

**FY 2024 (AND FY 2025)
UNIFIED PLANNING WORK PROGRAM (UPWP)**



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I. INTRODUCTION

The Federal Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis. The Unified Planning Work Program (UPWP) is the mechanism for coordinating metropolitan transportation and air quality planning activities in the El Paso Metropolitan Planning Organization (EPMPO) area. This UPWP is a two-year transportation planning work program detailing transportation planning, programs, and activities to be performed in EPMPO region for the period of October 1, 2023, to September 30, 2025.

A. PURPOSE

On February 14, 2007, the U.S. Department of Transportation published a final rule with regard to Metropolitan Transportation Planning in the Federal Register. Specifically, the proposed rulemaking addresses Federal Highway Administration 23 CFR Parts 450 and 500, and Federal Transit Administration 49 CFR Part 613. Subpart C—Metropolitan Transportation Planning and Programming calls upon MPOs, in conjunction with the state and operators of publicly owned transit, to develop Unified Planning Work Programs that meet the requirements of 23 CFR Part 420, and: (1) discuss the planning priorities facing the metropolitan area and describe the metropolitan transportation plan and transportation-related air quality planning activities anticipated within the next one- or two-year period, regardless of funding sources or agencies conducting activities, in sufficient detail to indicate who will perform the work, the schedule for completing the work, the products that will be produced, the proposed funding by activity/task, and a summary of the total amounts and sources of federal and matching funds; and (2) document planning activities to be performed with funds provided under Title 23 and Chapter 53 of Title 49 U.S.C. To effectively identify all work tasks, EPMPO prepares this UPWP with input from federal, state and local jurisdictions and transportation providers in the transportation planning region.

The FAST Act continues the eight federal planning factors established under ISTEA and expanded under SAFETEA-LU, while adding two additional factors for consideration in the planning process. The work tasks contained in the Fiscal Years (FY) 2024-2025 UPWP have considered the following ten factors, some more directly than others:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;

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

Further, the work tasks consider the federal performance goals (23 USC § 150.b) in the following seven areas:

- Safety — To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure condition— To maintain the highway infrastructure asset system in a state of good repair.
- Congestion reduction— To achieve a significant reduction in congestion on the National Highway System.
- System reliability— To improve the efficiency of the surface transportation system.
- Freight movement and economic vitality— To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental sustainability— To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced project delivery delays— To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Bipartisan Infrastructure Law

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

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

Public Participation Plan

It is the policy of the EPMPO that all meetings of the Transportation Policy Board and its committees are to be open to the public. Agendas, with public comment opportunity as a

standing item, are posted at the office of the El Paso County Clerk, the New Mexico Department of Transportation (NMDOT) District 1 website, and on the EPMPO website and public comments are encouraged and welcomed at these meetings. All EPMPO's open meetings are announced in the local newspaper, EPMPO's website and EPMPO's social media pages. Public meetings/hearings and document review sessions are generally held for major projects such as those in the metropolitan transportation plan. Under certain circumstances when an in-person meeting may not be feasible, the EPMPO is prepared to utilize virtual public involvement strategies. The Public Participation Plan is available on www.elpasompo.org.

B. DEFINITION OF AREA

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

Texas

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

New Mexico

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

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

Texas and New Mexico Departments of Transportation – The planning area is served by the Texas Department of Transportation (TxDOT) and New Mexico Department of Transportation (NMDOT). The TxDOT El Paso District plans, designs, builds, operates and maintains the state transportation system in the following counties: Brewster, Culberson, El Paso, Hudspeth, Jeff Davis and Presidio. NMDOT District 1 has similar responsibilities for Doña Ana County and NMDOT District 2 for Otero County.

Sun Metro

Sun Metro is a provider of public transportation in the region. Sun Metro has primary responsibility for conducting various short and long-range transit studies, maintaining all transit data, and is responsible for transit planning in the study area.

South Central Regional Transit District

South Central Regional Transit District (SCRTD) is responsible for consolidating existing transit services in the New Mexico portion of the EPMPO Planning area.

El Paso County:

El Paso County provides rural public transportation for the region. El Paso County has responsibility for conducting various transit studies to improve its transit services by increasing connectivity in developing areas, and to close service gaps in rural El Paso County.

C. ORGANIZATION

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

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

- Executive Committee (EC): The Executive Committee's roles and responsibilities will include review of the business aspect of the EPMPO, review of the Executive Director, review of contracts and other documents, and other assignments for recommendations to the TPB. The EC is composed of seven voting TPB members, as appointed by the TPB Chair, and approved by the TPB.
- Transportation Project Advisory Committee (TPAC): The TPAC develops and makes recommendations to the Transportation Policy Board on projects with regard to the MTP and TIP, project selection process criteria, and special transportation planning studies. The TPAC has 16 regular members appointed by 16 project sponsoring entities in the El Paso MPA.

D. PRIVATE SECTOR INVOLVEMENT

The private sector is encouraged, to the maximum extent feasible, to participate in EPMPO planning process. Consultants have been and will continue to be used on an as-needed basis in EPMPO's transportation programs and planning processes. In the past, EPMPO, in coordination with TxDOT and NMDOT, have used private sector consultants for a variety of services ranging from legal services to improvements to the regional travel demand model. Private-sector representatives participate directly in the planning process by serving as members on various ad-

hoc committees and coalitions facilitating the various planning disciplines. During the development of the RMS 2050 MTP the socioeconomic data needed to run the model was gathered from a mixture of sources, including public domain data sources, published commercial datasets, stakeholder input via the Delphi Process. The El Paso Delphi process panel members were recruited from regional government agencies; community organizations; the real estate and development communities; area employers; financial institutions; educational institutions; transit agencies, and other organizations. EPMPO staff also participate in the International Bridges Steering Committee (BSC). The BSC meets once a month and focuses on the delays, multimodal accessibility, ITS, and safety at international border crossings. The BSC members include representatives from both sides of the border at the local, state, and federal levels as well as public and private entities.

E. PLANNING ISSUES AND EMPHASIS

The FY2024 and FY2025 UPWP addresses a number of interrelated multimodal transportation issues aimed at facilitating the implementation of transportation projects and programs to reduce congestion and improve mobility and air quality. The tasks in this UPWP fall into five primary activities; each of these work areas is briefly described below.

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

In addition to these primary activities, the Federal Highway Administration (FTA) and Federal Transit Administration have jointly issued the following planning emphasis areas:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging

infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian 3 Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in

future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and

Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMA in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMA, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands 5 Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMA before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMA that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMA in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environmental Linkages (PEL)

FHWA Division and FTA regional offices encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

Furthermore, EPMPO acknowledges the planning factors under FAST Act that will be addressed in the applicable umbrella tasks (1 through 5). A matrix of planning factors addressed by each subtask is included in Appendix I.

EPMPO anticipates getting a consultant to provide general planning services. The scope of services includes elements of each work task described in this UPWP.

II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

To accomplish, on a continuing basis, the plans and programs necessary to administer federal transportation planning requirements and maintain the transportation planning process in and for the El Paso Metropolitan Planning Organization's planning area.

B. EXPECTED PRODUCTS

Expected Product	Estimated Completion Date (ECD)
Administration of the EPMPO	N/A - Continuous
Host or identify workshops, conferences, and other training opportunities for the staff of the EPMPO and its partners in the region	N/A - Continuous
Supply/equipment purchases	N/A - Continuous
Maintenance of EPMPO Website	N/A - Continuous
EPMPO Newsletter	N/A – Continuous, Quarterly release
Maintenance, updates and dissemination of the Public Participation Plan and Title VI Program and Environmental Justice material(s).	<ul style="list-style-type: none">• ECD for Title VI Update: 04/2026• Log of Public Outreach Activities will be updated after every Public Involvement effort conducted by the MPO• ECD for LEP Update: 04/2026• EDC for PPP Update: 09/2024

C. PREVIOUS WORK UNDERTAKEN

- Maintenance of the following documents
 - PPP
 - Title VI Program
 - Limited English Proficiency Plan
- Environmental Justice Analysis for incorporation to Title VI Program demographic analysis and RMS 2050 MTP
- Professional development training
- By-law/policy development and implementation
- Grant writing by Sun Metro

D. ADMINISTRATION AND MANAGEMENT SUBTASKS

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

Sun Metro

Sun Metro researches, writes, edits, and coordinates grant applications, proposals, petitions, and letters of support in the pursuit of discretionary sources of funding for non-recurring transportation studies and programs. Grant applications will include annual recurring formula grants, those available through the EPMPO office, and competitive grants issued during the year. Sun Metro will continue participating in the MPO's Policy Board, Advisory, and Ad-Hoc committees as assigned, with a focus on enhancing regional transit for all services in the area. Sun Metro will continue operating under the FTA Transit Asset Management plan guidelines.

EP County Transit

El Paso County researches, writes, edits and coordinates grant applications, proposals, petitions and letters of support for other discretionary sources of funding for non-recurring transportation studies and programs. El Paso County will continue to participate in the EPMPO's Policy Board and Advisory committee, as assigned, especially in regard to enhancing regional transit for all service areas. Additionally, El Paso County, in collaboration with multiple rural county governmental entities, has successfully created the El Paso Area Transportation Services (EPATS), Local Government Corporation (LGC) for the purpose of encouraging and assisting local units of government to join and cooperate with one another to provide and deliver regional multimodal transportation solutions for the residents of the Greater El Paso Community.

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

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

Sun Metro

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

EP County Transit:

El Paso County continues to conduct its own public awareness and public participation opportunities from the beginning of transit planning studies, projects, and proposed service improvements through its completion with timely public notice and reasonable public access to crucial decisions.

1.3 Title VI Civil Rights/Environmental Justice (EJ) Activities: This activity supports monitoring and evaluating Title VI/EJ guidance and requirements, developing and implementing documents and procedures to ensure EPMPO's plans, programs and activities comply with Title VI/EJ guidance and requirements, collecting and analyzing data related to minority, low income, limited English proficiency and other populations vulnerable to potential disproportional adverse impacts from the planned transportation system and transportation projects. Implementing the **Limited English Proficiency Plan and updating that plan as needed**

Sun Metro

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

EP County Transit:

El Paso County will continue to comply with Title VI and other federal programs such as Disadvantaged Business Enterprises (DBE), Equal Employment Opportunity (EEO), etc. El Paso County provides dedicated staff members to oversee Title VI related matters and corresponding documents, policies, and procedures, as required.

1.4 Professional Development: The EPMPO will organize training sessions for the Transportation Policy Board and subcommittee members, and to local governments and participating agencies. Transportation planning funds will be used for staff members of the EPMPO to attend transportation planning and professional development conferences, workshops, and training including travel. For out of state travel, the EPMPO will seek prior TxDOT or NMDOT approval as appropriate. EPMPO staff will attend relevant trainings provided by, but not limited, to the following associations:

- American Association of State Highway and Transportation Officials (AASHTO)
- Association of Governmental Accountants (AGA)
- American Planning Association
- American Public Transportation Association (APTA)
- Association of Metropolitan Planning Organization (AMPO)
- Congress for the New Urbanism (CNU)
- Decision Lens
- Environmental Systems Research Institute (ESRI)
- Federal Highway Administration (FHWA)
- Institute of Transportation Engineers (ITE)
- National Highway Institute (NHI)

- New Mexico Department of Transportation (NMDOT)
- Texas Department of Transportation (TxDOT)
- Transportation Research Board (TRB)
- National Transit Institute (NTI)
- Walk/Bike Places

1.5 Web Site Maintenance: General information about EPMPO activities and events will continue to be posted as part of the Public Participation Process, and will allow all users to provide comments. Video streaming has kept the public abreast of TPB meetings and EPMPO events via the EPMPO web site and upgrades and maintenance of the website.

Responsible Agency for subtask 1.1 - 1.5: EPMPO, El Paso County Transit NMDOT, Sun Metro, and TxDOT

Funding Requirement: \$ 2,263,426

Product(s): Program Administration activities, transportation planning and professional development conferences, workshops, and training, maintenance and/or updates to Public Participation Program, Title VI Civil Rights Plan, and Limited English Proficiency Plan, Environmental Justice activities. Website maintenance and updates, live video streaming activities and archives, quarterly EPMPO newsletter.

E. FUNDING SUMMARY

ADMINISTRATION AND MANAGEMENT

Task 1.0									
Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹				TCEQ Rider 7	Sun Metro FTA 5307 ³		Total
		TX 2024	TX 2025	NM 2024 ²	NM 2025 ²		2024	2025	
1.1	MPO/MTD	675,000	702,000	48,000	48,000	6,256	198,900	198,900	1,877,056
1.1a	MPO	49,000	49,000	1,000	1,000			-	100,000
1.2	MPO/MTD	28,500	29,500	3,500	3,500		17,295	17,295	99,590
1.3	MPO/MTD	4,000	5,000	-	-		25,940	25,940	60,880
1.4	MPO	53,000	54,000	4,800	4,800			-	116,600
1.5	MPO	4,500	4,800						9,300
TOTAL		814,000	844,300	57,300	57,300	6,256	242,135	242,135	2,263,426

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA / FTA programs.

² Match is included - Local match will be provided by NM partner agencies. FHWA PL-112 at 14.56% match, FTA 5303 at 20% match.

³ Match is included. City of El Paso will provide 20% match for Sun Metro FTA 5307

III. TASK 2.0 – DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

Provide updated planning information, GIS and demographic data and analysis to support the Metropolitan Planning Organization’s planning efforts.

B. EXPECTED PRODUCTS

Expected Product	Estimated Completion Date (ECD)
Continue ongoing data collection and analysis to support the CMP	N/A – Continuous
Conduct literature review of best practices in resiliency planning for MPOs in order to initiate the development of a resiliency framework for EPMPO	N/A – Continuous
Complete adjustments to the 2020 urban area boundary	ECD: 02/2024

C. PREVIOUS WORK UNDERTAKEN

- Maintenance of Congestion Management Process
- Reporting of transportation performance measures and targets
- NM CMAQ Target setting methodology

D. DATA DEVELOPMENT AND MAINTENANCE SUBTASKS

2.1 Geographic Information Systems (GIS): Mapping databases supporting EPMPO programs; maintenance of the demographic and modeling databases of the MTP and TIP documents; demographic forecasts, travel demand modeling output, develop maps and materials for work group and public meetings; develop technical memoranda documenting work completed. General Planning Consultant contract resources are anticipated to be used to support this task.

Sun Metro

Sun Metro’s GIS team will manage and create spatial data such as the location of bus stops, routes, transit facilities, and regional street networks. In addition, they will create base maps, data layers, and aggregate data for the program as a whole. The analysis, communication, and display of the information are vital to Sun Metro to support its various technology applications. GIS supports other department technologies such as Automatic Vehicle Location (AVL), Automated Passenger Counters (APC), Computer-aided dispatch and scheduling, mobile data terminals, itinerary planning systems, and other applications.

2.2 Congestion Management Process (CMP), Intelligent Transportation Systems (ITS) and Operations Planning: This subtask covers activities related to conducting the CMP, ITS and

Operations Planning. Specific activities include, but are not limited to, developing, updating, refining and implementing the CMP, incorporating congestion analysis results into the regional planning process, and incorporating ITS, systems management and operations into the planning process. General Planning Consultant contract resources are anticipated to be used to support this task.

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

2.4 Access to Essential Service: As part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation.

Sun Metro:

Sun Metro continuously analyzes city growth and expansion in an effort to identify underserved areas. Sun Metro is analyzing better data collection software and implementation of a more automated system-wide fare collection and payment system. The Federal Transit Administration awarded funds for a feasibility assessment and alternatives analysis project for a unified regional fare system to best meet the needs of the region and enhance the mobility of all people—especially people in poverty—proposed in response to the Helping Obtain Prosperity for Everyone (HOPE) program. In addition, Sun Metro’s Comprehensive Operational Analysis identifies community needs and opportunities to improve current public transit service. Sun Metro Rising is a study that will identify how Sun Metro can improve transit service for its community. The study includes robust community engagement, including an on-board survey, virtual public meetings, and stakeholder discussions. Information gathered from these activities will be used to develop a strategic plan to guide service improvements.

EP County Transit:

El Paso County continues to analyze county growth and expansion to identify underserved areas/communities and service gaps. El Paso County, along with the El Paso Area Transportation Services, Local Government Corporation (EPATS, LGC), seeks to establish a seamless transportation system for the entire El Paso area, so that residents in either County or City can utilize one transportation system with ease in both service connections and payment. The Federal Transit Administration awarded funds for a feasibility assessment and alternatives analysis project for a unified regional fare system to best meet the needs of the region and enhance the mobility of people – especially people in poverty – proposed in response to the Helping Obtain Prosperity for Everyone (HOPE) program in collaboration with the City of El Paso – Sun Metro.

2.5 Resiliency Planning: The EPMPO recognizes the increasing frequency of extreme events, including extreme weather events and human-made emergencies, and that such

events can be significantly disruptive to achieving long term economic, social and environmental goals for the region. The EPMPO will collaborate with other MPOs and with state and federal organizations to develop a framework for incorporating resiliency planning into regional transportation planning processes, including evaluation of the effect of extreme events on infrastructure, and developing and assessing strategies to minimize those impacts. General Planning Consultant contract resources are anticipated to be used to support this task.

Responsible Agency subtask 2.1 – 2.5: EPMPO, EP County Transit, NMDOT, Sun Metro, and TxDOT

Funding Requirement: \$ 982,352

Product(s): Geographic Information Systems activities, maintenance or updates to Congestion Management Process (CMP), Intelligent Transportation Systems (ITS) and Operations Planning, and Performance Based Planning and Programming implementation activities.

E. EXPECTED PRODUCTS

DATA DEVELOPMENT AND MAINTENANCE

Task 2								
Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹				Sun Metro FTA 5307 ³		Total
		TX 2024	TX 2025	NM 2024 ²	NM 2025 ²	2024	2025	
2.1	MPO	7,300	7,300	1,370	1,370	208,520	208,520	434,380
2.2	MPO	48,500	48,500	1,685	1,685			100,370
2.3	MPO/MTD	13,700	13,700	1,280	1,280			29,960
2.4	MPO/MTD	2,200	2,200	1,215	1,215	203,606	203,606	414,042
2.5	MPO/MTD	1,800	1,800					3,600
TOTAL		73,500	73,500	5,550	5,550	412,126	412,126	982,352

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA / FTA programs.

² Local Match included will be provided by NM partner agencies. FHWA PL-112 at 14.56% match, FTA 5303 at 20% match.

³ Match is included. City of El Paso will provide 20% match for Sun Metro FTA 5307

IV. TASK 3.0 – SHORT RANGE PLANNING

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Expected Product	Estimated Completion Date (ECD)
Unified Planning Work Program FY 2024 – 2025	N/A – Continuous, UPWP Amended as needed
Amendments to RMS 2023-2026 Transportation Improvement Program (TIP)	N/A – Continuous, Quarterly STIP Revisions
Project Readiness and Completion Report	N/A – Continuous, Quarterly reports
Development of 2025-2028 TIP	ECD: 06/2024
FY 2023 and 2024 Annual Performance Expenditure Report	<ul style="list-style-type: none">• ECD for FY 2023: 11/2023• ECD for FY 2024: 11/2024
FY 2023 and 2024 Annual Listing of Obligated Projects	<ul style="list-style-type: none">• ECD for FY 2023: 12/2023• ECD for FY 2024: 12/2024

C. PREVIOUS WORK UNDERTAKEN

- Development and maintenance of RMS 2023-2026 TIP
- Development and maintenance of UPWP
- Development of Annual Performance and Expenditure (APER), Annual Project Listing (APL), and Program Management Plan (PMP)
- Attended meetings that promoted regional, international and border planning efforts, participation of Far West Texas/El Paso Regional Transportation Coordination Coalition's (WTEP) Plan
- Transit planning activities by Sun Metro.

D. SHORT RANGE PLANNING SUBTASKS

3.1 Unified Planning Work Program (UPWP)/ Annual Performance and Expenditure Report (APER), and Annual Project Listing (APL): Maintain and revise the current UPWP for fiscal years 2024-2025 by developing and processing changes for any future amendments. Prepare the APER for the transportation planning process outlined in the UPWP FY2022/FY2023 and FY2024/2025 that utilized FHWA and FTA planning funds. Develop the APL for the transportation projects that used federal aid in FY 2023 and FY 2024.

3.2 Transportation Improvement Program (TIP): The TIP will be kept up-to-date as necessary to program projects and demonstrate year of expenditure and associated revenues for federal, state, and local sponsors. Total project cost, which includes construction, preliminary engineering, right-of way, and other associated costs, will be provided. EPMPO staff will also develop and maintain the FY 2025-2028 TIP. Quarterly Project Readiness and Completion reports will be developed to track TIP project development and construction status. Existing UTEP contracted resources used in this task will be carried over into FY 2024 and 2025 for the development and maintenance of the TIP

Project Request Form and Database website. General Planning Consultant contract resources are anticipated to be used to support this task.

3.3 Models of Regional Planning Cooperation: Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. This cooperation occurs through the metropolitan planning agreements and activities that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means that promote border, regional and binational planning.

3.4 Enhanced Mobility of Seniors & Individuals with Disabilities: To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports maintenance of Program Management Plan and transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Sun Metro:

Sun Metro also works through its Citizens Advisory Committee and the City's Accessibility Advisory Committee to enhance accessibility for those individuals with mobility challenges. In addition to the plan, a Triennial Review will be performed. The Triennial Review examines how federal recipients of Urbanized Area Formula Program funds meet statutory and administrative requirements.

3.5 Call for Projects: Coordinate and manage the process of receiving, evaluating, and developing recommendations to the TPAC and TPB on project applications for funding opportunities. This subtask includes staff time devoted to the development of project call timelines, development of project evaluation methods, production and dissemination of informational materials, interfacing with applicants and potential applicants, management of project call-related ad hoc committees, and project application review/evaluation.

Responsible Agency subtask 3.1 - 3.5: EPMPO, NMDOT, Sun Metro, TxDOT, and UTEP

Funding Requirement: \$ 1,250,331

Product(s): Development of/or amendments to UPWP, Annual Performance and Expenditure Reports, Annual Project Listings, developments and amendments to the Transportation Improvement Program(s), and planning activities that promote Models of Regional Planning Cooperation.

E. FUNDING SUMMARY

SHORT RANGE PLANNING

Task 3

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹				Sun Metro FTA 5307 ³		FTA Sect. 5310 ⁴	Total
		TX 2024	TX 2025	NM 2024 ²	NM 2025 ²	2024	2025	FY24/25	
3.1	MPO	17,224	18,390	1,266	1,266				38,146
3.2	MPO	381,634	325,521	6,093	6,093				719,341
3.3	MPO	91,120	86,950	6,919	6,919				191,908
3.4	MPO/MTD					43,775	43,775	197,686	285,236
3.5	MPO	7,850	7,850						15,700
TOTAL		497,828	438,711	14,278	14,278	43,775	43,775	197,686	1,250,331

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA / FTA programs.

² Match is included - Local match will be provided by NM partner agencies. FHWA PL-112 at 14.56% match, FTA 5303 at 20% match.

³ Match is included. City of El Paso will provide 20% match for Sun Metro FTA 5307

⁴ Administrative Expenses are 100% federally funded.

V. TASK 4.0 - METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

To develop, maintain and update a multi-modal Metropolitan Transportation Plan (MTP) and related transportation-air quality activities for the EPMPO planning area that meets federal requirements and regional goals.

B. EXPECTED PRODUCTS

Expected Product	Estimated Completion Date (ECD)
Maintenance of RMS 2050 MTP	N/A – Continuous
Revised TDM	ECD: 03/2025
Revised iTDM <ul style="list-style-type: none">2022-2023 surveys at IBCs to be completed for revised iTDM.	ECD: 03/2025 <ul style="list-style-type: none">ECD: 10/2023
Pre-Analysis Consensus plan	ECD: 06/2025
Emissions modeling of forecast networks	ECD: 06/2025
Draft document new MTP	ECD: 09/2025

C. PREVIOUS WORK UNDERTAKEN

- RMS 2050 MTP Visioning process, needs assessment and updated demographic forecasts for the RMS 2050 MTP
- RMS 2050 MTP document, to include project list and financial summary
- Transportation Conformity Report for RMS 2050 MTP
- Transportation modeling scenario and air quality planning activities for RMS 2050 MTP
- Air quality analysis for RMS 2023-2026 TIP projects

D. METROPOLITAN TRANSPORTATION PLAN SUBTASKS

4.1 Metropolitan Transportation Plan (MTP): Activities related to completing major amendments to the RMS 2050 MTP (if needed), and the development of its successor plan; including schedule development and maintenance, stakeholder outreach, and visioning process activities. EPMPO will develop a long-term vision for the region that translates into well-defined policies and transportation priorities. Multiple public and private sector stakeholders from El Paso, southern New Mexico, and Ciudad Juarez will be engaged to understand the trends and future needs for the region. EPMPO will update the project evaluation framework and utilize it to develop project prioritization for the next MTP. UTEP and General Planning Consultant contract resources are anticipated to be used to support this task.

4.2 Regional Transportation Modeling Activities: Develop, amend, and/or update regional and corridor travel demand modeling including sketch planning methods, four-step demand models, activity models, and other advanced disaggregate modeling techniques which enable applications for all types of transportation data and for all modes of transportation ideally for building transportation information and decision support systems. The TDM will incorporate land use modeling through the use of UrbanSIM software. The international TDM (iTDM) will

be revised using recent 2022-2023 travel surveys at international border crossings (IBCs). UTEP and General Planning Consultant contract resources are anticipated to be used to support this task.

4.3 Air Quality and Transportation Planning: Continue transportation-related air quality planning activities, development of state implementation plan(s) and conformity determination report(s), for ozone, particulate matter of 10 microns or less, and any additional air quality designations in support of the MTP. UTEP and General Planning Consultant contract resources are anticipated to be used to support this task.

Sun Metro:

Sun Metro and transit programs continue to assist in air quality enhancement by promoting alternative transportation modes financed predominantly through CMAQ, Formula 5307, and Formula 5339 funding. These projects include bus replacement, rebuild engines and transmissions in order to improve CO efficiencies, operating assistance for new or enhanced services, accessibility and sidewalk enhancements, terminal rehabs and bus acquisition and replacement. Sun Metro currently operates four Bus Rapid Transit (BRT) systems (Mesa, Dyer, Alameda, and Montana RTS) with 100% CNG Fleet that are intended to improve transit service and improve air quality while promoting the use of public transportation. In addition, Sun Metro receives funding from 5339 Low or No Emission Competitive Grants to transition fleet to zero emission vehicles.

EP County Transit:

El Paso County continues to assist in air quality enhancement by promoting alternative transportation modes financed through Formula 5311, Formula 5339, and CMAQ funding. These projects include El Paso County's commitment to convert its entire bus fleet from gas fueled to Compressed Natural Gas (CNG) through bus replacement, researching electric vehicle (EV) possibilities and offering "free rides" promotions during the summer to include "Ozone Action Days" as established by the Texas Commission on Environmental Quality (TCEQ). El Paso County will continue to seek bus replacement funding, procure feasible EV options, and minimize emissions by properly monitoring route schedules and related efficiencies.

Responsible Agency subtask 4.1 – 4.3: EPMPO, EP County Transit, NMDOT, Sun Metro, TCEQ and TxDOT

Funding Requirement: \$ 3,192,433

Product(s): Development of new metropolitan transportation plan, amendments/updates to existing MTP, demographic forecasting and travel demand modeling activities and/or subject-matter reports, and transportation and air quality planning activities to include conformity determination report(s).

E. FUNDING SUMMARY

METROPOLITAN TRANSPORTATION PLAN

Task 4.0

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹				TCEQ	Sun Metro FTA 5307 ³		Total
		TX 2024	TX 2025	NM 2024 ²	NM 2025 ²	Rider 7	2024	2025	
4.1	MPO	572,450	572,450	10,300	10,300				1,165,500
4.2	MPO	722,000	722,000	12,700	12,700				1,469,400
4.3	MPO/MTD	172,805	177,200	1,800	1,800	-	101,964	101,964	557,533
									-
TOTAL		1,467,255	1,471,650	24,800	24,800	-	101,964	101,964	3,192,433

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA / FTA programs.

² Match is included -Local match will be provided by NM partner agencies. FHWA PL-112 at 14.56% match, FTA 5303 at 20% match.

³ Match is included. City of El Paso will provide 20% match for Sun Metro FTA 5307

VI. TASK 5.0 - SPECIAL STUDIES

A. OBJECTIVE

Grants awarded by federal, state, and/or local agencies for planning activities that are of regional significance, specific studies and transportation planning reports and/or documents as directed by the Transportation Policy Board not traditionally programmed in the UPWP and are non-reoccurring transportation planning activities.

B. EXPECTED PRODUCTS

Expected Product	Estimated Completion Date (ECD)
Impact of Urban Densification Policies on Emissions	ECD: 11/2023 - Complete Scenario Modeling and Evaluation
Multi-modal Web Tool data update	ECD: 12/2023 – Maintenance to data anticipated to be done yearly and based on available data
EPMPPO Regional Safety Action Plan	ECD: 07/2024
Summary of Complete Streets efforts	ECD: N/A - Annual report to be completed in November

C. PREVIOUS WORK UNDERTAKEN

- Web-based Application: Consisted in the collection and analysis of data to evaluate the condition and performance of several corridors within the EPMPPO region. Historical data through 2018 was included to develop 25 performance measures that evaluated safety, infrastructure condition and air quality.
- Technical report on Assessment of Direct Economic Cost of Delay at Texas-Mexico Commercial Ports of Entry
- Completion of International Border Crossing Emissions Modeling Tool
- Impact of Urban Densification Policies on Emissions: Calibration and Validation of Land Use Mode

D. SPECIAL STUDIES SUBTASKS

5.1 Web-based Application Update: Multi-modal Web Tool data update – Maintain and enhance the web application for added functionality. Update Regional Performance Measures with latest available data. Make modifications to the backend code to fix bugs and accommodate for enhancements to improve the data visualization with the purpose of enhancing content legibility and data accessibility to improve user experience. UTEP resources are anticipated to be used to support this task.

5.2 Impact of Urban Densification Policies on Emissions: EPMPPO will identify case studies of successful policies which promote urban infill and densification. Such policies will then be fed into a land use-transportation modeling platform to estimate urban development and travel patterns without such densification policies. The travel patterns resulting from such policy scenarios will then be used as input for emissions models using EPMPPO's Regional Emissions Sketch Tool to estimate the resulting ozone precursor emissions of the different densification scenarios. EPMPPO will contract with UrbanSim to support this task.

5.3 Safety Action Plan under SS4A Grant: EPMPO will develop a Regional Safety Action Plan detailing the actions to be undertaken in support of a region-wide goal of reducing and/or eliminating roadway fatalities and serious injuries. Funds from the SS4A federal grant will be used, and it is anticipated that a consultant will be engaged to assist in the development of the regional safety action plan.

5.4 International Border Crossings System-wide Improvements Analysis: EPMPO staff will develop a study to analyze current conditions on all international border crossings within the EPMPO region, from Santa Teresa, NM to Tornillo-Guadalupe in far east El Paso County, as a system. The study will use the iTDM to improve the understanding of cross-border origin-destination patterns and to develop multiple “what-if” scenarios, such as opening new crossings, converting a crossing to cargo only, or implementing dedicated SENTRI-type lanes in both northbound and southbound directions. The study will also identify operational and infrastructure improvements for each individual crossing. Strong participation and coordination with stakeholders on the Mexican side will be a priority. It is anticipated that a consultant will be engaged to assist in the study.

5.5 Complete Streets: EPMPO staff will ensure that, at a minimum, 2.5% of its PL funds will be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities as prescribed in Section 11206 of the Infrastructure Investment and Jobs Act, including compilation and sharing of data and information on active transportation, evaluating the active transportation system to understand system performance, research methods to optimize funding for active transportation projects, support and align statewide and regional active transportation strategies, and work with other interested parties to advance and improve the program.

Responsible Agency: 5.1 to 5.5: EPMPO.

Funding Requirement: \$ 2,938,610

Product(s): The updated web application will serve as a tool where decision makers and local partners will be able to view performance of the selected corridors within the EPMPO region. Scenario modeling and evaluation of land use policies in EPMPO planning area. EPMPO Regional Safety Action Plan.

E. FUNDING SUMMARY

SPECIAL STUDIES FUNDING SUMMARY

Task 5.0									
Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹				TCEQ Rider 7	FHWA		Total
		TX 2024	TX 2025	NM 2024 ²	NM 2025 ²		Safe Streets for All (\$S4A) ⁴	Surface Transportation Program (STP)	
5.1	MPO	42,400	45,000			25,000	725,000	2,000,000	87,400
5.2	MPO								25,000
5.3	MPO								725,000
5.4	MPO	13,000	13,000	800	800				
5.5	MPO	35,005	35,005	1,800	1,800				
TOTAL		90,405	93,005	2,600	2,600	25,000	725,000	2,000,000	2,938,610

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA / FTA programs.

² Match is included -Local match will be provided by NM partner agencies. FHWA PL-112 at 14.56% match, FTA 5303 at 20% match.

⁴ Includes State Funds Match of \$100,000 and Local Funds Match of \$50,000

VII. BUDGET SUMMARY

TABLE 1 - TOTAL FY2024-2025

UPWP Task	FTA Task	Description	Transportation				TCEQ Rider 7	FTA 5310	FHWA		Sun Metro FTA 5307 ³		TOTAL
			Planning Funds						Safe Streets for All (SS4A) ⁴	Surface Transportation Program (STP)			
			TX 2024 ^{1,2}	TX 2025 ^{1,2}	NM 2024 ^{1,2}	NM 2025 ^{1,2}							
1.0	44.21.00	Administration & Management	814,000	844,300	57,300	57,300	6,256				242,135	242,135	\$ 2,263,426
2.0	44.23.01	Data Development & Maintenance	73,500	73,500	5,550	5,550					412,126	412,126	\$ 982,352
3.0	44.21.00 44.25.00	Short Range Planning	497,828	438,711	14,278	14,278		197,686			43,775	43,775	\$ 1,250,331
4.0		Metropolitan Transportation Plan	1,467,255	1,471,650	24,800	24,800	-				101,964	101,964	\$ 3,192,433
5.0		Special Studies	90,405	93,005	2,600	2,600	25,000		725,000	2,000,000			\$ 2,938,610
		TOTAL	2,942,988	2,921,166	104,528	104,528	31,256	197,686		2,000,000	800,000	800,000	\$ 10,627,152

Footnotes:

^{1,2} TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. NM local match will be provided by NM partner agencies.

	TX FFY 24	TX FFY 25	NM FFY 24	NM FFY 25
FHWA (PL-112)	1,385,805	1,485,000	67,097	67,097
FTA 5303 (Sect. 8)	552,000	562,500	20,796	20,796
Est. TX FHWA Unexpended Carryover	1,005,183	873,666		
Est. NM FTA 5303 Unexpended Carryover				
NM PL 14.56% Match			11,435	11,435
NM FTA 20% Match			5,200	5,200
TOTAL TPF	2,942,988	2,921,166	104,528	104,528

² Estimated based on prior years authorizations

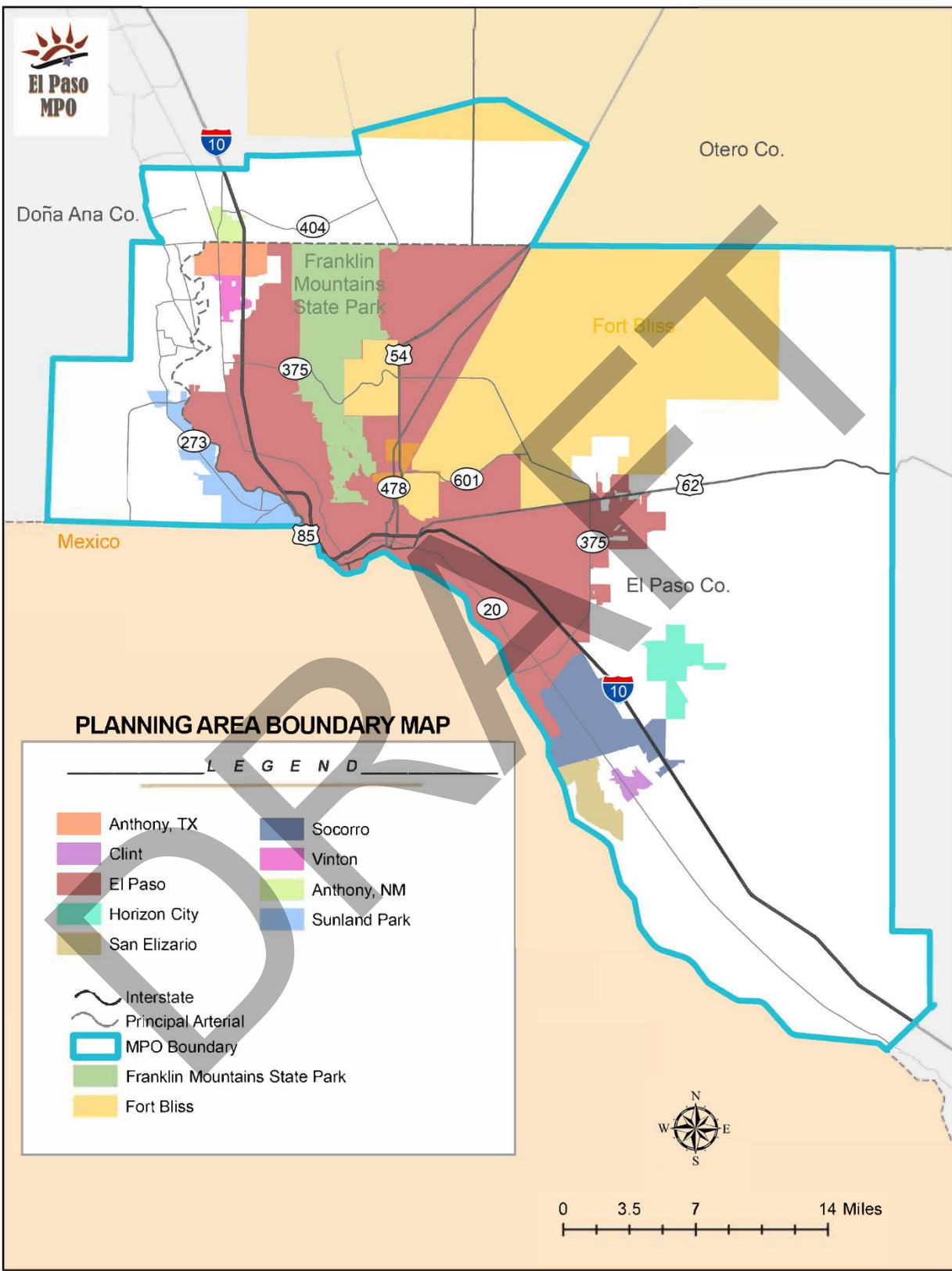
³ Includes 20% cash match

⁴ Match is included, anticipated \$100k State and \$50k Local funds match.

APPENDIX A
TRANSPORTATION POLICY BOARD OF THE
EL PASO METROPOLITAN PLANNING ORGANIZATION

Chairperson Ricardo Samaniego County Judge – El Paso County, TX	Vice-Chairperson Oscar Leeser Mayor, City of El Paso
Cesar Blanco Senator – State of Texas	Chris Canales Representative District #8 - City of El Paso, TX
Ramon Cano Mayor – Town of Clint, TX	Joseph Cervantes New Mexico State Senator – 31 st District
Rudy Cruz Jr. Representative District #3 – City of Socorro, TX	Trent Doolittle, P. E. Acting Deputy Secretary/Business Support – New Mexico Department of Transportation
Mary E. Gonzalez Texas State Representative – 75 th District	Tommy Gonzalez City Manager – City of El Paso, TX
Cassandra Hernandez Representative District #3 – City of E Paso, TX	Yvette Hernandez, P. E. City Engineer, Capital Improvement – City of El Paso, TX
Iliana Holguin County Commissioner Precinct #3 – El Paso County, TX	Willie Madrid New Mexico State Representative – 53 rd District
Walter L. Miller Alderman 1 – Horizon City, TX	Joe Moody Texas State Representative – 78 th District
Eddie Morales Texas State Representative – 74 th District	Diana Murillo Mayor – City of Anthony, NM
Claudia Ordaz Texas State Representative – 76 th District	Lina Ortega Texas State Representative – 77 th District
Norma Palacios Public Works Director – County of El Paso, TX	Javier Perea Mayor – City of Sunland Park, NM
Raquel Quintana Mayor – Village of Vinton, TX	Isela Reyes Mayor – City of San Elizario, TX
Sam Rodriguez, P.E. Director of Aviation Development – City of El Paso, TX	Benjamin Romero Mayor – Town of Anthony, TX
Isabel Salcido Representative District #5, City of El Paso, TX	Manuel Sanchez County Commissioner District 5 – Doña Ana County, NM
Ellen Smyth Mass Transit Department Director – City of El Paso, TX	Tomas Trevino, P. E. District Engineer – Texas Department of Transportation, El Paso District #24
Eduardo Calvo, AICP Executive Director – EPMPO (Secretary to the TPB, non-voting member)	

APPENDIX B METROPOLITAN AREA BOUNDARY MAP



APPENDIX C

DEBARMENT CERTIFICATION

(Negotiated Contracts)

- (1) The **El Paso MPO** as **CONTRACTOR** certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*

Ricardo Samaniego, Chairperson,
El Paso MPO Transportation Policy Board
County Judge, El Paso County, Texas

Date

APPENDIX D

LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that:

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

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

Ricardo Samaniego, Chairperson,
El Paso MPO Transportation Policy Board
County Judge, El Paso County, Texas

El Paso Metropolitan Planning Organization
Agency

Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

I, Ricardo Samaniego, El Paso County Judge,

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

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments," as it may be revised or superseded.

Date

Ricardo Samaniego - Chairperson,
El Paso MPO Transportation Policy Board

Attest:

Eduardo Calvo, AICP
Executive Director, El Paso MPO

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Lina Ortega, Texas State Representative, 77th District,

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

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

Date

Ricardo Samaniego - Chairperson,
El Paso MPO Transportation Policy Board

Attest:

Eduardo Calvo, AICP
Executive Director, El Paso MPO

APPENDIX G

PURCHASES OVER \$ 5,000

2 YR - QTY	DESCRIPTION OF PURCHASES OVER \$5,000	ESTIMATED PRICE
2 Yrs.	General Planning Consultant	\$ 1,023,000
Each Yr.	Transportation Planning Professional Services	\$ 81,830
Each Yr.	Single Audit	\$ 21,000
5	Yearly Caliper Trans-CAD and Trans-MODELER Licenses Maintenance	\$ 15,000
2 Yrs.	Yearly Software upgrades (People-Soft, Microsoft, Kronos, Adobe) software/services, application subscriptions, software support renewals – Payable to City of El Paso Department of Information Technology	\$ 13,800
2	Computer Hardware equipment, computers, laptops, tablets	\$ 7,000
4	Yearly ESRI ArcGIS Licenses Maintenance	\$ 5,500

APPENDIX H

UPWP AMENDMENT SUMMARY

DRAFT

APPENDIX I

FAST ACT PLANNING FACTORS MATRIX

DRAFT

FAST ACT PLANNING FACTORS AND FY 2022 and FY 2023 UPWP SUBTASK MATRIX

FAST ACT Planning Factor		UPWP SUBTASKS																							
		1.1	1.1a	1.2	1.3	1.4	1.5	2.1	2.2	2.3	2.4	2.5	3.1	3.2	3.3	3.4	3.5	4.1	4.2	4.3	5.1	5.2	5.3	5.4	5.5
1	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency										X				X		X	X	X		X	X		X	X
2	Increase the safety of the transportation system for motorized and non-motorized users								X	X		X					X	X	X		X		X	X	X
3	Increase the security of the transportation system for motorized and non-motorized users											X					X	X	X		X			X	
4	Increase accessibility and mobility of people and freight				X			X			X					X	X	X	X		X	X	X	X	X
5	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns							X	X		X	X				X	X	X	X	X	X	X	X	X	X
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight							X	X		X				X	X	X	X	X		X	X	X	X	X
7	Promote efficient system management and operation								X		X	X		X	X		X	X	X		X	X	X	X	X
8	Emphasize the preservation of the existing transportation system								X	X		X			X		X	X	X		X	X		X	X
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation								X			X					X	X	X		X	X		X	X
10	Enhance travel and tourism								X						X		X	X	X		X			X	X