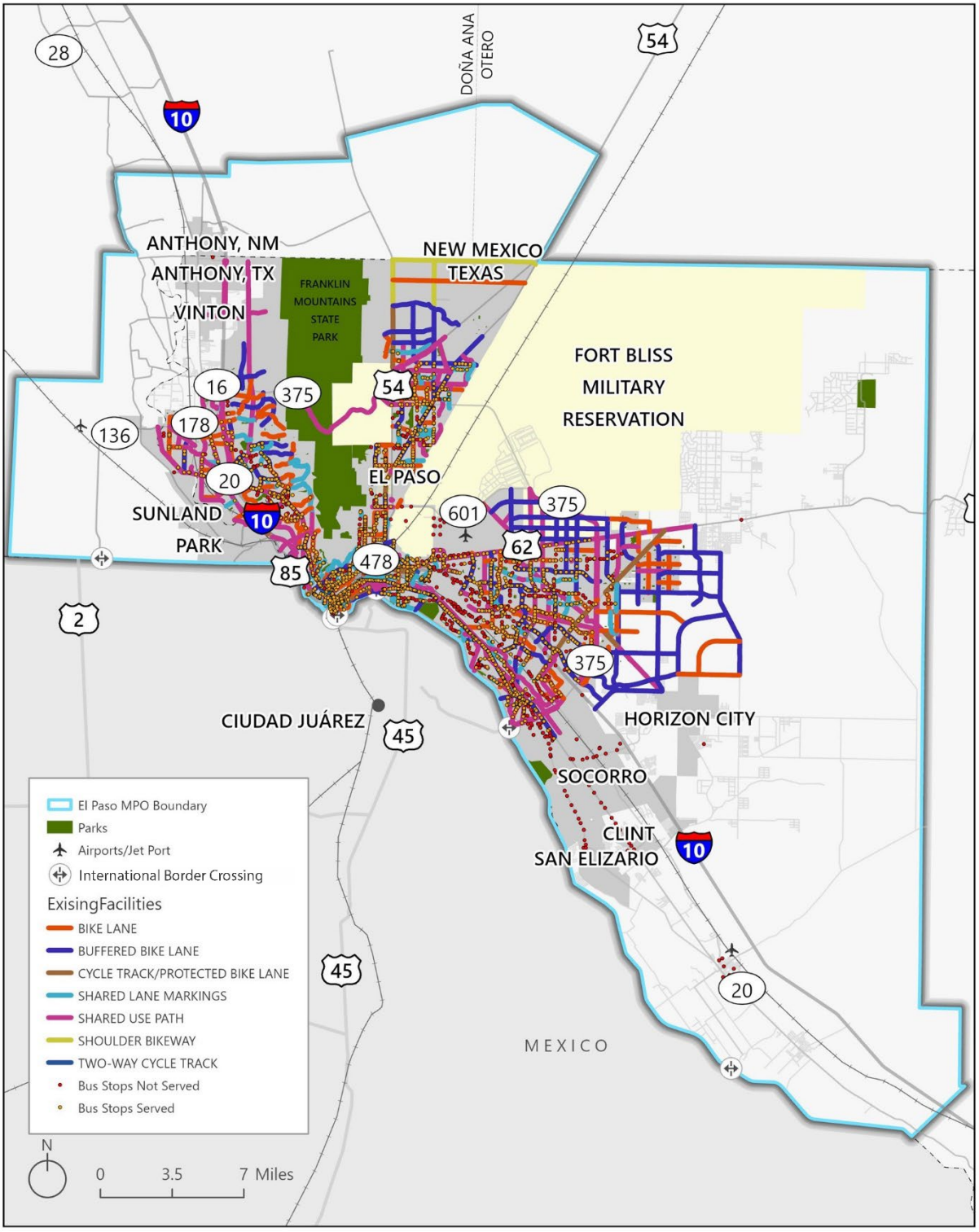
Determining Active Transportation Needs

Active transportation needs were identified through analysis of facility inventory, connectivity metrics, crash data, and user feedback. The process combined quantitative measures, such as facility mileage, proximity to transit and parks, and crash rates, with qualitative insights from community members and advocacy groups. This ensures that the needs reflect both the physical gaps in the network and the safety and accessibility concerns of users.

Identified Needs

- **Network Connectivity**: The current system is fragmented, with major gaps in east-west and north-south corridors, especially outside the City of El Paso. Outlying communities like Anthony, Socorro, and Horizon City have limited or no direct connections to the regional network.
- **First/Last-Mile Access**: Many transit stops and community destinations lack safe, direct pedestrian or bicycle access, limiting the effectiveness of multimodal travel and reducing transit ridership potential (**Figure 3-25**).
- **Safety**: Crash data reveal high concentrations of bicycle and pedestrian crashes on existing facilities, particularly in urban areas. There is a need for targeted safety improvements at high-crash locations, including protected intersections, upgraded facilities, and traffic calming (**Figure 3-26**).
- **Comprehensive Access**: Populations with limited access, including low-income residents, seniors, and those without vehicles, are disproportionately affected by gaps in the active transportation network. Expanding access in these areas is critical for equitable mobility.

Figure 3-25: Transit Accessibility by Active Transportation



Source: Texas Department of Transportation Crash Record Inventory System and the New Mexico Department of Transportation Statewide Traffic Records System; City of El Paso

- **Facility Quality and Maintenance**: Many existing facilities lack low-stress design features, clear pavement markings, or adequate maintenance, making them less attractive or safe for less experienced users.
- **Integration with Planning and Policy**: Recent plans (El Paso Bike Plan 2016, Complete Streets Policy 2022, Vision Zero Action Plan 2023) call for a more comprehensive, coordinated approach to active transportation, but implementation remains incomplete.

3.5.3. Active Transportation Recommendations & Strategies

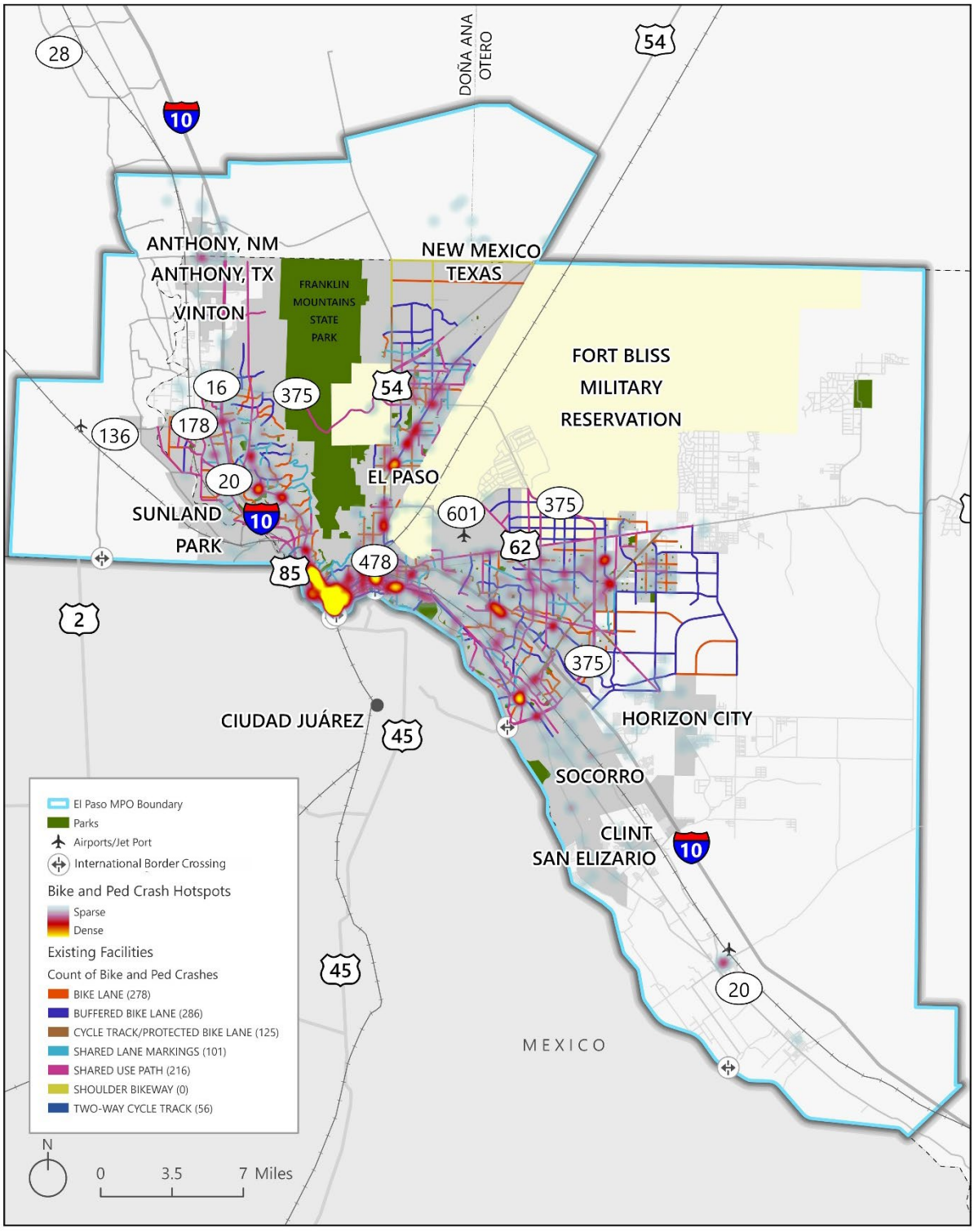
Developing Active Transportation Recommendations

Recommendations for active transportation were developed to be context-sensitive and responsive to the unique urban and suburban context of the El Paso region. Drawing on best practices in network design, safety engineering, and multimodal integration, each strategy was tailored to local land use patterns, travel demand, and community priorities. The recommendations are designed to create a safer, more connected, and more accessible active transportation network.

Recommended Strategies

- **Expand Regional Connectivity:**
    - Develop continuous east-west and north-south bicycle corridors to connect outlying communities (Anthony, Socorro, Horizon City) to El Paso City.
    - Prioritize safe routes parallel to and across major highways (IH-10, US 54) that currently act as barriers.
- **Integrate Active Transportation with Transit:**
    - Implement complete bicycle facilities (e.g., lanes, racks, storage) at all major transit stops and stations.
    - Create protected bicycle lanes along key bus routes to support first/last-mile connections.
    - Develop secure bike parking at major transfer centers and park-and-ride facilities.

Figure 3-26: Bike and/ or Pedestrian Crash Locations Around Existing Facilities



Source: Texas Department of Transportation Crash Record Inventory System and the New Mexico Department of Transportation Statewide Traffic Records System; City of El Paso

- **Improve Safety at High-Crash Locations:**
    - Install protected intersections and bicycle signals at locations with high crash concentrations (**Figure 3-26**).
    - Upgrade existing bike lanes to buffered or protected facilities in areas with documented safety issues.
    - Implement traffic calming measures along corridors with frequent bicycle-vehicle conflicts.
- **Enhance Facility Quality and Maintenance:**
    - Upgrade pavement markings, signage, and wayfinding along existing bikeways.
    - Expand end-of-trip facilities, including bike parking and repair stations, especially at transit stops and community destinations.
    - Establish regular maintenance schedules and standards for all active transportation facilities.
- **Advance Comprehensive Access:**
    - Target investments in neighborhoods with high concentrations of low-income residents, seniors, and households without vehicles.
    - Ensure all new projects incorporate ADA-compliant design and address barriers for people with disabilities.
- **Leverage Planning and Policy Initiatives:**
    - Implement the El Paso Bike Plan 2016's vision for a low-stress, interconnected system of bikeways. The City of El Paso will be updating the 2016 Bike Plan to integrate first/last mile and schools/parks access infrastructure.
    - Apply Complete Streets and Vision Zero principles to all new roadway and retrofit projects.
    - Hire a dedicated Bicycle/Pedestrian Coordinator and update design standards to reflect best practices.

- **Regional Trail Network:**
    - Build trail connections between parks and major destinations throughout the region, supporting both recreation and utilitarian trips.
    - Continue the ongoing extension of the Paso del Norte Trail to create a countywide trail network in El Paso County that promotes active transportation, celebrates regional culture, supports economic development, and fosters healthy living through community-driven planning and partnerships.

Figure 3-27. Traffic Light in Downtown El Paso

Chapter 4: Safety and Security

4.1. Introduction

The 3-C transportation planning process must address both the safety and security of the transportation system for motorized and non-motorized users. Federal guidelines define safety as "freedom from unintentional harm," and define security as "freedom from intentional harm." Strategies to address safety and security will at times differ significantly from one another and require coordination between different agencies but will more often overlap and involve members of the same agencies. Therefore, RMS 2052 considers safety and security both simultaneously and individually.

The following sections discuss the various agencies involved in safety and security planning in the El Paso region and present local, regional, and state plans and programs that are currently in place.

4.2. Safety

"Safety" in the transportation planning context typically refers to the mitigation of traffic crashes, transit accidents, and other unintentional events resulting in fatalities, injuries, or loss of property on the transportation network. The FAST Act first introduced a national goal for safety to significantly reduce fatalities and injuries on all public roadways. The following sections highlight recent coordination efforts and plans to enhance safety across the region.

4.2.1. Regional Safety Coordination

Safety planning, reducing the number of crashes, and decreasing the number of fatalities and injuries on the transportation network involve several different projects and programs, ranging from improving the operational efficiency of the transportation network to influencing driver behavior. TxDOT, NMDOT, and EPMPO play the lead roles in transportation safety planning, but several nontraditional stakeholders should be included in the transportation safety planning process, including:

- State agencies responsible for safety data collection and management (TxDOT and NMDOT, Texas State Police – Highway Safety Office)
- Regional and local transportation agencies.
- First responders, fire and rescue, and EMS.
- State and local law enforcement.
- Transit agencies.
- Motor vehicle departments.
- Federal agencies
- The non-governmental highway safety community (e.g., AAA).

4.2.2. Regional Crash Analysis

EPMPO emphasizes the use of transportation safety data in evaluating safety issues and planning for the implementation of safety improvements. Federal requirements highlight the use of a data-driven approach to planning for safety. TxDOT manages and makes available the Crash Record Information System (CRIS), while NMDOT provides crash data through the Statewide Traffic Records System. This data is information from crash reports submitted by law enforcement responding to crashes. The data includes the crash location, contributing factors, driver, vehicle, and vulnerable road user characteristics.

EPMPO performed a crash analysis using the TxDOT and NMDOT data to benchmark crash rates by crash types and to determine the crash hotspots within the region. According to the crash data, a total of 112,697 crashes were recorded across the MPA from 2019 to 2023, averaging more than 22,500 crashes annually. The highest number of crashes occurred in 2022, coinciding with the return of travel activity following COVID-19 disruptions, while the lowest was in 2020, reflecting reduced travel during the pandemic. Spatial analysis reveals that crash hotspots are concentrated in urbanized areas, particularly Downtown El Paso and along major corridors such as IH-10, SH 20, US 62, Loop 375, US 54, and US 85.

4.2.3. Borderplex Safe Mobility Plan

In November 2025, EPMPO adopted the Borderplex Safe Mobility Plan, a regional action plan focused on eliminating fatal and serious injury crashes and improving safety for everyone who travels in the Borderplex including drivers, pedestrians, cyclists, transit users and people using mobility devices.

In 2023, about 213 people in the El Paso region were seriously injured or killed in crashes and roughly 23,500 crashes occurred across the region. Many are preventable. The BSMP uses extensive crash data, traffic patterns and road-condition analysis to pinpoint high-risk corridors and guide programs and priority improvements that address both systemic and

site-specific safety issues. The plan strengthens the region's connected transportation network and fills gaps in bicycle, pedestrian and transit infrastructure.

EPMPO is currently working with the Vision Zero Committee to oversee progress, track performance, and support local partners in delivering safety projects, corridor studies, and infrastructure improvements. The plan will engage stakeholders across the region and help municipalities access funding for priority projects. The EPMPO will review and update the plan periodically to keep data current, respond to evolving community needs, renew partnerships, and strengthen the region's commitment to safer streets.

4.2.4. Texas Strategic Highway Safety Plan

Adopted in 2022, the Texas State Highway Safety Plan (SHSP) envisions "a future with zero traffic fatalities and serious injuries" and a mission of "Texans will work together on the road to zero traffic fatalities and serious injuries".

The plan identifies safety concerns and classifies them into seven key emphasis areas. The plan describes the trends in fatalities within each emphasis area, defines a specific target for 2035, and suggests strategies that should be undertaken to achieve the performance targets that are tailored to the unique circumstances of crashes within each emphasis area.

The strategies recommended in the SHSP should provide the basis for countermeasures that EPMPO considers addressing crash types and locations, as well as driving behaviors, which are responsible for the greatest number of crashes in the El Paso region – particularly those resulting in serious injuries or fatalities.

4.2.5. New Mexico State Highway Safety Plan

Adopted in 2021, the New Mexico SHSP identifies actions and strategies to be undertaken over a five-year period to reduce traffic deaths and incapacitating injuries on the states surface transportation system, with the vision statement "Safe Mobility for Everyone."

Using the "4E" approach of engaging stakeholders and participants from Engineering, Enforcement, Emergency response, and Education, the NM SHSP is intended to "coordinate traffic safety programs across the state, identify priorities and strategies, and provide a common measure and approach in traffic safety efforts for all roadway users." The plan identifies ten high priority emphasis areas, and ten priority emphasis areas based on the number and severity of crashes in New Mexico and stakeholder input for data from 2013 to 2019.

4.2.6. Transit Safety

Transit safety is guided through Public Transportation Agency Safety Plans (PTASP). These plans are developed based on federal regulation 49 CFR Part 673, which requires operators of public transportation systems that receive federal funds under the FTA Urbanized Area Formula Grants (Section 5307) and rail transit agencies subject to the FTA State Safety Oversight (SSO) program, to develop an Agency Safety Plan (ASP) that includes the processes and procedures to implement a Safety Management System (SMS). SMS is a comprehensive, collaborative, and systematic approach to managing safety.

The *Sun Metro Agency Safety Plan* was last updated in October 2024 to its current version (Revision 5). The approved plan meets all federal requirements and includes policies for safety management and assurance, safety risk management, risk-based inspection and safety promotion procedures, and emergency preparedness and response planning. The Sun Metro ASP is reviewed annually or if changes or modifications are made to the system.

The El Paso Transportation Authority (ETA) *Public Transportation Agency Safety Plan* was most recently updated in February 2026. The document is available directly from the agency by request and meets all federal requirements for PTASPs. The ETA PTASP includes policies for safety, a safety plan, compliance certification, and planning coordination processes. The PTASP is reviewed annually by the ETA Agency Safety Plan Committee, with an updated plan finalized each November.

4.3. Security

Planning for transportation security seeks to mitigate or avoid harm to the transportation network inflicted either intentionally by people (such as terrorist acts or criminal activities), or circumstantially through natural disasters such as hurricanes, earthquakes, or other weather events. Security planning is carried out by multiple levels of government and involves all four phases of emergency management: preparedness, response, recovery, and mitigation.

In support of state, regional, and local security goals and objectives, the primary role of the MPO is to facilitate coordination between agencies responsible for transportation security, including law enforcement, emergency response, transit agencies, and homeland security departments.

To ensure that federal funds will be available for improving security of the regional transportation system, it is important that these national performance goals, as well as the federal planning factors, are considered and incorporated into the development of local goals, objectives and performance measures. The following sections highlight recent coordination efforts and plans to enhance security across the region.

4.3.1. Texas Division of Emergency Management

The state emergency management program is coordinated by the Texas Division of Emergency Management (TDEM). This program is intended to ensure the state and its local governments respond to and recover from emergencies and disasters. The program also implements plans and programs to help prevent or lessen the impact of emergencies and disasters, as well as programs to increase public awareness about threats and hazards.

The TDEM also coordinates emergency planning and administers disaster recovery, hazard mitigation, and homeland security grant programs in the State of Texas. Updated in 2023, the Texas Emergency Management Plan describes how the State will mitigate the effects of, prepare for, respond to, and recover from hazards to public health and safety, including natural disasters, technological accidents, homeland security threats, and other emergency situations. The plan designates the Texas Department of Public Safety (DPS) as the primary State agency responsible for coordinating all transportation related emergency management activities and designates TxDOT as a support agency for transportation related emergency management activities.

4.3.2. New Mexico Department of Homeland Security and Emergency Management (DHSEM)

The State of New Mexico All-Hazard Emergency Operations Plan (EOP) establishes the New Mexico Emergency Operations System. This system organizes the state's response to emergencies and disasters while providing for the safety and welfare of its citizens. The plan assigns functional emergency management responsibilities to state departments, agencies, boards, and commissions.

The EOP identifies the State Department of Transportation as the primary State agency responsible for coordinating all transportation related emergency management activities, with support from the General Services Department, the Environment Department, Department of Military Affairs, Department of Public Safety, State Police Division, and Motor Transportation Division.

The plan also identifies key agencies and organizations that will support DHSEM's emergency management responsibilities and outlines each entity's role in resource contribution to transportation-related emergency management activities.

4.3.3. Federal Emergency Management Agency (FEMA) Hazard Mitigation Plans

The purpose of FEMA's Hazard Mitigation Grant Program (HMGP) is to "help communities implement hazard mitigation measures following a Presidential major disaster declaration." All counties in the MPA have completed a FEMA-approved Hazard Mitigation Plan, and although Otero County's plan is currently expired, they are in the process of working on a new plan, as noted on the DHSEM New Mexico website.

4.3.4. Texas & New Mexico Continuity of Operations Plans (COOP)

Continuity of Operations Plans focus state energy and resources on plans that minimize the impact of natural and man-made disasters on state operations. Texas DPS and the New Mexico DHSEM provide technical assistance to local agencies or organizations wishing to establish a COOP.

Chapter 5: Resiliency and Reliability

5.1. Introduction

The El Paso region's transportation system faces increasing risks from both extreme weather events and long-term climatic stressors. Heat waves, drought, intense storms, flash flooding in arroyos, dust storms, and occasional freeze events have the potential to disrupt operations, degrade infrastructure, and threaten public safety. In addition, the region's unique binational context, particularly activity at the IBCs, introduces additional reliability challenges for the movement of people and freight.

5.2. Resiliency and Reliability

Federal transportation planning regulations require MTPs to assess capital investments and strategies that reduce the vulnerability of transportation infrastructure to both human-made and natural disasters. In response, this MTP evaluates the region's vulnerabilities and outlines approaches to enhance the resiliency and reliability of key corridors and facilities.

Local efforts to build resilience are reflected in the City of El Paso's "Resilient El Paso" framework, which was developed through extensive engagement, research, and planning. This document identifies priority areas for action, including poverty, transportation networks, extreme heat, flash flooding, drought, and the challenges of operating as a border metroplex. The plan emphasizes infrastructure projects that maximize co-benefits – addressing climatic and social stressors such as flooding, heat, energy, and citizen mobility. One specific initiative is the formation of an interagency working group, co-chaired by the City and the MPO, to develop regional performance metrics for large-scale infrastructure projects. This group leverages planning efforts from Southern New Mexico through West Texas and into Northern Chihuahua, aligning regional priorities to maximize the impact of major investments.

Observed and anticipated climate changes in El Paso include higher average temperatures and longer heat waves, variable precipitation with more intense, short-duration storms, and wind-driven dust that worsens visibility and air quality. These stressors can accelerate pavement and bridge deterioration, reduce asset life, and trigger non-recurring delays. Risks are concentrated along major corridors, IBC approaches, and low-lying areas subject

to rapid runoff. Reliability is also sensitive to energy and water system interdependence, as well as IBC operations during disruptions.

Key stressors relevant to the El Paso region include:

- Extreme heat and drought that reduce asset lifespan, heighten roadside fire risk, and increase worker safety constraints.
- Monsoon-driven flash flooding/arroyo flooding that intermittently closes segments and underpasses.
- Dust storms/blowing dust impairing visibility and increasing crash risk on open corridors.
- Freeze/cold events that stress pavements, signals, and the energy grid.
- Wildfire risk at the wildland–urban interface near the Franklin Mountains.
- Hazardous materials incidents and cross-border operational disruptions near IBCs and industrial corridors.

By proactively addressing these risks through coordinated planning, targeted investments, and ongoing collaboration among regional partners, EPMPO aims to ensure a resilient and reliable transportation system that supports the region's mobility, safety, and economic vitality, now and into the future.

5.2.1. Comprehensive Resiliency Network

To effectively map out the resilience of the El Paso MPO region, three themes were examined and mapped: Connectivity, Criticality, and Vulnerability.

The Connectivity Theme examined how a roadway serves the region and identifies sections that serve increased locations that are particularly important during emergency response and recovery. The data includes the following:

- Colleges and Universities (Resilience Analysis and Planning Tool (RAPT)- tool developed by FEMA)
- Colonias (RAPT)
- Fire Stations (RAPT)
- Hospitals (RAPT)
- Law Enforcement Offices (RAPT)
- Local Emergency Operations Center (RAPT)
- Mobile Home Parks (RAPT)
- Power Plants (RAPT)
- Private and Public Schools (RAPT)
- SNAP-Authorized Retailers (RAPT)

- Solid Waste Landfill Facilities (RAPT)
- Ports of Entry (Bureau of Transportation Statistics)

The Criticality Theme examined which routes have the highest regional importance based on who they serve, such as active transportation and transit routes, inclusion in the national freight network, and/or a high-level functional classification roadway. The data includes the following:

- Active Transportation Routes (trails, bikeways, etc.) (City of El Paso)
- National Freight Routes (USDOT)
- Transit Routes (Sun Metro)
- Functional Classification 1 or 2 (NMDOT, TxDOT)
- STRAHNET (Strategic Highway Network) (STRAHNET) (USDOT)

Vulnerability examined at regional environmental factors that increase risk for essential infrastructure as well as users. The data includes the following:

- Extreme Heat and Cold (FEMA)
- High Growth Areas (TTI Validated Transportation Demand Model for EPMPO)
- Riverine Flooding (FEMA)
- Wildfire Risk (FEMA)
- Drought (FEMA)

Roadway segments were scored across the three themes to identify high-scoring segments. Roadway segments were scored as follows:

- **Connectivity**: A roadway gained points based on the overlap or adjacency with a block group that contains a regional asset. 1 point was given per asset in the block group.
- **Criticality**: A roadway gained points based on inclusion in previously identified networks, 1 point for each network.
- **Vulnerability**: A roadway gained points based on overlap with increased environmental risk, 1 point for each risk level.

After initial scoring, scores within each theme were summed and converted into normalized ranks to allow for equal weight of each of the three main categories. Scores for each theme were converted to be out of 5, for a maximum of 15 for all three themes. **Figure 5-1** shows the cumulative scores in the region. This includes all three themes. The higher the score, the more essential the roadway is to emergency response and recovery. The roadways with the highest cumulative scores are along IH-10, US 54, US 62, Alameda Avenue, SH 20, and

Loop 375. Maps for individual themes can be found in **Appendix C: Comprehensive Access Need Areas and Comprehensive Resiliency Network**, along with the complete analysis.

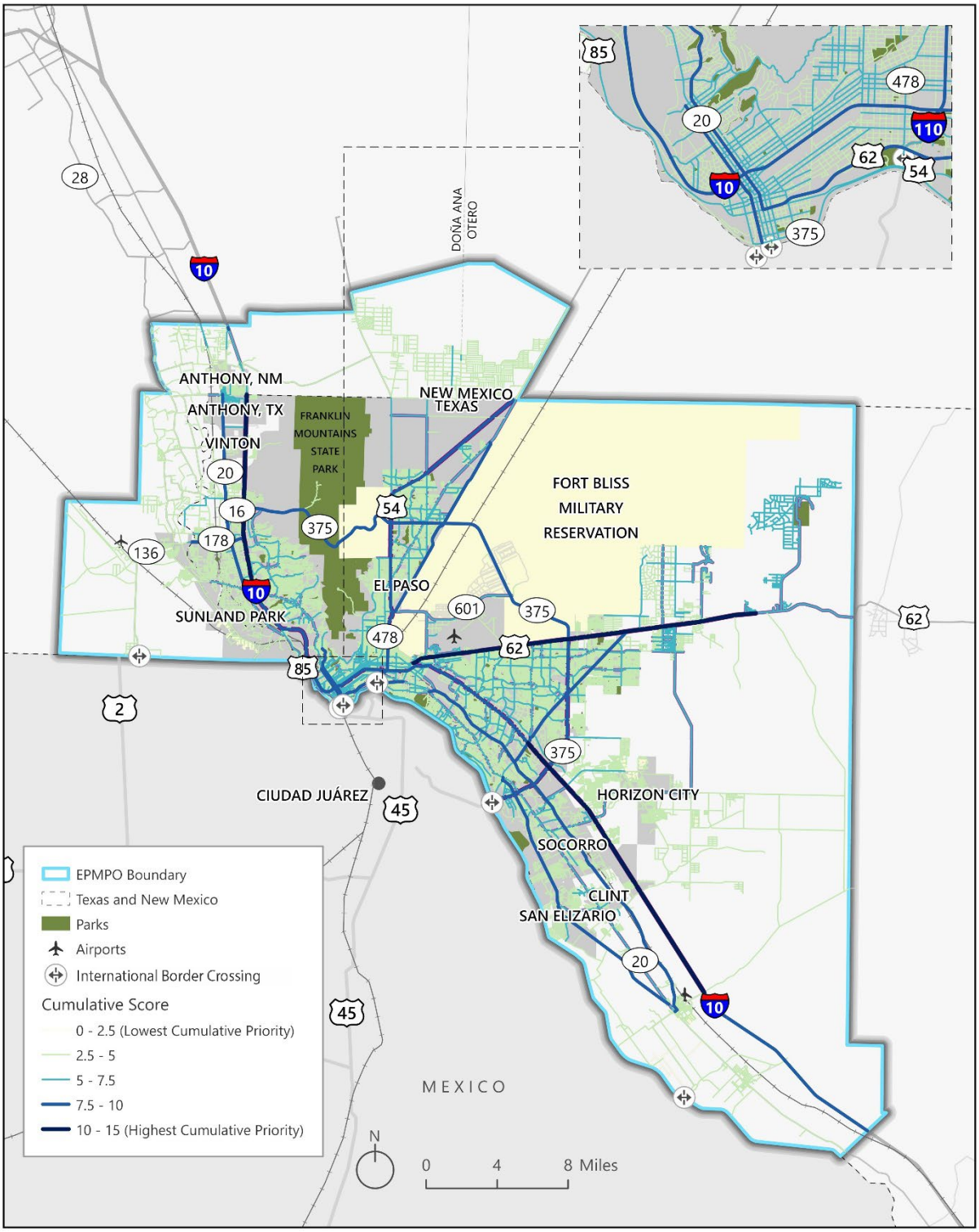
5.2.2. Strategies to Improve Resiliency and Reliability

The strategies outlined below were developed through a comprehensive assessment of the El Paso region's climate risks, infrastructure vulnerabilities, and operational challenges. Drawing on federal guidance, local planning initiatives such as Resilient El Paso, and input from regional stakeholders, the MPO identified priority corridors, assets, and communities most susceptible to disruption from extreme weather, climate change, and other hazards. The strategies are designed to address both acute events, such as flash flooding, dust storms, and hazardous materials incidents, and chronic stressors like extreme heat and drought. Each approach reflects best practices in asset management, emergency preparedness, and interagency coordination, with a focus on protecting critical infrastructure, maintaining reliable mobility, and ensuring equitable access to essential services. By targeting investments and operational improvements where they are needed most, these strategies aim to build a more resilient and adaptable transportation system for the El Paso region.

- **Asset hardening & design standards**
    - Apply temperature-resilient materials and joint details; elevate/retrofit at chronic ponding locations; protect signal/power cabinets against heat/water intrusion.
    - Incorporate low-water crossings retrofits, larger inlet capacity, debris control, and targeted green infrastructure to attenuate runoff near known flood nodes.
- **Operations & incident management**
    - Expand ITS (flood/dust warning, CCTV, weather stations) and work zone/incident response protocols on high-risk segments; integrate dust-related visibility sensors on IH-10 and other open corridors.
    - Pre-plan detours and shoulder uses for IBC approaches; coordinate multi-agency playbooks for closures near downtown bridges and Santa Teresa.

- **Redundancy & network planning**
    - Identify redundant east–west and north–south pathways linking hospitals, emergency services, and IBCs; protect/upgrade those alternatives in TIP programming.
    - Advance grade separations or bottleneck fixes on routes that provide the most reliable diversions during incidents.
- **Binational & interagency coordination**
    - Maintain joint protocols with the International Boundary and Water Commission, Customs and Border Protection, and Mexican counterparts for flood releases, bridge closures, and staffing; share data and decision thresholds to reduce delay and improve recovery time at IBCs.
- **Community**
    - Prioritize resiliency upgrades in areas with high concentrations of Comprehensive Access Need Areas, ensuring reliable access to essential services during extreme events (e.g., shaded bus stops, safer crossings, and heat-resilient walking/biking links).
- **Funding & delivery**
    - Package corridor-specific resiliency improvements to leverage federal funding, CMAQ (for dust/air-quality co-benefits), and state programs; align with TxDOT/NMDOT asset management and emergency relief processes.

Figure 5-1: Comprehensive Resiliency Network, Cumulative Scores Map



Source: WSP Analysis

5.3. Environmental Considerations

Projects considered in RMS 2052 may have impacts on the natural and human environment, some positive, such as reducing greenhouse gas emissions through improved active transportation systems, and some negative, such as converting existing land uses to transportation facilities. As the El Paso region continues to grow, the challenge will be to strike an acceptable balance between urban development, mobility, and economic development, while maintaining a high quality of life that includes clean air and water, environmental preservation, and opportunities for recreation and tourism.

To reduce the impacts of transportation improvements, potential environmental mitigation activities must be developed in consultation with federal, state, tribal, wildlife, land management, and regulatory agencies. EPMPO is committed to minimizing and mitigating the negative effects of transportation projects on both the natural and built environment, in order to preserve the region's environmental assets and quality of life. Not every project will require the same type or level of mitigation. Major projects, such as new roadways or interchanges, may involve considerable disturbance, while intersection improvements, street lighting, or resurfacing typically result in minimal impacts. The mitigation efforts used for a project should be proportional to the expected impact on environmentally sensitive areas.

The National Environmental Policy Act (NEPA) recommends a five-step approach to mitigation:

1. Avoiding the impact altogether
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment
4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action
5. Compensating for the impact by replacing or providing substitute resources

The following analysis documents existing land use patterns, environmental hazards, and environmental and cultural resources in the EPMPO region, assesses potential impacts on these assets and resources from development patterns and improvement projects identified in this MTP, and examines possible strategies to prevent or mitigate these impacts.

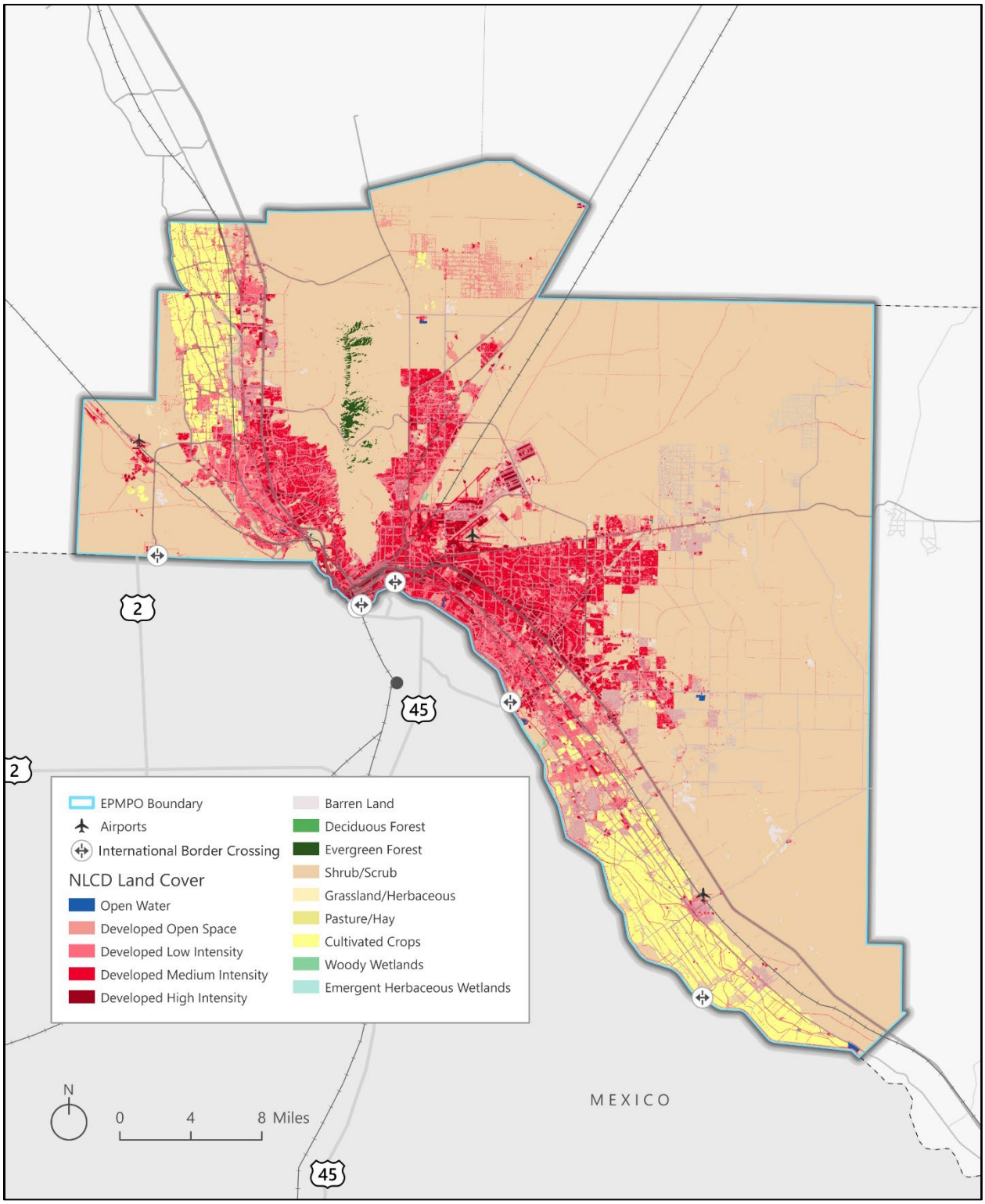
5.3.1. Existing Land Cover

Land use and development are major factors influencing environmental health in the El Paso region. As the region grows, additional land development may be required to support new housing, employment centers, and infrastructure. Land use patterns directly shape the transportation system: the location, density, and design of activities carried out by residents affect travel demand and mode choice across highways, roads, and other pathways. It is therefore essential to consider land use and transportation together to ensure the region's environmental health.

As shown in **Figure 5-3**, the EPMPO region is comprised of a large developed inner core encompassing the City of El Paso, which houses the majority of residents. Land use in the central area is predominantly residential, with some commercial use. Commercial land use in the city center is mostly service-oriented businesses and small retail shops. The surrounding areas include long stretches of farmland, shrubs, and grassland.

Figure 5-2. Franklin Mountains State Park Lower Sunset Hike & Bike Trail

Figure 5-3: Existing Land Cover



Source: U.S. Geological Survey

5.3.2. Natural, Cultural, and Historic Assets, Environmental Hazards, and Tribal Populations

Natural assets in the region include rivers, lakes, reservoirs, ponds, parks, and critical habitat areas. These features are critical to the regional ecosystem and contribute to the attractiveness and resilience of the region. Transportation projects may pose risks to these resources, making it important to develop in harmony with natural and geographic features. Environmental hazards identified in the region include municipal solid waste sites, Toxics Release Inventory (TRI) sites, and brownfield locations.

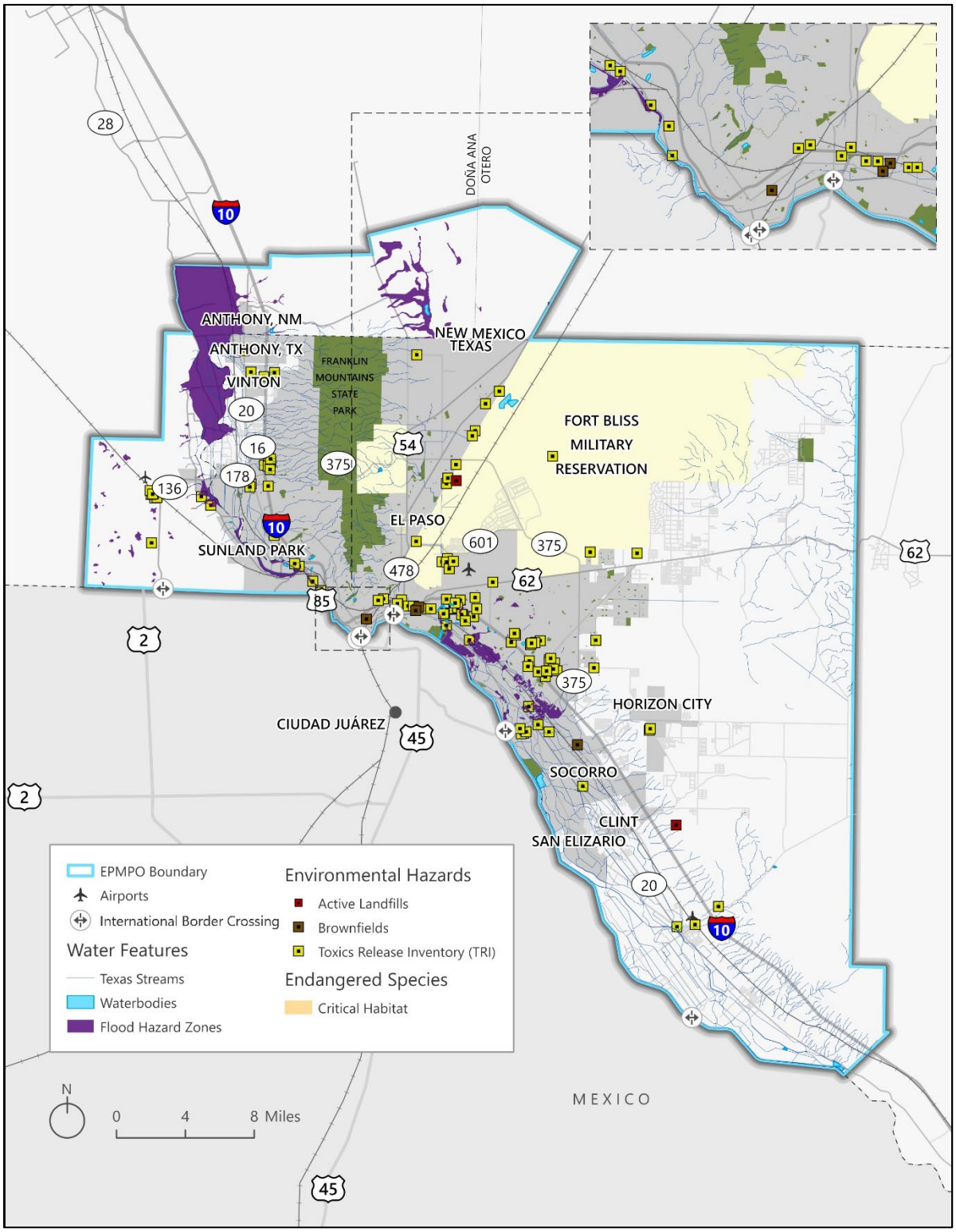
Cultural and community resources are significant assets that serve the needs of residents and enrich the region's identity. These include schools, libraries, parks, airports, courthouses, museums, and cemeteries. Such resources should be preserved and protected, as they are important destinations for recreation, tourism, and community services. Careful planning and consideration are needed to avoid negative impacts on these assets.

Historic sites in the El Paso region include properties, districts, and highway routes deemed significant at the local, state, or national level. Under Section 106 of the National Historic Preservation Act (NHPA) and Section 4(f) of the Department of Transportation Act, the Federal Highway Administration (FHWA) is required to identify, evaluate, and protect properties of historical significance. The National Register of Historic Places (NRHP) is the official list of the nation's historic landmarks and sites considered worthy of preservation. Transportation planning should consider and avoid impacts on these sites.

Tribal census tracts are also considered, including communities such as Ysleta del Sur Pueblo (Tigua Pueblo), which have unique cultural and environmental considerations.

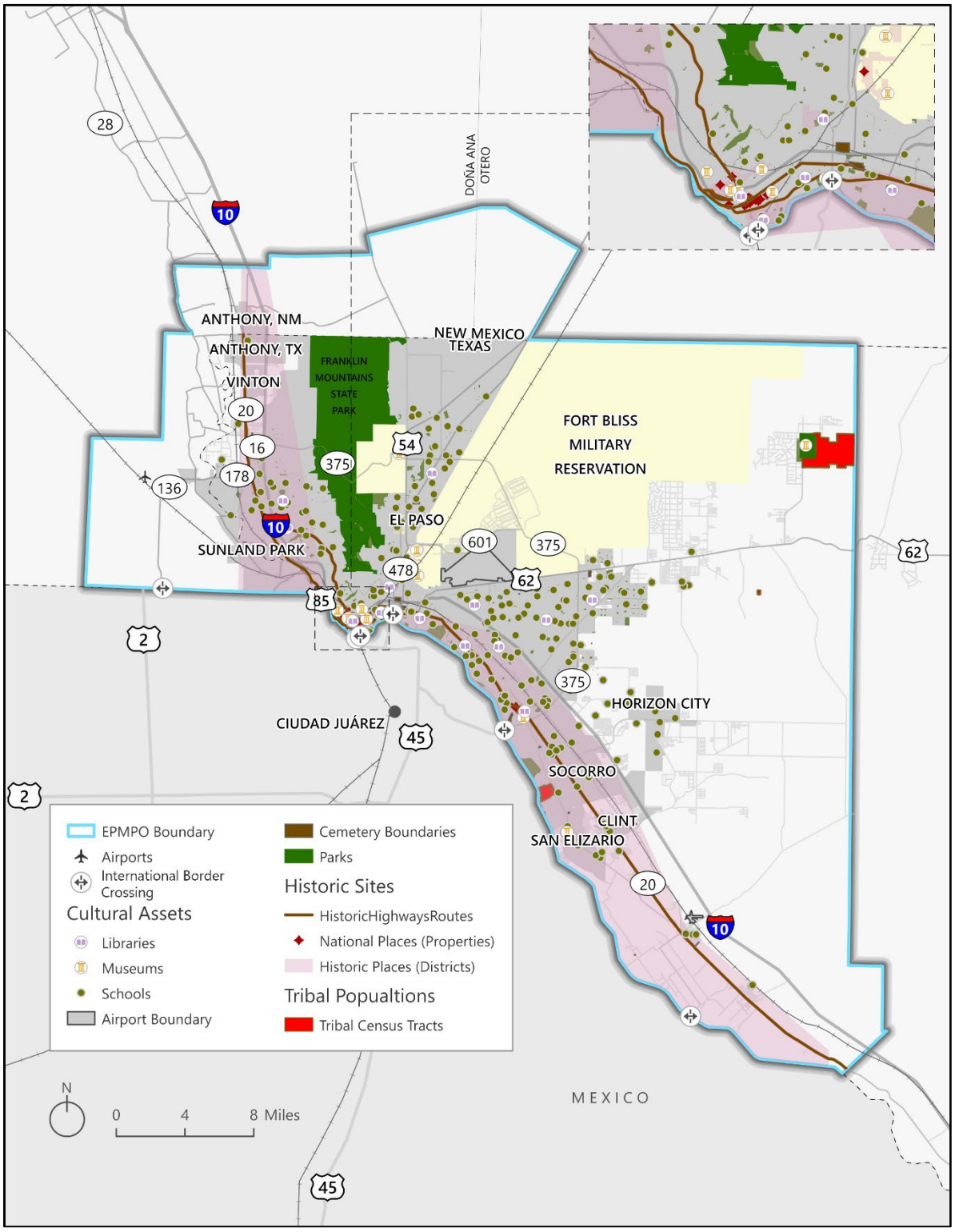
An inventory of natural, cultural, tribal, and historic assets, as well as environmental hazards in the EPMPO region, is provided in **Figure 5-4**. This inventory is based on available GIS data and does not replace the need for project-level environmental assessments.

Figure 5-4: Inventory of Environmental Features



Source: Texas Commission on Environmental Quality, U.S. Fish & Wildlife, Texas Historical Commission, Texas State Library and Archives Commission, Texas Education Agency, U.S. Census Bureau

Figure 5-5: Inventory of Human, Cultural and Historical Assets



Source: Texas Commission on Environmental Quality, U.S. Fish & Wildlife, Texas Historical Commission, Texas State Library and Archives Commission, Texas Education Agency, U.S. Census Bureau

5.3.3. Mitigation Measures

Effective mitigation starts at the beginning of the environmental process, not at the end. Mitigation must be included as an integral part of the alternative development and analysis process. **Table 5-1** details possible strategies that may be considered for addressing environmental impacts. Many of these measures are applied by EPMPO and project partners during project development. As projects are selected and programmed, additional project-level evaluations are required, and impacts should be minimized through the alternatives analysis process.

Table 5-1: Environmental Impact Mitigation Measures

Resource	Mitigation Measures
Agricultural Areas	Avoidance, minimization, compensation (preservation, creation, restoration, in-lieu fees); design exceptions and variances; environmental compliance monitoring.
Ambient Air Quality	Transportation control measures, emission reduction measures, adoption of local air quality mitigation fee programs, energy efficient incentive programs, air quality enhancing design guidelines.
Cultural Resources	Avoidance, minimization; landscaping for historic properties; preservation in place or excavation for archeological sites; Memoranda of Agreement with the Texas Historical Commission and TxDOT Environmental Division; design exceptions and variances; environmental compliance monitoring.
Endangered and Threatened Species	Avoidance, minimization; time-of-year restrictions; construction sequencing; design exceptions and variances; species research/fact sheets; Memoranda of Agreement for species management; environmental compliance monitoring.
Forested and Other Natural Areas	Avoidance, minimization; replacement property for open space easements; design exceptions and variances; environmental compliance monitoring.
Neighborhoods, Communities, Homes, Businesses	Impact avoidance or minimization; context-sensitive solutions for communities (appropriate functional and/or aesthetic design features).
Parks and Recreation Areas	Avoidance, minimization, mitigation; design exceptions and variances; environmental compliance monitoring.
Wetlands or Water Resources	Avoidance, minimization; design exceptions and variances; environmental compliance monitoring.

Source: Federal Regulation 40 CFR 1508.20

5.3.4. Stormwater Mitigation

Stormwater management is a critical consideration for transportation projects in the El Paso region. Urbanization and transportation infrastructure increase impervious surfaces, leading to higher volumes and velocities of stormwater runoff. This can result in flooding, soil erosion, sedimentation, stream bank erosion, and waterway pollution. The TxDOT Hydraulic Design Manual: Storm Water Management provides guidelines for mitigating stormwater impacts, including both structural and nonstructural measures such as erosion control, detention and retention systems, sedimentation and filtration systems, and vegetation buffers. The NACTO Urban Street Stormwater Guide offers supplementary best practices for urban environments.

As the EPMPO area continues to urbanize and experience development pressures, stormwater impacts must be addressed through policies, design standards, and project-level mitigation to protect transportation assets and environmental resources.

5.3.5. Air Quality

Air quality is an important factor in long-range transportation planning. The National Ambient Air Quality Standards (NAAQS) are federal standards that set allowable concentrations and exposure limits for six pollutants: ozone, carbon monoxide, particulate matter, nitrogen dioxide, lead, and sulfur dioxide. If monitored levels of any of these pollutants violate the NAAQS, the Environmental Protection Agency (EPA), in cooperation with the State of Texas, will designate the contributing area as “nonattainment.”

In 2016, New Mexico Environment Department (NMED) recommended that EPA designate a portion of Doña Ana County near Sunland Park, NM as nonattainment. Based on 2014-2016 ozone monitoring data, EPA designated the area as a marginal nonattainment area on June 4, 2018 (Effective August 3, 2018) (83 FR 25776).

El Paso MPO is responsible for conducting the air quality conformity analysis to address the 2015 Ozone NAAQS for the portion of Doña Ana County near Sunland Park, NM non-attainment area.

A portion of the City of El Paso is designated as a limited maintenance area for Carbon Monoxide (CO), meaning that the area has successfully achieved and is maintaining air quality standards. EPMPO is required to establish targets and report progress for performance measures to ensure that air quality in these areas is not negatively impacted by federally funded transportation projects. The MPO works in consultation with TxDOT, TCEQ, EPA, FTA, FHWA, Sun Metro, SCRTD, and local air quality offices.

EPMPO recognizes the importance of air quality standards and is committed to meeting the region’s performance targets.

Chapter 6: System-Level Analysis

6.1. Introduction

This chapter sets the stage for how the El Paso region keeps people and goods moving. It first introduces the congestion management process as a clear, data-informed way to identify congestion and turn findings into practical roadway improvements. It then discusses the analysis of the network to determine whether the region conforms to air quality standards using modeling. Lastly, it outlines the scenario-planning effort used to define both a preferred baseline and an aspirational future for land use and transportation, creating a common framework to help guide project selection. Together, these elements offer an approachable foundation for choosing projects that meet today's needs while guiding the region toward a more dependable, accessible network.

6.2. Congestion Management Process

Traffic congestion is one of the primary challenges to the national and regional transportation systems in urban areas, including the El Paso area. Unmitigated traffic congestion results in wasted fuel, time, and costs to the economy. Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods.

One tool EPMPO utilizes to address and mitigate traffic congestion in the region is the development and implementation of a **congestion management process (CMP)**. A CMP is a federally required, systematic, and regionally adopted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages. The most current EPMPO CMP was adopted in 2025 refer to **Appendix E: CMP** for the full document.

6.2.1. Integration with the Metropolitan Planning Process

Metropolitan transportation planning is built on a comprehensive, continuing, and cooperative (3C) process that aligns regional needs, vision, and goals. Key planning

products, such as MTP, TIP, and the CMP, serve as tools for implementing these goals. Effective integration of these elements is essential for a comprehensive planning framework. The CMP both supports and is supported by these other activities.

Federal regulations require periodic updates for the MTP and TIP, while the CMP does not have a mandated update cycle. However, the four-year federal certification review and MTP update cycle provide a practical baseline. At a minimum, the CMP must be updated often enough to supply current information for each MTP update. To ensure this, EPMPO aligns CMP updates with the MTP development cycle, allowing congestion management strategies to inform project selection in the MTP.

The cooperative nature of the 3C process is evident in the CMP's reliance on shared data and analysis. Both the CMP and MTP are data-driven, using current system conditions to forecast future needs. The CMP, however, focuses on identifying congestion hotspots and often requires more detailed operational data and specialized analysis tools than long-range planning typically uses. Data sharing among planning partners, along with access to analytical tools and skilled staff, significantly enhances the CMP's effectiveness.

Figure 6-1. Congestion along US 68/180

6.2.2. CMP Framework

The EPMPO CMP follows the framework recommended by the United States Department of Transportation (USDOT) Federal Highway Administration (FHWA) in *Congestion Management Process: A Guidebook*. EPMPO followed the 8-step CMP framework:

Step 1 Regional Objectives: Define the regional **CMP objectives** to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods.

Step 2 CMP Network: Update the **CMP network** based on data availability and feasible data collection; the primary data source is the National Performance Management Research Data Set (NPMRDS) with metropolitan planning area.

Step 3 Performance Measures: Align federally mandated **performance measures** with determined CMP Objectives.

Step 4 Data Collection and System Performance: Collect **congestion data** from the National Performance Management Research Data Set, or NPMRDS.

Step 5 Analyze Challenges and Needs: Analyze congestion data to identify **challenges and needs**.

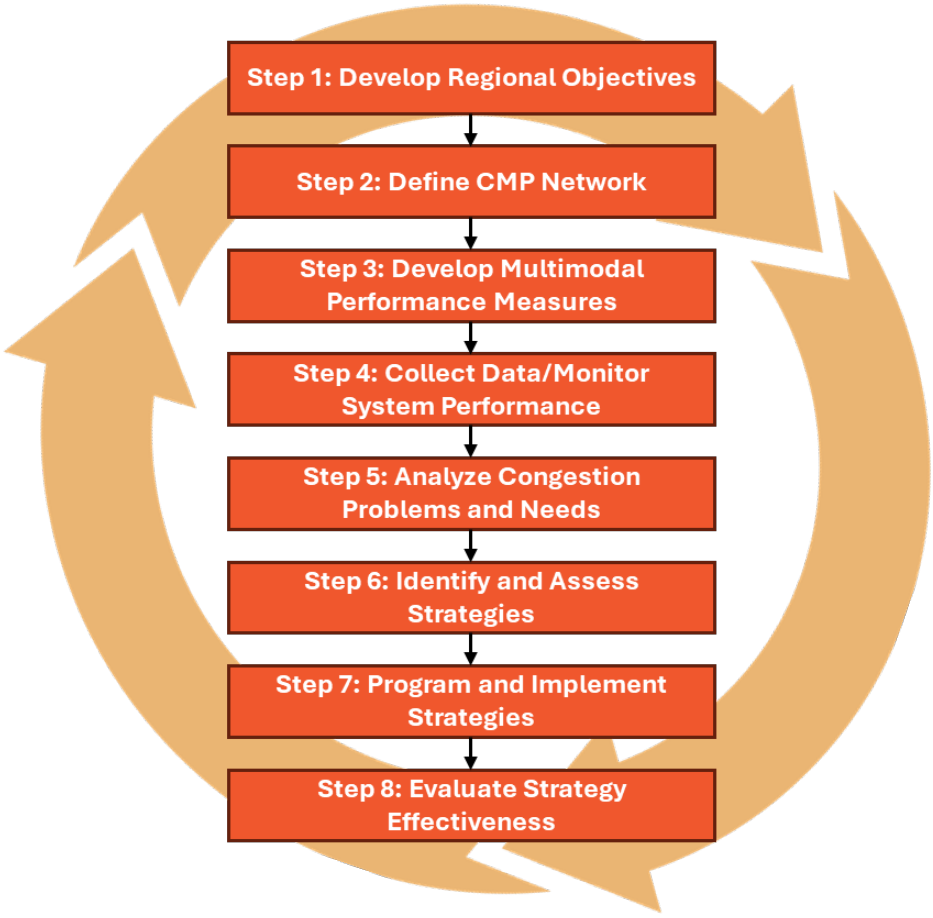
Step 6 Identify Strategies: Identify **strategies** that address identified congestion problems and needs in Step 5.

Step 7 Program and Implementation: Develop and implement a plan to **fund and implement** congestion strategies identified in Step 6.

Step 8 Strategy Effectiveness: Establish a regular program for data collection and to **monitor system performance** and evaluate effectiveness of chosen implemented strategies.

This 8-step framework for the EPMPO CMP is graphically demonstrated in **Figure 6-2**.

Figure 6-2: CMP 8-Step Framework



6.2.3. Congestion Management Strategies

Selecting appropriate congestion mitigation strategies is a core element of the CMP. EPMPO identifies strategies at two levels: systemwide and corridor strategies.

Systemwide Strategies

EPMPO maintains a comprehensive "toolbox" of strategies that can be applied across the regional transportation network. Most of these strategies fall under Transportation System Management and Operations (TSM&O) rather than capacity expansion. TSM&O strategies focus on actively managing the multimodal network to optimize performance, preserve existing capacity, and improve safety and reliability.

Capacity-adding improvements, such as corridor expansions or localized bottleneck relief, are considered only when operational strategies cannot meet long-term needs. These projects are costly and require significant investment. See **Appendix E: CMP** for the full list of systemwide strategies.

Corridor Strategies

Based on congestion analysis, corridor-level strategies address specific challenges and align with CMP objectives and the goals of the RMS 2052 MTP. These strategies aim to maintain travel time reliability and reduce congestion.

Corridor strategies are grouped into two categories:

- **Recurring Congestion Strategies** – Address predictable, regularly occurring congestion caused by demand exceeding capacity.
- **Non-Recurring Congestion Strategies** – Target congestion from temporary events such as crashes, weather, work zones, or special events, which create unpredictable delays.

Capacity improvements, including intersection or interchange reconfigurations, may be considered to optimize flow and resolve localized bottlenecks. In line with FHWA guidance, the CMP does not identify specific projects but provides recommended actions to advance EPMPO's goals for system efficiency and reliability. See **Appendix E: CMP** for the full list of corridor strategies.

6.3. Transportation Conformity

The cities of El Paso and Anthony, NM have been designated as moderate non-attainment areas for Particulate Matter, 10 microns or less (PM_{10}) since 1991, although there is no emissions budget established for Anthony. A small portion of the City of El Paso has been operating under an EPA-approved 10-year maintenance plan for Carbon Monoxide (CO) since 2008. The limited maintenance plan covering CO for the next 10 years was approved by the EPA in September 2017. The Transportation Conformity Analysis performed for the RMS 20520 MTP demonstrates that the projected emissions of VOC, NOX (Ozone), and PM_{10} conform to the Motor Vehicle Emissions Budget (MVEB) enacted by TCEQ and approved by the EPA. An interim emissions test no-greater than-baseline-year was developed for the portion of Doña Ana County near Sunland Park, NM nonattainment area. This transportation conformity analysis was obtained by projecting vehicle miles and hours traveled from the Travel Demand Model, calculating emissions of these vehicles using the Motor Vehicle Emission Simulator (MOVES2014b) (latest release December 2018) and AP-42 section 13.2.1 models (EPA, January 2011), and comparing the results to the MVEB for El Paso County, and comparing the results of the 2017 baseline year against the analysis years 2027, 2032, 2042 and 2052 according to the interim emissions test no-greater-than-baseline-year for the portion of Doña Ana County near Sunland Park, NM non-attainment area. Although the PM10 nonattainment area is the City of El Paso, the PM_{10} budget includes all of El Paso County. The TDM has a validated 2022 base year with forecast network years of 2027, 2032, 2042 and 2052. The forecast years incorporate projects proposed in the MTP and TIP. The model outputs were sent to the Texas A&M Transportation Institute (TTI) for emissions analysis. The model outputs and MVEBs for nonattainment areas in the MPA are in **Table 6-1**and **Table 6-2**. More information regarding transportation conformity can be found in **Appendix F: Transportation Conformity Report**.

Table 6-1. El Paso Conformity Analysis Summary

Pollutant	MVEB	Modeled Emissions		
		2032	2042	2052
VOC (ton/day)	36.23	4.00	3.12	2.90
NOX (ton/day)	39.76	5.25	3.35	3.12
PM_{10} (ton/day)*	12.05	6.02/6.68	6.40/7.11	6.58/7.32

**Includes summer and winter amounts.*

Table 6-2. Dona Ana, NM Conformity Analysis Summary

Pollutant	Modeled Emission				
	2017	2027	2032	2042	2052
VOC (ton/day)	0.044	0.026	0.021	0.016	0.015
NOX (ton/day)	0.09	0.03	0.02	0.01	0.01

6.4. Scenario Planning

Scenario planning is, at its core, a way of learning before committing. Instead of assuming tomorrow will look like yesterday with a few more people and cars, EPMPO invited regional stakeholders to explore several plausible futures and to watch how the transportation system, land use, and traveler behavior respond in each. In this MTP, we frame that exploration around three contrasting narratives:

1 A **Car-Focused "Status Quo" Scenario** that extends today's development patterns;
1 A **Visionary Alternative Future Scenario** that pairs bold transit enhancements with targeted up-zoning in transit station areas and activity centers; and
2 A **Transitional Alternative Future Scenario** that leans into multimodal investments and gradual policy shifts.

Each scenario is more than a map; it is a set of coordinated assumptions. Where and how the region grows, how transit and road networks are configured, and which policies shape daily choices are varied across the scenarios. The travel demand model (TDM) and land-use model are then used to play those futures forward. Land-use models estimate where households and businesses allocate within the El Paso MPA depending on land availability and cost and under different zoning policies , while interacting with the TDM translating land-use responses into mobility outcomes – traffic volumes, speeds, mode shares, emissions, and reliability. By comparing the stories those models tell, we see tradeoffs clearly and identify which strategies move us toward the region's vision before dollars are programmed.

6.4.1. Stakeholder Scenario Planning Workshops

In April 2025, four stakeholder scenario planning workshops were convened to engage local partners, community members, and technical experts in shaping alternative future land use and transportation scenarios for the region. These workshops built upon findings from an October 2024 Delphi Panel that was utilized to determine development trends in

the region to inform the TDM development. The scenario planning workshops provided a structured forum to review scenario narratives, test policy levers (including upzoning), and gather input that would refine modeling assumptions prior to project selection and fiscal constraint. Following the scenario planning workshops, EPMPO considered the stakeholder feedback received. Based on alignment with existing regional conditions and workshop input, EPMPO designated the "Status Quo" scenario as the prevalent practice for investment planning, identified the Transitional scenario as the gradual evolution benchmark to guide project evaluation, and used the Visionary scenario to define the upper bounds of ambition and its impact – informing refinements such as converting RTS to BRT, adding BRT corridors, allowing land-use upzoning within BRT stations and with it, a transit oriented development node framework.

6.4.2. Scenarios Considered

Three alternative futures were developed and shaped with stakeholder feedback through the scenario planning process: the Car-Focused "Status Quo", the Visionary Alternative Future, and the Transitional Alternative Future. These alternative scenarios illuminate tradeoffs between maintaining current land development and mobility patterns and pursuing more multimodal, transit-supportive outcomes. Each scenario combines coordinated assumptions about land use, transit service, and roadway investments, and was vetted through April 2025 stakeholder workshops to ensure feasibility and local relevance.

Car-Focused "Status Quo" Scenario

This scenario represents a continuation of present-day development and travel patterns in the El Paso region. It reflects an auto-oriented trajectory in which infrastructure and land use continue to follow long-established trends.

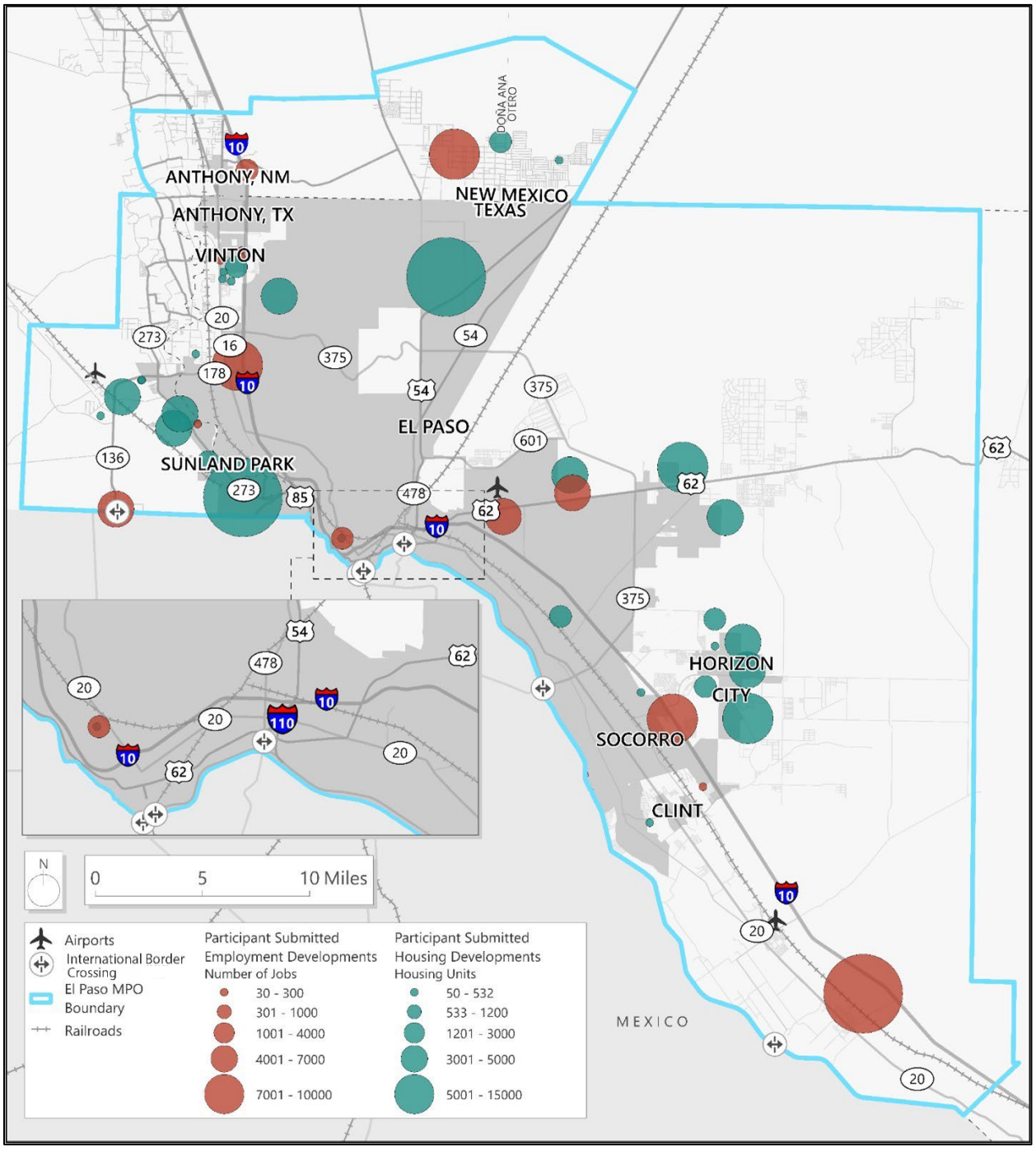
- **Transportation Investment Focus**: Future investment under this scenario prioritizes increased roadway capacity and operational efficiencies to serve single-occupancy vehicles, freight movement, and transit within the existing system. It mirrors the infrastructure priorities currently shaping the region's mobility.
- **Land Use and Development Pattern**: Current land-use zoning policies allow sprawling development to continue radiate outward from the urban core of El Paso. Anticipated housing and employment growth over the next 25 years will go to low-density, peripheral areas—supporting a landscape still dominated by car travel.
- **Stakeholder Workshop Feedback**: Participants in the April 2025 Scenario Planning Workshops confirmed that this scenario mirrors the development pattern and transportation investments they've observed and experienced. Feedback indicated

a general acceptance of this status quo, reinforcing its role as the baseline for future planning.

- **Scenario Outcome**: Given strong alignment with current regional conditions and input received during the workshop series, the El Paso MPO has identified this scenario as the most likely future for transportation investment and growth planning. Currently, it appears there is little or no feasibility for major zoning changes (towards upzoning aligned with BRT and transit oriented development).

The housing and employment trends based on feedback received during TDM Delphi Panels represent the Car-Focused "Status Quo" Scenario as indicated in **Figure 6-3**.

Figure 6-3: Car-Focused "Status Quo" Scenario



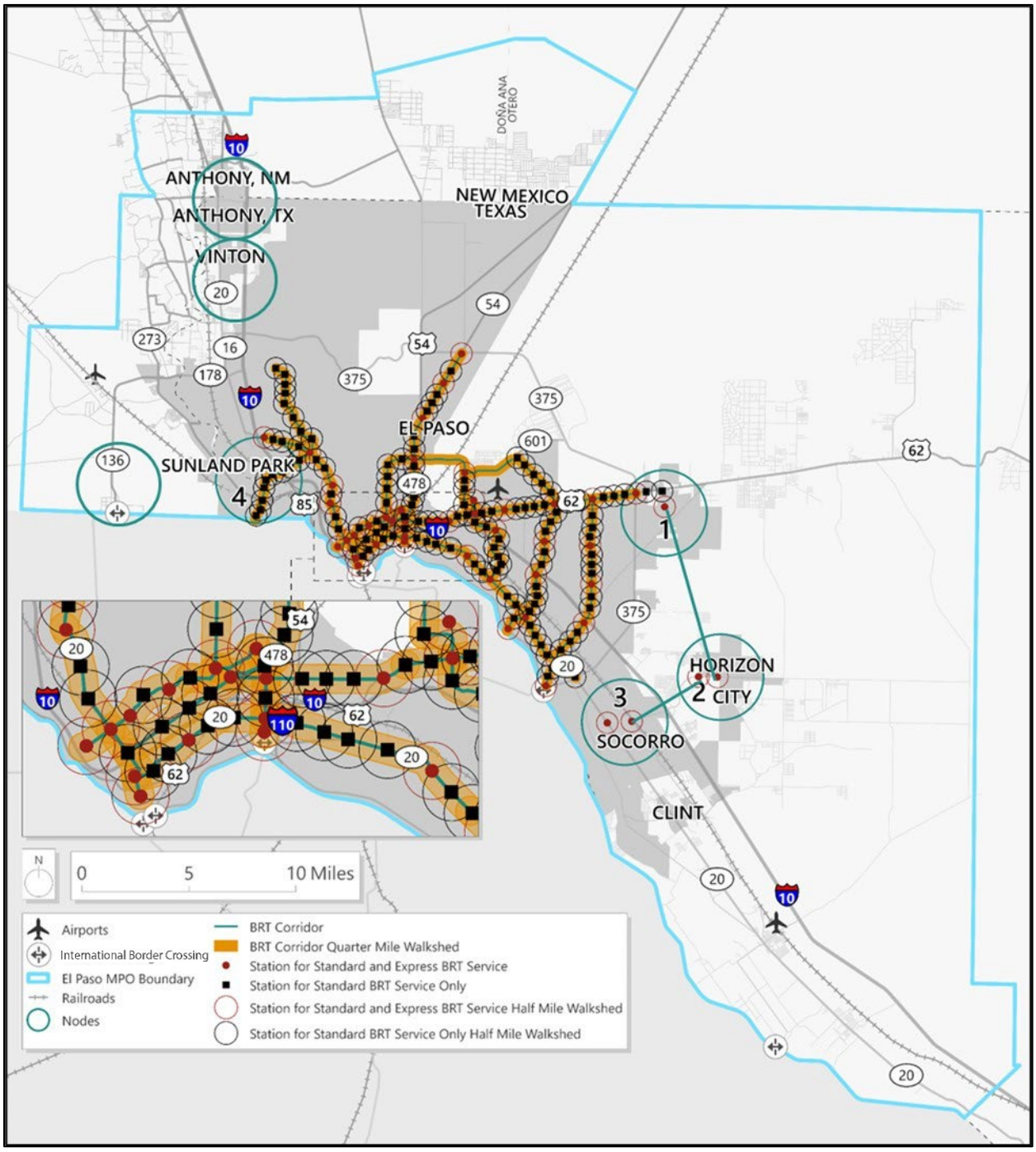
Visionary Alternative Future Scenario

This scenario envisions a transformative shift toward a more connected, walkable, and transit-oriented region. It introduces bold upzoning (land use) and infrastructure policies designed to reduce car dependency and support active modes of travel.

- **Transportation Investment Focus**: Under this vision, investment is exclusively channeled toward accommodating regional travel needs through transit expansion, particularly Bus Rapid Transit (BRT), as well as pedestrian and bicycle infrastructure. No new roadway capacity projects are included. The goal is a mobility network centered on accessibility and sustainability.
- **Land Use and Development Pattern**: Land-use upzoning policies incentivizes development concentration around high-capacity transit, with dense, mixed-use growth and re-development encouraged within half-mile radii of BRT stations and quarter-mile buffers along BRT corridors. Seven regional "nodes," identified and confirmed through workshop input, serve as compact centers of housing, employment, and services. This strategic densification aims to anchor vibrant, multimodal neighborhoods.
- **Stakeholder Workshop Feedback**: While many participants found this scenario aspirational, it was often described as "too visionary" for full-scale implementation given current political and infrastructural constraints. However, workshop input led to important refinements, including the addition of two BRT corridors linking Rich Beam to Horizon City and Horizon City to Socorro, and an expanded node framework.
- **Scenario Outcome**: Though not selected as the preferred path forward, this scenario played a pivotal role in shaping the planning dialogue. It helped define the outer bounds of regional ambition and laid the foundation for a more balanced approach reflected in the third scenario.

The Visionary Alternative Future Scenario is shown in **Figure 6-4**.

Figure 6-4: Visionary Alternative Future Scenario



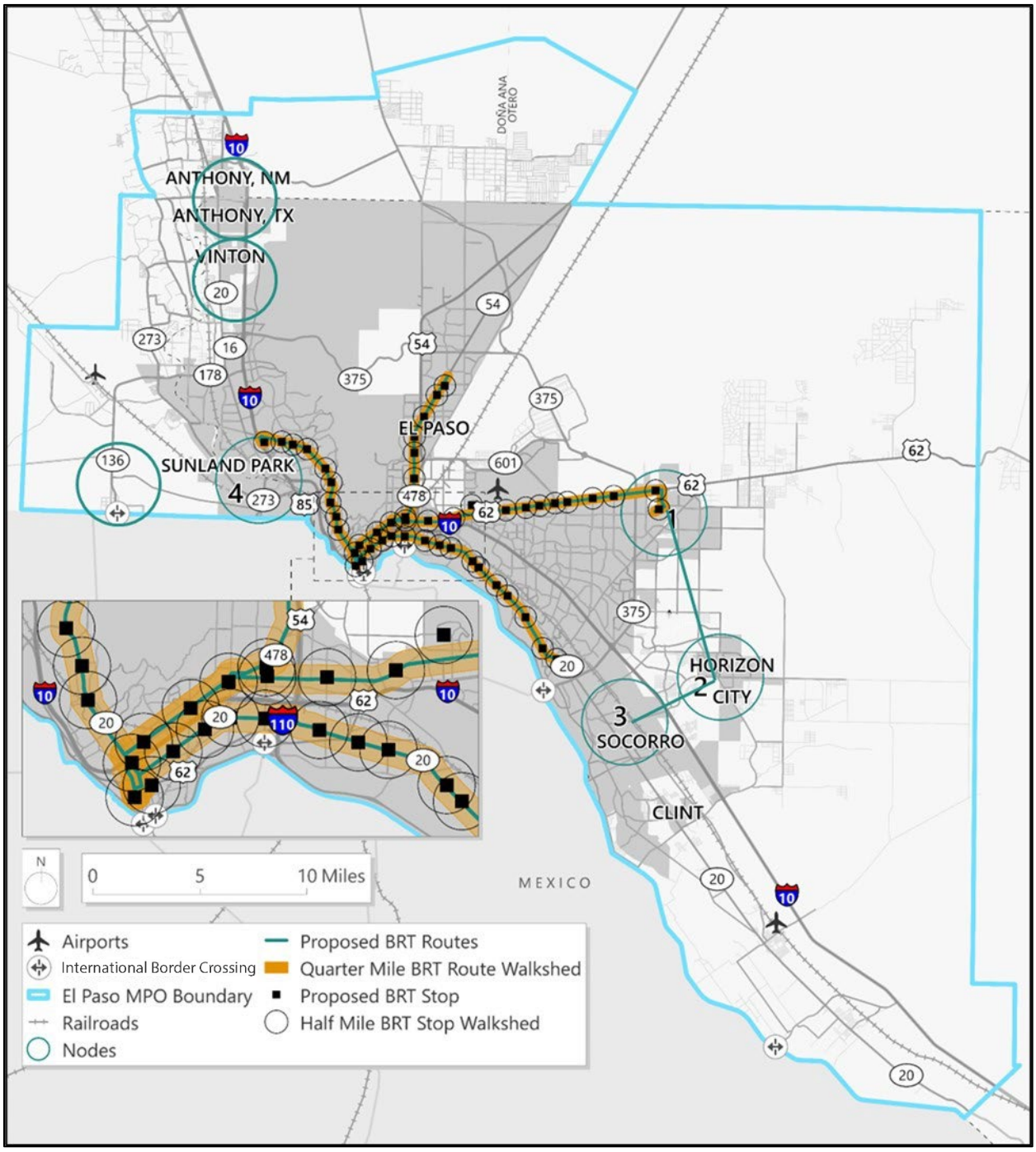
Transitional Alternative Future Scenario

Striking a balance between pragmatism and vision, this scenario integrates key elements from both the Status Quo and Visionary futures. It acknowledges existing development patterns while charting a course toward more multimodal, sustainable, and equitable outcomes.

- **Transportation Investment Focus**: Investments under this scenario are distributed across all modes, including roadway, transit, bicycle, and pedestrian infrastructure, offering a more balanced network that responds to diverse travel needs. A robust four-line BRT system (converted from RTS) anchors the transit component while preserving strategic roadway enhancements.
- **Land Use and Development Pattern**: Like the Visionary Scenario, this approach calls for concentrated growth within transit-accessible corridors and designated mixed-use nodes. Current RTS converted to BRT corridors and seven defined nodes guide density and development incentives, supporting compact, transit-supportive communities without fully abandoning existing patterns.
- **Community Feedback and Key Updates**: Workshop participants widely supported this "middle ground" approach as more feasible and adaptable across the region. Feedback validated the expanded node network and the inclusion of the two additional BRT corridors.
- **Scenario Outcome**: The El Paso MPO has identified this scenario as the gradual evolution future for the region. It will serve as a guiding benchmark during project evaluation, ensuring that nominated investments reflect a commitment to integrated, forward-looking planning.

The Transitional Alternative Future Scenario is shown in **Figure 6-5**.

Figure 6-5: Transitional Alternative Future Scenario



6.4.3. Most Likely Baseline and Gradual Evolution Benchmark

Taken together, EPMPO will proceed with the Car-Focused “Status Quo” as the most likely baseline for near-term investment planning, fiscal constraint, and conformity analyses. The Transitional Alternative Future serves as the gradual evolution benchmark in the project selection and prioritization process. In practice, candidate projects that advance the Transitional scenario’s multimodal outcomes including greater station-area accessibility, a strengthened BRT network, and compact, transit-supportive growth will receive elevated consideration, even as the program remains anchored to current regional conditions reflected in the Status Quo. The Visionary scenario continues to serve as the upper bound for stress-testing policies and revealing long-range opportunities, with refined elements (e.g., added BRT corridors, land-use upzoning near BRT stations and expanded nodes) informing incremental updates over time.

Figure 6-6. Scenario Planning Workshop

Chapter 7: Financial Plan

7.1. Introduction

The estimated cost of all transportation improvements presented in the MTP cannot exceed the amount of reasonably expected revenues projected from identified funding sources. This is a requirement under federal planning regulations and referred to as fiscal constraint. This chapter focuses on the long-range financial constraints and opportunities in the EPMPO area over the next 25 fiscal years of this RMS 2052 MTP. EPMPO, in cooperation with the TPAC, have conducted a careful analysis of what funds are to be reasonably expected, how those funds may be allocated, and how and when projects will be financed. This reasonable estimate is balanced with planned projects to produce the financial plan and fiscally-constrained project list.

7.2. Funding Sources

In order to develop a project list that is fiscally-constrained, funding sources must be explored to balance reasonably expected revenue with funding necessary for projects. The following sections identify TxDOT, USDOT, and other funding sources that support projects in the RMS 2052 MTP.

7.2.1. Roadway Funding Sources

A description of the various categories of funding available through TxDOT is summarized in Table 7-1 below.

Table 7-1. TxDOT Funding Categories

Funding Category		Description
1	Preventative Maintenance and Rehabilitation	Provides for preventive maintenance and pavement rehabilitation on the existing state highway system, including installation and rehabilitation of traffic control devices and the rehabilitation and maintenance of operational traffic management systems.

Funding Category		Description
2	Metropolitan and Urban Area Corridor Projects	Addresses mobility needs in all metropolitan areas throughout the state.
3	Non-Traditionally Funded Transportation Projects	Addresses mobility needs through the state using funding sources not traditionally part of the state highway fund. The projects in this category include Proposition 12, Proposition 14, Pass-through Toll Financing, Texas Mobility Fund, Concession, Regional Toll Revenue, Comprehensive Development Agreement, Local Participation, and unique federal funding.
4	Statewide Connectivity Corridor Projects	Addresses mobility and added capacity project needs on major state highway system corridors which provide statewide connectivity between urban areas and corridors which serve mobility needs throughout the state. The highway connectivity network is composed of the Texas Trunk System; National Highway System (NHS); and connections from Texas Trunk System or NHS to major ports on international borders or Texas water ports.
5	Congestion Mitigation and Air Quality Improvement	Addresses the attainment of national ambient air quality standards in the nonattainment areas of the state. Projects are for congestion mitigation and air quality improvement in the non-attainment areas in the state.
6	Bridges	Addresses the replacement or rehabilitation of deficient existing bridges located on public highways, roads, and streets in the state; the construction of grade separations at existing highway-railroad grade crossings; and the rehabilitation of deficient railroad underpasses on the state highway system.
7	Metropolitan Mobility / Rehabilitation	Addresses transportation needs within the metropolitan area boundaries of Metropolitan Planning Organizations having urbanized areas with populations of 200,000 or greater.
8	Safety	Addresses safety needs on and off the state highway system, and includes the Safe Routes to School program, the High-Risk Rural Roads program, and the Railway Highway Safety Program.
9	Transportation Enhancements	Addresses projects that are above and beyond what could normally be expected in the way of enhancements to the transportation system, including the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure.

Funding Category		Description
10	Supplemental Transportation Projects	Addresses projects that do not qualify for funding in other categories, such as state park roads, landscaping, and handicap accessible curb ramps at on-system intersections.
11	District Discretionary	Addresses projects selected at the District Engineer's discretion.
12	Strategic Priority	Addresses needs related to statewide economic development, military deployment routes, and manmade and natural emergencies.

7.2.2. Transit Funding Sources

A description of each of the Federal Transit Administration (FTA) programs from which funding is available for the EPMPO region is provided in Table 7-2 below.

Table 7-2. FTA Funding Categories

Funding Category		Description
5307	Urbanized Area Formula Grant Program	Program subsidizes the operating and/or capital cost of transit services. Eligible expenses include planning, engineering, most administration, preventive maintenance, fuel, parts, and operating costs.
5310	Transportation for Elderly Persons and Persons with Disabilities	Capital expenses that support transportation to meet the special needs of older adults and persons with disabilities.
5339	Buses and Bus Facilities	Provides funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

7.2.3. Other Funding Sources

Local Sources of Funding

- Tax Increment Reinvestment Zone (TIRZ): Local TIRZ districts can provide an additional source of funding through reallocation of local taxes to fund public improvements.
- Regional Mobility Authority (RMA): The RMA can develop infrastructure projects in the region that otherwise might depend solely on state or federal funding.
- Transportation Reinvestment Zone (TRZ): Similar to a TIRZ, a TRZ can relocate local tax revenue to support the development of a transportation project.

Texas Mobility Fund

The Texas State Legislature created the Texas Mobility Fund to accelerate completion of TxDOT projects and improvements. The Fund allows the state to issue bonds, which are backed by a dedicated revenue source. HB 3588 authorizes certain transportation-related fees such as motor vehicle inspection fees and driver's license fees to be moved from the state's General Revenue Fund to the Texas Mobility Fund.

Local Option Sales Taxes for Transportation

The use of local option sales tax revenues to fund transportation needs in the southeast Texas region represents a significant opportunity. In general, the State of Texas Tax Code authorizes cities and counties to adopt local sales and use taxes for any purpose other than repaying bonds. Provided the sum of all local option taxes in a given area does not exceed 2%, and the local option tax is approved by referendum, each city and/or county in the southeast Texas region could adopt up to a 0.5% sales tax that could be earmarked to address transportation system needs.

State Infrastructure Bank

This is a banking system set up by TxDOT with federal and state funds and is designed to encourage local entities to pay a larger share of the cost of highway projects. Local entities may apply for loans, lines of credit, letters of credit, bond insurance, and capital reserves for roadway improvement projects.

Traffic Impact Fees on New Development

Traffic impact fees ensure that new development pays its fair share of the cost to improve the transportation system so as not to exacerbate existing transportation problems.

Toll Fees

The use of toll revenue financing is attracting increased attention to complete transportation projects when other funding sources may be limited. Issuing bonds secured by toll revenue gives state and local authorities the ability to accelerate transportation projects that might otherwise not be able to be completed using traditional funding sources. HB 3588 allows TxDOT to enter into an agreement with Regional Mobility Authorities (RMAs) to pay a per vehicle fee as reimbursement for construction and maintenance of state highways or as compensation for the cost of maintaining facilities transferred to an RMA. Based on predetermined levels of usage, this approach allows TxDOT to effectively pay "tolls" on behalf of motorists using a new facility with revenues being derived from traditional funding sources such as gas tax revenues. The "shadow toll" or "pass through financing" payments received by the RMA from TxDOT can then be used to repay revenue bonds issued by the RMA to advance the project.

State Tax on Motor Fuels

States have the option of extending the retail sales tax to gasoline and dedicating the proceeds for transportation or transit. Several other states, such as New Jersey, Florida, California, and Maryland, use excise taxes on motor fuels for transportation funds.

Bond Issues

Funds for roadway and other capital improvements could be generated through the issue of "Certificates of Obligation," commonly known as bonds. Issuing bonds to fund city improvements largely depends on a favorable bond rating and low interest rates.

7.3. Funding Projections

Funding projections are necessary to enable RMS 2052 to be fiscally constrained. As noted in the previous sections of this Chapter, funding comes from several federal, state, and local resources. Generally, funding for roadway projects used TxDOT's Unified Transportation Program (UTP) funding amounts for years 2026 through 2036 and NMDOT funding allocations for year 2026 that applied through to the 2052. Specific considerations for roadway funding projections are included in Table 7-3 and Table 7-4.

Transit funds for both the Texas and New Mexico portions of the region assumed consistent projections from 2026 to 2052. The anticipated funds are in Table 7-5 and Table 7-6.

Table 7-3. Texas Roadway Funding Projections

Funding Category	2026-2052 Total Funding Projection	Funding Projection Consideration
1 – Preventive Maintenance & Rehabilitation	$1,887,471,962	Assumes TxDOT UTP funds for 2026 to 2036; average of UTP funds for 2037; 1.02% growth from 2038 to 2052.
2 – Metropolitan Area (TMA) Corridor Projects	$1,107,783,155	
3 - Local Contribution	$3,616,000	
3 - Transportation Mobility Fund	$14,488,636	
4 – Statewide Urban Connectivity Corridor Projects	$700,894,670	
5 - CMAQ	$142,759,917	Assumes TxDOT UTP funds for 2026 to 2036; average of UTP funds for 2037; 1.01% growth from 2038 to 2052
6 – Structures Replacement & Rehabilitation	$51,300,000	Assumes consistent funds for each fiscal year
7 – STP - MM	$699,304,527	Assumes TxDOT UTP funds for 2026 to 2036; average of UTP funds for 2037; 1.01% growth from 2038 to 2052
8 – Safety Project	$18,092,538	Assumes consistent funds for each fiscal year
9 – Statewide TASA	$126,157,851	Assumes consistent funds for every 3 fiscal years
9 – Transportation Alternatives-Set Aside	$80,035,764	Assumes TxDOT UTP funds for 2026 to 2036; average of UTP funds for 2037 to 2052.
11 – District Discretionary	$115,000,642	
11 - BSIF	$540,000,000	Assumes consistent funds for each fiscal year
12 – Strategic Priority	$400,000,000	Assumes funds split between 2028 and 2030
Bonding CRRMA for Borderland Expressway	$137,851,235	
Regional Priority	$1,716,384,725	Assumes consistent funds for every 3 fiscal years

Funding Category	2026-2052 Total Funding Projection	Funding Projection Consideration
City of Socorro TRZ	$61,779,773	
City of El Paso TRZ #3	$31,493,594	
Local Preliminary Engineering Funds	$9,558,658	
State Preliminary Engineering Funds	$33,503,990	
State Right of Way Funds	$13,762,660	
Total	***$7,902,961,568***	

*Includes carryover funding amounts from fiscal years earlier than 2026.

Table 7-4. New Mexico Roadway Funding Projections

Funding Category	2026-2052 Total Funding Projection	Funding Projection Consideration
STPL (Surface Transportation Program – Large Urban)	$31,440,609	Assumes consistent funds for each fiscal year
STLE (Surface Transportation Program – Exempt)	$6,020,400	
TAPL (Transportation Alternatives Program – Large Urban)	$3,164,454	
CMAQ (CMAQ – Mandatory)	$53,946,972	
CMAQ (CMAQ – Flex)	$236,908	
NHPP – National Highway Performance Program	$449,414,014	
New Mexico State Funds	$138,600,000	
SBSI (Border) – Borderland Expressway	$10,103,416	
Town of Anthony, NM	$52,049,998	
City of Sunland Park, NM	$211,352,754	

Funding Category	2026-2052 Total Funding Projection	Funding Projection Consideration
NHPP - National Highway Performance Program	$449,414,014	Assumes funds in 2043
NM State Funds	$138,600,000	Assumes funds in 2036 and 2043
Total	***$918,868,516***	

Table 7-5. Texas Transit Funding Projections

Funding Category	2026-2052 Total Funding Projection
Large Urban Cities (5307)	
1. Capital Maintenance	$416,383,482
5. ADA Paratransit	$62,833,714
6. Bus Purchase	$33,600,000
Seniors and People with Disabilities (5310)	$24,930,905
Seniors and People with Disabilities (5310)-Administrative	$2,770,098
5339 - Bus and Bus Facilities	$40,122,421
5339 - Support Vehicles/Bus Rehabilitation	$8,059,799
5339 - Transit Enhancements (to include shelters)	$13,500,000
Very Small Starts Revenue (5309)	$162,697,856
FTA 5305 HOPE Grant Program	$194,700
Certificates of Obligation	$162,697,856
Total	***$927,790,831***

Table 7-6. New Mexico Transit Funding Projections

Funding Category	2026-2052 Total Funding Projection
5339 – Bus and Bus Facilities	$3,979,851
5339 – Low or No Emission	$3,139,851
5307 – Urbanized Area Formula Grant	$4,125,225
Total	***$11,244,927***

7.4. Project Selection Process

The project selection process is a series of actions that support the development of the MTP project list. For this MTP, the selection process began in spring 2025 and concluded in winter 2025 with the adoption of a preliminary project list. As mentioned, the process kicked off in the spring with EPMPO informing entities of the MTP project call. This call remained open until June 2025, when the deadline was set for project submission. Next in the process, over the summer of 2025, projects were reviewed and mapped utilizing GIS to help visualize the submission. Following this step, the MPO met with various entities and developed the final fiscally-constrained list during the fall of 2025. Finally, in November 2025 the preliminary list was adopted. It is important to note that the project selection process is ongoing, and the project list can be updated over the course of the MTP through amendments as the needs of the community change and differing projects may be prioritized and/or added to the list, while staying within fiscal constraint.

7.4.1. Project Selection Criteria

The project list was selected based on criteria that algins with the goals of the RMS 2052 MTP. The goals can be seen in **Figure 7-1**.

Figure 7-1. Goals for Selection Criteria

The selection criteria include point allocations within each criterion as shown in **Table 7-7**, and include criteria distribution that weighted the importance of each criterion as shown in

.

Table 7-7. Scoring Criteria

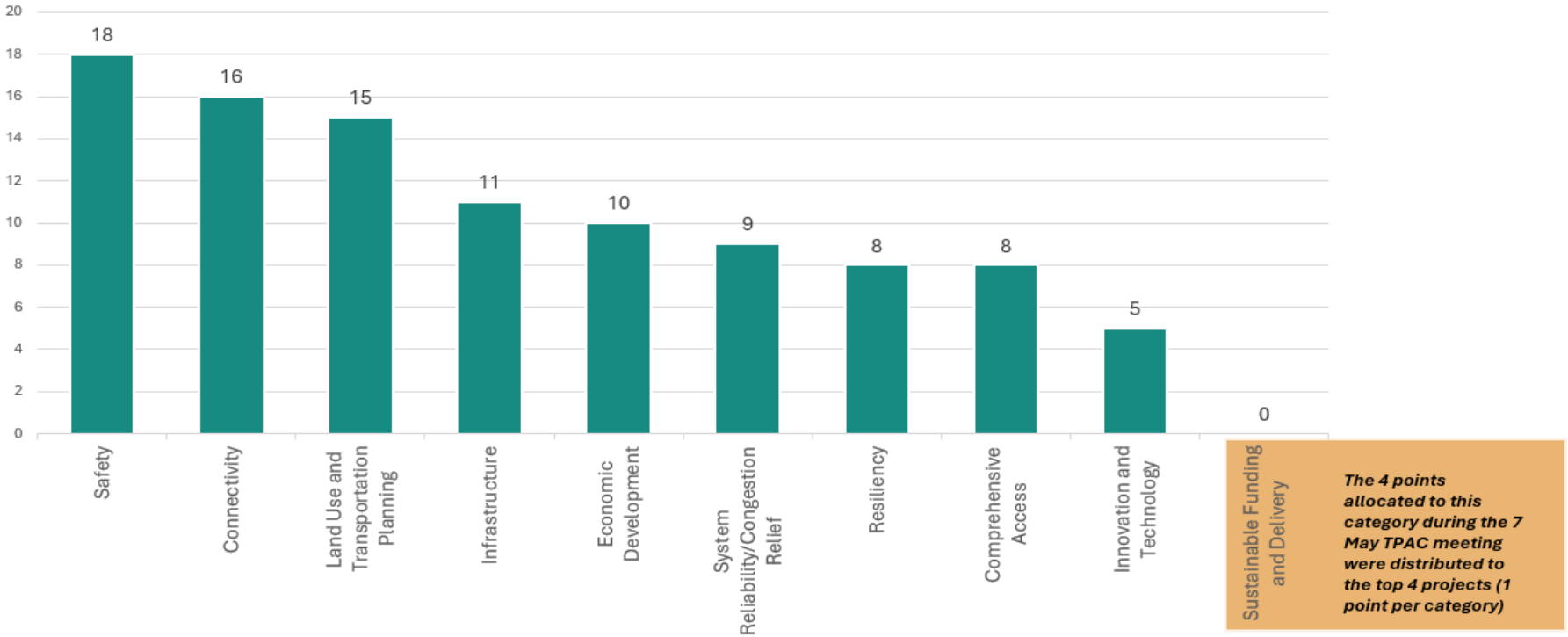
Goal	Objective	Selection Criteria	No Points	Mid Points	Max Points
Safety	Increase safety of the regional transportation system for all users, regardless of mode of travel.	Does the project address one or more roadway safety improvements to the region's High-Injury Network (HIN) and High Risk Network (HRN) from the Borderplex Safe Mobility Plan or the City of El Paso's HIN and HRN? Does the project include safety improvements for vehicle, bicycle, pedestrian, and/or transit projects?	No safety improvements	Minimal safety improvements	Located on the High Injury Network
System Reliability/ Congestion Relief	Provide an efficient transportation system that maintains travel time reliability and reduces congestion.	Does the proposed project provide congestion relief by implementing a Congestion Management Process (CMP) strategy along the CMP network?	No congestion improvement	Congestion improvement strategy but not on CMP network	Congestion improvement strategy on CMP network
Economic Development	Promote economic development by offering multimodal transportation options between jobs, educational opportunities, community services, competitive markets, and travel destinations.	Does the project provide improvements to travel destinations (e.g., jobs, educational opportunities) in the region and/or freight transportation facilities (e.g., ports of entry, freight facility)?	Not within a travel destination or freight transportation facility	Within one travel destination or freight transportation facility	Within two or more travel destinations and/or freight transportation facilities
Land Use and Transportation Planning	Integrate land use and transportation planning by promoting consistency between transportation improvements, planned growth, and economic development growth.	Does the active transportation and/or transit project fall within the Transitional future land use and transportation scenario to mitigate future sprawl?	Does not meet the scenario or is not an active transportation or transit project	Partially within the scenario's node and/or corridor	Fully within the scenario's node and/or corridor

Goal	Objective	Selection Criteria	No Points	Mid Points	Max Points
Connectivity	Expand the connectivity and integration of the transportation system across and between modes for people and freight.	Does the project improve the Connectivity Corridor (e.g., major highway, arterial, freight corridor, transit, major active transportation facility) or a new facility (roadway, bicycle, pedestrian, transit) that was identified in a previous plan or study or improve multimodal connectivity?	Not on Connectivity Corridor or new facility	Partially within a Connectivity Corridor or new facility	Fully within a Connectivity Corridor or new facility
Infrastructure	Maintain and preserve the assets of the existing transportation system in a state of good repair.	Does the project provide improvements to a facility in poor condition (e.g., pavement and bridge)?	Improvement on a facility with Good pavement/bridge condition	Improvement on a facility with Fair pavement/bridge condition	Improvement on a facility with Poor pavement/bridge condition
Resiliency	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.	Does the project provide improvement(s) to the EPMPO's defined Critical Resiliency Network?	Improvement does not improve the Critical Resiliency Network	Improvement partially improves the Critical Resiliency Network	Improvement improves the Critical Resiliency Network
Comprehensive Access	Promote comprehensive access to safe and affordable mobility options, while reducing transportation network gaps and negative impacts.	Does the project provide improvement(s) to the EPMPO's defined Comprehensive Access Need Area?	Does not improve a Comprehensive Access Need Areas	Partially improves a Comprehensive Access Need Areas	Improves a Comprehensive Access Need Areas

Goal	Objective	Selection Criteria	No Points	Mid Points	Max Points
Innovation and Technology	Invest in innovations and technologies to enhance the transportation system and support an increased quality of life for the region.	Does the project support alternative fuel stations and corridors? Does the project deliver improvements through innovation and technology?	Improvement does not support innovation/ technology	Improvement partially supports innovation/ technology	Improvement fully supports innovation/ technology
Sustainable Funding and Delivery*	Support sustainable and responsible funding options to deliver and implement the right transportation projects.	Will the project provide local funds?	No local funding	50% - 74% local funding	75% or greater local funding

* *These criteria will not be used as part of the initial scoring process but may be added as a secondary review.*

Figure 7-2. Scoring Distribution



7.4.2. Project Call

The project call opened in spring 2025 and closed in June 2025. The call for projects resulted in 152 project submissions at a cost of $6.87 billion dollars. The call received submissions from 12 local entities, with the largest number coming from the City of El Paso, followed by TxDOT and the County of El Paso. Projects were scored and ranked using the scoring criteria. The projects were then discussed with sponsoring agencies to finalize scoring and ranking.

Of the submitted projects, 78% were selected for inclusion in the MTP project list, and 68% of funds requested were granted. The 22% of projects not selected for inclusion in the MTP project list will be included in the MTP as part of an unfunded informal list. The preliminary list includes programmed funding of $4.702 billion dollars for the 119 selected projects. The list also includes $540,518,200 in formula funds to transit projects and $61,682,220 in 5310 program funds. Within the New Mexico portion of the MPO, 34 projects were selected for a total expenditure of $809,353,143 between NMDOT ($553,600,000) and local entities.

7.5. Financially Constrained Financial Plan

The projects selected in the RMS 2052 MTP must be financially constrained, meaning the project cost must fall within the expected revenue projections. **Table 7-8** demonstrates financial constraint for projects for years 2026 through 2052 by showing the comparison of funding projections with the programmed amount.

Table 7-8. Fiscally Constrained Financial Plan by Fiscal Year

Fiscal Year	Programmed Amount	Funding Projection Amount
2026	$309,319,361	$260,749,617
2027	$197,921,520	$188,799,706
2028	$689,220,403	$653,754,357
2029	$494,699,936	$176,621,952
2030	$376,284,619	$609,824,395
2031	$189,581,938	$138,631,781
2032	$197,277,609	$156,083,233
2033	$318,867,728	$103,524,509
2034	$215,617,960	$120,195,131
2035	$401,987,741	$277,573,680
2036-2042	$2,312,362,413	$2,320,083,539
2043-2052	$4,038,068,009	$3,692,774,616
Total	$8,718,638,904	$9,761,231,625

Chapter 8: Financially Constrained Project List

8.1. Introduction

This chapter summarizes the fiscally constrained list of roadway and transit projects that will be funded under the RMS 2052 MTP. The EPMPO is committed to investing in projects that preserve the existing system, expand capacity, increase efficiency and safety, and improve overall quality. The projects included within the RMS 2052 MTP were carefully selected and prioritized to represent the current priorities based on anticipated needs in the future. These priorities may be revisited based on new trends that may need evaluation and consideration of other factors. This plan is to be considered a living document will be revisited if needed.

8.2. Highway Projects

The list of projects that are presented on the following pages were nominated by project sponsors through electronic project request form (ePRF) and selected through the project selection process. Highway projects within the EPMPO planning area within the state of Texas are presented in **Table 8-1** and those within the state of New Mexico within **Table 8-2**. All unmapped highway projects are included in **Table 8-3**. Both Texas and New Mexico mapped highway projects are displayed in **Figure 8-1**.

Table 8-1. Texas Highway Fiscally Constrained Project List

Map#	CSJ (TX) / CN (NM)	MPOID	Project Name	Project Description	From	To	Sponsor	YOE (FY)	Network Year	Authorized Funding (Total Project Cost, including inflation)
TX120	2121-01-094	I405X-CAP	IH 10 WIDENING (FM 1905 to SH 20)	EXPAND FROM 4 TO 6 LANES; RAMP RECONFIGURATIONS; RECONSTRUCT EXISTING FRONTAGE ROADS AND OPERATIONAL IMPROVEMENTS	0.22 MILES WEST OF FM 1905 (ANTONIO ST)	SH 20 (MESA ST)	TXDOT	2022	2027	$0
TX124	2552-02-028	F057X-CAP	Loop 375 (Purple Heart) Widening and Construction of Frontage Roads	Widen 4 to 6 lanes on mainlanes and construct 2 lane frontage roads in each direction	Spur 601	US 62/180 (Montana Ave)	TXDOT	2022	2027	$0
TX117	0665-02-004	P201B-CAP2	Borderland Expressway, Phase 2: FM3255 to Railroad Dr.	Construct New Divided 4 Lane Facility (2-lanes each direction) with additional auxiliary lane in each direction from Dyer to US 54	FM3255	Railroad Dr.	TXDOT	2025	2027	$0
TX118	0665-02-004	P201B-CAP2	Borderland Expressway, Phase 2: FM3255 to Railroad Dr. PE/ROW Phase	Construct New Divided 4 Lane Facility (2-lanes each direction) with additional auxiliary lane in each direction from Dyer to US 54	FM3255	Railroad Dr.	TXDOT	2023	N/A	$0
TX85	0665-02-005	P201B-CAP3	Borderland Expressway, Phase 3: BU54 (Dyer St.) to SL 375	Borderland Expressway Phase III Construct New Divided 4 Lane Facility from Railroad to SL 375 and Transitionary work from BU54 (Dyer) to Railroad Drive	BU54 (Dyer St.)	SL 375	TXDOT	2030	2032	$165,000,000
TX85	0665-02-005	P201B-CAP3	Borderland Expressway, Phase 3: BU54 (Dyer St.) to SL 375 PE/ROW Phase	Construct New Divided 4 Lane Facility from Railroad to SL 375 and Transitionary work from BU54 (Dyer) to Railroad Drive	BU54 (Dyer St.)	SL 375	TXDOT	2023	N/A	$0
TX115		A437A	George Perry Extension Segment 1	Build 4-Lane Divided road. 0.6 miles of George Perry Extension + 0.4 miles of Constitution from George Perry Extension to Spur 601.	Walter Jones Blvd; George Perry Extension	Constitution (proposed); Constitution (existing)	COEP	2023	2032	$0
TX122	0924-06-564	P004X-CAP-1	John Hayes (Darrington/Berryville)(Construction Phase 1)	Build 2-lane roadway (1 lane in each direction with raised median). Existing SB section from Montwood to 0.5 miles south will remain as 2-lanes.	Pellicano Dr.	Montwood	County EP	2023	2027	$0
TX128	0665-02-002	P201B-CAP	Spur 320 PH I (BU 54 to Railroad Dr)	SS 320 Borderland Expressway Phase I Construct 2-lane Frontage Roads in each direction and Intersections between BU54 (Dyer) to Railroad Drive	BU54 (Dyer St.)	Railroad Dr.	TXDOT	2023	2027	$0
TX69	0924-06-563	A433-CAP-PE2	Arterial 1 (1682 Blvd) (PE – Final Design)	Build 4-lane divided	Future Border Highway East	IH-10	Socorro	2024	N/A	$0

Map#	CSJ (TX) / CN (NM)	MPOID	Project Name	Project Description	From	To	Sponsor	YOE (FY)	Network Year	Authorized Funding (Total Project Cost, including inflation)
TX121	2121-01-104	I405X-CAP-2	IH 10 WIDENING (NMSL | SPUR 37)	EXPAND FROM 4 TO 6 LANES AND OPERATIONAL IMPROVEMENTS from 0.22 MI W OF FM 1905 (ANTONIO ST) to SPUR 37; INCIDENTALS TO INCLUDE LANDSCAPE IMPROVEMENTS from 0.22 MI W OF FM 1905 (ANTONIO ST) to SH 20 (MESA ST)	0.22 MI W OF FM 1905 (ANTONIO ST)	SH 20 (MESA ST)	TXDOT	2024	2027	$0
TX126	0924-06-611	B201X-CAP	Sean Haggerty Dr Extension	Construct new 4-Lane bridge with pedestrian and bike facilities from Nathan Bay Dr to Dyer St.	Nathan Bay Dr	Dyer St	COEP	2024	2027	$0
TX127	3592-01-009	P136X	SH 178 OPERATIONAL IMPROVEMENTS	Interchange Improvements to include Grade Separation(s), U Turns and Two, 2-lane DC's (WB IH-10 to WB SH 178 and EB SH 178 to EB IH-10) and Two, 1-lane DC's (EB IH-10 to WB SH 178 and EB SH 178 to WB IH-10).	NM/TX STATELINE	IH 10	TXDOT	2024	2032	$0
TX119	2121-02-166	I063X-PE	DOWNTOWN 10 from EXECUTIVE CENTER to SL 478 (COPIA ST.) PE and ROW	WIDEN FROM 3/5 TO 4/6 LANES EACH DIRECTION, ADD 2-LANE FRONTAGE ROADS EACH DIRECTION, RAMP AND OPERATIONAL IMPROVEMENTS, AND BIKE/PED PATHS.	EXECUTIVE CENTER	SL 478 (COPIA ST)	TXDOT	2027	N/A	$183,000,000
TX123	0924-06-565	P004X-CAP-2	John Hayes (Darrington/Berryville)(Construction Phase 2)	Widen from 1-lane to 3-lanes in each direction with shared use path. Existing SB section from Montwood to 0.5 miles south will be restriped as 3-lanes	Pellicano Dr.	Montwood	County EP	2025	2027	$0
TX125	0374-02-100	F407B-CAP-PE	Phase US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II PE and ROW	US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II-Construct 6 lane expy and build 2 lane FRs from Tierra Este Road. to Zaragosa Rd. Reconst. 6 lane main lanes from Global Reach to Lee Trevino. Reconstruct. FR Global Reach to Tierra Este.	Global Reach Dr.	Zaragoza Rd. (FM 659)	TXDOT	2025	N/A	$0

Map#	CSJ (TX) / CN (NM)	MPOID	Project Name	Project Description	From	To	Sponsor	YOE (FY)	Network Year	Authorized Funding (Total Project Cost, including inflation)
TX3	0924-06-570	M089A	Downtown Bicycle Improvements Phase I	Construct bike facilities dwntwn: bffrd bike lns, convntnal bike lns, bike bvlds, shrd ln mrkngs, & protected bike lns. Includes road diets (from 4/3 lanes to 2), signage, wayfndng, stripng, & intersection treatments.	Campbell from Missouri; Main from Oregon; Mills from Sheldon; Missouri from Santa Fe; San Antonio from Anthony; Sheldon from Santa Fe; Virginia from Mills; St. Vrain from San Antonio; Overland from St. Vrain; Santa Fe from San Antonio	Campbell to Paisano; Main to Campbell; Mills to Virginia; Missouri to Campbell; San Antonio to Virginia; Sheldon to El Paso; Virginia to San Antonio; St. Vrain to Paisano; Overland to El Paso; Santa Fe to Missouri	COEP	2026	2032	$2,572,079
TX57	0924-06-745	T411X	Horizon City - Socorro Bus Circulator	A transit route that provides service to and from the City of Socorro, Horizon City, and the Mission Del Paso EPPC Campus. This is being proposed as a three year pilot program; the cost presented is for the three year total.	Horizon City, TX (stop at future TOD site at Horizon Blvd. and Darrington Road)	Socorro, TX (stops near Nuevo Hueco Tanks Road and North Loop Drive and at EPPC Mission Del Paso Campus)	Horizon	2027	2032	$923,784
TX17	0924-06-670	A438X	Montwood Ext.	Build 6-Lane divided with bike lanes	Sheyra St.	Rich Beam	COEP	2026	2032	$14,488,636
TX130		A530-PE	Moon Road Complete Streets PE Phase	Complete street planning activities for approximately 2.17 miles of Moon Road in Socorro to include feasibility, environmental analysis, community engagement, engineering and design, and benefit-cost analysis.	Socorro Road	Grijalva Road	Socorro	2026	N/A	$1,728,951
TX131	5000-00-261	M109X	NEVI-Anthony	Install 4 Direct Current Fast Charge ports along the Electric Alt Fuel Corridors plus 5 years of Operations and Maintenance.	3000 Mountain Pass Blvd, Anthony TX	3001 Mountain Pass Blvd, Anthony TX	TXDOT	2026	N/A	$1,226,250
TX132	5000-00-267	M410X	NEVI-Horizon	Install 4 Direct Current Fast Charge ports along the Electric Alt Fuel Corridors plus 5 years of Operations and Maintenance.	1300 Horizon Blvd, El Paso TX	1301 Horizon Blvd, El Paso TX	TXDOT	2026	N/A	$936,250
TX22	0924-06-728	E501X-2PE	PE Phase Playa Drain Shared Use Path (Knights to Midway)	New pedestrian and bicycle facilities with signage, sidewalks, landscaping, furnishings and Illumination.	Knights Dr from Playa Drain; Midway Dr from SH20/Alameda; Mimosa Ave from Midway Dr	Knights Dr to Midway Dr; Midway Dr to Mimosa Ave; Mimosa Ave to Vocational Dr	COEP	2026	N/A	$1,597,204

Map#	CSJ (TX) / CN (NM)	MPOID	Project Name	Project Description	From	To	Sponsor	YOE (FY)	Network Year	Authorized Funding (Total Project Cost, including inflation)
TX23	0924-06-729	R201XPE	PE Phase Sun Valley Street Improvements Gateway Blvd North to Kenworthy	Roadway reconstruction of existing roadway, road diet reduction from 4 lanes to 2 lanes, buffered bike lane, street illumination, landscaping and irrigation, and striping on Sun Valley Dr from Gateway Blvd North to Kenworthy St.	Gateway Blvd North	Kenworthy St.	COEP	2026	N/A	$1,000,652
TX67	0924-06-766	E512X-PE	San Elizario Intersection Safety Improvements PE Phase	PE phase includes design of operational improvements of four intersections in San Elizario. Improvements include reconfiguring intersections, signals and addition of dedicated LT & RT turn lanes.	San Antonio Rd. @ Socorro Rd. (FM 258), San Elizario Rd. (FM1110) @ FM 258, Chicken Ranch Rd. @ FM 258, Chicken Ranch Rd. @ FM1110	San Antonio Rd. @ Socorro Rd. (FM 258), San Elizario Rd. (FM1110) @ FM 258, Chicken Ranch Rd. @ FM 258, Chicken Ranch Rd. @ FM1110	San Elizario	2026	N/A	$697,055
TX108	0167-01-122	F001B-15A	US54 (PATRIOT FWY) MAINLANES (KENWORTHY TO FM2529) AND RAMP RECONFIGURATION	BUILD 4 LANE (2-LANES EACH DIRECTION) DIVIDED HWY AND GRADE SEPARATIONS AND RAMP RECONFIGURATION. EXISTING 3- LANE ARTERIALS WILL BECOME THE FRONTAGE ROADS WITH CONNECTING RAMPS	KENWORTHY ST	FM 2529 (MCCOMBS ST)	TXDOT	2026	2032	$90,372,199
TX2	0924-06-665	R401X	Buffalo Soldier Rd Street Reconstruction	Project includes complete 2 lane roadway reconstruction, parkway improvements, sidewalks, bicycle facilities, street illumination, landscaping and irrigation, and striping.	Edgemere Blvd	Montana Ave	COEP	2027	N/A	$7,124,204
TX59	0924-06-743	T410X	Horizon City Transit Plaza	Horizon City Transit Plaza: Development of Transit Plaza with parking within the Horizon Country Club Estates Subdivision(s).	Bordered by Darrington Road (west) and Rodman Street (east)	Bordered by Horizon Boulevard (south)	Horizon	2027	N/A	$3,800,000
TX97	2121-02-167	I061X-CAP-1	I-10 FR Ext PH I (Executive to Sunland Park)	I-10 FR Ext PH I (Executive to Sunland Park): Construct 2-lane Westbound Frontage Road, Frontage Road Improvements.	EXECUTIVE CENTER BLVD	SUNLAND PARK DR	TXDOT	2027	2032	$36,412,649
TX113	0924-06-780	A410X-CAP	Quejette Rd Extension	Construction and extension of a new 2-ln road on an existing unpaved road, including curb/gutter, sidewalks, street lighting, asphalt pavement, and stormwater drainage infrastructure.	Douglas Rd	430 Feet South of Vinton Rd	Vinton	2027	N/A	$2,200,688

Map#	CSJ (TX) / CN (NM)	MPOID	Project Name	Project Description	From	To	Sponsor	YOE (FY)	Network Year	Authorized Funding (Total Project Cost, including inflation)
TX28	0924-06-625	P219X-CAP	Railroad Dr. Widening and Reconstruction	RAILROAD DRWIDENING AND RECONSTRUCTION: Add 1 lane ea direction fr Purple Heart Hwy to Shrub Oak to increase capacity fr 2 to 4 lanes. Include road rehab & reconstruction of existing road, sidewalk, shared use path, illumination, landscaping & irrigation.	Purple Heart Highway	Shrub Oak Drive	COEP	2027	2032	$19,421,338
TX34	0924-06-729	R201X	Sun Valley Dr Reconstruction Gateway Blvd North to Kenworthy St, Construction Phase	Roadway reconstruction of existing roadway, road diet reduction from 4 lanes to 2 lanes, buffered bike lane, street illumination, landscaping and irrigation, and striping on Sun Valley Dr from Gateway Blvd North to Kenworthy St.	Gateway Blvd North	Kenworthy St.	COEP	2027	2032	$5,021,867
TX35	0924-06-730	E111X	Sunland Park Shared Use Path	Construction of a shared use path with associated signage, landscaping and irrigation, furnishings, and illumination.	Cadiz St.	Mesa St.	COEP	2027	N/A	$7,257,320
TX110	0374-02-126	B401X	US62/180 Montana Phase II-A (Global Reach Dr.)	CONSTRUCTION OF BRIDGE OVERPASS	0.70 MI W OF GLOBAL REACH DR.	1.33 MI E OF GLOBAL REACH DR.	TXDOT	2027	2032	$26,906,107
TX86	2121-02-186	I063X-CAP-1	Downtown 10, Phase 1 from SS 1966 to 0.5MI East of Campbell St.	WIDEN FROM 3/5 TO 4/6 LANES EACH DIRECTION, ADD 2-LANE FRONTAGE ROADS EACH DIRECTION, RAMP AND OPERATIONAL IMPROVEMENTS, AND BIKE/PED PATHS.	SS 1966	0.5 MI EAST OF CAMPBELL ST	TXDOT	2028	2032	$525,000,000
TX58	0924-06-744	T412X	Horizon City to UTEP Express Route	A transit route that provides service to UTEP from Horizon City at peak hours. This is a pilot program that will begin with two morning routes and two afternoon routes. This is being proposed as a three year pilot program; the cost presented is for the three year total.	Glory Road Transit Station	Horizon City, TX	Horizon	2028	2032	$611,000
TX73	0924-06-607	A527X-CAP-1	Nuevo Hueco Tanks Extension (FM 76 to SH20) - Construction	Nuevo Hueco Tanks Extension (FM 76 to SH20) - Construction: Build 4 lane roadway	FM 76 North Loop Dr	SH 20 - Alameda Avenue	Socorro	2028	2032	$21,461,510
TX27	0924-06-728	E501X-2	Playa Drain Use Path (Knights Dr to Midway Dr), Construction Phase	New pedestrian and bicycle facilities with signage, sidewalks, landscaping, furnishings and illumination.	Knights Dr from Playa Dr; Midway Dr from SH20/Alameda; Mimosa Ave from Midway Dr	Knights Dr to Midway Dr; Midway Dr to Mimosa Ave; Mimosa Ave to Vocational Dr	COEP	2028	N/A	$4,107,096

Map#	CSJ (TX) / CN (NM)	MPOID	Project Name	Project Description	From	To	Sponsor	YOE (FY)	Network Year	Authorized Funding (Total Project Cost, including inflation)
TX133		M315X	TA25 Magoffin/Piedras/Paisano SUP	Design & construction of SUP. Includes APS, lighting, ADA ramps, crosswalks, landscaping, and signage. Includes road diet on Magoffin Ave (from 3 lanes to 2) from N Cotton St to Palm St.	Magoffin Ave from N Cotton St; Palm St from Magoffin Ave; Piedras St from Palm St; US 62 from Piedras St	Magoffin Ave to Palm St; Palm St to Piedras St; Piedras St to US 62; US 62 to US 54 N frontage road	COEP	2028	2032	$12,569,000
TX56	0924-06-691	A442X	Delake Street Construction	Construction of a 2-ln road w enhanced ped facilities, bike lns, lighting to provide access to Horizon City Transit Oriented Town Center. Dilley St will still be constructed parallel w/ Horizon TRZ funds. Both open to public by 2032.	Rodman St.	Darrington Road	Horizon	2029	2032	$5,497,781
TX94	1281-02-017	P520B-2-15A	FM1110 Phase 2 New Location (SH20 Alameda Ave. to FM76 North Loop Dr.)	Construct a new 4 lane divided arterial	SH 20 (Alameda Ave.)	FM 76 (North Loop Dr.)	TXDOT	2029	2032	$34,873,214
TX95	1281-02-007	P520B-1-15A	FM1110 Widening Phase 1 (FM76 North Loop Dr. to I-10)	Construct and upgrade to 4 lane divided arterial	FM 76 (North Loop Dr.)	IH-10	TXDOT	2029	2032	$5,676,785
TX15	0924-06-775	E409X	Montwood Dr and Sun Fire Blvd Roundabout	Construct new 2-ln roundabout at existing Montwood Dr and Sun Fire Blvd. intersection. Incl. ped. improvs, HAWKs, signage, striping, bike lns & ramps.	Montwood Dr	Sun Fire Blvd	COEP	2029	N/A	$6,070,329
TX21	0924-06-784	E113X	Paul Harvey Park Trail	Construct new SUP from Paul Harvey Park to the Westside Natatorium. Project runs on social trail behind Bluff Canyon Circle/Bel Mar Ave on to Mesa Hills Dr.	Sunland Dr	De Leon Dr	COEP	2029	N/A	$4,275,421
TX134	0924-06-781	B505X	Place Rd Bridge Replacement	Design & reconstruct 2-ln Place Rd bridge at Franklin Canal and SH 20. Incl. culvert replacement and expansion for ADA & and ped fcys.	Place Rd at Franklin Canal on Alameda Ave (SH20)	Place Rd at Franklin Canal on Alameda Ave (SH20)	Socorro	2029	N/A	$1,896,125
TX64	0924-06-766	E512X	San Elizario Safety and Operational Improvements, Construction Phase	Construct operational improvements to 4 existing intersections in San Elizario. Incl intersection improvements, signal mods and new left- and right turn lns	San Antonio Rd. @ Socorro Rd. (FM 258), San Elizario Rd. (FM1110) @ FM 258, Chicken Ranch Rd. @ FM 258, Chicken Ranch Rd. @ FM1110	San Antonio Rd. @ Socorro Rd. (FM 258), San Elizario Rd. (FM1110) @ FM 258, Chicken Ranch Rd. @ FM 258, Chicken Ranch Rd. @ FM1110	San Elizario	2029	N/A	$5,743,771
TX50	0924-06-621	P002X-CAP-1	Tierra Este (Arterial 1) Phase 1	Build a 2-ln roadway (1 ln ea direction) from Cozy Cove Ave to Pellicano Dr. with bike ln	Cozy Cove Ave.	Pellicano Dr.	County EP	2029	2032	$31,597,103

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TX96	1046-01-021	P428X-MOD	FM659 (Zaragoza Rd.) Widening (LP 375 to US62/180 Montana Ave.)	WIDEN FROM 4 LANE TO 6 LANE AND INTERSECTION IMPROVEMENTS	SL 375 (JOE BATTLE)	US 62/180 (Montana Ave.)	TXDOT	2030	2032	$88,703,089
TX99	2121-05-056	I503X-CAP	I-10 Frontage Roads (FM793 Fabens Rd. to FM3380 Aguilera International Hwy.)	CONSTRUCT FRONTAGE ROADS 2 LANES EACH DIRECTION	FM 793 (FABENS RD.)	FM 3380 (AGUILERA INTERNATIONAL HWY.)	TXDOT	2030	2032	$57,703,604
TX100	2121-04-115	I501X-CAP	I-10 Frontage Roads from FM 1110 (Clint Rd.) to FM793 (Fabens Rd)	CONSTRUCT FRONTAGE ROADS 2 LANES EACH DIRECTION	FM 1110 (CLINT RD.)	FM 793 (FABENS RD.)	TXDOT	2030	2032	$57,700,604
TX11	2201-01-013	M310C	McRae Blvd Shared Use Path, Phase 3	Construct new SUP along McRae Blvd from I-10 to Montwood Dr. Incl. illumination, landscaping, irrigation, signage, ped improvs to intersections incl. ADA ramps & striping.	I10	Montwood Dr	COEP	2030	N/A	$4,927,410
TX31	0924-06-783	R402X	Saul Kleinfeld Dr Street Reconstruction	Reconstruct existing 4-ln roadway on Saul Kleinfeld Dr. from Montwood Dr. to Pebble Hills Blvd. Incl. pkwy improvs, bike fcys, landscaping, irrigation, & striping .	Montwood Dr	Pebble Hills Blvd	COEP	2030	N/A	$16,186,763
TX107	0374-02-100	F407B-CAP	US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II	Construct 6 lane (expressway) MLs EB/WB with auxiliary lanes and grade separations at intersections from Tierra Este Rd. to FM 659 (Zaragoza Rd). Build 2 lane WB/EB FRs in each direction from Tierra Este Rd to FM 659 Zaragoza Rd. Reconstruct 6 lane WB/EB ML from Global Reach Dr. to Lee Trevino Dr. to include auxiliary lanes and grade separation at intersection. Reconstruct existing EB FR from Global Reach Dr. to Tierra Este Rd in concrete (no added capacity).	Global Reach Dr.	Zaragoza Rd. (FM 659)	TXDOT	2030	2032	$147,373,829
TX45	0924-06-637	A434X-CAP-1	Bob Hope Extension, Segment 1	Construct new 6-ln divided roadway with bike lns	Loop 375	Mission Ridge Blvd (Arterial 1)	County EP	2031	2032	$12,423,189
TX6		E410X	Edgemere Blvd and John Hayes St Roundabout	Construct new roundabout at existing Edgemere Blvd and John Hayes St. intersection Incl. ped improvs, HAWKS, signage, striping, & cyclist ramps.	Edgemere Blvd	John Hayes St	COEP	2031	N/A	$6,695,216

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TX111	3451-01-037	P466X-CAP	FM 1281 (I-10 to Ascension) Reconstruction and Widen to 6 lane divided	RECONSTRUCT HORIZON BLVD NORTH OF I-10 TO FROM 2-LANES TO 3-LANES IN EACH DIRECTION WITH A 14' RAISED MEDIAN, DIRECTIONAL MEDIAN OPENINGS, AND BUS PULLOUTS	I-10	Ascension	TXDOT	2031	2042	$26,682,390
TX1		R101X	Omar St Reconstruction	Reconstruct existing 2-ln facility, curb, gutter, & sidewalks on Omar Street from FM 1905 to Rainbow Lake Rd.	Fm 1905 (Washington St)	Rainbow Lake Rd. @ SH20 (Doniphan Dr)	Anthony TX	2031	N/A	$2,129,656
TX19		M312X	Paso del Norte Bridge Port of Entry Replacement Feasibility Study	Feasibility study for the replacement of Stanton and PDN Bridges to make recommendations to improve mobility, access, congestion, air quality, connectivity, and safety	US- Border	6th Ave	COEP	2031	N/A	$3,000,000
TX26		E411X	Pebble Hills Blvd Corridor Roundabouts	Construct new roundabouts at intersections of Pebble Hills w/ Rich Beem Blvd, Tim Foster St, and John Hayes St. Incl ped improvs, HAWKS, signage, striping, bike lns & ramps on all roundabouts.	Rich Beem Blvd	John Hayes St	COEP	2031	N/A	$13,420,446
TX104	2121-04-113	I066X-CAP	IH10 Widening (FM1281 to FM1110)	IH 10 WIDENING FROM 2 TO 3 LANES IN EACH DIRECTION. INCLUDES WIDENING OF ARTERIAL 1/ 1682 BLVD. BETWEEN EB/WB FRONTAGE ROADS FROM 1 TO 2 LANES IN EACH DIRECTION	FM 1281 (HORIZON BLVD)	FM 1110 (CLINT)	TXDOT	2032	2042	$80,132,724
TX62		A431X	South Darrington Rd Reconstruction	Reconstruct 4-ln South Darrington Road from Oxbow Drive to Alberton Avenue. Incl operational improvements	Oxbow Drive	Alberton Avenue	Horizon	2032	N/A	$6,829,944
TX112		A307X-B	UTEP Transportation Improvements of Glory Road	Geometry design and intersection improvements to Glory Road to improve vehicular flow without adding roadway capacity	Oregon Street	Sun Bowl Drive	UTEP	2032	N/A	$5,685,356
TX60		A444X	Kenazo Ave Extension	Construct new 2-ln roadway from Weaver Rd. to Rudi Kuefner	Weaver Rd.	Rudi Kuefner	Horizon	2033	2042	$7,515,265
TX61		R404X	N. Kenazo Ave Reconstruction	Reconstruct 4-ln N. Kenazo Ave from Eastlake Blvd to FM 1281 Incl ped/bike fcys & illumination.	Eastlake Boulevard	FM 1281 (HORIZON BLVD)	Horizon	2033	N/A	$21,643,041

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TX18		E114X	Ojo De Agua Shared Use Path	Construct new SUP on Ojo de Agua from Westwind Dr. Granite Trail Ct. Incl landscaping and illumination, signage, wayfinding, striping, and intersection treatments.	Westwind Dr	Granite Trail Ct	COEP	2033	N/A	$5,247,917
TX51	0924-06-621	P002X-CAP-2	Tierra Este (Arterial 1) Phase 2	Add 1 ln ea direction from Cozy Cove Ave to Montwood Dr (from 2 ln to 4 ln), and 2 ln each direction from Montwood Dr to Pellicano Dr (from 2 ln to 6 ln) with bike ln	Cozy Cove Ave.	Pellicano Dr.	County EP	2034	2042	$39,634,774
TX5		E413X	Edgemere Blvd and Airway Roundabout	Construct new roundabout at existing Edgemere and Airway intersection. Incl. ped improvs, HAWKS, signage, striping, & cyclist ramps.	Edgemere Blvd	AIRWAY BLVD	COEP	2035	N/A	$8,505,012
TX103	2121-04-116	I502X-CAP	I-10 Widening from FM 1110 (Clint Rd.) to FM 793 (Fabens Rd.)	WIDEN FROM 4 TO 6 LANES	FM 1110 (CLINT RD.)	FM 793 (FABENS RD.)	TXDOT	2035	2042	$135,000,413
TX12		R308A	Montana Ave Roadway Revitalization Phase 1	Reconstruct and reconfigure 4-ln Montana Ave. between Oregon St. & Campbell. Incl. safety enhancements & increased ped/bike access.	Oregon	Campbell	COEP	2035	N/A	$11,067,171
TX14		A126X-PE	Montecillo Blvd Extension, PE Phase	PE Phase for new 4-Lane divided extension of Montecillo Blvd. to I-10.	I10	Montecillo Blvd	COEP	2035	N/A	$4,162,433
TX25		E412X	Pebble Hills Blvd and Tierra Este Rd Roundabout	Construct new roundabout at existing Pebble Hills Blvd and Tierra Este Rd. intersection. Incl. ped improvs, HAWKs, signage, striping, bike lns & ramps.	Pebble Hills Blvd	Tierra Este Rd	COEP	2035	N/A	$5,595,995
TX105	2552-02-029	P011X-CAP	SL375 Loop 2 Widening (SS601 to BU54A Dyer St.)	ADD 1 LANE EACH DIRECTION TO WIDEN FROM 4 LANES TO 6 LANES	SPUR 601	BU 54A (DYER ST.)	TXDOT	2035	2042	$52,205,024
TX55		A441X	Alberton Avenue/Antwerp Road Construction	Reconstruct 2-ln Alberton Ave &Antwerp Rd. from FM 1281 to Darrington Rd. Incl ped/bike fcys & illumination.	FM 1281 (HORIZON BLVD)	Darrington Road	Horizon	2036	N/A	$26,335,726
TX69	0924-06-563	A433X-CAP-1	Arterial 1 East (1682 Blvd.)	Construct new 4-ln divided roadway from FM 258 to I-10. Incl. bike Ln and SUP	FM258 (Socorro Rd.)	IH-10	Socorro	2036	2042	$17,081,807
TX87	2121-02-184	I063X-CAP-2	Downtown 10, Phase 2 from Executive Center Blvd. to SS 1966	WIDEN FROM 3/5 TO 4/6 LANES EACH DIRECTION, ADD 2-LANE FRONTAGE ROADS EACH DIRECTION, RAMP AND OPERATIONAL IMPROVEMENTS, AND BIKE/PED PATHS.	EXECUTIVE CENTER BLVD	FM 1966	TXDOT	2036	2042	$375,167,089

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TX88	2121-02-185	I063X-CAP-3	Downtown 10, Phase 3 from 0.5MI East of Campbell St. to SL 478 (Copia St.)	WIDEN FROM 3/5 TO 4/6 LANES EACH DIRECTION, ADD 2-LANE FRONTAGE ROADS EACH DIRECTION, RAMP AND OPERATIONAL IMPROVEMENTS, AND BIKE/PED PATHS.	0.5 MI EAST OF CAMPBELL ST	SL 478 (COPIA ST)	TXDOT	2036	2042	$566,103,729
TX4		R310X	Downtown Safe Streets	Reconstruct: Campbell St: 6th St. to Paisano - convert to 2-way & road diet 3-ln to 2-ln; Kansas St: Loop 375 to Paisano - convert to 2-way & road diet 3-ln to 2-ln; Oregon St: 6th St. to Paisano - no chg; 6th St: Campbell to El Paso St no chg.	Paisano	El Paso	COEP	2036	2042	$40,594,320
TX7		E414X	Edgemere and Tierra Este Roundabout	Construct new roundabout at existing Edgemere/Tierra Este intersection. Incl ped improvs, HAWKS, signage, striping, bike Lns/ramps	Edgemere Blvd	Tierra Este	COEP	2036	N/A	$7,054,391
TX8		E415X	Edgemere and Wedgewood Roundabout	Construct new roundabout at existing Edgemere/ Wedgewood intersection. Incl ped improvs, HAWKS, signage, striping, bike Lns/ramps	Wedgewood	Edgemere	COEP	2036	N/A	$6,732,497
TX98	2121-02-177	I061X-CAP-2	I-10 FR Ext PH II (Sunland Park to Executive)	Construct 2-lane Eastbound Frontage Road, Frontage Road Improvements, and Ramp Improvements	SUNLAND PARK DR	EXECUTIVE CENTER BLVD	TXDOT	2036	2042	$31,187,599
TX13		A126X-CAP	Montecillo Blvd, Construction Phase	Construct new 4-Lane divided extension of Montecillo Blvd. to I-10	I10	Montecillo Blvd	COEP	2036	2042	$47,401,252
TX71		B506X	Moon Rd Bridge Replacement	Design & Construct 2-Ln replacement Moon Rd bridge over Franklin Canal at Alameda Ave (SH20). Incl. culvert replacement and bridge expansion for new ADA-& ped fcys	Moon Road at Franklin Canal on Alameda Ave (SH20)	Moon Road at Franklin Canal on Alameda Ave (SH20)	Socorro	2036	N/A	$2,833,432
TX82	0924-06-610	T106	Park and Ride Far West	Create a Park and Ride site in Far West El Paso in the area of I-10 and Transmountain	Loop 375 Westside	Desert Boulevard	Sun Metro	2036	N/A	$4,079,201
TX20		B302X	Paso Del Norte Bridge Replacement	Full replacement and redesign of the Paso Del Norte bridge on the U.S. side only. The project will include enhanced pedestrian and cycling facilities and amenities.	US Border	6th Avenue	COEP	2036	N/A	$16,584,693

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TX24		E416X	Pebble Hills and Saul Kleinfield Roundabout	Construct new roundabout at existing Pebble Hills/Saul Kleinfield intersection. Incl ped improvs, HAWKS, signage, striping, bike Lns/ramps	Pebble Hills Blvd	Saul Kleinfield	COEP	2036	N/A	$6,774,245
TX30		R503X	S Zaragoza Rd Mobility Improvements	Reconstruct Zaragoza Rd. Incl. enhancements to intersections, bike facilities, and sidewalks.	Alameda	Loop 375	COEP	2036	N/A	$42,648,856
TX33		E306X	Stanton Shared Use Path	Construct new SUP on existing Stanton St. from San Antonio to I-10 Gateway East. Project will remove two-way cycle track	San Antonio	I-10 Gateway East	COEP	2036	N/A	$2,159,479
TX36		R309A	Texas Ave Complete Street Phase 1	Reconstruct & configure 2-ln Texas Ave, including ped fcy improvts and amenities	Campbell	(not provided)	COEP	2036	N/A	$27,562,556
TX54	0924-06-638	A135X-CAP	Tom Mays/Northwestern Ext.(Construction)	Construct 2-Ln divided extension of Tom Mays/Northwestern from Westway to LP 375. Incl.bike Lns	Westway Blvd	Transmountain (Loop 375)	County EP & COEP	2036	2042	$13,108,705
TX109	0374-02-116	F407C	US62/180 (Global-FM659) Ph III Op Imp & DCs	Construction of single lane Direct Connector ramps at US 62/180 and Global Reach Dr. (SB-EB and WB-NB) and at US 62/180 and Loop 375 (EB-SB, NB-WB, SB-EB, WB-NB) for operational improvements at the intersections. Work to include advanced signing, striping and incidental work to FM 659 (Zaragoza Rd.)	Global Reach Dr.	Zaragoza Rd. (FM 659)	TXDOT	2036	2042	$174,993,783
TX52		A436X	Vista del Sol Extension	Construct new 4-Ln divided extension to Vista del Sol from Charrington St. to Horizon Mesa Dr. Incl. bike lanes	Cherrington St.	Horizon Mesa Dr.	County EP	2036	2042	$10,574,340
TX41		R102X	West Borderland Reconstruction	Reconst and reconfigure 2-ln West Borderland St. from Westside Dr. to Doniphan Dr, incl. intersection and ped enhancements.	Westside Dr	Doniphan Dr	COEP	2036	N/A	$40,718,229
TX70		A433X-CAP-2	Arterial 1 West (1682 Blvd.)	Construction of new roadway with 4 lanes divided, bike lane and shared use path	Future Border Highway East (BHE)	FM258 Socorro Rd.)	Socorro	2043	2052	$9,157,904
TX43		A439A	Ascension Widening Construction Phase 1	Widen existing 2-lane Asencion Roadway to 4-Ln divided with bike lanes. Phase Incl. building 2 NB lanes and raised median.	Horizon Blvd	Greg St	County EP	2043	2052	$46,554,336
TX44		A439B	Ascension Widening Construction Phase 2	Widen existing 2-Ln Asencion Roadway to 4-Ln divided with bike lanes. Phase incl. building 2 SB lanes and raised median.	Horizon Blvd	Greg St	County EP	2043	2052	$44,571,662

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TX46	0924-06-637	A434X-CAP-2	Bob Hope Extension, Segment 2	Construct new 4-ln divided extension to Bob Hope from Peyton to Berryville/Darrington. Incl. bike lanes	Peyton	Berryville/Darrington	County EP	2043	2052	$22,296,181
TX83	0924-06-591	F059X-CAP-1	BORDER HWY EAST (BHE), PH 1 (0.65)	BUILD 4 LANES DIVIDED HWY INCLUDING 2-lane Direct connectors at SL 375 (WB-WB and EB-EB direction coming in/out of BHE) and connection to Pan American at Winn Road	SL 375 (AMERICAS AVE)	NUEVO HUECO TANKS EXTENSION	TXDOT	2043	2052	$127,030,425
TX84	0924-06-592	F059X-CAP-2	BORDER HWY EAST (BHE), PH 2	BUILD 4 LANES DIVIDED HWY	NUEVO HUECO TANKS EXTENSION	ARTERIAL 1	TXDOT	2043	2052	$91,998,840
TX47		A407X-25A	Darrington Widening	Widen existing 2-Ln Darrington roadway to 4-Lane divided	LTV Rd	IH-10	County EP	2043	2052	$48,297,538
TX92	0665-01-012	P206B-15A	FM 3255 (Martin Luther King Jr Blvd.) widening	WIDEN FROM 2 LANES TO 4 LANES DIVIDED INCLUDING REHAB ON EXISTING 4 LANE SEGMENT. TO INCLUDE MULTIMODAL & TRANSIT AMENITIES	TX/NM STATELINE	LOMA REAL AVE	TXDOT	2043	2052	$37,309,520
TX93	0674-01-084	A531A	FM 76 (North Loop Dr) PH I, Widen to 4 lanes divided	Reconstruct FM76 Between FM1281 to Anderson Rd. From 1-Lane TO 2-Lanes in each direction w/ a 14' Raised Median, median openings and Bus Pullouts.	FM1281 (Horizon Blvd.)	Anderson Rd.	TXDOT	2043	2052	$35,871,886
TX9		A437B	George Perry Extension Segment 2	Construct new 4-Ln divided extension of George Perry from Constitution Ave. to Iron Dustoff	Proposed Constitution Ave (from George Perry Extension Ph 1)	Existing Iron Dust-Off	COEP	2043	2052	$26,286,023
TX101	2121-02-168	I064X-CAP	I-10 SEG3A (Copia to Paisano)	ADD 1 LANE EACH DIRECTION, FRONTAGE ROAD IMPROVEMENTS, RAMP IMPROVEMENTS, INTERSECTION IMPROVEMENTS, AND BIKE/PED AMENITIES.	SL 478 (COPIA ST)	US 62 (PAISANO DR)	TXDOT	2043	2052	$499,938,861
TX102	2121-04-130	I504X-CAP	I-10 Widening (FM793 Fabens Rd. to FM3380 Aguilera International Hwy.)	WIDEN FROM 4 TO 6 LANES	FM 793 (FABENS RD.)	FM 3380 (AGUILERA INTERNATIONAL HWY.)	TXDOT	2043	2052	$166,172,958
TX48		A139X	Los Mochis Ext.	Construct new 4-Lane divided extension to Los Mochis. Incl. bike lanes	I-10	Northwestern Dr.	County EP	2043	2052	$4,288,402
TX16		E417X	Montwood Corridor Roundabouts	Construct new roundabouts on Montwood at existing intersections w/ Tierra Este, Rich Beem, and John Hayes. Incl ped improvs, HAWKS, signage, striping, bike lns & ramps on all roundabouts.	Tierra Este	John Hayes	COEP	2043	N/A	$28,467,677

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TX74	0924-06-607	A527X-CAP-2	Nuevo Hueco Tanks Extension-Phase II	Construct 4-ln roadway extension and SUP of Nuevo Hueco Tanks fro SH 20 to Border Highway East	SH 20 - Alameda Avenue	Border Highway East (BHE)	Socorro	2043	2052	$16,650,735
TX49		A440X	Peyton Rd. Widening/Reconstruction	Widening Peyton Rd from 2-Lns to 4-Lns with bike lanes. Reconst existing lns.	Mark Twain Ave.	Horizon Blvd.	County EP	2043	2052	$15,108,651
TX29		P137X	Redd Road Extension	Construct 2-ln extension of Redd Rd across the Rio Grande to connect with Gomez Rd. Incl. bridge over Rio Grande and bike lns	Redd Rd	Gomez	COEP	2043	2052	$34,421,318
TX76		A529X	Rio Vista Rd Widening	Widen Rio Vista Road from 1-lane to 2-lanes in each direction with shared-use path	FM 76 - North Loop Drive	Buford Road	Socorro	2043	2052	$34,473,700
TX65		E513A	San Elizario Trails Segment 1	Construct new Ped and Bike fcys along 4 existing roadways in San Elizario.	Herring Rd. (FM 258 to Riverside), Alarcon Rd. (Chicken Ranch to Main St.), Chicken Ranch (FM 258 to Riverside), Glorietta (FM 258 to Main St.)	Herring Rd. (FM 258 to Riverside), Alarcon Rd. (Chicken Ranch to Main St.), Chicken Ranch (FM 258 to Riverside), Glorietta (FM 258 to Main St.)	San Elizario	2043	N/A	$10,911,540
TX66		E513B	San Elizario Trails Segment 2	Construct new Ped and Bike fcys along 4 existing roadways in San Elizario.	Camino De La Rosa (FM 1110 To Thompson), FM 1110 (Chicken Ranch to Main St.), Thompson (FM 258 to Camino De La Rosa), FM 258 (Glorietta Rd. to Chicken Ranch Rd.)	Camino De La Rosa (FM 1110 To Thompson), FM 1110 (Chicken Ranch to Main St.), Thompson (FM 258 to Camino De La Rosa), FM 258 (Glorietta Rd. to Chicken Ranch Rd.)	San Elizario	2043	N/A	$11,185,731
TX32		B303X	Stanton Bridge Reconstruction	Full replacement of the Stanton bridge on the U.S. side only. Includes pedestrian and cycling facilities and safety enhancements.	US Border	Olivas V Aoy Ave	COEP	2043	N/A	$17,362,670
TX106	0167-01-129	P218X-CAP	US 54 (PATRIOT FWY) MAINLANES	BUILD 4 LANE DIVIDED (2-LANES EACH DIRECTION) HWY AND GRADE SEPARATIONS. REALIGN FRONTAGE ROAD.	FM 2529 (MCCOMBS ST)	STATE LINE RD	TXDOT	2043	2052	$279,761,026

Map#	CSJ (TX) / CN (NM)	MPOID	Project Name	Project Description	From	To	Sponsor	YOE (FY)	Network Year	Authorized Funding (Total Project Cost, including inflation)
TX53		A138X	Westway Blvd. Widening/Reconstruction	Widen from 2-lanes to 3-lanes in each direction from Desert Blvd. to De Alva Dr. and from 1-lane to 3-lanes each direction from De alva Dr. to Tom Mays Dr. divided roadway with bike lanes.	Desert Blvd	Tom Mays Dr.	County EP	2043	2052	$4,938,457
TX135		B504X	Zaragoza Rd. RR Overpass Bridge Construction	Construct new bridge at Zaragoza over railroad tracks from Rabe Ct. to Sunland Rd.	Rabe Ct.	Sunland Rd	COEP	2043	N/A	$45,511,633

Table 8-2: New Mexico Highway Fiscally Constrained Project List

Map#	CSJ (TX) / CN (NM)	MPOID	Project Name	Project Description	From	To	Sponsor	YOE (FY)	Network Year	Authorized Funding
NM17	E100203	P620X-CAP	NM 404 Widening Project (NY 2027)	Widen NM 404 from I-10 to NM 213 from 2 lanes to 4 lanes	NM 404: I-10	NM 404: NM 213 Intersection	NMDOT	2023	2027	$44,758,000
NM15	E100321	P621X-CAP	NM 213 Widening Project	Widen NM 213 from 2 to 4 lanes	Intersection with NM 404 (MP 0)	TX State Line (MP 3)	NMDOT	2025	2032	$59,353,586
NM16	E100322	B608X	NM 213/NM 404 Interchange improvements (NY 2032?)	Construction of a flyover at NM 213/NM 404 Interchange to allow free flow traffic along the NM 213-NM 404 corridor	NM 213 – BOP MP 1.7/NM 404 – BOP MP 8	NM 213 – EOP MP 2.7/NM 404 – EOP MP 8.9	NMDOT	2025	2032	$68,778,590
NM4	E100391	A606X	Border Highway Connector (BHC) - Construction Phase	The Border Highway Connector (BHC) will be 2 lanes from NM 136 to MP 5.74 (UP Railroad grade separation), and 4 lanes from MP 5.74 to NM 273 (McNutt Rd)	NM 136 at MP 1.79	NM 273 at MP 1.49	NMDOT	2025	2032	$2,000,000
NM12		R615X	NM 498 (Anapra)	Reconstruction of an existing 2-lane roadway. Scope includes Design, Construction and Construction Management of roadway reconstruction, drainage, erosion control, and permanent signing & striping. Shared use path to be included.	McNutt Road	NMDO South Connector Road	Sunland Park	2028	N/A	$3,400,000
NM18		R618X	Airport Road Reconstruction	Reconstruct existing 2-lane collector street, with raised medians, auxiliary lanes, multi-purpose trail, street lighting, landscape and irrigation, and RTD stops.	NM 136	NM 273	Sunland Park	2029	N/A	$13,350,000
NM14		A607X	Sunland Park Drive Extension	Widen from 2 to 3 lanes in each direction from State Line to McNutt and build/widen 4-lane roadway (2-lanes each direction) from Border Highway Connector to Sunland Park POE. Scope includes Design Construction and Construction Management of roadway widening and new roadway construction, drainage, erosion control, and permanent signing & striping".	Texas State Line	McNutt Rd	Sunland Park	2030	2032	$25,450,300
NM8		B610X	NM 136/NM 273 Grade Separation	Convert NM 136/NM 273 from an at-grade intersection to a grade separated interchange with exit/entrance ramps	Intersection NM 136 (Pete Dominici Hwy) and NM 273 (McNutt Road)	Intersection NM 136 (Pete Dominici Hwy) and NM 273 (McNutt Road)	NMDOT	2036	2042	$56,623,880
NM3		R613X	Clark Avenue Rehabilitation	Scope includes planning, design, and construction and construction management of a full depth roadway reconstruction, drainage, underground storm drain, erosion control, sidewalk and ADA wheelchair ramps, and permanent signing & striping. The project also includes bike lanes and/or bike routes.	Texas State Line	Landers Ave	Anthony, NM	2036	N/A	$9,604,923
NM7		B609X	NM 136/Airport Road Grade Separation	Convert NM 136/Airport Road from an at-grade intersection to a grade separated interchange with exit/entrance ramps	Intersection NM 136 (Pete Dominici Hwy) and Airport Road	Intersection NM 136 (Pete Dominici Hwy) and Airport Road	NMDOT	2042	2036	$65,639,380

Map#	CSJ (TX) / CN (NM)	MPOID	Project Name	Project Description	From	To	Sponsor	YOE (FY)	Network Year	Authorized Funding
NM13		C601X	Sunland Park (Camino Real de Tierra Adentro) POE	New International Port of Entry (POE) Crossings for passenger vehicles and pedestrians in Sunland Park, NM. This POE will connect Sunland Park, NM to Anapra/Ciudad Juarez, in Chihuahua, Mexico.	To be built at the international border , with 4-lane roadway connecting to the Sunland Park Extension and to U.S/Mexico Border		Sunland Park	22043	2052	$174,552,454
NM6		I601X	I-10/NM 404 Interchange Direct Connectors (E100411)	I-10/NM 404 Interchange - Construct 2 Direct Connectors - (as per study and design completed under E100410). DC 1: I-10 EB to NM 404 EB, DC 2: NM 404 WB to I-10 WB	DC 1: I-10 EB, DC 2: NM 404 WB	DC 1: NM 404 EB, DC 2: I-10 WB	NMDOT	2043	2052	$84,948,671
NM9		A606X-2	NM 139 Border Highway Connector (BHC)-Full build-out	Border Highway Connector widening from 2-lanes to 4-lanes from NM 136 to MP 5.74 (UP Railroad grade separation)	NM 139/NM 136 Intersection (MP 0)	NM 139, MP 5.74 (UP Railroad grade separation)	NMDOT	2043	2052	$60,677,622
NM10		P622X	NM 9 Safety Corridor	Add shoulder and passing lanes to existing two lane roadway	NM 80	Junction NM 136 (Pete Dominici HWY)	NMDOT	2043	N/A	$9,145,422
NM2		R614X	Church Street Rehabilitation	Scope includes planning, design, and construction and construction management of a full depth roadway reconstruction, drainage, underground storm drain, erosion control, sidewalk and ADA wheelchair ramps, and permanent signing & striping. The project also includes bike lanes and/or bike routes.	I-10 W Frontage Road	N 1st Street	Anthony, NM	2043	N/A	$14,539,473
NM5		R617X	I-10 - Corridor operational improvements	Roadway resurfacing utilizing Continuously Reinforced Concrete Pavement (CRCP)	MP 150.4 (I-10/I-25 Interchange)	MP 164.4 (NM/TX Stateline)	NMDOT	2043	N/A	$303,388,111
NM1		R612X	Acosta Road Rehabilitation	Scope includes planning, design, and construction and construction management of a full depth roadway reconstruction, drainage, underground storm drain, erosion control, sidewalk and ADA wheelchair ramps, and permanent signing & striping. The project also includes bike lanes and/or bike routes.	I-10 W Frontage Road	Anthony Drive	Anthony, NM	2036	N/A	$13,081,372

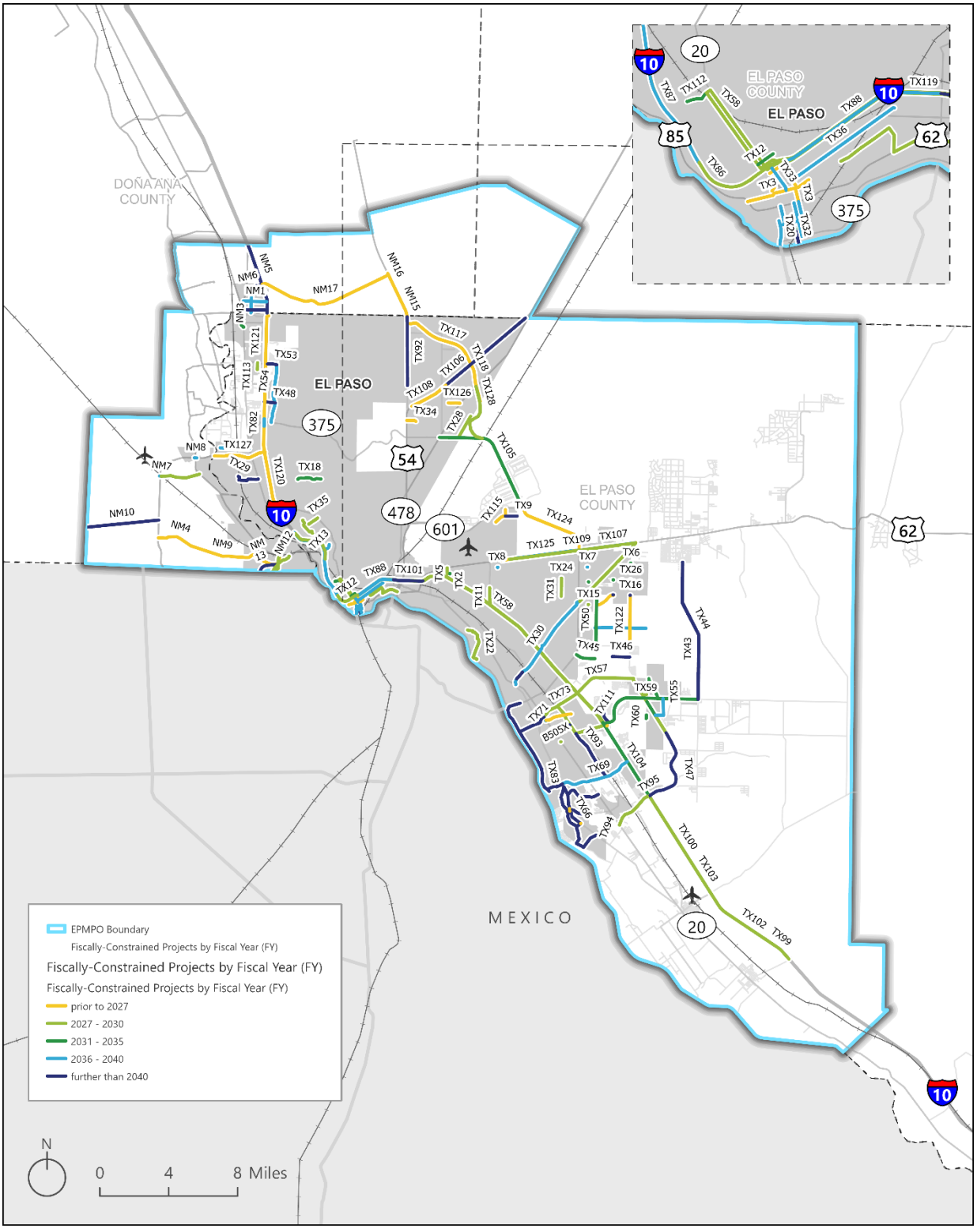
Table 8-3. Non-Mapped Highway Fiscally Constrained Project List

Map#	CSJ (TX) / CN (NM)	MPOID	Project Name	Project Description	From	To	Sponsor	Total Project Cost/ YOE (Includes Inflation)	Network Year	Authorized Funding
N/A		B001X	Bridge Replacement/ Rehabilitation	Replace Or Rehabilitate Bridges	El Paso County- On And Off State System		TXDOT	2026	ALL	$1,921,918
N/A	0924-06-735	M091X-5	ELP Safety Service Patrol-HERO FY2026	Highway Emergency Response Operations (HERO) FY2026	Countywide	AlongI10,US54,LP375,SS601,SH178 &US62/180	TXDOT	2026	NA	$2,000,000
N/A		R008X	Preventive Maintenance & Rehabilitation Txdot (On State)	For Major Reconstruction But Also Includes Signs, Striping, Pavement Markings, And Signals	Texas State Highway System		TXDOT	2026	ALL	$2,599,742
N/A		M028B	Safety Projects	Safety Lighting, Signals, Intersections, Etc.	Eputs Area		TXDOT	2026	ALL	$677,824
N/A		T509X	Socorro Microtransit Vehicles Project	Procurement of four (4) ADA-accessible microtransit vehicles for deployment via the Socorro microtransit municipal service.	Municipal boundaries of the City of Socorro	Municipal boundaries of the City of Socorro	Socorro	2026	N/A	$453,200
N/A		M509X	Socorro Transit-Oriented Development Feasibility Study	Transit-Oriented Development Feasibility Study, to include site identification and assessment, benefit-cost analysis, funding strategy, conceptual design, and public-private partnership exploration.	Municipal boundaries of the City of Socorro	Municipal boundaries of the City of Socorro	Socorro	2026	N/A	$298,500
N/A	0924-06-754	M096X-1	SunCycle Bikeshare Fleet Improvement Project (FY 2026)	Supports the purchase of electric bikes & batteries to augment the bike share program. Users ride e-bikes at a higher rate and longer duration allowing users to ride to further destinations.	El Paso MPO Region within El Paso County	El Paso MPO Region within El Paso County	CRRMA	2026	N/A	$124,987
N/A	0924-06-731	E510X	TA23 Alamo Alto Segment of the PDN Trail (Alameda SUP - Phase III)	Design and construction of Share Use Path (SUP) 12-ft wide along SH-20 totaling 4.82 miles. Project includes ADA ramps, pavement marking, singage, corsswalks, pedestrian bridges and illumination.	Grace St	Farm RD 1109	County EP	2026	N/A	$10,116,919
N/A	0924-06-726	M409X	TA23 Connected Bike Lanes	Construct buffered bike lanes on 3 corridors. Project includes wayfinding signage, enhanced crosswalk markings, shared use path at roundabout.	Pebble Hills Blvd from George Dieter; Montwood Dr from Yarbrough; Lomaland Dr from Montwood Dr	Pebble Hills Blvd to Lisa Scherr; Montwood Dr to Lee Trevino; Lomaland Dr to Trawood	COEP	2026	N/A	$1,859,256
N/A	0924-06-727	E511X	TA23 Homestead Meadows SUP	Design and construction of a 12-foot Shared Use Path (SUP) 1.97 miles along Greg Rd. & Krag St. and 5-foot-wide sidewalk 1.04 along Santiesteban Ln. and Krag St. totaling 3.02 miles of pedestrian improvements.	Mutiple Streets : Krag St., Greg Rd. and Santiesteban Ln.	Vista Del Este / Ascension St.	County EP	2026	N/A	$5,438,171

Map#	CSJ (TX) / CN (NM)	MPOID	Project Name	Project Description	From	To	Sponsor	Total Project Cost/ YOE (Includes Inflation)	Network Year	Authorized Funding
N/A	0002-14-048	M512X	TA23 Paso del Norte Trail - Socorro Active Transportation Network	This project proposes the construction of approximately 7 miles of the PDN Trail in Socorro, TX, to include shared-use paths, signal upgrades and sidewalk improvements, illumination, pedestrian crossings, signage, and pavement markings.	Socorro Road / Winn Road	Socorro Road / Glorietta Road	Socorro	2026	N/A	$16,174,505
N/A	0924-06-568	S301G	Traffic Management Center Upgrade Phase 4	The project included the upgrade of the COEP Traffic Management Center and Traffic Signal controller equipment citywide. Ph. 1 is the design phase. Ph. 2-5 are implementation and construction phases.	City of El Paso city limits.	City of El Paso city limits.	COEP	2026	N/A	$5,180,000
N/A	0924-06-569	S301H	Traffic Management Center Upgrade Phase 5	The project included the upgrade of the COEP Traffic Management Center and Traffic Signal controller equipment citywide. Ph. 1 is the design phase. Ph. 2-5 are implementation and construction phases.	City of El Paso city limits.	City of El Paso city limits.	COEP	2026	N/A	$6,294,000
N/A	0924-06-736	M091X-6	ELP Safety Service Patrol-HERO FY 2027	Highway Emergency Response Operations (HERO) FY2027	Countywide	AlongI10,US54,LP375,SS601,SH178 &US62/180	TXDOT	2027	N/A	$2,000,000
N/A	0924-06-755	M096X-2	SunCycle Bikeshare Fleet Improvement Project (FY 2027)	Supports the purchase of electric bikes & batteries to augment the bike share program. Users ride e-bikes at a higher rate and longer duration allowing users to ride to further destinations.	El Paso MPO Region within El Paso County	El Paso MPO Region within El Paso County	CRRMA	2027	N/A	$124,987
N/A	0924-06-737	M091X-7	ELP Safety Service Patrol-HERO FY2028	Highway Emergency Response Operations (HERO) FY2028	Countywide	AlongI10,US54,LP375,SS601,SH178 &US62/180	TXDOT	2028	NA	$2,100,000
N/A	0924-06-785	M313X	Project Amistad-Solar Panel-Equipped Carports	New Solar panel-equipped carports at local transit facility to provide shaded parking, generate solar energy for on-site use.	El Paso Region	El Paso Region	Project Amistad	2028	N/A	$624,000
N/A	0924-06-756	M096X-3	SunCycle Bikeshare Fleet Improvement Project (FY 2028)	Supports the purchase of electric bikes & batteries to augment the bike share program. Users ride e-bikes at a higher rate and longer duration allowing users to ride to further destinations.	El Paso MPO Region within El Paso County	El Paso MPO Region within El Paso County	CRRMA	2028	N/A	$124,987
N/A	0924-06-778	M091X-8	ELP Safety Service Patrol-HERO FY 2029	HIGHWAY EMERGENCY RESPONSE OPERATIONS (HERO) FY 2029	Countywide	AlongI10,US54,LP375,SS601,SH178 &US62/180	TXDOT	2029	NA	$1,900,000
N/A	0924-06-779	M019X-9	ELP Safety Service Patrol-HERO FY 2030	HIGHWAY EMERGENCY RESPONSE OPERATIONS (HERO) FY 2030	Countywide	AlongI10,US54,LP375,SS601,SH178 &US62/180	TXDOT	2030	N/A	$2,000,000
N/A		E514X	Socorro City-Wide Sidewalk Improvements	Design & construct 36 miles of ADA-accessible sidewalks, curb, ramp, and	Various - within city limits of City of Socorro	Various - within city limits of City of Socorro	Socorro	2036	N/A	$18,689,055

Map#	CSJ (TX) / CN (NM)	MPOID	Project Name	Project Description	From	To	Sponsor	Total Project Cost/ YOE (Includes Inflation)	Network Year	Authorized Funding
				crosswalks throughout the City of Socorro.						
N/A		S308X	TMC Equipment Upgrades	Update to Traffic Managment Center to incorporate ITS and connected vehicle features	Citywide (city of el paso)	Citywide (city of el paso)	COEP	2036	N/A	$5,606,692
N/A		S307X	TMC Fiber Upgrades	Convert existing traffic signal twisted pair infrastructure to fiber optics	Citywide (city of el paso)	Citywide (city of el paso)	COEP	2036	N/A	$5,732,654

Figure 8-1: Highway Projects



8.3. Transit Projects

The list of projects presented on the following pages were selected to reflect a balanced portfolio that is intended to preserve existing transit systems, improve reliability and accessibility, and respond to forecasted growth and changing travel needs across the EPMPO planning area. Transit projects for RMS 2052 MTP are presented in **Table 8-3**.

Table 8-4: Transit Projects

Project ID	Project Name	Project Description	From	To	Network	Sponsor	YOE (FY)	Authorized Funding (Total Project Cost, including inflation)
T010-25PA	Amistad 5310 Program	Through this Section 5310 grant, PA will continue to provide transportation to persons who do not have access to transportation and who meet the eligibility requirements (elderly and persons with disabilities).	N/A	N/A		Project Amistad	2026	$361,200
T011-25MPO	FTA 5310 EPMPO Program Administration FFY 2025 Funds	FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for EPMPO Program Administration FFY 2025 Funds for use inFY2026	N/A	N/A	N/A	EPMPO	2026	$102,592
T010-25SOC	FY 2026 Rio Vista Transportation Program Phase 2	FY 2026 Rio Vista Transportation Program will involve the procurement of transit software, and FTE support for one (1) Mobility Manager and one (1) Operator.	City of Socorro	El Paso Urbanized Area	N/A	Socorro	2026	$60,659
T010-25SM	FY 26 Sun Metro Paratransit Service Software Project	Sun Metro's proposed project is to purchase a new cloud-based software integrated system to manage efficient customer service, reliable appointments, and flexible routing for LIFT ridership.	N/A			SUN METRO-TRANSIT	2026	$280,000

Project ID	Project Name	Project Description	From	To	Network	Sponsor	YOE (FY)	Authorized Funding (Total Project Cost, including inflation)
T615C	JARC (FY26 5307)	This project will fund transit for workers on locally and regionally significant roadways.	Within the Southern Dona Ana County and service connections to El Paso.	Within the Southern Dona Ana County and service connections to El Paso.	N/A	SCRTD	2026	$130,030
T615E	Maintenance Facility Equipment (FY26 5307)	New equipment for the Sunland Park Maintenance Facility	Within the Southern Dona Ana County and service connections to El Paso.	Within the Southern Dona Ana County and service connections to El Paso.	N/A	SCRTD	2026	$106,875
T617C	Microtransit Capital Assistance (FY25 5307)	Funding will assist in the purchase of microtransit dispatching software and onboard electronic equipment for existing vehicles.	N/A	N/A	N/A	SCRTD	2026	$100,000
T617A	Microtransit Operating Assistance (FY25 5307)	Operating assistance for the microtransit/paratransit co-mingled service.	N/A	N/A	N/A	SCRTD	2026	$150,000

Project ID	Project Name	Project Description	From	To	Network	Sponsor	YOE (FY)	Authorized Funding (Total Project Cost, including inflation)
T615D	Operating Assistance (FY26 5307)	General operating assistance for FY 26	Within the Southern Dona Ana County and service connections to El Paso.	Within the Southern Dona Ana County and service connections to El Paso.	N/A	SCRTD	2026	$191,232
T615B	Pavement Resurfacing (FY26 5307)	Resurfacing of pavement at Sunland Park facility	Within the Southern Dona Ana County and service connections to El Paso.	Within the Southern Dona Ana County and service connections to El Paso.	N/A	SCRTD	2026	$263,561
T617B	Preventative Maintenance (FY25 5307)	Preventative maintenance and maintenance staffing costs for FY 2025.	N/A	N/A	N/A	SCRTD	2026	$556,000
T615A	Preventative Maintenance (FY26 5307)	Preventative Maintenance/Fueling on vehicles	Within the Southern Dona Ana County and service connections to El Paso.	Within the Southern Dona Ana County and service connections to El Paso.	N/A	SCRTD	2026	$117,961
T010-25SCRTD	SCRTD Microtransit Vans	SCRTD is seeking to purchase two (2) vans for co-mingled paratransit and microtransit services.				SCRTD	2026	$221,501

Project ID	Project Name	Project Description	From	To	Network	Sponsor	YOE (FY)	Authorized Funding (Total Project Cost, including inflation)
T615F	Security Fencing (FY26 5307)	Security fencing for the Sunland Park facility	Within the Southern Dona Ana County and service connections to El Paso.	Within the Southern Dona Ana County and service connections to El Paso.	N/A	SCRTD	2026	$98,500
T0103X	Sun Metro Transit Route Vans Replacement Project	Sun Metro is investing in the modernization of its support vehicle fleet by replacing 14 aging transit route vans that have exceeded their useful life.	Within the City of El Paso city limits	Within the City of El Paso city limits	N/A	SUN METRO-TRANSIT	2026	$2,310,000
T617F	Sunland Park Bus Wash (FY25 5307)	This project will cover costs for a bus wash at the Sunland Park facility.	N/A	N/A	N/A	SCRTD	2026	$102,954
T617E	Sunland Park Fencing Update (FY25 5307)	This project will add security fencing to the SCRTD facility in Sunland Park.	N/A	N/A	N/A	SCRTD	2026	$96,000
T617D	Sunland Park Garage Update (FY25 5307)	This project will fund expansion of the existing Sunland Park Maintenance Facility to add a third bay and pull-through doors.	N/A	N/A	N/A	SCRTD	2026	$216,000

Project ID	Project Name	Project Description	From	To	Network	Sponsor	YOE (FY)	Authorized Funding (Total Project Cost, including inflation)
T305-CAP-2	Design and Construction for Streetcar Phase II - Service to MCA	Design & Construction planning, specifications & construction for extending streetcar route to MCA, Texas Tech, Foster School area.	Downtown Terminal - Santa Fe	Alameda at Colfax	2052	SUN METRO-TRANSIT	2043	$325,395,711
T3H	ADA Paratransit Service (5307)	ADA Para Transit (5307): Provide ADA Para Transit Service (Up to 10% allowed)"	N/A		N/A	SUN METRO-TRANSIT	ALL-5307	$2,166,680
T3J	Bus Purchase (5307)	Bus Purchase (5307): Fixed Route and BRIO Buses	Citywide		N/A	SUN METRO-TRANSIT	ALL-5307	$8,400,000
T3C	Capital Maintenance (5307)	Capital Maintenance (5307): Capital & Preventive Maintenance			N/A	SUN METRO-TRANSIT	ALL-5307	$14,358,051
T010	Seniors and People with Disabilities (5310)	FTA Section 5310 El Paso Urbanized Area Grant: Transportation for the elderly and disabled provided by a local nonprofit organization.	El Paso MPO Region		N/A	EPMPO	ALL-5310	$852,329
T011	Seniors and People with Disabilities (5310) - Admin.	FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for EPMPO Program Administration.			N/A	EPMPO	ALL-5310	$94,703

Project ID	Project Name	Project Description	From	To	Network	Sponsor	YOE (FY)	Authorized Funding (Total Project Cost, including inflation)
T3I	FTA 5339 Formula Funding for Buses and Bus Facilities	FTA 5339 Funding: For the purchase of buses and facility enhancements incl. equipment such a ADP hardware/software and security related needs, ticket vending machines and sales related software. Capitalized maintenance incl rebuilds, bus shelters	Citywide		N/A	SUN METRO-TRANSIT	ALL-5339	$1,383,532
T3F	Support Vehicles/Bus Rehab (5339)	Support Vehicles/Bus Rehab (5339): Support Vehicles'			N/A	SUN METRO-TRANSIT	ALL-5339	$288,438
T3G	Transit Enhancements (5339)	Transit Enhancements (5339): Sidewalks and Curbcuts for ADA Access	El Paso (Sun Metro)		N/A	SUN METRO-TRANSIT	ALL-5339	$482,143

8.4. Illustrative Projects

The list of projects presented on the following pages were selected to reflect projects that have value to the region but are currently not included in the fiscally-constrained project list for the EPMPO planning area. Illustrative projects for RMS 2052 MTP are presented in Table 8-4 and Figure 8-2.

Table 8-5. Illustrative Projects

Map #	Project Name	Project Description	From	To	Network	Sponsor	YOE (FY)	Total Project Cost/ YOE (Includes Inflation)
ILLU25	Edgemere Street Improvements	Project includes complete roadway reconstruction, parkway improvements, bicycle facilities, street illumination, landscaping and irrigation, and striping on Edgemere Blvd from McRae Blvd to Yarbrough Dr.	McRae Blvd	Yarbrough Dr	N/A	COEP		$0
ILLU30	El Paso Dr SUP	Shared use path on southern segment of El Paso Drive to connect to the Paso Del Norte Trail	Manny Martinez	Alameda	N/A	COEP		$1,868,997
ILLU12	FM 76 (North Loop Dr) PH II, Widen to 4 lanes divided	Reconstruct FM76 Between Anderson Rd. to FM1110 From 1-Lane TO 2-Lanes in each direction w/ a 14' Raised Median, median openings and Bus Pullouts.	Anderson Rd.	FM 1110		TXDOT		$4,140,360
ILLU36	I-10 Deck Plaza, Construction Phase	Construction of an upper deck with multimodal transportation infrastructure and amenities over a 6-block (0.38 miles) length of Interstate Highway 10 (I-10) in Downtown El Paso, Texas.	Santa Fe	Campbell St	N/A	COEP	.	$240,000,000
ILLU21	I-10 Operational Improvements Eastlake Blvd to FM 1281 (Horizon Blvd)	Ramp and operational improvements, eastlake and horizon interchange reconst.	EASTLAKE BLVD	FM 1281 (HORIZON BLVD)	N/A	TXDOT		$4,876,340
ILLU20	I-10 Reconstruction (EASTLAKE BLVD to FM 1281 (HORIZON BLVD))	Mainlanes reconst, ramp improvements, eastlake and horizon interchange reconst.	EASTLAKE BLVD	FM 1281 (HORIZON BLVD)		TXDOT		$0

Map #	Project Name	Project Description	From	To	Network	Sponsor	YOE (FY)	Total Project Cost/ YOE (Includes Inflation)
ILLU16	I-10 SEG1G (THORN TO EXECUTIVE)	Add 1 lane in each direction, ramp/flyover improvements	THORN AVE	EXECUTIVE CENTER BLVD		TXDOT		$11,699,756
ILLU17	I-10 SEG3B (Paisano to Airway)	Add 1 lane each direction, frontage road improvements, ramp and operational improvements, and bike/ped amenities.	US 62 (PAISANO DR)	AIRWAY BLVD		TXDOT		$89,424,000
ILLU18	I-10 SEG3C(AIRWAY TO YARBROUGH)	Add 1 lane each direction, add bike/ped amenities	AIRWAY BLVD	YARBROUGH DR		TXDOT		$102,338,183
ILLU19	I-10 SEG3D1 (YARBROUGH TO FM659)	Add 1 lane each direction, add bike/ped amenities	YARBROUGH DR	FM 659 (ZARAGOZA)		TXDOT		$79,596,364
ILLU22	I-10 SEG3D2 (FM659 TO EASTLAKE)	Add 1 lane each direction, add bike/ped amenities	FM 659 (ZARAGOZA)	EASTLAKE		TXDOT		$0
ILLU15	IH10 Rehab (FM1905 to SS37) PH4	Rehab and operational improvements - eastbound frontage road (phase iv)	FM 1905 (ANTONIO STREET)	STATE SPUR 37 (WESTWAY BLVD)		TXDOT		$574,230
N/A	Magoffin, Piedras and Paisano Shared Use Path	Paso Del Norte Trail segment on Magoffin, Piedras and Paisano. Wide shared-use path with pedestrian crossings, lighting, and amenities.	Various	Various	N/A	COEP		$1,822,250
N/A	Mesa Park Dr (I-10 to Doniphan)	Build 4 lane undivided road extension	IH-10	SH 20 (DONIPHAN DR.)		TXDOT		$2,803,096

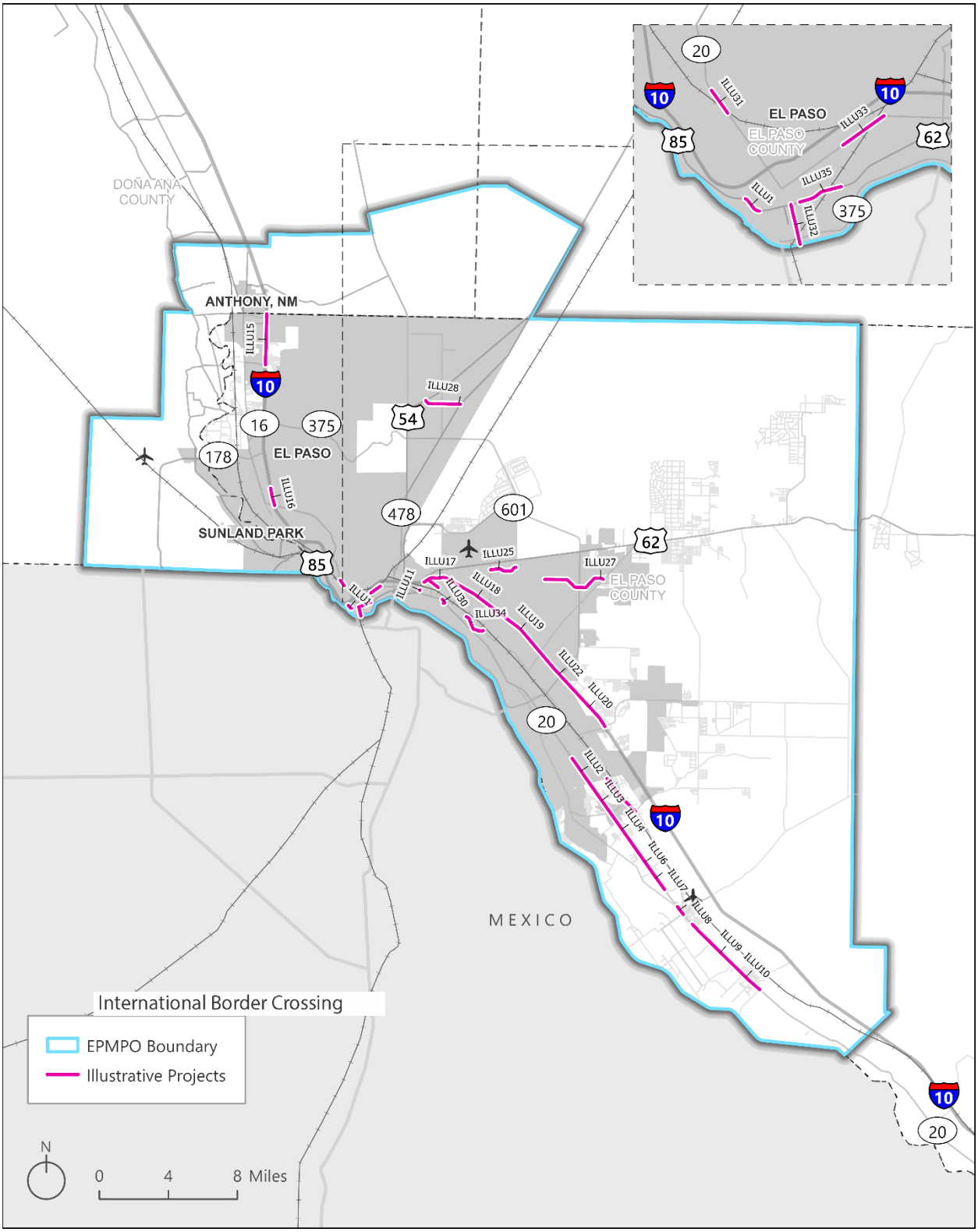
Map #	Project Name	Project Description	From	To	Network	Sponsor	YOE (FY)	Total Project Cost/ YOE (Includes Inflation)
ILLU31	Mesa St Greenway	Full Reconstruction of Mesa St from University Ave. To Glory Rd, including sidewalk expansion and buffering. Assumes removal of the center turn lane,	University Ave	Glory Road	N/A	COEP		$1,908,516
ILLU35	Montana Roadway Revitalization Phase 2	Full reconstruction from Campbell to Cotton. Montana reconstruction will include safety improvements and new pedestrian and cycling infrastructure that serves El Paso's Central Business District.	Campbell	Cotton	N/A	COEP		$8,245,243
ILLU28	Northeast Drain SUP	Shared Use Path construction along the northeast drain that runs parallel south of Sean Haggarty	Dyer Rd	US-54	N/A	COEP		$1,783,093
ILLU26	Pebble Hills Shared Use Path Phase 1	Construction of a Shared Use Path on Pebble Hills	George Dieter	Loop 375	N/A	COEP		$1,395,138
ILLU27	Pebble Hills Shared Use Path Phase II	Construction of a Shared Use Path on Pebble Hills	Loop 375	Zaragoza	N/A	COEP		$1,780,449
ILLU34	Safe Routes to Parks - Stiles Park	Full street reconstruction and reconfiguration of Stiles and Franklin Road from Dodge Rd. To North Loop, includes pedestrian and intersection enhancements.	Dodge Road	North Loop	N/A	COEP		$6,098,654
ILLU3	SH 20 (Alameda Ave.) City of Socorro east city limit to FM 1110; include FM 1110 intersection	Operational improvement work within existing ROW keeping 2 general lanes. Work will install center raised median, construct sidewalks with side lighting and address drainage improvements, including FM 1110 traffic signal improvements	City of Socorro east city limit	FM 1110 (Include FM 1110 Intersection)	N/A	TXDOT		$4,689,000

Map #	Project Name	Project Description	From	To	Network	Sponsor	YOE (FY)	Total Project Cost/ YOE (Includes Inflation)
ILLU7	SH 20 (Alameda Ave.) Cuadrilla Rd. to Porter Rd .	Operational improvement work within existing ROW keeping 2 general lanes. Work will install center raised median, construct sidewalks with side lighting and address drainage improvements	Cuadrilla Rd.	Porter Rd.	N/A	TXDOT		$3,314,700
ILLU5	SH 20 (Alameda Ave.) Denton St. to Leisure Ln	Operational improvement work within existing ROW keeping 2 general lanes. Work will install center raised median, construct sidewalks with side lighting and address drainage improvements	Denton St.	Leisure Ln.	N/A	TXDOT		$4,045,500
ILLU4	SH 20 (Alameda Ave.) FM 1110 to Denton St.	Operational improvement work within existing ROW keeping 2 general lanes. Work will install center raised median, construct sidewalks with side lighting and address drainage improvements, including FM 1110 traffic signal improvements	FM 1110	Denton St.	N/A	TXDOT		$3,236,400
ILLU8	SH 20 (Alameda Ave.) FM 258 to Grace St. Include FM 793 intersection	Operational improvement work within existing ROW keeping 2 general lanes. Work will install center raised median, construct sidewalks with side lighting and address drainage improvements, including FM 793 traffic signal improvements	FM 258	Grace St. (Include FM 793 intersection)	N/A	TXDOT		$2,916,000

Map #	Project Name	Project Description	From	To	Network	Sponsor	YOE (FY)	Total Project Cost/ YOE (Includes Inflation)
ILLU6	SH 20 (Alameda Ave.) Leisure Ln. to Cuadrilla Rd	Operational improvement work within existing ROW keeping 2 general lanes. Work will install center raised median, construct sidewalks with side lighting and address drainage improvements	Leisure Ln	Cuadrilla Rd.	N/A	TXDOT		$3,654,000
ILLU9	SH 20 (Alameda Ave.) Rural Area (Grace St. to FM 3380)	Operational improvement work within existing ROW keeping 2 general lanes. Work will install center flushed median, paved shoulder and shared use path.	Grace St .	FM 3380	N/A	TXDOT		$8,613,000
ILLU2	SH 20 (Alameda Ave.) Vineyard Dr. to City of Socorro east limit	Operational improvement work within existing ROW keeping 2 general lanes. Work will install center raised median, construct sidewalks with side lighting and address drainage improvements	Vineyard Dr.	City of Socorro East limit	N/A	TXDOT		$3,736,800
ILLU10	SH 20 Rural Area (FM 3380 to Shafer Rd.)	Operational improvement work within existing ROW keeping 2 general lanes. Work will install center flushed median, paved shoulder and shared use path.	FM 3380	Shafer Rd.	N/A	TXDOT		$5,637,600
ILLU32	Stanton Street Reconstruction	Full reconstruction and reconfiguration of Stanton from Port of Entry to Paisano, including pedestrian enhancements and safety improvements. Lighting, landscaping, striping, signage, etc.	Port of Entry	Paisano	N/A	COEP		$2,255,721
ILLU33	Texas Ave Complete Street Phase II	Full reconstruction from Cotton to Alameda	Cotton	Alameda	N/A	COEP		$3,951,312

Map #	Project Name	Project Description	From	To	Network	Sponsor	YOE (FY)	Total Project Cost/ YOE (Includes Inflation)
ILLU23	Trowbridge Dr I-10 to Marlow Street Improvements	Project includes complete roadway reconstruction, parkway improvements, bicycle facilities, street illumination, landscaping and irrigation, and striping on Trowbridge Dr and Trowbridge Ave from Marlow Rd to Gateway Blvd East	Marlow Rd	Gateway Blvd East	N/A	COEP		$0
ILLU1	US 85 (Paisano Dr.) CanAm Highway	Operational improvement work within existing ROW. Work will consist of pavement markings, relocation of obstacles in clear zone, signage, realignment of S-curve within ROW and center raised median.	Coldwell St.	Durango St.	N/A	TXDOT		$0
ILLU11	US62/180 (Paisano Dr.)	Operational improvements. Work will consist of creating pavement marking, signage, lighting, to create a compact signalization intersection, with minor realignments.	Chelsea St.	El Paso Dr.	N/A	TXDOT		$0
N/A	Vision Zero Phase 2	Citywide Vision Zero implementation, including system-wide quick builds, safe routes to school projects, and intersection improvements. Project selection will be guided by crash data and the High Injury Network.	Various	Various	N/A	COEP		$0

Figure 8-2. Illustrative Projects



8.5. Travel Demand Modeling Results

The Travel Demand Model (TDM) and the land-use model (LUM), were used in combination to predict how future scenarios can affect transportation performance measures for the region. Table 8-5 includes performance measures for the base model year of 2022, as well as three 2052 scenarios: No Build, Build, and Visionary.

The key takeaways from the TDM and LUM results include:

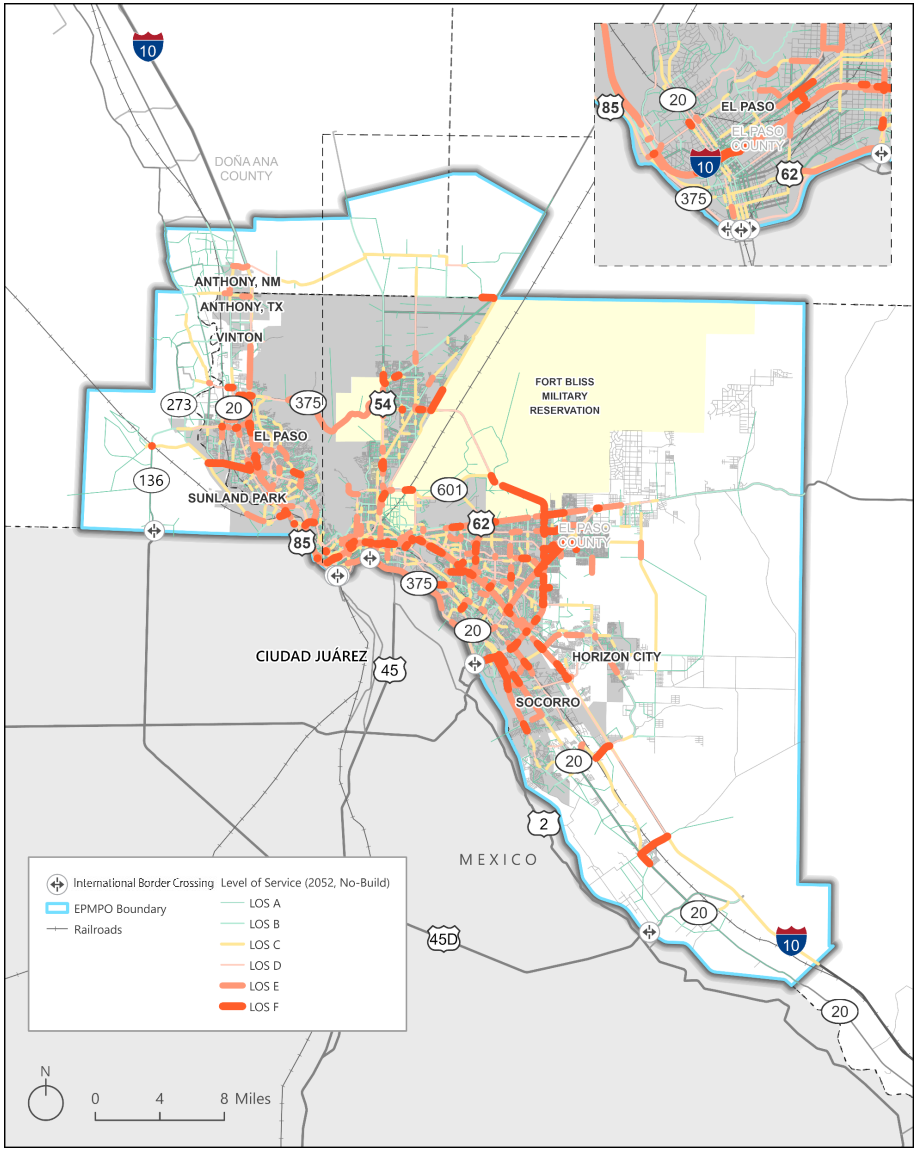
- The proposed investments identified in the fiscally-constrained project list show a positive impact on regional mobility. **Figure 8-3** shows the 2052 Level of Service (LOS) without (No Build) and with the fiscally-constrained projects (Build), which clearly shows an improvement in congestion. Further, daily hours of congestion are 22% less in the Build scenario in comparison to doing nothing in 2052. The system wide benefits of the proposed improvements reduce the "gap" between 2022 conditions and the future even under substantial growth.
- Future regional transportation system performance will decline compared to current levels without additional funding or changes to development patterns, land use policy, or modal shift. The Visionary scenario shows how an aspiration toward integrated land use policy and transportation planning without the addition of roadway capacity can counterbalance the effects of future growth in the region.
- The fiscally-constrained projects balance varying project types/scale and address geographic needs, within available funding levels.
- The proposed investments significantly increase access to high-quality transit options, which is evidenced in the projected increase in both population and employment along transit corridors and transit stops.
- Future delays along major freight corridors are anticipated to outpace general congestion levels. The daily hours of delay on freight corridors versus all corridors in the region increases at 72% and 50%, respectively, compared to the Base (2022) scenario. Strategic investments in freight corridors will not only improve congestion but also maintain viability of freight movement in and throughout the region, which is a major economic driver.

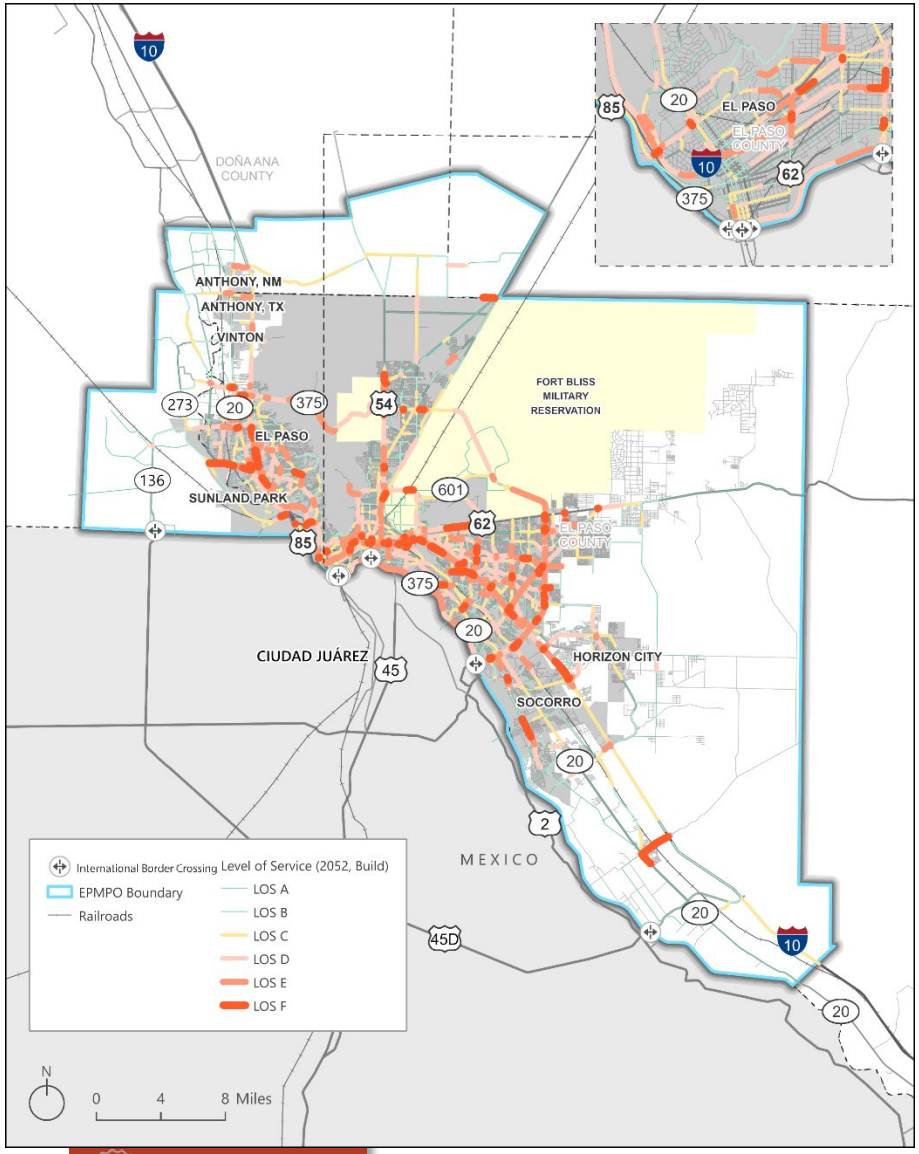
Table 8-6. Scenario Performance Measure Comparison

Measure	Base 2022	No Build 2052	% Change (Base - No Build)	Build 2052	% Change (Base - Build)	% Change (No Build - Build)	Visionary	% Change (Base - Visionary)	% Change (Build - Visionary)
Total Population	923916	1048942	14%	1048942	14%	0%	1048942	14%	0%
Total Households	317358	425425	34%	425425	34%	0%	425425	34%	0%
Congestion Index	2.93	3.28	12%	3.07	5%	-6%	3.15	8%	3%
Auto Travel Time Index	1.1	1.15	5%	1.12	2%	-3%	1.13	3%	1%
Drive Alone Travel Time Index	1.1	1.16	5%	1.12	2%	-3%	1.13	3%	1%
Shared Ride 2 Travel Time Index	1.1	1.15	5%	1.11	1%	-3%	1.13	3%	2%
Shared Ride 3+ Travel Time Index	1.1	1.15	5%	1.12	2%	-3%	0.113	-90%	-90%
Daily Hours of Congestion	60581	115972	91%	90723	50%	-22%	92827	53%	2%
% Population Within 1/2 Miles of High-Quality Rapid Transit Stops	14%	15%	8%	22%	58%	47%	34%	139%	51%
% Employment Within 1/2 Miles of High-Quality Rapid Transit Stops	26%	25%	-2%	36%	39%	41%	50%	95%	40%
% Population Within 1/2 Miles of High-Quality Rapid Transit Routes	14%	15%	8%	23%	60%	48%	38%	164%	65%
% Employment Within 1/2 Miles of High-Quality Rapid Transit Routes	26%	26%	-2%	37%	40%	43%	54%	108%	48%
% Non-SOV Trips	56%	48%	-15%	48%	-15%	0%	53%	-5%	12%

Measure	Base 2022	No Build 2052	% Change (Base - No Build)	Build 2052	% Change (Base - Build)	% Change (No Build - Build)	Visionary	% Change (Base - Visionary)	% Change (Build - Visionary)
Average Trip Costs (2017 dollars)	2.58	2.78	8%	2.86	11%	3%	2.65	3%	-7%
Daily Vehicle Miles Traveled (VMT)	17677715	22360893	26%	22986417	30%	3%	21410173	21%	-7%
Daily VMT Per Capita	19.02	21.32	12%	21.91	15%	3%	20.41	7%	-7%
Daily Hours of Delay Along Major Freight Corridors	17284	31605	83%	29756	72%	-6%	27295	58%	-8%
PM Peak Hour Delay per Capita (mins)	0.33	0.55	67%	0.43	30%	-22%	0.44	33%	2%
PM Peak Hour Delay per HH (mins)	0.96	1.35	41%	1.06	10%	-21%	1.09	14%	3%
PM Peak Hour Delay per Vehicle Trip (mins)	1.43	2.15	50%	1.7	19%	-21%	1.88	31%	11%
Transit Mode Share	5%	3%	-40%	5%	0%	67%	10%	104%	104%

Figure 8-3. Level of Service (LOS) for the 2052 No Build and Build Scenarios





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Chapter 9: Performance Management

9.1. Introduction

Transportation performance management is a strategic approach that uses system data to make investment and policy decisions to achieve national performance goals. Progress toward achieving these national performance goals is monitored by establishing performance targets for key performance measures. Decision-makers, using a performance-based approach, can apply key information and data to understand the consequences of investment decisions across transportation modes.

The development and implementation of performance measures for MPOs serve to assess how the transportation system is 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:

- During the **Plan Development** process, performance measures provide a framework to benchmark performance and the effects of alternatives. This performance data is used to define transportation projects and can help inform decision-making between trade-offs and help communicate the anticipated impacts of different investment strategies.
- Performance measures support **Plan Implementation** by emphasizing EPMPO guiding principles and integrating them into budgeting, program structure, project selection, and implementation policies.
- **System performance** relative to the vision and guiding principles of RMS 2052 can be tracked and reported to support accountability for plan implementation and results.

9.1.1. Federal Legislation

In 2012, Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21), which introduced a set of performance measures to:

- Increase the accountability and transparency of federal highway and transit programs; and,
- Improve project decision-making through performance-based planning and programming.

After national performance measures are established through a rulemaking process, the state departments of transportation (DOTs) and transit providers must:

- Establish performance targets that reflect the national measures. National performance measures are shown in **Table 9-1**.
- Report on progress towards achieving those targets.
- Develop performance-based plans for safety and asset management.
- Implement a performance-based approach to planning and programming.

Three years later, Congress passed the Fixing America's Surface Transportation (FAST) Act. The FAST Act continued the Highway Safety Improvement Program (HSIP) with only minor changes. The FAST Act confirmed that the overall purpose of this program is to significantly reduce traffic fatalities and serious injuries on all public roads by implementing infrastructure-related highway safety improvements.

The latest piece of consequential federal legislation is the Infrastructure Investment and Jobs Act (IIJA), sometimes called the Bipartisan Infrastructure Law (BIL). The President signed this law in November 2021 continuing the HSIP with several new requirements and increased funding levels.

- BIL emphasizes the importance of safety for the population with limited access as part of the HSIP by introducing a special rule for it and requiring all states to develop a Vulnerable Road User Safety Assessment.
- BIL allows states to use up to 10% of their HSIP funds on specified safety projects.
- The BIL continues the HSIP to achieve a significant reduction in traffic fatalities & serious injuries on all public roads, including non-state-owned public roads & roads on tribal land. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads, focusing on performance.

- The BIL establishes a new special rule, the Vulnerable Road User Safety Special Rule, which applies to each state in which vulnerable road user fatalities account for not less than 15% of all annual crash fatalities and requires a State subject to the special rule to obligate not less than 15% of its HSIP funds the following FY for highway safety improvement projects to address vulnerable road user safety.

Table 9-1: National Performance Management Goals

Performance Measure	PM Targets
Safety (PM1)	Number of Fatalities Rate of Fatalities Number of Serious Injuries Rate of Serious Injuries Number of Non-Motorized Fatalities & Serious Injuries
Pavement & Bridge Condition (PM2)	IH Pavement in Good Condition IH Pavement in Poor Condition NHS Pavement in Good Condition NHS Pavement in Poor Condition Bridge Deck in Good Condition Bridge Deck in Poor Condition
Roadway System Performance (PM3)	IH Travel Time Reliability NHS Travel Time Reliability Freight Travel Time Reliability Peak Hour Excessive Delay (PHED) Non-Single Occupancy Vehicle (Non-SOV) Travel Total Emissions Reduction
Transit Asset Management (TAM)	Rolling Stock (*Revenue Vehicles*) Equipment (*Non-Revenue Vehicles*) Facilities (*Transit Economic Requirement Model (TERM) Rating*) Infrastructure (*Performance Restrictions*)
Public Transportation Agency Safety Plan (PTASP)	Number of Fatalities Rate of Fatalities Number of Injuries Rate of Injuries Number of Safety Events Mean Distance Between Major Mechanical Failures

9.2. Transportation Performance Measurement

FHWA defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. State DOTs and MPOs are required to set HSIP targets to meet safety performance measures. Said safety measures are component of the Safety Performance

Measures (Safety PM) that support HSIP and provide both State DOTs and MPOs with the framework to implement TPM requirements, i.e., provide directional goals for related plans and programs as well as the means to monitor the progress toward attaining federal goals. MPOs may establish HSIP targets by either:

- Option 1: Agreeing to Adopt Targets Set by the state departments of transportation (both TxDOT and NMDOT for EPMPO).
- Option 2: Setting Their Own Specific HSIP Targets

These options are further summarized in **Table 9-2**.

Table 9-2: Target Setting Options for MPOs

If an MPO agrees to support a State HSIP target,	If an MPO establishes its own HSIP target, the MPO would…
• Work with the State & safety stakeholders to address areas of concern for fatalities or serious injuries within the MPA. • Coordinate with the State & include the safety performance measures and the State's HSIP targets for those measures in the MTP. • Integrate into the metropolitan transportation planning process the safety goals, objectives, performance measures & targets described in other State safety transportation plans & processes, such as applicable portions of the HSIP, including the SHSP. • Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets	• Establish HSIP targets for all public roads in the MPA in coordination with the State. • Estimate vehicle miles traveled (VMT) for all public roads within the MPA for rate targets. • Coordinate with the State & include the safety performance measures & the MPO's safety targets for those measures in the MTP. • Integrate into the metropolitan transportation planning process the safety goals, objectives, performance measures & targets described in other State safety transportation plans & processes, such as applicable portions of the HSIP, including SHSP. • Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

Source: FHWA MPO Safety PM Fact Sheet

EPMPO opted to adopt the HSIP targets set by TxDOT and NMDOT and, thus, have incorporated said targets into the programming and planning process of the MTP and TIP.

If implementing performance measures requires additions or changes to the MTP and TIP, the documents will be amended in the future. The adopted targets include the following key areas:

- Safety (PM1)
- Pavement & Bridge Condition (PM2)
- Roadway System Performance (PM3)
- Transit Asset Management (TAM)
- Public Transportation Agency Safety Plan (PTASP)

EPMPO adopted the applicable State of Texas' and the State of New Mexico 2025 targets for PM2 (Pavement and Bridge Conditions) and PM3 (Roadway System Performance), as detailed in Resolution No. MPO 2023-05; PM1 (Safety) targets were updated on February 20, 2026, to align with the latest State of Texas and State of New Mexico targets via Resolution No. MPO 2026-02. **Table 9-3** summarizes the federal Final Rule effective dates and corresponding requirements for inclusion of PM1, PM2, and PM3 targets in the MTP, providing context for the timing of target adopting and reporting.

Table 9-3: Federal Performance Measure Final Rule Implementation Timeline

Final Rule	Rule Effective Date	MTP Inclusion Requirement	Reporting Schedule	Anticipated Target Setting Action
PM1: Safety	4/14/2016	5/27/2018	Annually	Early 2027
PM2: Infrastructure Condition	5/20/2017	5/20/2019	Biennially (within 4-year period)	Early 2027
PM3: System Performance	5/20/2017	5/20/2019	Biennially (within 4-year period)	Mid-2026 to Early 2027
Transit Asset Management (TAM)	10/1/2016	10/1/2018	Every four (4) years	Early 2027
Public Transportation Agency Safety Plan (PTASP)	7/19/2018	7/20/2021	Updated and certified by transit agency on annual basis	

9.3. Safety Performance Measures

Safety performance management ensures that safety improvements guide funding priorities to advance the national goal for safe roadways. FHWA established safety measures (PM1) to carry out the HSIP. The five safety performance measures to evaluate fatalities and serious injuries on all public roads are:

3 Number of Traffic-Related Fatalities.
4 Rate of Traffic-Related Fatalities Per 100 Million VMT.

5 Number of Traffic-Related Serious Injuries.
6 Rate of Traffic-Related Serious Injuries Per 100 Million VMT.
7 Number of Non-Motorized Fatalities & Serious Injuries.

The states provide safety performance targets annually to FHWA for each safety performance measure. Current statewide safety targets address the calendar year 2026 and are based on an anticipated five-year rolling average (2021-2025). Texas statewide safety performance targets for 2026 are included **Table 9-4**.

Table 9-4: Safety (PM1) Performance Conditions and Adopted Performance Targets

Performance Measure	TX Statewide Target (2026)	NM Statewide Target (2026)	Reported: Texas (2024)	Reported: New Mexico (2024)
Safety				
Number of Fatalities	≤ 4,506	≤ 445	4,152	415
Rate of Fatalities	≤ 1.44	≤ 1.644	1.47	1.448
Number of Serious Injuries	≤ 18,884	≤ 1,018.6	18,216	1,243
Rate of Serious Injuries	≤ 6.30	≤ 3.800	6.22	4.337
Number of Non-motorized Fatalities and Serious Injuries	≤ 2,802	≤ 200.0	2,726	246

9.4. Pavement and Bridge Condition Performance Management

FHWA published the Pavement and Bridge Condition Performance Management Final Rule, which established performance measures to evaluate the condition of pavement and bridges on the National Highway System (NHS) and the Interstate System about the State of Good Repair (SGR), effective May 20, 2017. This second FHWA performance measure rule (PM2) established six performance measures:

1 Percent of Interstate pavements in good condition.
2 Percent of Interstate pavements in poor condition.
3 Percent of non-Interstate NHS pavements in good condition.
4 Percent of non-Interstate NHS pavements in poor condition.
5 Percent of NHS bridges by deck area classified as in good condition.
6 Percent of NHS bridges by deck area classified as in poor condition.

9.4.1. Pavement Condition Measures

The pavement condition measures represent the percentage of lane miles on the Interstate or non-Interstate NHS that are in good or poor condition. FHWA established five metrics to assess pavement conditions: the International Roughness Index (IRI), cracking percent, rutting, faulting, and Present Serviceability Rating (PSR). A threshold is used for each metric to establish good, fair, or poor conditions.

Pavement condition is assessed using these metrics and thresholds. A pavement section is in good condition if three metric ratings are good and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no significant investment is needed. Pavement in poor condition suggests major reconstruction investment is required due to either ride quality or structural deficiency.

9.4.2. Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor conditions. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. The structure is classified as poor if the lowest rating is less than or equal to four. If the lowest rating is five or six, it is classified as fair.

To determine the percentage of bridges in good or poor condition, the sum of the total deck area of good or poor NHS bridges is divided by the total deck area of bridges on the NHS. The deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no significant investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is necessary.

9.4.3. Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The PM2 rule requires states and MPOs to establish two-year and four-year performance targets for each PM2 measure. The current two-year targets represent the expected pavement and bridge condition at the end of calendar year 2024, while the current four-year targets represent the expected condition at the end of calendar year 2025.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets.
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets.
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs establish four-year targets for each measure by either agreeing to program projects supporting the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets. The EPMPO has adopted statewide targets for TxDOT and NMDOT as shown in **Table 9-5**.

Table 9-5: Pavement and Bridge Condition Performance Targets

Performance Measure	Baseline	2-Year Target	2-Year Reported Condition	4-Year Target
Texas				
% of Interstate Pavements in Good Condition	64.5%	63.9%	65.6%	≥ 63.6%
% of Interstate Pavements in Poor Condition	0.1%	0.2%	0.1%	≤ 0.2%
% of non-Interstate Pavements in Good Condition	51.7%	45.5%	51.3%	≥ 46.0%
% of non-Interstate Pavements in Poor Condition	1.3%	1.5%	1.7%	≤ 2.5%
% of NHS bridges in Good Condition	49.2%	48.5%	48.9%	≥ 47.6%
% of NHS bridges in Poor Condition	1.1%	1.5%	0.9%	≤ 1.5%
New Mexico				
% of Interstate Pavements in Good Condition	54.0%	42.7%	57.7%	≥ 37%
% of Interstate Pavements in Poor Condition	1.7%	3.2%	1.60%	≤ 3.8%
% of non-Interstate Pavements in Good Condition	36.7%	40.6%	37.4%	≥ 37.4%
% of non-Interstate Pavements in Poor Condition	2.6%	3.2%	2.6%	≤ 3.9%
% of NHS bridges in Good Condition	36.2%	30.8%	36.2%	≥ 25.0%

Performance Measure	Baseline	2-Year Target	2-Year Reported Condition	4-Year Target
% of NHS bridges in Poor Condition	2.4%	4.1%	2.4%	≤ 5.0 %

9.5. System Performance, Freight Movement and CMAQ Performance Measures

The FHWA published the Travel Time Reliability Final Rule (PM3), which established performance measures to evaluate the performance of the NHS and freight movement on the Interstate System, effective May 20, 2017. This performance measure rule established three roadway system performance measures applicable to EPMPO:

National Highway System Performance:

1. Percent of person-miles on the Interstate system that are reliable.
2. Percent of person-miles on the non-Interstate NHS that are reliable.

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR).

9.5.1. National Highway System Performance Measures

The two system performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) over the hours of 6 AM to 8 PM.

The LOTTR ratio is calculated for each segment of the applicable roadway, essentially comparing it with itself for the four time periods. A segment is deemed reliable if its LOTTR is less than 1.5 during all four periods. That segment is unreliable if one or more periods have a LOTTR of 1.5 or above.

The measures are expressed as the percentage of person-miles traveled on the Interstate or non-Interstate NHS system, which is reliable and requires several data calculations to convert from LOTTR to person-miles. Person-miles consider the number of people traveling in buses, cars, and trucks over these roadway segments. To determine the total person miles traveled, each segment's vehicle miles traveled (VMT) is multiplied by average vehicle occupancy. To calculate the percentage of person miles traveled that are reliable, the sum

of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

9.5.2. Freight Movement Performance Measures

The Freight Movement performance measure assesses the reliability of trucks traveling on the Interstate system. A TTTR ratio is generated by dividing the 95th percentile truck travel time by an average travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of the Interstate to generate the TTTR Index.

The difference in the travel time measured and the periods between the LOTTR and the TTTR reflect the differences between passenger vehicle and truck travel.

9.5.3. Roadway System Performance Management – National Highway System and Freight Reliability

Performance for the PM3 measures is assessed and reported over a four-year performance period.

The PM3 rule requires state DOTs and MPOs to establish two-year and four-year performance targets for each PM3 measure. The current two-year and four-year targets represent expected performance at the end of calendar years 2024 and 2026, respectively.

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets.
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets.
- Truck Travel Time Reliability – two-year and four-year targets.

MPOs establish four-year targets for the System Performance and Freight Movement by either agreeing to programs and projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets. EPMPO adopted the NMDOT and TxDOT statewide PM3 targets on January 21, 2023 (**Table 9-6**).

Table 9-6: PM3 National Highway System and Freight Reliability Performance Targets

Performance Measure	Baseline	2-Year Target	2-Year Reported Condition	4-Year Target
Texas				
% of person-miles traveled on the Interstate that are reliable	84.6%	70%	80.1%	70%
% of person-miles traveled on the non-Interstate NHS that are reliable	90.3%	70%	86.1%	70%
Truck Travel Time Reliability	1.39	1.55	1.42	1.55
New Mexico				
% of person-miles traveled on the Interstate that are reliable	98.5%	95.1%	97.2%	90%
% of person-miles traveled on the non-Interstate NHS that are reliable	97.5%	94.1%	95.5%	90%
Truck Travel Time Reliability	1.23	1.3	1.19	1.40

While PM3 focuses on system reliability and freight movement on the National Highway System, additional congestion and air quality performance measures required for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program are discussed in Section 9.5.4.

9.5.4. Congestion and Air Quality Performance Measures (CMAQ)

The CMAQ Program requires all MPOs to track congestion and on-road mobile source emissions performance suing federally defined measures that complement, but also distinct from, PM3 roadway system reliability metrics, as shown in Table 9-7.

Table 9-7: PM3 CMAQ Congestion and Emission Reduction Performance Targets

Performance Measure	Baseline	2-Year Target	2-Year Reported Condition	4-Year Target
Congestion Metrics - EPMPO				
Annual Hours of Peak Hour Excessive Delay (PHED) per capita	8.4	9	8.9	10
% of non-SOV Travel	21.4%	20%	22.8%	22%
Air Quality Metrics - Texas				

Performance Measure	Baseline	2-Year Target	2-Year Reported Condition	4-Year Target
Total emission reduction PM-10 (kg/day)	5.42	4.54	3.56	170.05
Total emission reduction NOX (kg/day)	*	*	*	85.32
Total emission reduction VOC (kg/day)	*	*	*	64.41
Total emission reduction CO (kg/day)	219.5	175.75	154.25	1374.3
Air Quality Metrics - New Mexico				
Total emission reduction PM-10 (kg/day)	0.0099	0.0021	0.016	0.078
Total emission reduction NOX (kg/day)	0.0368	0.0032	0.151	0.043
Total emission reduction VOC (kg/day)	0.0572	0.0108	0.216	0.08

**EPMPO was no subjected to two-year targets and does not have information to report.*

9.6. Transit Asset Management

Sun Metro's Transit Asset Management Plan (TAMP) specifies activities (maintenance, replacement, etc.), resources, and timescales required for a group of assets to achieve the agency's service and asset management objectives. The City of El Paso Mass Transit Department is the only designated recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307 in the El Paso MPO Urbanized Planning Area. Sun Metro is the primary transit provider in the El Paso region including three distinct transit services: fixed-route bus, ADA paratransit, and El Paso Streetcar.

- Sun Metro operates 161 buses.
- Sun Metro operates 67 vans for its ADA paratransit service.
- Sun Metro operates 6 streetcars.

Sun Metro employs about 647 people, has an operating expense of $63.2 million, and an annual ridership of approximately 6.1 million passengers.

In addition to Sun Metro, the South Central Regional Transit District (SCRTD) operates within portions of the El Paso MPO region and is classified as a Tier II transit provider. SCRTD elects to participate in the New Mexico Department of Transportation (NMDOT) Group Tier II Transit Asset Management Plan, rather than preparing an individual TAMP.

SCRTD is explicitly listed as a participating subrecipient in the NMDOT Group Plan. SCRTD provides fixed-route transit service across Doña Ana, Otero, and Sierra Counties, with additional service connections reaching El Paso County, Texas. The district operates regional bus routes linking communities such as Las Cruces, Anthony, Sunland Park, Hatch/Garfield, and several rural communities.

- SCRTD operates 18 buses.
- Sun Metro operates 4 vans, 2 administrative vehicles, and 2 service trucks in their fleet.

As of 2024, SCRTD has an operating expense of $2 million, and an annual ridership of approximately 132,818 passengers.

The transit asset management performance targets are displayed in **Table 9-8**.

Table 9-8: Transit Asset Management Performance Targets

Performance Measure	TX Statewide Target (2024-2026)	NM Statewide Target (2025)	Sun Metro	ETA
% of revenue vehicles by type exceeding the useful life benchmark	<15%	<20%	•<15% Buses •<10%Articulated buses, cutaway buses, and automobiles •<20% Streetcar	•5% Cutaway Buses •<0% Van
% of non-revenue vehicles by type exceeding the useful life benchmark	<15%	<20%	<15%	0%
% of facilities by group rated under 3.0 on the Transit Economic Requirements Model Scale	<15%	<20%	<15%	75%
% of track segments by mode under performance restrictions	<95%	NA	>95%	N/A

9.7. PTASP Safety Performance for Transit Services

9.7.1. PTASP Safety Performance for Sun Metro by Mode of Service

The PTASP Final Rule, 49 CFR Part 673.11(a)(3), requires that all public transportation providers must develop an Agency Safety Plan to include safety performance targets (SPTs) based on the safety performance measures established under the National Public Transportation Safety Plan (NSP). The safety performance measures outlined in the NSP were developed to ensure that the measures can be applied to all modes of public transportation and are based on data currently being submitted to the National Transit Database. The safety performance measures included in the NSP are fatalities, injuries, safety events, and system reliability (State of Good Repair as developed and tracked in the Transit Asset Management (TAM) Plan).

The City of El Paso adopted the fifth version of the Sun Metro PTASP for calendar year 2025 on October 1, 2024, as shown in Table 12-9 and Table 7-10. As per the current PTASP, Sun Metro has met the following STPs in the 2023 Calendar Year. It is important to note that there is no risk to federal funding within the metropolitan planning area if these performance targets are unmet. However, the MPO will coordinate with Sun Metro to ensure that plans and programs as part of the metropolitan planning process support achieving the targets shown in **Table 9-9** and **Table 9-10**.

Table 9-9: PTASP - Fixed Bus Route

Performance Measure	Baseline (2023)	Target (2025)
Fatalities	1	0
Rate of Fatalities per 100,000 VRM	0	0
Injuries	46	41
Rate of Injuries per 100,000 VRM	9.23	8.2
Safety Events	16	17
Rate of Safety Events per 100,000 VRM	0.28	0.31

Table 9-10: PTASP - Demand Response

Performance Measure	Baseline (2023)	Target (2025)
Fatalities	0	0
Rate of Fatalities per 100,000 VRM	0.00	0.00
Injuries	4	2
Rate of Injuries per 100,000 VRM	5.36	2.34
Safety Events	3	2
Rate of Safety Events per 100,000 VRM	0.1504	0.0795

9.7.2. PTASP Safety Performance for ETA

The February 2026 version of the ETA PTASP includes safety performance measures for the agency. The measures are included in Table 9-11. As like for Sun Metro performance measures, it should be noted that there is no risk to federal funding within the metropolitan planning area if these performance targets are unmet and the MPO will coordinate with ETA to ensure support achieving the targets.

Table 9-11: PTASP for ETA

Performance Measure		2023	2024	2025	2026
Fatalities		-	-	-	0
Injuries		-	-	-	1
Safety Events	Vehicular Collisions	-	-	-	6
	Pedestrian Collisions	-	-	-	0
	Assaults on Workers	-	-	-	0
System Reliability (Mean Distance Between Failures)		-	-	-	206,512

Chapter 10: Public Involvement

10.1. Introduction

RMS 2052 was developed through the continuous, comprehensive, and cooperative transportation planning process. EPMPO engaged the public, agencies, and stakeholders representing cities, counties, the state, federal agencies, the business community, community advocates, other interested stakeholders, and the general public at-large. This chapter summarizes the effort of the MPO to solicit input into RMS 2052.

10.2. Public Participation Plan

EPMPO believes everyone should be able to participate in a proactive, predictable planning effort that provides full access to making key transportation decisions early and during the process. The Public Participation Plan (PPP) serves as a tool to provide MPO staff with the framework to facilitate communication and consultation between agencies making decisions and the communities affected by them. The result of effective and inclusive public engagement in the transportation planning process offers opportunities for the cooperative development of transportation projects and plans that reflect the needs of the community.

10.3. Stakeholder Coordination

The development of the RMS 2052 relied on a structured, iterative coordination process with standing MPO committees and targeted stakeholder coordination. The approach emphasized early alignment on vision and goals, routine status updates at key milestones, and a “technical-to-policy” review pathway in which TPAC vetted materials prior to TPB consideration and action. This cadence provided transparency, incorporated diverse expertise, and ensured that analyses and recommendations reflected regional priorities.

10.3.1. Transportation Project Advisory Committee

To kick off the RMS 2052, the project team convened a Vision Workshop with the Transportation Project Advisory Committee (TPAC) to establish a shared starting point for the plan. The session presented the MTP process, regional trend snapshots, and a preliminary vision and set of draft goals, and captured TPAC's technical feedback on analytical assumptions and performance framing. Throughout the update, TPAC received routine briefings on schedule and milestone progress, and served as the technical review gate for draft products.

Consistent with MPO practice, all working materials were vetted and refined with TPAC before moving forward to TPB. This ensured that technical content (methods, assumptions, datasets, and draft findings) was reviewed by subject-matter practitioners, and that TPB subsequently acted on materials grounded in consensus technical input.

10.3.2. Transportation Policy Board

In parallel, a companion Vision Presentation with Transportation Policy Board (TPB) introduced the plan update, confirmed the planning horizon and adoption pathway, and gathered policy-level feedback on the draft vision and goals. TPB was briefed at key milestones and served as the policy-setting and adoption body, receiving TPAC-vetted materials for consideration. This two-step pathway, TPAC technical review followed by TPB policy deliberation, provided clear roles, an auditable feedback loop, and timely direction for the project team on priorities and tradeoffs.

As the plan advanced, TPB updates focused on implications for investment strategy, performance outcomes, and scenario results; ensuring decisionmakers had concise, actionable summaries of how technical findings informed the recommended program.

10.3.3. Delphi Panel

To strengthen long-range growth and model inputs, EPMPO convened a Delphi Panel of more than 30 regional practitioners representing development, business, local governments, school districts, and transportation planning entities. Panelists contributed location-specific intelligence via interactive mapping (e.g., future housing sites, constrained areas, and near-term growth nodes). These inputs were aggregated into map sets and then validated in facilitated, small-group discussions to ensure diverse representation and traceable assumptions.

The Delphi process produced consensus-based direction for the Travel Demand Model, clarifying growth patterns, identifying sensitivity areas for scenario testing, and improving the credibility of future year assumptions used in performance analysis.

10.3.4. Scenario Planning Workshops

Between April 8 and April 10, 2025, the MPO hosted four regional scenario workshops (located in Canutillo, Sunland Park, Ysleta del Sur Pueblo, and Downtown El Paso at the Blue Flame Building). Each two-hour session engaged residents and stakeholders on housing, mobility, and land use tradeoffs, using structured activities to surface local priorities and test preliminary scenario concepts.

Feedback from these meetings informed the narrative framing of scenarios, helped calibrate performance measures to community values, and highlighted place-specific considerations (e.g., connectivity, safety, access to jobs and services) that shaped the recommended strategies. The workshops complemented committee coordination by capturing lived-experience insights and grounding analytical results in public input.

10.4. Public Meetings

In addition to committee and stakeholder coordination, EPMPO conducted open-house style public meetings to broaden participation and ground RMS 2052 in lived experience. The public meetings were held to educate, engage, and receive input from the community.

10.4.1. First Public Meeting

The first public meeting was held in January of 2025 with over 90 participants. The public meeting was held in an open house format, allowing attendees to engage in interactive public engagement activities. Participants included a diverse mix of residents, community leaders, and key stakeholders, such as representatives from local municipalities, TxDOT, and the El Paso County Judge's office. Attendees provided valuable input on the plan's goals and objectives, shared their transportation priorities, and participated in ranking activities to assess the most critical mobility goals for the region's future.

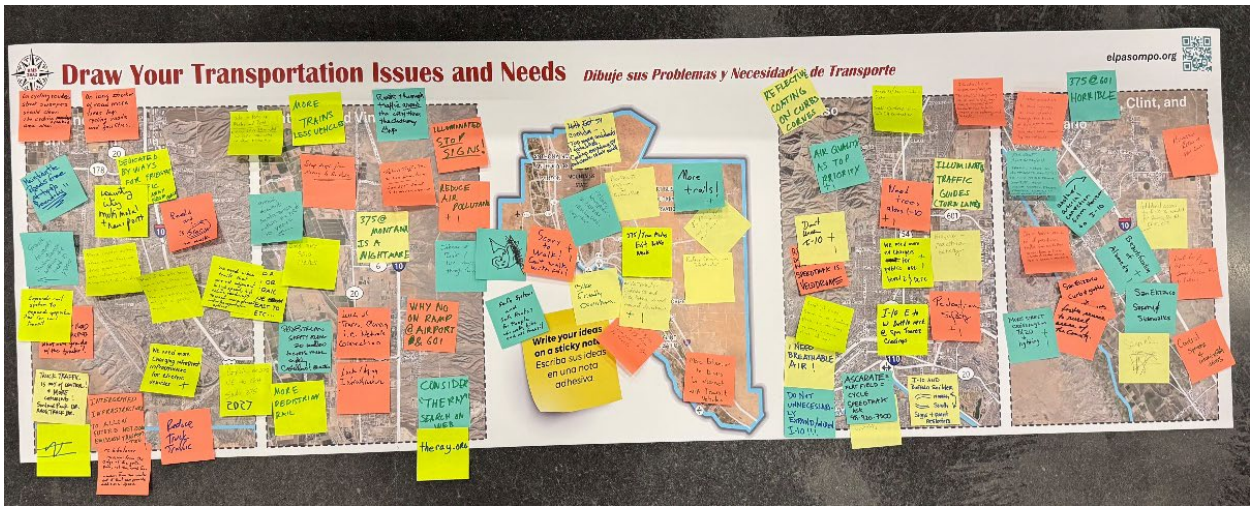
A series of 13 bilingual, English and Spanish, exhibits were prepared and displayed at the public meeting. Three of those exhibits were interactive activities encouraging the public to provide their feedback, and ten of the exhibits were informational, intended for the community to view and discuss with EPMPO staff.

Figure 10-1: Goals and Objectives Interactive Activity

Interactive boards invited participants to rank ten goals and objectives based on their importance. People had the opportunity to place stickers under different goals and objectives they would like to see achieved in their community. These goals and objectives covered a wide range of topics, including safety, comprehensive access, environmental sustainability, and more. This feedback provided insight into public priorities for regional transportation planning.

An interactive board invited participants to draw their transportation issues and needs directly onto large maps of the region. This activity encouraged attendees to visually highlight problem areas, propose new routes or infrastructure, and illustrate specific challenges, such as congestion, safety concerns, or lack of connectivity. Facilitators were available to answer questions and help participants label and describe their issues and needs.

Figure 10-2: Transportation Issues and Needs Interactive Activity



People were asked to place sticky notes on a poster and write what they envision for the region. The feedback received from the Vision activity will assist the project team in validating the MTP goals and objectives and identifying regional transportation needs.

Figure 10-3: Vision for Regional Transportation Interactive Activity

The results of these interactive activities were recorded and summarized in **Appendix G: Public Involvement.**

10.4.2. Second Public Meeting

The second round of public meetings was conducted in Spring 2026 as part of the formal public review and comment period for the Draft MTP, the 2027–2030 Transportation Improvement Program (TIP), and the Transportation Conformity Report. These meetings built upon the initial outreach conducted during the first round, transitioning from visioning and goal-setting to presenting the draft plan and gathering input on proposed projects, priorities, and policies.

A series of five public meetings were held between April 22 and May 13, 2026, at accessible locations throughout the El Paso region. These meetings included:

Wednesday, April 22, 2026
5:30 p.m. – 7:00 p.m.
Pat O'Rourke Recreation Center
901 N. Virginia St., El Paso, TX 79902

Thursday, April 30, 2026
5:30 p.m. – 7:00 p.m.
The Beast Urban Park
13501 Jason Crandall Dr., El Paso, TX 79938

Saturday, May 2, 2026
10:30 a.m. – 12:00 p.m.
Sunland Park Multi-Generational Center
4700 McNutt Road, Sunland Park, NM 88063

Wednesday, May 6, 2026
5:30 p.m. – 7:00 p.m.
Rio Vista Community Center, 901 N Rio Vista Rd, Socorro, TX 79927

Wednesday, May 13, 2026
5:30 p.m. – 7:00 p.m.
Nolan Richardson Recreation Center
4435 Maxwell Ave., El Paso, TX 79904

Meetings were conducted in an open house format, consistent with the first round of outreach, allowing attendees to engage directly with MPO staff, review draft materials, and provide feedback at their own pace. A series of bilingual, English and Spanish, exhibits were prepared and displayed at each meeting to present key elements of the draft plan. The exhibits covered information on the development and outcomes of the MTP process; background and results of transportation conformity; and projects included in the TIP.

More information regarding the second round of public meetings can be found in **Appendix G**.

Chapter 11: Adoption Process

The formal adoption of the EPMPO RMS 2052 MTP begins with the completion of the draft MTP and commencement of the public comment period. The comment period is initiated by posting the availability of the MTP draft document on the EPMPO website, along with simultaneous email notification to the TPAC about the opening of the comment period. The comment period shall stay open for no less than 30 days. Upon closing of the comment period, the final document will be prepared and adopted.

11.1. Plan Amendment Process

As EPMPO continues its ongoing, cooperative, and comprehensive planning process, amendments to RMS 2052 are anticipated. These may occur due to changes in project priorities, funding availability, or state and/or federal guidance. Depending on the nature of the revision, per federal guidelines, revisions are categorized as either “Primary Amendments” or an “Secondary Amendment.” Plan amendments must comply with EPMPO's currently adopted Public Participation Plan.

11.1.1. Amendments

RMS 2052 can be amended at any time between formal updates. A Tier 1 Primary Amendment is a major revision requiring 30 calendar day public review and comment, a demonstration of fiscal constraint where applicable, and a conformity determination where applicable. Conformity determinations are only required for MTPs in non-attainment and maintenance areas. All Tier 1 Primary Amendments require approval by the TPB.

The following are examples of significant changes requiring an amendment.

- Major change in project cost:
    - Significant additional funding for a project (as defined by the TPB): changes in the federal cost exceeding fifty percent (50%) AND resulting in a revised total cost exceeding $1,499,999 for a highway project or exceeding twenty percent (20%) for a transit project. A primary amendment is NOT required when a change in estimated federal cost results in a total project cost of less than

$1,500,000, even if the federal cost increases by more than 50% for a highway project.

- Change from state funding category to federal funding category.
- Adding federally funded projects
- Adding regionally significant state-funded projects
- Projects adding significant additional capacity to the MPO transportation network.
- Changes to a project that require network models to be run.
- Addition or deletion of a project
- Major changes in a project's design concept or design scope, and
- Major changes to project/project phase initiation dates.
    - A major change is considered moving a project into or out of the first four fiscal years of a TIP (as allowed by funding categories).
- Any other change consistent with those criteria above is considered a Tier 1 Amendment.

11.1.2. Administrative Modification

Tier 2: Secondary (Administrative) Amendment is a minor revision that does not significantly change the capacity of the MPO transportation network, increase the funding for a project, or excessively change the locations or limits of a particular project from the original limits listed in the adopted MTP. This includes, but is not limited to:

- Change in CSJ or Control Number (CN),
- Change in letting date,
- Minor changes to funding sources of previously included projects,
    - Change from one state funding category to another state funding category.
    - Change in one federal funding category to another federal category.
- Change in the project limits for a state-funded project.
- Change in TIP year for a state-funded project.
- Addition of a project to a Statewide Program (using a Statewide CSJ and CN)

- Minor changes to project/project phase costs, which are those where the proposed change to the federal share of a highway project cost does not exceed fifty percent (50%) or result in a revised total cost at or above $1,500,000; or twenty percent (20%) of the federal share for a transit project. It is still considered a minor change when a change in estimated federal cost results in a total project cost of less than $1,500,000 for a highway project, even if the federal cost increases by more than 50%. It is also still continued a minor change if a federal increase is less than 50% and the total project cost is over $1,500,000 for a highway project.
- Minor changes to project/project phase initiation dates.
- A minor change is considered moving a project's funds to another Fiscal Year provided they are not being moved into or out of the first four fiscal years of a TIP (as allowed by funding categories), and
- Other revisions of a similar nature to those listed above. In cases of ambiguity, a Tier1 Formal Amendment should be pursued.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