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**FY 2022 and FY 2023
UNIFIED PLANNING WORK PROGRAM
October 1, 2021 through September 30, 2023**

Approved by the Transportation Policy Board on June 25, 2021

First Amendment: March 25, 2022

Second Amendment: May 19, 2023

Third Amendment: June 23, 2023

This report was funded in part through grant(s) from the Federal Highway Administration (and Federal Transit Administration), U.S. Department of Transportation. The views and opinions of the authors (or agency) expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

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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, 2021, to September 30, 2023.

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) 2022-2023 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*

**New factors introduced by the FAST Act*

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.

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 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.

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.

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.
- 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.

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.

E. PLANNING ISSUES AND EMPHASIS

The FY2022 and FY2023 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, this UPWP also captures three additional planning emphasis areas: Transition to Performance-based Planning and Programming (subtask 2.3), Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, EPMPO and State Boundaries (subtask 3.3), and Access to Essential Services (subtask 2.4). Furthermore, EPMPO acknowledges new planning requirements under FAST Act that will be address in the applicable umbrella tasks (1 through 5). A listing of these requirements are described in Appendix I.

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

- Administration of the EPMPO
 - Estimated Completion Date (EDC): N/A - Continuous
- Host or identify workshops, conferences, and other training opportunities for the staff of the EPMPO and its partners in the region
 - ECD: N/A - Continuous
- Supply/equipment purchases
 - ECD: N/A - Continuous
- Maintenance, updates and dissemination of the Public Participation Plan and Title VI Program and Environmental Justice material(s).
 - ECD for Title VI Update: 12/2023
 - Log of Public Outreach Activities will be updated after every Public Involvement effort conducted by the MPO
 - ECD for LEP Update: 12/2023
 - Estimate Completion Date for PPP Update: 09/2024
- Maintenance of EPMPO Website
 - ECD: N/A - Continuous

C. PREVIOUS WORK

Maintenance of the PPP, maintenance of the Title VI Civil Rights, Environmental Justice, and Limited English Proficiency Plans, grant writing by Sun Metro, professional development training, and by-law/policy development and implementation.

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; coordinating and working with other agencies in the states of Texas, New Mexico and Chihuahua involved in regional planning and programming of transportation projects, 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, including office space remodeling. Sun Metro will research, write, edit, and coordinate grant applications, proposals, petitions, and letters of support in the pursuit of discretionary sources of funding for non-recurring transportation studies and programs. Sun Metro will

continue to participate in the EPMPO's Policy Board, Advisory committees and Ad-Hoc committees as assigned, especially in regards to enhancing regional transit for all services in the area. Grant applications will include annual recurring formula grants, those available through the EPMPO office, and competitive grants issued during the year. Sun Metro will also continue to operate under the FTA Transit Asset Management plan guidelines.

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. 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.

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 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.

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)
- American Planning Association
- American Public Transportation Association (APTA)
- Association of Metropolitan Planning Organization (AMPO)

- Environmental Systems Research Institute (ESRI)
- Institute of Transportation Engineers (ITE)
- Decision Lens
- Federal Highway Administration (FHWA)
- New Mexico Department of Transportation (NMDOT)
- Texas Department of Transportation (TxDOT)
- Transportation Research Board (TRB)
- Walk/Bike Places
- National Transit Institute (NTI)
- National Highway Institute (NHI)

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, NMDOT, Sun Metro, TCEQ and TxDOT
Funding Requirement: \$ 2,739,380

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.

E. FUNDING SUMMARY

ADMINISTRATION AND MANAGEMENT

Task 1.0 - FY2022/2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹				TCEQ Rider 7	Sun Metro FTA 5307 ³		Total
		TX 2022	TX 2023	NM 2022 ²	NM 2023 ²		2022	2023	
1.1	MPO/MTD	815,665	815,665	57,593	57,593	62,398	166,683	166,683	2,142,280
1.1a	MPO	38,952	38,952	1,176	1,176			-	80,256
1.2	MPO/MTD	32,460	32,460	3,528	3,528		53,504	53,504	178,984
1.3	MPO/MTD	6,493	6,493	-	-		73,809	73,809	160,604
1.4	MPO	58,430	58,430	14,761	14,761			-	146,382
1.5	MPO	17,151	13,723						30,874
TOTAL		969,151	965,723	77,058	77,058	62,398	293,996	293,996	2,739,380

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 PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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

- Multi-modal Web Tool data update – Analyze the National Performance Measures (PM1 Safety, PM2 Pavement and Bridge, PM3 System Performance) and re-analyze the 25 performance measures on the current web tool
 - ECD: 03/2022
 - Maintenance to data anticipated to be done yearly and based on available data
- Continue ongoing data collection and analysis to support the CMP
 - ECD: N/A – Continuous
- Develop NM CMAQ Target setting methodology
 - ECD: 11/2022
- Review criteria for defining urban areas based on the results of the 2020 Decennial Census
 - ECD: 05/2021
- Conduct literature review of best practices in resiliency planning for MPOs in order to initiate the development of a resiliency framework for EPMPO
 - ECD: N/A – Continuous

C. PREVIOUS WORK

Maintenance of Congestion Management Process and reporting of transportation performance measures and targets.

Intelligent Transportation System (ITS) Architecture: An update to the El Paso Regional ITS Architecture was completed in March 2020 in cooperation with TxDOT. The architecture update was developed through a cooperative effort by the region’s transportation agencies, covering all modes and all roads in the region. As part of the update a Web site was developed to encourage use of the regional ITS architecture and gather feedback. The ITS Architecture Web site is available from the EPMPO’s website under More Info.

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 amendments; demographic forecasts, travel demand modeling output, the MTP and TIPs; develop maps and materials for work group and public meetings; develop technical memoranda documenting work completed.

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. University of Texas at El Paso (UTEP) 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.

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 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.

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.

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

Funding Requirement: \$ 1,023,004

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

E. FUNDING SUMMARY

DATA DEVELOPMENT AND MAINTENANCE

Task 2.0 - FY2022/2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹				Sun Metro FTA 5307 ³			Total
		TX 2022	TX 2023	NM 2022 ²	NM 2023 ²	2022	2023	2023 - ARP	
2.1	MPO	8,576	6,362						14,938
2.2	MPO	127,208	100,287	685	685				228,865
2.3	MPO/MTD	101,550	80,256	519	519	160,379	160,379		503,602
2.4	MPO/MTD	1,715	1,372			121,256	121,256	450,000	695,599
2.5	MPO/MTD	15,000	15,000						30,000
TOTAL		254,049	203,277	1,204	1,204	281,635	281,635	450,000	1,473,004

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 PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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 of 20% included and provided by City of El Paso, Sun Metro FTA 5307. 2023-ARP (Route Planning Restoration Program) funding requires no match, 100% federally funded.

IV. TASK 3.0 – SHORT RANGE PLANNING

A. OBJECTIVE

Conduct short-range 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

- Unified Planning Work Program FY 2022 – 2023
 - ECD: N/A – Continuous, UPWP Amended as needed
- Amendments to Destino 2021-2024 Transportation Improvement Program
 - ECD: N/A – Continuous, Quarterly STIP Revisions
- FY 2021 and 2022 Annual Listing of Obligated Projects
 - ECD for FY 2021: 12/2021
 - ECD for FY 2022: 12/2022
- FY 2021 and 2022 Annual Performance Expenditure Report
 - ECD for FY 2021: 11/2021
 - ECD for FY 2022: 11/2022

C. PREVIOUS WORK

Development of 2021-2024 TIP and maintenance of Destino 2019-2022 Transportation Improvement Plan, 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, and 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 2022-2023 by developing and processing changes for any future amendments. Prepare the APER for the transportation planning process outlined in the UPWP FY2020/FY2021 and FY2022/2023 that utilized FHWA and FTA planning funds. Develop the APL for the transportation projects that used federal aid in FY 2021 and FY 2022.

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. Existing UTEP contracted resources used in this task will be carried over into FY 2022 and 2023.

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 could occur 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 promotes 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 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.

Responsible Agency subtask 3.1 - 3.4: EPMPO, NMDOT, Sun Metro, and TxDOT

Funding Requirement: \$ 1,082,119

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), Program Management Plan, and planning activities that promote Models of Regional Planning Cooperation.

E. FUNDING SUMMARY

SHORT RANGE PLANNING

Task 3.0 - FY2022/2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹				Sun Metro FTA 5307 ³		FTA Sect. 5310 ⁴	Total
		TX 2022	TX 2023	NM 2022 ²	NM 2023 ²	2022	2023	FY22/23	
3.1	MPO	14,224	11,390	766	766				27,146
3.2	MPO	281,634	225,521	4,593	4,593				516,341
3.3	MPO	71,120	56,950	191	191				128,452
3.4	MPO/MTD	1,422	1,139			132,596	132,596	142,427	410,180
									-
TOTAL		368,400	295,000	5,550	5,550	132,596	132,596	142,427	1,082,119

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 PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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

- Final Regional Mobility Strategy (RMS) 2050 MTP
 - ECD (Anticipated Adoption by TPB): 03/2022
 - ECD (Anticipated FHWA/FTA Approval): 06/2022
- Transportation Conformity Report
 - ECD (Anticipated Adoption by TPB): 03/2022
 - ECD (Anticipated FHWA/FTA Approval): 06/2022
- Transportation modeling scenario and air quality planning activities
 - Year -2050 no-build scenario (needs assessment) ECD: 05/2021
 - Year -2022 full-build scenario ECD: 09/2021
 - Year -2032 full-build scenario ECD: 09/2021
 - Year -2040 full-build scenario ECD: 10/2021
 - Year -2050 full-build scenario ECD: 10/2021
 - Year -2050 densified scenario A ECD: 11/2021
 - Year -2050 densified scenario B: 12/2021
- Final Travel Demand Model for RMS 2050 MTP (2017 base year)
 - ECD: 03/2021

C. PREVIOUS WORK

Regional Transportation Modeling activities supporting planning documents, air quality analysis for TIP related projects, and amendments to the Destino 2045 Metropolitan Transportation Plan and Destino Transportation Conformity Report. RMS 2050 MTP Visioning process, needs assessment and updated demographic forecasts for the RMS 2050 MTP

D. METROPOLITAN TRANSPORTATION PLAN SUBTASKS

4.1 Metropolitan Transportation Plan (MTP): Finalize the RMS 2050 MTP which is a financially and fiscally constrained long-range multimodal transportation plan for the region utilizing the latest planning assumptions. UTEP 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. UTEP resources are anticipated to be used to support this task. Consultant (Cambridge Systematics) will complete the work initiated in FY 2020 to develop the 2017 base-year TDM and forecast years 2022, 2032, 2040, and 2050 networks.

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 resources are anticipated to be used to support this task. TTI resources will be used to update the Transportation Air Quality Sketch Planning Tool to estimate emissions benefit strategies under different scenarios. Sun Metro constantly monitors routes and schedules to attain optimal fuel and related emission efficiencies. 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. Pending projects include the Montana RTS corridor, completion of Mesa and Dyer RTS closing projects, accessibility and sidewalk enhancements, terminal rehabs and bus acquisition and replacement.

Responsible Agency subtask 4.1 – 4.3: EPMPO, NMDOT, Sun Metro, TCEQ and TxDOT
Funding Requirement: \$ 2,431,298

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 - FY2022/2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹				TCEQ Rider 7	Sun Metro FTA 5307 ³		NM SPR ⁴ 2022	Total
		TX 2022	TX 2023	NM 2022 ²	NM 2023 ²		2022	2023		
4.1	MPO	438,840	276,813	2,477	2,477				720,607	
4.2	MPO	777,760	493,387	2,477	2,477			100,000	1,376,101	
4.3	MPO/MTD	137,400	87,800	496	496	19,640	44,379	44,379	334,590	
TOTAL		1,354,000	858,000	5,450	5,450	19,640	44,379	44,379	100,000	2,431,298

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 PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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 Match is included. NMDOT District 1 State Road Fund Match of \$20,000

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

- Regional Mobility Strategy Update
 - ECD: N/A – Continuous, Monthly RMS 2020 project progress reports presented at TPAC and TPB meetings
- Web-based Application Update
 - ECD (2021 Update): 12/2021
- Assessment of Direct Economic Cost of Delay at Texas-Mexico Commercial Ports of Entry
 - Technical Report Summarizing Project Findings: 11/2022
- International Border Crossing Emissions Tool
 - Completion of Emissions Modeling Tool: 12/2022
- Impact of Urban Densification Policies on Emissions
 - Calibration and Validation of Land Use Model: 9/2022
 - Complete Scenario Modeling and Evaluation: 10/2023

C. PREVIOUS WORK

- Regional Mobility Strategy (RMS): MPO staff worked with TxDOT and its consultant to complete the RMS final report in November 2019 that created material that was used by MPO staff to build on other documents, including the RMS 2020 strategic plan, adopted by the TPB December 2019, and the RMS 2050 Metropolitan Transportation Plan in progress.
- Web-based Application: It consisted in the collection and analysis of data to evaluate the condition and performance of several corridors within the MPO region. Historical data through 2018 was included to develop 25 performance measures that evaluated safety, infrastructure condition and air quality.

D. SPECIAL STUDIES SUBTASKS

5.1 Regional Mobility Strategy (RMS) update: Given the success of the original RMS, EPMPO will update the effort to maintain and update 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 interviewed to understand the trends and future needs for the region. The work products from RMS will be incorporated into the EPMPO processes for further evaluation, prioritization and eventual incorporation into the EPMPO planning documents (CMP, TIP, and MTP). It is anticipated that EPMPO staff will engage a consultant to assist in this task.

5.2 Web-based Application Update: The project will support effective transportation performance and planning by using geospatial tools to visualize performance of regional corridors. It will also focus on supporting the national performance measures (PM1, PM2, PM3) that are now mandated as part of performance based planning and programming process. UTEP resources are anticipated to be used to support this task.

5.3 Assessment of Direct Economic Cost of Delay at Texas-Mexico Commercial Ports of Entry: The project will estimate the direct economic costs of delay at two international border crossings in the EPMPO planning area using a direct cost estimation tool developed by Texas A&M Transportation Institute (TTI). The cost of delay estimates generated can be used by the EPMPO and other entities to compare the cost of delay for commercial traffic crossing the border in a more holistic manner than is currently possible looking solely at crossing times and traffic volume. TTI resources are anticipated to be used to support this task.

5.4 International Border Crossing Emissions Tool: EPMPO will develop a tool to model emissions associated with international border crossing activities, which up to now have not well estimated in regional emissions inventories. Upon completion of the tool, EPMPO will use it to run various traffic scenarios to determine what improvements would be most beneficial to reducing the impact of the border crossings on regional air quality. TTI and UTEP resources are anticipated to be used to support this task.

5.5 Impact of Urban Densification Policies on Emissions: EPMPO will identify case studies of successful policies which promote urban infill and densification. Such policies will then be fed into a land use-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 EPMPO's Regional Emissions Sketch Tool to estimate the resulting ozone precursor emissions of the different densification scenarios. EPMPO will contract with UrbanSim to support this task.

5.6 Safety Planning Assessment: Work with TTI to document (1) the types of data and information the MPO uses for safety planning activities; (2) how the MPO works with partner agencies and stakeholders to communicate safety-related information to decision makers and the public; and (3) current and planned initiatives, projects, strategies, and counter measures to address transportation safety in the Metropolitan Planning Area.

5.7 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.

Responsible Agency: 5.1 to 5.7: El Paso Metropolitan Planning Organization.

Funding Requirement: \$842,189

Product(s): The RMS Update final report will include an evaluation of the existing binational multimodal transportation network (i.e., highway, transit, bicycle/pedestrian, freight rail, international crossings) in addition to a summary of the stakeholder interviews and a list of potential projects and concepts that could be incorporated into the EPMPO process for further development and implementation. 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.

E. FUNDING SUMMARY

SPECIAL STUDIES FUNDING SUMMARY

Task 5.0 - FY2022/2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹				TCEQ Rider 7	FHWA	Total
		TX 2022	TX 2023	NM 2022	NM 2023		Streets for	
							All (SS4A) ⁵	
5.1	MPO	45,000	62,042				107,042	
5.2	MPO	42,400	45,000				87,400	
5.3	MPO	40,000	12,958				52,958	
5.4	MPO					361,789	361,789	
5.5	MPO					120,000	120,000	
5.6	MPO		13,000				13,000	
5.7						100,000	100,000	
TOTAL		127,400	133,000	-	-	481,789	842,189	

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 PL-112 and FTA Section 5303 programs.

⁴SS4A – Partial grant period and amount included here for FY23 portion of SS4A grant ending July, 2024.

VII. BUDGET SUMMARY

TABLE 1 - TOTAL FY2022-2023

UPWP Task	FTA Task	Description	Transportation Planning Funds				TCEQ Rider 7	FTA 5310	Sun Metro FTA 5307 ³			NM SPR ⁴ 2022	FHWA Safe Streets for All (SS4A) ⁴	TOTAL
			TX 2022 ^{1,2}	TX 2023 ^{1,2}	NM 2022 ^{1,2}	NM 2023 ^{1,2}			2022	2023	2023 - ARP			
1.0	44.21.00	Administration & Management	969,151	965,723	77,058	77,058	62,398		293,996	293,996				\$ 2,739,380
2.0	44.23.01	Data Development & Maintenance	254,049	203,277	1,204	1,204			281,635	281,635	450,000			\$ 1,473,004
3.0	44.21.00 44.25.00	Short Range Planning	368,400	295,000	5,550	5,550		142,427	132,596	132,596				\$ 1,082,119
4.0		Metropolitan Transportation Plan	1,354,000	858,000	5,450	5,450	19,640		44,379	44,379		100,000		\$ 2,431,298
5.0		Special Studies	127,400	133,000	-	-	481,789						100,000	\$ 842,189
TOTAL			3,073,000	2,455,000	89,262	89,262	563,827	142,427	752,606	752,606	450,000	100,000	100,000	\$ 8,567,990

Footnotes:

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits

	TX FFY 22	TX FFY 23	NM FFY 22	NM FFY 23
FHWA (PL-112)	1,285,000	1,285,000	50,768	50,768
FTA 5303 (Sect. 8)	415,000	415,000	16,071	16,071
Est. TX FHWA Unexpended Carryover	1,373,000	755,000		
Est. NM FTA 5303 Unexpended Carryover			9,754	9,754
NM PL 14.56% Match			8,652	8,652
NM FTA 20% Match			4,017	4,017
TOTAL TPF	3,073,000	2,455,000	89,262	89,262

²Estimated based on prior years authorizations

³ Match of 20% included and provided by City of El Paso, Sun Metro FTA 5307. 2023-ARP (Route Planning Restoration Program) funding requires no match

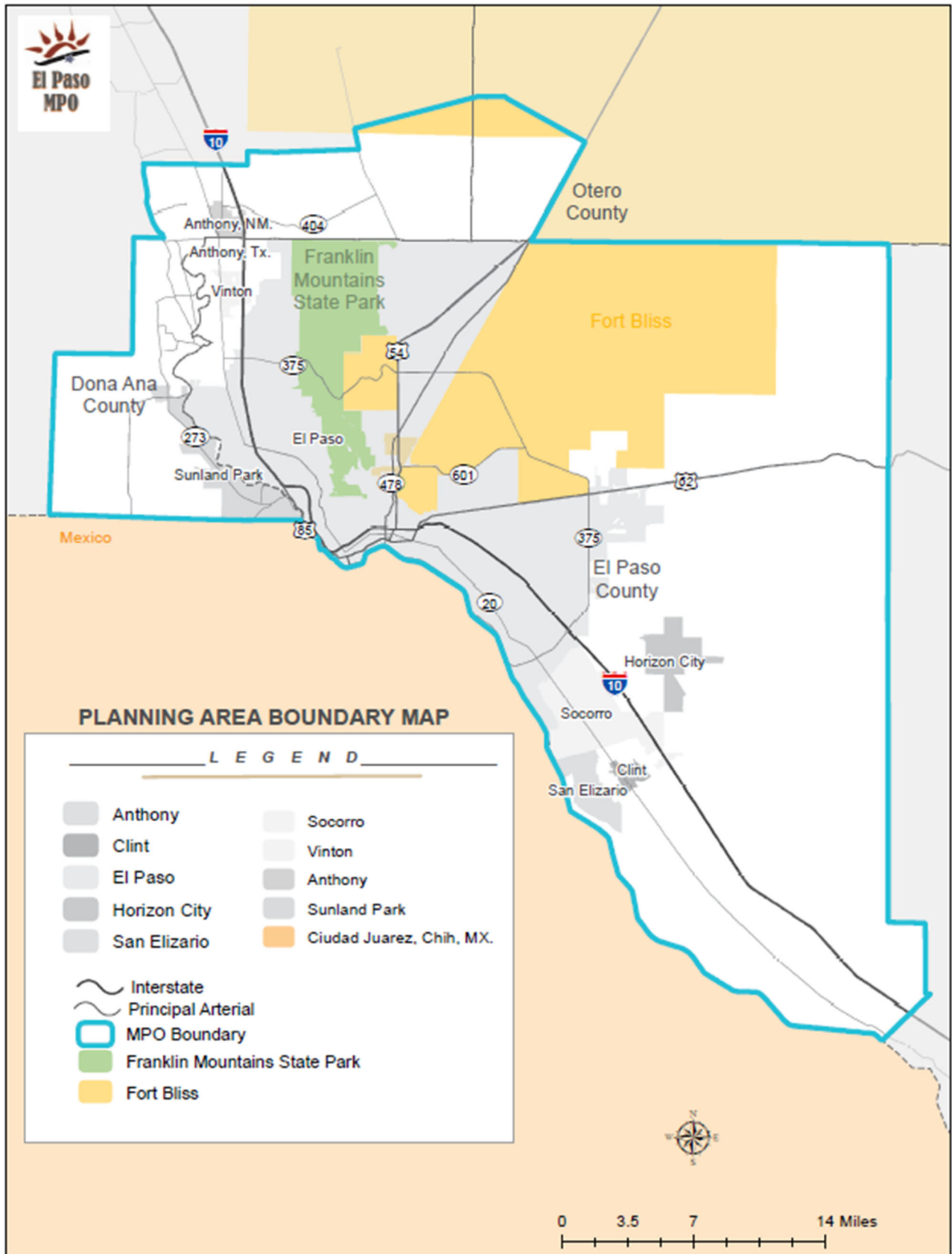
⁴ Match is included. NMDOT District 1 State Road Fund Match of \$20,000

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

Chairperson Ricardo Samaniego County Judge – El Paso County, TX	Vice-Chairperson Oscar Leaser 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*



Lina Ortega, Chairperson,
El Paso MPO Transportation Policy Board
Texas State Representative, 77th District

7-1-2021

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.



Lina Ortega, Chairperson,
El Paso MPO Transportation Policy Board
Texas State Representative, 77th District

El Paso Metropolitan Planning Organization
Agency

7-1-2021
Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

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

7-01-2021

Date



Lina Ortega - 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.

7-1-2021

Date



Lina Ortega - 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
--	Office Space Remodeling	\$ 100,000
4	Yearly ESRI ArcGIS Licenses Maintenance	\$ 5,500
6	Yearly Caliper Trans-CAD and Trans-MODELER Licenses Maintenance	\$ 18,000
--	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	\$ 23,300
--	Computer Hardware equipment, computers, laptops, tablets	\$ 7,000
--	Single Audit	\$ 15,000

APPENDIX H

UPWP AMENDMENT SUMMARY

March 25, 2022:

- Added expected completion month and year for “Expected Products”
- Added subtasks 5.3, 5.4 and 5.5
- Updated Appendix A to reflect changes in Transportation Policy Board Chairperson, Vice-Chairperson, and membership
- Added “FAST Act Planning Factors and FY 2022 and FY 2023 UPWP Subtask Matrix” to Appendix I

May 19, 2023

- Revised Subtask 1.1 Program Administration to add the cost of remodeling MPO office space
- Added subtask 5.6 Safety Planning Assessment and Subtask 5.7 Safety Action Plan under SS4A Grant

June 23, 2023

- Revised Subtask 2.4 Access to Essential Service to include Sun Metro Rising study project using \$450,000 of FTA ARP (Route Planning Restoration Program). This grant is 100% Federally funded and does not require match.

APPENDIX I

NEW PLANNING REQUIREMENTS ISSUED UNDER FAST ACT



New Planning Requirements Issued Under FAST Act Metropolitan & Statewide Planning Regulations (23 CFR 450)

Draft Date: August 18, 2016

23 CFR 450 Section Number	Description of New Requirement	Phase-in Required By (Date)	Comments
206(a)(9&10) and 306(b)(9&10)	Two new planning factors added: 1) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation; 2) Enhance travel and tourism	MTP, TIP, and Statewide Plan updates on or after May 27, 2018	Category: Planning Factors
216(b), 324(f)(2)	MTPs (shall) and Statewide Plans (should) – include consideration of <u>intercity buses</u>	MTP and long range statewide transportation plan updates on or after May 27, 2018	Category: Other Planning Considerations
316(a)	MPO shall develop and use a <u>documented participation plan</u> that also includes: 1) <u>public ports</u> ; 2) <u>private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program)</u>	MTP and TIP updates on or after May 27, 2018	Category: Other Planning Considerations (Public Participation Plans)
316(b)	(b) In developing MTP and TIPs, the MPO should also consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation including: 1) <u>tourism</u> ; 2) <u>natural disaster risk reduction</u> .	MTP and TIP updates on or after May 27, 2018	Category: Other Planning Considerations (Public Participation Plans)



New Planning Requirements Issued Under FAST Act Metropolitan & Statewide Planning Regulations (23 CFR 450)

Draft Date: August 18, 2016

23 CFR 450 Section Number	Description of New Requirement	Phase-in Required By (Date)	Comments
206(c)(2)	States shall: set performance targets within 1-year of the effective date of the DOT final rule on performance measures for the performance areas described in 23 U.S.C. 150(c) and 23 CFR part 490	Varies (depends on effective date of the DOT final rule on individual performance areas)	Category: Performance Targets and Measures States and MPOS shall coordinate: –when selecting targets addressing the performance areas under 23 U.S.C. 150(b) and 23 CFR 490 to ensure consistency to the maximum extent practicable. (450.206(c)(2), 450.306(d)(2)(ii))



New Planning Requirements Issued Under FAST Act Metropolitan & Statewide Planning Regulations (23 CFR 450)

Draft Date: August 18, 2016

23 CFR 450 Section Number	Description of New Requirement	Phase-in Required By (Date)	Comments
306(d)(3)	Each MPO shall: set performance targets not later than 180 days after the State or public transportation provider establishes performance targets.	Varies (depends on when State or public transportation provider establishes performance targets)	Category: Performance Targets and Measures MPOs shall coordinate: –to the maximum extent practicable with public transportation providers when setting performance targets required under 49 U.S.C. 5326(c) and 5329(d). (450.306(d)(3)(iii))



New Planning Requirements Issued Under FAST Act Metropolitan & Statewide Planning Regulations (23 CFR 450)

Draft Date: August 18, 2016

23 CFR 450 Section Number	Description of New Requirement	Phase-in Required By (Date)	Comments
324(f)(3) 324(f)(4)	<p>MPO Metropolitan Transportation Plan <u>shall include:</u></p> <ul style="list-style-type: none"> -a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. -a system performance report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO the performance targets. 	MTP updates on or after May 27, 2018 or on or after the date that is two years after the effective date of each final performance measures rule, whichever is later.	Category: Performance Targets and Measures



New Planning Requirements Issued Under FAST Act Metropolitan & Statewide Planning Regulations (23 CFR 450)

Draft Date: August 18, 2016

23 CFR 450 Section Number	Description of New Requirement	Phase-in Required By (Date)	Comments
324(f)(4)(ii)	<p>MPOs that voluntarily elect to conduct scenario planning shall describe how the preferred scenario has improved performance of the transportation system.</p> <p>MPOs that voluntarily elect to conduct scenario planning shall describe how the preferred scenario has improved performance of the transportation system. (450.324(f)(4)(ii))</p> <p>An MPO may voluntarily elect to develop multiple scenarios for consideration as part of the development of the MTP (450.324(i))</p> <p>-Section 450.324(i) contain an optional framework for MPO's to consider when conducting scenario planning.</p>	<p>MTP updates on or after May 27, 2018 or on or after the date that is two years after the effective date of each final performance measures rule, whichever is later.</p> <p>MTP Updates on or after May 27, 2018</p>	<p>Category: Performance Targets and Measures</p>



New Planning Requirements Issued Under FAST Act Metropolitan & Statewide Planning Regulations (23 CFR 450)

Draft Date: August 18, 2016

23 CFR 450 Section Number	Description of New Requirement	Phase-in Required By (Date)	Comments
218(q), 326(d)	<p style="text-align: center;">STIP/TIPs shall:</p> <p>-include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by the MPO in the MTP</p>	<p>STIP/TIP updates on or after May 27, 2018 or on or after the date that is two years after the effective date of each final performance measures rule, whichever is later.</p>	<p>Category: Performance Targets and Measures</p>
218(q), 326(d)	<p style="text-align: center;">STIP/TIPs shall:</p> <p>link investment priorities in the TIP/STIP to achievement of performance targets in the plans</p>	<p>STIP/TIP updates on or after May 27, 2018 or on or after the date that is two years after the effective date of each final performance measures rule, whichever is later.</p>	<p>Category: Performance Targets and Measures</p>



New Planning Requirements Issued Under FAST Act Metropolitan & Statewide Planning Regulations (23 CFR 450)

Draft Date: August 18, 2016

23 CFR 450 Section Number	Description of New Requirement	Phase-in Required By (Date)	Comments
226, 340, 206(c)(2), 306(d)(3)	<p style="text-align: center;">Changes <u>unrelated</u> to performance management</p> <ul style="list-style-type: none"> • Updates or amendments to TIPS, STIPs, and plans adopted on or after 2 years after the date of the final planning rule must reflect the new emphasis. <p style="text-align: center;"><u>Changes related to performance management</u></p> <ul style="list-style-type: none"> • Updates or amendments to TIPS, STIPs, and plans adopted or amended two years after the effective date of the performance management rules must comply. • States have 1 year from the effective date of the PM rule(s) to establish targets. • MPOs have 180 days to set targets after the State sets targets. 	<p style="text-align: center;">May 27, 2018</p> <p>Updates to TIPS, STIP, MTPs, and statewide long-range plans on or after the date that is two years after the publication date of the final planning rule (May 27, 2018) or two years after the effective date of each final performance management rule, whichever comes later.</p>	<p>Category: Performance Targets and Measures</p>



New Planning Requirements Issued Under FAST Act Metropolitan & Statewide Planning Regulations (23 CFR 450)

Draft Date: August 18, 2016

23 CFR 450 Section Number	Description of New Requirement	Phase-in Required By (Date)	Comments
216(f)(1&2)	<p style="text-align: center;">Statewide plan shall –include a description of the performance measures & targets and a systems performance report assessing the performance of the transportation system (<u>previously should in the NPRM</u>).</p>	<p style="text-align: center;">Long-range statewide transportation plan on or after May 27, 2018 or on or after the date that is two years after the effective date of each final performance measures rule, whichever is later.</p>	<p style="text-align: center;">Category: Performance Targets and Measures</p>
208(e)	<p style="text-align: center;"><u>Transportation planning process:</u> –States <u>should apply</u> asset management principles consistent with the State Asset Management Plan for the NHS and the Transit Asset Management Plan and the Public Transportation Safety Plan in the statewide transportation planning process (shall is changed to should in the final rulemaking).</p>	<p style="text-align: center;">Long-range statewide transportation plan and STIP updates on or after May 27, 2018.</p>	<p style="text-align: center;">Category: Performance Targets and Measures</p>



New Planning Requirements Issued Under FAST Act Metropolitan & Statewide Planning Regulations (23 CFR 450)

Draft Date: August 18, 2016

23 CFR 450 Section Number	Description of New Requirement	Phase-in Required By (Date)	Comments
314(h)	<p>The MPO(s), State(s), and the providers of public transportation <u>shall jointly agree</u> upon and develop specific written provisions for cooperatively developing and sharing information related to:</p> <ul style="list-style-type: none"> -transportation performance data, -the selection of performance targets, -the reporting of performance targets, -the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see § 450.306(d)), & the collection of data for the State asset management plan for the NHS. <p>NOTE: Such agreements shall be documented as part of the metropolitan planning agreement or in some other form jointly agreed to by the MPO(s), State(s), and provider(s) of public transportation)</p>	<p>Long-range statewide transportation plan, MTP and STIP/TIP updates on or after May 27, 2018 or on or after the date that is two years after the effective date of each final performance measures rule, whichever is later.</p>	<p>Category: Performance Targets and Measures</p>



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23 CFR 450 Section Number	Description of New Requirement	Phase-in Required By (Date)	Comments
310	<p style="text-align: center;">TMA Structure</p> <p>Within two years of enactment of MAP-21, (by Oct. 1, 2014) MPOs serving TMA areas shall consist of:</p> <ul style="list-style-type: none"> -Local elected officials -Officials of public agencies that operate major modes of transportation including representation by providers of public transportation -Appropriate State officials -MPO does not need to re-designate to meet this provision 	October 1, 2014	Category: TMA Structure
310(d)(3)	<p style="text-align: center;">TMA Structure</p> <ul style="list-style-type: none"> • Designation or selection of officials or representatives shall be determined by the MPO according to the bylaws or enabling statute of the organization. • Subject to the bylaws or enabling statute of the MPO, a representative of a provider of public transportation may also serve as a representative of a local municipality. • An official shall have responsibilities, actions, duties, voting rights, and any other authority commensurate with other officials. 	October 1, 2014	Category: TMA Structure



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Draft Date: August 18, 2016

23 CFR 450 Section Number	Description of New Requirement	Phase-in Required By (Date)	Comments
214 and 320	<p>MAP-21 created an optional framework at 23 U.S.C. 169 for the <u>use of programmatic mitigation plans</u> under NEPA reviews. The FHWA/FTA joint NPRM proposed regulatory text to implement the provision in 450.214 and 450.320.</p> <ul style="list-style-type: none"> • The FAST Act made the following changes to the <u>programmatic mitigation plan</u> provision located at 23 U.S.C. 169, specifically under paragraph (f): <ul style="list-style-type: none"> –Instead of saying that a Federal agency “may use” the recommendations of a programmatic mitigation plan, the statute now says that agencies “<u>shall give substantial weight to</u>” them –Adds text “or other Federal environmental law” to the end of 23 USC 169(f), which previously had only called out NEPA • The FHWA/FTA joint final rule captures these two FAST Act changes to 23 U.S.C. 169(f) in the final regulatory text at 450.214(d) and 450.320(d). 	May 27, 2018	Category: Environmental (Programmatic Mitigation)



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Draft Date: August 18, 2016

23 CFR 450 Section Number	Description of New Requirement	Phase-in Required By (Date)	Comments
214, 320	<p>A State or MPO, in consultation with agencies with jurisdiction over protected environmental resources, may develop programmatic mitigation plan(s) as part of its planning process.</p> <p>The programmatic mitigation plan(s) may inventory existing or planned environmental resource mitigation and identify potential environmental impacts and potential avoidance or mitigation opportunities.</p>	May 27, 2018	Category: Environmental (Programmatic Mitigation)
324(f)(7)	<p>MTP shall include and <u>assessment of capital investment</u> and other strategies to preserve the existing and future transportation system and <u>reduce the vulnerability</u> of the existing transportation infrastructure <u>to natural disasters</u></p>	MTP updates on or after May 27, 2018.	Category: Environmental (Climate Change- Vulnerability)



New Planning Requirements Issued Under FAST Act Metropolitan & Statewide Planning Regulations (23 CFR 450)

Draft Date: August 18, 2016

23 CFR 450 Section Number	Description of New Requirement	Phase-in Required By (Date)	Comments
214, 320	<p>A State or MPO, in consultation with agencies with jurisdiction over protected environmental resources, may develop programmatic mitigation plan(s) as part of its planning process.</p> <p>The programmatic mitigation plan(s) may inventory existing or planned environmental resource mitigation and identify potential environmental impacts and potential avoidance or mitigation opportunities.</p>	May 27, 2018	Category: Environmental (Programmatic Mitigation)
324(f)(7)	<p>MTP shall include and <u>assessment of capital investment</u> and other strategies to preserve the existing and future transportation system and <u>reduce the vulnerability</u> of the existing transportation infrastructure <u>to natural disasters</u></p>	MTP updates on or after May 27, 2018.	Category: Environmental (Climate Change-Vulnerability)



New Planning Requirements Issued Under FAST Act Metropolitan & Statewide Planning Regulations (23 CFR 450)

Draft Date: August 18, 2016

23 CFR 450 Section Number	Description of New Requirement	Phase-in Required By (Date)	Comments
322	<p>Requirement for the <u>CMP</u> for TMA's is retained and largely unchanged (450.322)</p> <ul style="list-style-type: none"> • Requirement for CMP analysis of new SOV capacity in non-attainment areas in TMA's is retained (450.322(f)) • An MPO serving a TMA may develop a congestion management plan (450.322(h)). <ul style="list-style-type: none"> • Provides examples of employer-based travel demand reduction strategies: intercity bus, employer based programs -carpool, vanpool, transit benefits, parking cash-out, telework (450.322(a)) • Add job access projects as a CMP strategy (450.322(a)) 	MTP and TIP updates on or after May 27, 2018	Category: Congestion Management Process/Plan

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

FAST ACT Planning Factor		UPWP TASKS																						
		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	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			
3	Increase the security of the transportation system for motorized and non-motorized users											X					X	X			X			
4	Increase accessibility and mobility of people and freight				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
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
7	Promote efficient system management and operation							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
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	