

FY 2026 and FY 2027

UNIFIED PLANNING WORK PROGRAM (UPWP)

El Paso Metropolitan Planning Organization

TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:

Transportation Management Area (TMA)

AIR QUALITY STATUS:

Nonattainment

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**This UPWP complies with federal and state requirements, is true and correct, and is approved by the
Transportation Policy Board: June 20, 2025**

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EXECUTIVE SUMMARY

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

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

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

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

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

INTRODUCTION

The Federal Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis. The Unified Planning Work Program (UPWP) is the mechanism for coordinating metropolitan transportation and air quality planning activities in the El Paso Metropolitan Planning Organization (EPMPO) area. This UPWP is a two-year transportation planning work program detailing transportation planning, programs, and activities to be performed in the EPMPO region for the period of October 1, 2025, to September 30, 2027. The Transportation Policy Board of EPMPO approved this UPWP on June 20, 2025.

A. PURPOSE

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

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

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

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure Condition – To maintain the highway infrastructure asset system in a state of good repair
- Congestion Reduction – To achieve a significant reduction in the congestion on the National Highway System
- System Reliability – To improve the efficiency of the surface transportation system
- Freight Movement and Economic Vitality – To enhance the performance of the transportation system while protecting and enhancing the natural environment
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

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

Infrastructure Investment and Jobs Act

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

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

Planning Factors

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

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

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

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

Public Participation Plan

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

B. DEFINITION OF AREA

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

Texas

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

New Mexico

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

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

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

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

South Central Regional Transit District

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

El Paso Transportation Authority

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

C. ORGANIZATION

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

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

Executive Committee

The Executive Committee's (EC) roles and responsibilities will include review of the business aspect of the MPO, review of the Executive Director, review of contracts and other documents, and other assignments for recommendations to the TPB. The EC is composed of seven voting TPB members, as appointed by the TPB Chair, and approved by the TPB. Executive Committee appointments are for one year.

Transportation Project Advisory Committee

The Transportation Project Advisory Committee (TPAC) develops and makes recommendations to the Transportation Policy Board on projects with regard to the MTP and TIP, project selection process criteria, and special transportation planning studies. The TPAC has 17 regular members appointed to represent entities that have authority for regional transportation project implementation. See Appendix A for a complete list of TPAC members.

D. Both the TPAC and TPB provided guidance in the development of this UPWP. At the March 5 and March 21, 2025 meetings, MPO staff introduced the UPWP development timeline and solicited input from the TPAC and TPB on work tasks to consider for inclusion, respectively. Over the following months MPO staff provided updates to the TPAC and TPB members, including providing information on the commencement and closing of the 30-day public comment period, and the dates and times of the public meetings. The MPO held the second of two public meetings on Wednesday, June 4th, immediately after the conclusion of the TPAC meeting. At their June 20th meeting the TPB approved the 2026-2027 UPWP, having received an approval recommendation from the TPAC.

INVOLVEMENT

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

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

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

- The International Bridges Steering Committee (BSC), organized by the International Bridges Department of the City of El Paso, meets monthly to discuss and disseminate information about the international border crossings, including delays, multimodal accessibility, ITS

implementation, and safety. The BSC members include representatives from both side of the border at the local, state, and federal levels, as well as private industry groups.

- The Mobility Coalition of the El Paso Chamber of Commerce meets twice monthly with a mission to improve regional mobility by advocating for transportation infrastructure funding. The Executive Committee of the Coalition is formed by member businesses of the Chamber of Commerce.
- The Paso del Norte Trail Advisory Committee drives implementation of the Paso del Norte Trail, a partially constructed county-wide paved trail planned to run 75 miles across the EPMPO planning area. The Committee is composed of representatives from the public and private sectors.

E. PLANNING ISSUES

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

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

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

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

Borderplex Safe Mobility Plan, and integration of the countermeasures identified in the plan throughout the transportation planning activities that EPMPO leads.

- Impacts of infrastructure investments at international border crossings: There are six international border crossings accommodating vehicular traffic in the EPMPO planning area, with multiple slated to receive significant infrastructure investments in the short- to medium-time frame. In particular, major expansion of the Bridge of the Americas (BOTA) is slated to close the bridge to all commercial traffic, which will generate considerable changes to truck freight travel patterns on both side of the border. EPMPO has initiated an analysis of the border crossings that will produce recommendations on improving cross-border traffic management (see Subtask 5.3).
- Understanding international travel patterns: As a binational metropolitan area, transportation patterns in the EPMPO planning area are heavily influenced by the daily movement of people, cars and trucks to and from Ciudad Juarez, Mexico. EPMPO will continue to collaborate with transportation planning agencies in Mexico in the development and refinement of the International Travel Demand Model, a tool that improves understanding of international traffic patterns and their impact on the EPMPO network.

I. TASK 1 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Expected Product	Timeframe for Product Delivery
Administration of the MPO	N/A - Continuous
Amendment of TPB Bylaws	As needed
Host or identify workshops, conference, and other training opportunities for MPO staff and partners in the region	N/A – Continuous
Supply/equipment purchases	N/A – Continuous
EPMPO Newsletter	N/A – Continuous, Quarterly release
Maintenance, updates and dissemination of the Public Participation Plan and Title VI Program	• Title VI Update: 4/2026 • Log of Public Outreach Activities will be updated after every Public Involvement effort conducted by the MPO • Limited English Proficiency Plan: 4/2026 • Public Participation Plan Update: 9/2027
Maintenance and update of the EPMPO website	N/A - Continuous
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C. PREVIOUS WORK

- Triennial Update to the Public Participation Plan approved September 2024
- Maintenance of Title VI Program and Limited English Proficiency Plan
- Professional development & training
- Transportation Policy Board Bylaws amended in January 2023 & May 2024
- Development of SCRTD 10 Year Plan (ongoing)

D. SUBTASKS

Subtask 1.1: Program Administration

This activity includes development and implementation of those policies and guidelines necessary to carry out and maintain the transportation planning process; coordination of transportation planning activities; budgeting and management of transportation planning funds; sponsoring and conducting meetings including providing support to policy and advisory bodies; the cost of operating the MPO, office lease, furniture, equipment lease/rental, audio/video equipment, servers, computers, computer hardware and software, to include license maintenance of state of practice platforms like ESRI and Caliper. For equipment expenditures in excess of \$10,000 EPMPO will seek State recommendation/federal approval in accordance with 2 CFR §200. Please see Appendix G for equipment expenditures over \$10,000. Employee sick leave costs are approximately \$10,400 and vacation leave costs amount to approximately \$41,600 each fiscal year, which combined amount to approximately 3% of total yearly salaries of \$1.7 million.

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

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

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

Subtask 1.1a: Legal Counsel

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

Subtask 1.1b: Operational Audit & Process Development

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

Subtask 1.2: Public Participation

This activity supports the implementation of the Public Participation Plan to include the conduct of community outreach and public meetings/hearings as needed with emphasis on the development/review processes of the TIP, MTP and other planning products; development and use of questionnaires, online surveys, and other participation techniques; and provide bilingual materials and translations as appropriate; staff time spent responding to Open Records Requests; development of the quarterly MPO newsletter; and management of social media accounts. EPMPO will participate in public-facing efforts at the regional level that spread awareness and/or gather input on multimodal transportation systems as such opportunities arise. General Planning Consultant contract resources are anticipated to be used to support this task.

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

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

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

Subtask 1.3: Title VI Civil Rights

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

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

El Paso Transportation Authority: The Transportation Planner within ETA's Transit Operations Department is responsible for ensuring compliance with Title VI. While no immediate updates are scheduled for FY

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

Subtask 1.4: Professional Development

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

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

Subtask 1.5: Website Maintenance

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

E. FUNDING SUMMARY

Table 1a: Task 1 –Funding Summary Table

FY 2026

Subtask	Responsible Agency	Transportation Planning Funds / FHWA and FTA (TPF)*				TCEQ	Total Funds
		TX 2026	2.5% SATO	NM 2026	2.5% SATO	Rider 7 FY 2026	FY 2026
1.1	MPO/MTD	1,300,000		54,000		36,722	1,390,722
1.1a	MPO	55,000		5,000		-	60,000
1.1b	MPO	4,700		2,700			7,400
1.2	MPO/MTD	27,750	1,750	3,400	100	-	33,000
1.3	MPO/MTD	5,000		-		-	5,000
1.4	MPO	47,000	7,000	4,400	400	-	58,800
1.5	MPO	4,800		-		-	4,800
Total:		1,444,250	8,750	69,500	500	36,722	1,559,722

FY 2027

Subtask	Responsible Agency	Transportation Planning Funds / FHWA and FTA (TPF)*				Total Funds
		TX 2027	2.5% SATO	NM 2027	2.5% SATO	FY 2027
1.1	MPO/MTD	1,300,000		56,000		1,356,000
1.1a	MPO	55,000		5,000		60,000
1.1b	MPO	4,700		2,700		7,400
1.2	MPO/MTD	27,750	1,750	3,400	100	33,000
1.3	MPO/MTD	5,000		-		5,000
1.4	MPO	47,000	7,000	4,400	400	58,800
1.5	MPO	4,800		-		4,800
Total:		1,444,250	8,750	71,500	500	1,525,000

II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

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

D. SUBTASKS

Subtask 2.1: Geographic Information Systems (GIS)

Mapping databases supporting EPMPO programs; maintenance of the demographic and modeling databases of the MTP and TIP document; demographic forecasts; travel demand modeling output; developing maps and materials for work group and public meetings; developing technical memoranda documenting work completed. EPMPO will seek out sources of data relating to walking, bicycling and other alternative transportation modes for better integration into planning processes. General Planning Consultant contract resources are anticipated to be used to support this task.

Sun Metro: Sun Metro's GIS team manages and creates spatial data such as the location of bus stops, routes, transit facilities, regional street networks, directional mile and total square mileage of transit service measurements. In addition, they create base maps, data layers, and aggregate data for transit service. The analysis, communication, and display of the information are vital to Sun Metro to support

its various technology applications including Automatic Vehicle Location (AVL), Automated Passenger Counters (APC), computer-aided dispatch and scheduling, mobile data terminals, itinerary planning systems, and other applications.

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

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

Subtask 2.2: Congestion Management Process (CMP)

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

Subtask 2.3: Performance Based Planning and Programming

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

Subtask 2.4: Multimodal Access to Essential Services

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

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

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

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

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

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

E. FUNDING SUMMARY

Table 2a: Task 2 –Funding Summary Table

FY 2026

Subtask	Responsible Agency	Transportation Planning Funds / FHWA and FTA (TPF)*				TCEQ	Total Funds
		TX 2026	2.5% SATO	NM 2026	2.5% SATO	Rider 7 FY 2026	FY 2026
2.1	MPO	5,550	1,750	1,270	100	-	8,670
2.2	MPO	28,500		1,685		-	30,185
2.3	MPO/MTD	27,200		1,280		-	28,480
2.4	MPO/MTD	2,200		1,215		-	3,415
Total:		63,450	1,750	5,450	100	-	70,750

FY 2027

Subtask	Responsible Agency	Transportation Planning Funds / FHWA and FTA (TPF)*				Total Funds
		TX 2027	2.5% SATO	NM 2027	2.5% SATO	FY 2027
2.1	MPO	5,550	1,750	1,270	100	8,670
2.2	MPO	28,500		1,685		30,185
2.3	MPO/MTD	27,200		1,280		28,480
2.4	MPO/MTD	2,200		1,215		3,415
Total:		63,450	1,750	5,450	100	70,750

III. TASK 3 - SHORT RANGE PLANNING

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Expected Product	Timeframe for Product Delivery
Unified Planning Work Program (UPWP)	- FY 2026-27: N/A – Continuous, to be amended as needed - FY 2028-29: Summer 2027
Annual Performance Expenditure Reports (APER)	- FY 2025: 11/2025 - FY 2026: 11/2026
Annual Listing of Obligated Projects (ALOP)	- FY 2025: 12/2025 - FY 2026: 12/2026
Amendments to RMS 2025-28 TIP	N/A – Continuous, TIP amended as needed; STIP amended quarterly (as needed)
Project Readiness and Completion Reports	EPMP staff produces these informational reports on a quarterly basis
Development of the 2027-2030 TIP	6/2026
Regional Transportation Collaboration	N/A - Continuous

C. PREVIOUS WORK

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

D. SUBTASKS

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

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

Subtask 3.2: Transportation Improvement Program (TIP)

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

provided. EPMPO staff will also develop and maintain the FY 2027-30 TIP. Quarterly Project Readiness and Completion Reports track TIP project development and construction status. General Planning Consultant contract resources are anticipated to be used to support this task.

Subtask 3.3: Models of Regional Planning Cooperation

Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. This cooperation occurs through the metropolitan planning agreements and activities that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means that promote border, regional and binational planning. EPMPO participates in a number of cooperative planning efforts organized by other entities at the regional, statewide, national, and international levels, including efforts focused on planning for safe and accessible travel options like transit long-range plans, bicycle infrastructure plan, and Safe Routes to Schools/Parks plans. The MPO may also program discretionary funding toward planning-specific projects led by other regional entities.

Subtask 3.4: Enhanced Mobility of Seniors & Individuals with Disabilities

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

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

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

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

Subtask 3.5: Call for Projects

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

applicants, management of project call-related ad hoc committees, and project application review/evaluation. Through this subtask EPMPD coordinates the project calls for Transportation Alternatives funding in both Texas and New Mexico.

E. FUNDING SUMMARY

Table 3a: Task 3 –Funding Summary Table

FY 2026

Subtask	Responsible Agency	Transportation Planning Funds / FHWA and FTA (TPF)*				FTA 5310	Sun Metro FTA 5307	Local Funds	Total Funds
		TX 2026	2.5% SATO	NM 2026	2.5% SATO	FY 2026	FY 2026	FY 2026	FY 2026
3.1	MPO	18,400		1,266		-	-	-	19,666
3.2	MPO	390,000		6,093		-	-	-	396,093
3.3	MPO	92,000	17,500	6,919	1,000	-	-	-	117,419
3.4	MPO/MTD	-		-		98,843	224,000	56,000	378,843
3.5	MPO	7,850	3,500	-	200	-	-	-	11,550
Total:		508,250	21,000	14,278	1,200	98,843	224,000	56,000	923,571

FY 2027

Subtask	Responsible Agency	Transportation Planning Funds / FHWA and FTA (TPF)*				FTA 5310	Sun Metro FTA 5307	Local Funds	Total Funds
		TX 2027	2.5% SATO	NM 2027	2.5% SATO	FY 2027	FY 2027	FY 2027	FY 2027
3.1	MPO	18,400		1,266		-	-	-	19,666
3.2	MPO	390,000		6,093		-	-	-	396,093
3.3	MPO	92,000	17,500	6,919	1,000	-	-	-	117,419
3.4	MPO/MTD	-		-		98,843	224,000	56,000	378,843
3.5	MPO	7,850	3,500	-	200	-	-	-	11,550
Total:		508,250	21,000	14,278	1,200	98,843	224,000	56,000	923,571

FY 2026 & 2027 Local Funds in Subtask 3.4 for Sun Metro FTA 5307 funding is a 20% match covered by TxDOT Transportation Development Credits (TDCs).

IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Expected Product	Timeframe for Product Delivery
Maintenance of the <i>Regional Mobility Strategy (RMS) 2050 MTP</i>	N/A – Continuous through life of plan
Revised Travel Demand Model	11/2025
Transportation Conformity Report for <i>RMS 2052 MTP</i>	11/2025
Adoption of the <i>Regional Mobility Strategy 2052 MTP</i>	2/2026
Final Report for <i>Impact of Transborder Urban Growth Policies and Patterns on Ozone Concentration</i>	Draft Report submittal to TCEQ: 10/2025 Final Report submittal to TCEQ: 12/2025

C. PREVIOUS WORK

- Revised International Travel Demand Model (iTDM) (ongoing)
- International Border Crossings traffic flows to build the OD traffic matrices for the Juarez & El Paso models and emission analysis Final Report completed 12/2023, to include travel surveys conducted at all international border crossings in the MPO area
- Draft Impact of Transborder Urban Growth Policies
- RMS 2052 MTP development activities (ongoing):
 - Conducted demographic assumptions workshop with Delphi process panelists
 - RMS 2052 MTP development process public open house
 - Conducted scenario visioning workshops with regional stakeholders

D. SUBTASKS

Subtask 4.1: Metropolitan Transportation Plan (MTP)

Activities related to completing major amendments to the RMS 2050 MTP, and the development of its successor, the RMS 2052 MTP, including schedule development and maintenance, stakeholder outreach, and visioning process activities. EPMPO will develop a long-range vision for the region that translates

into well-defined policies (including those for safe and accessible travel options) and transportation priorities. Multiple public and private sector stakeholders from the EPMPO planning area will continue to be engaged to understand the trends and future needs for the region. In late 2025 EPMPO updated the project evaluation framework and will utilize it to develop project prioritization for the 2052 MTP. General Planning Consultant contract resources will be used to support this task.

Subtask 4.2: Regional Transportation Modeling Activities

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

Subtask 4.3: Air Quality and Transportation Planning

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

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

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

South Central Regional Transit District: SCRTD continues to assist in air quality enhancement by promoting alternative transportation modes financed predominantly through CMAQ and FTA Section 5307 and 5339 Programs. These projects include fleet replacement, including vehicles with higher fuel efficiencies, and/or hybrid electric or fully electric drive trains. In addition, SCRTD intends on powering

our facilities and EV charging stations with solar power and other renewable energy to reduce emissions from the point of generation.

E. FUNDING SUMMARY

Table 4a: Task 4 – Funding Summary Table

FY 2026

Subtask	Responsible Agency	Transportation Planning Funds / FHWA and FTA (TPF) ¹					TCEQ	Total Funds
		TX 2026	2.5% SATO	NM 2026	2.5% SATO	NM SPR 2026	Rider 7 FY 2026	FY 2026
4.1	MPO	372,450	3,500	10,300	200	-		386,450
4.2	MPO	473,000		12,700		365,150		850,850
4.3	MPO/MTD	169,550		1,800		-	256,955	428,305
Total:		1,015,000	3,500	24,800	200	365,150	256,955	1,665,605

FY 2027

Subtask	Responsible Agency	Transportation Planning Funds / FHWA and FTA (TPF) ¹				Total Funds
		TX 2027	2.5% SATO	NM 2027	2.5% SATO	FY 2027
4.1	MPO	372,450	3,500	10,300	200	386,450
4.2	MPO	473,000		12,700		485,700
4.3	MPO/MTD	169,550		1,800		171,350
Total:		1,015,000	3,500	24,800	200	1,043,500

V. TASK 5 - SPECIAL STUDIES

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Expected Product	Timeframe for Product Delivery
Impact of Urban Densification Policies on Emissions	Draft Report submittal to TCEQ: 10/2025
Final Report for projects funded with TCEQ Rider 7 Air Quality funding	Draft Report submittal to TCEQ: 10/2025 Final Report submittal to TCEQ: 12/2025
Borderplex Safe Mobility Plan	11/2025
International Border Crossing Systemwide Improvements Analysis	12/2026
Border Highway Connector Phase 2 Traffic Impact and Improvements Feasibility Study	5/2026

C. PREVIOUS WORK

- Continuous update of data sources for Multimodal Web Tool
- Development of Borderplex Safe Mobility Plan beginning in Fall 2024 (ongoing)
- Completion of significant work on projects funded with TCEQ Rider 7 Air Quality funding (pending development, submittal and approval of final project reports):
 - Border Emissions Estimator for Microsimulation (BEEM) Tool Enhancements
 - Sketch Tool for Regional Emissions Assessment (STREAM) Tool Enhancements
 - Impact of Transborder Urban Growth Policies & Patterns on Ozone Concentration
 - Monitoring of PM 2.5 Exposure From Traffic Congestion at International Border Crossings

D. SUBTASKS

Subtask 5.1: 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 and transportation modeling platform to estimate urban development and travel patterns without such densification policies. The travel patterns resulting from such policy scenarios will then be used as input for emissions models using the STREAM tool to estimate resulting ozone precursor emissions. The initial phase of the land use and transportation model incorporated the EPMPPO planning area; work will continue with the incorporation of Ciudad Juarez,

Mexico, into the model, and additional scenario analysis. EPMPO will utilize UrbanSim Inc. contract resources, in addition to support from TTI and UTEP, in the completion of this task.

Subtask 5.2: Borderplex Safe Mobility Plan

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

Subtask 5.3: International Border Crossing Systemwide Improvements Analysis

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

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

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

E. FUNDING SUMMARY

Table 5a: Task 5 – Funding Summary Table

FY 2026

Subtask	Responsible Agency	Transportation Planning Funds / FHWA and FTA (TPF)*				New Mexico	TCEQ	FHWA Safe Streets for All / Surface Transportation Program		Local Funds	Total Funds
		TX 2026	2.5% SATO	NM 2026	2.5% SATO	State Leg. 2026	Rider 7 FY 2026	SS4A 2026	STP 2026	2026	FY 2026
5.1	MPO	-		-			85,000	-	-	-	85,000
5.2	MPO	-		-			-	400,000	-	100,000	500,000
5.3	MPO	211,200		2,800			-	-	1,600,000	403,000	2,217,000
5.4	MPO					2,000,000	-	-	-	-	2,000,000
Total:		211,200	-	2,800	-	2,000,000	85,000	400,000	1,600,000	503,000	4,802,000

FY 2026 Local Funds in Subtask 5.2 for FHWA Safe Streets and Roads for All (SS4A) grant is 20% match using El Paso County vehicle registration fee funding. Local Funds for Subtask 5.3 for International Border Crossing Strategic Plan project is 20% match provided in equal shares by the City of El Paso, El Paso County, and NMDOT.

FY 2027

Subtask	Responsible Agency	Transportation Planning Funds / FHWA and FTA (TPF)*				Total Funds
		TX 2027	2.5% SATO	NM 2027	2.5% SATO	FY 2027
5.1	MPO	-		-		-
5.2	MPO	-		-		-
5.3	MPO	211,200		2,800		214,000
5.4	MPO					-
Total:		211,200	-	2,800	-	214,000

VI. BUDGET SUMMARY

¹ Footnote for Transportation Planning Funds / FHWA and FTA (TPF):

\$35,000 each fiscal year in 2.5% Set-Aside Funding in TXDOT is based on FHWA estimated allocation of \$1,400,000 each fiscal year
\$3,242,150 Total (TPF) TXDOT funding is based on FHWA estimated allocation of \$1,400,000 + FTA \$485,000 + Carryover \$1,357,150
\$1,357,150 Accumulated Carryover in TXDOT is predominantly to account for 6 months of emergency operations contingency.

²Footnote for Local Funds:

Task 3: \$56,000 local matching funds provided by TxDOT Transportation Development Credits (TDCs)

Task 5: \$503,000 local matching funds for two separate projects provided by City of El Paso, El Paso County, and NMDOT

Table 6a: Funding Summary

FY 2026

UPWP Task	Description	Transportation Planning Funds / FHWA and FTA (TPF) ¹				FHWA	New Mexico	TCEQ	FTA 5310	FHWA-Safe Streets for All /Surface Transp. Program		FTA Section 5307 Funds	Local Funds ²	Total Funds
		TX 2026	2.5% SATO	NM 2026	2.5% SATO	NM SPR 2026	State Leg. 2026	Rider 7 FY 2026	FY 2026	SS4A 2026	STP 2026	FY 2026	FY 2026	FY 2026
1.0	Administration – Management	#####	8,750	69,500	500	-	-	36,722	-	-	-	-	-	1,559,722
2.0	Data Development and Maintenance	63,450	1,750	5,450	100	-	-	-	-	-	-	-	-	70,750
3.0	Short Range Planning	508,250	21,000	14,278	1,200	-	-	-	98,843	-	-	224,000	56,000	923,571
4.0	Metropolitan Transportation Plan	#####	3,500	24,800	200	365,150	-	256,955	-	-	-	-	-	1,665,605
5.0	Special Studies	211,200	-	2,800	-	-	2,000,000	85,000	-	400,000	1,600,000	-	503,000	4,802,000
Grand TOTAL		#####	35,000	116,828	2,000	365,150	2,000,000	378,677	98,843	400,000	1,600,000	224,000	559,000	9,021,648

FY 2027

UPWP Task	Description	Transportation Planning Funds / FHWA and FTA (TPF)*				FTA 5310	Sun Metro FTA 5307	Local Funds	Total Funds
		TX 2027	2.5% SATO	NM 2027	2.5% SATO	2 years	FY 2027	FY 2027	FY 2027
1.0	Administration – Management	1,444,250	8,750	71,500	500	-	-	-	1,525,000
2.0	Data Development and Maintenance	63,450	1,750	5,450	100	-	-	-	70,750
3.0	Short Range Planning	508,250	21,000	14,278	1,200	98,843	224,000	56,000	923,571
4.0	Metropolitan Transportation Plan	1,015,000	3,500	24,800	200	-	-	-	1,043,500
5.0	Special Studies	211,200	-	2,800	-	-	-	-	214,000
Grand TOTAL		3,242,150	35,000	118,828	2,000	98,843	224,000	56,000	3,776,821

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

\$ 3,770,000

Estimated Unexpended TPF Carryover (WO 3) from Previous FYs

\$ 2,714,300

TOTAL TPF for FY 2026 and FY 2027

\$ 6,484,300

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

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

City of El Paso

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

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

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

APPENDIX A

Transportation Policy Board Membership

Chairperson Cesar Blanco State Senator – TX 29 th District	Vice-Chairperson Javier Perea Mayor – City of Sunland Park
Chris Canales Representative District #8 – City of El Paso	Ramon Cano Mayor – Town of Clint
Miguel Chacon Mayor – City of San Elizario	Alejandra Chavez Representative District #1 – City of El Paso
Joseph Cervantes State Senator – NM 31 st District	Aaron Chavarria District Engineer – NMDOT District 1
Rudy Cruz Jr. Mayor – City of Socorro	Anthony DeKeyzer Director – Sun Metro
Art Fierro Representative District #6 – City of El Paso	Gloria Gameros Commissioner District #2 – Doña Ana County
Mary E. Gonzalez State Representative – TX 75 th District	Yvette Hernandez, P.E. City Engineer – City of El Paso
Iliana Holguin Commissioner Precinct #3 – El Paso County	Renard Johnson Mayor – City of El Paso
Martin Lerma Mayor – Town of Anthony, TX	Dionne Mack City Manager – City of El Paso
Joe Moody State Representative – TX 78 th District	Eddie Morales Representative – State of Texas
Diana Murillo Mayor – City of Anthony, NM	Tony Nevarez Director – El Paso International Airport
Claudia Ordaz State Representative – TX 79 th District	Vincent Perez State Representative – Texas 77 th District
Rachel Quintana Mayor – Village of Vinton	Andres Renteria Mayor – Town of Horizon City
Ricardo Samaniego Judge – El Paso County	Sara Silva State Representative – NM 53 rd District
Tomas Trevino, P.E. District Engineer – TxDOT El Paso District	vacant El Paso Transportation Authority
Eduardo Calvo, AICP: Executive Secretary of the TPB, Executive Director – El Paso MPO (non-voting member)	

Transportation Project Advisory Committee (TPAC) Membership

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

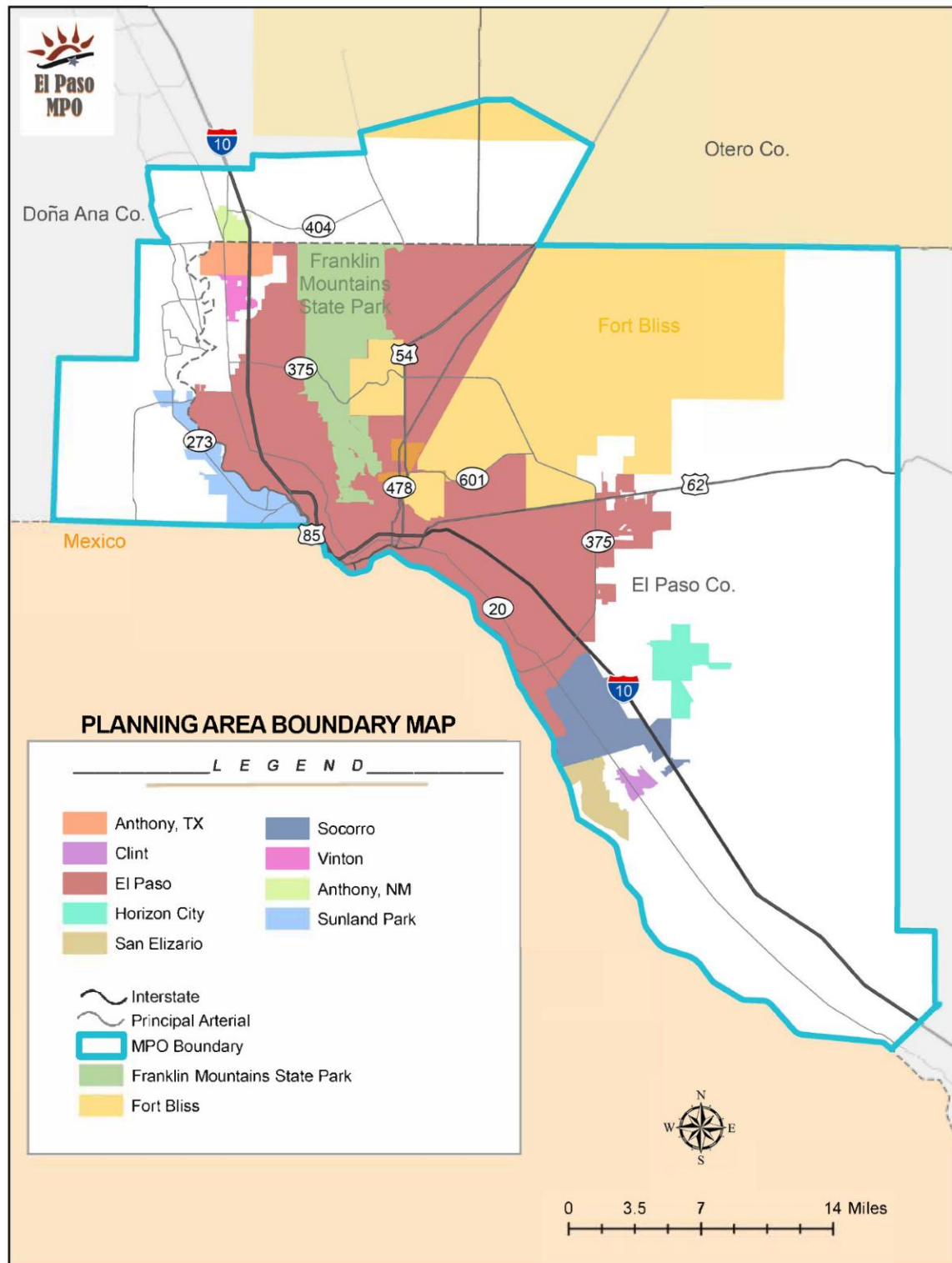
MPO Staff

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

APPENDIX B

Metropolitan Planning Area Boundary Map

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



APPENDIX C

Debarment Certification

(Negotiated Contracts)

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

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

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

**federal, state or local*



Senator César Blanco, Texas State District 29
Transportation Policy Board – Chair
El Paso Metropolitan Planning Organization

1 July 2025
Date

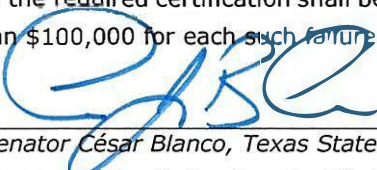
APPENDIX D

Lobbying Certification

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

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

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



Senator César Blanco, Texas State District 29
Transportation Policy Board – Chair
El Paso Metropolitan Planning Organization

1 July 2025

Date

APPENDIX E

Certification of Contract and Procurement Procedures Compliance

I, *Senator César Blanco, Texas State District 29*, a duly authorized officer/representative of El Paso Metropolitan Planning Organization, do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR §200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.



Senator César Blanco, Texas State District 29
Transportation Policy Board – Chair
El Paso Metropolitan Planning Organization

1 July 2025
Date

Attest:



Eduardo Calvo, AICP
Executive Director, El Paso MPO

APPENDIX F

Certification of Internal Ethics and Compliance Program

I, *Senator César Blanco, Texas State District 29*, a duly authorized officer/representative of El Paso Metropolitan Planning Organization, do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as it may be revised or superseded.

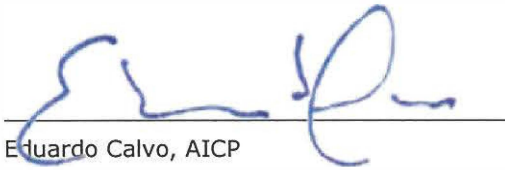


Senator César Blanco, Texas State District 29
Transportation Policy Board – Chair
El Paso Metropolitan Planning Organization

1 July 2025

Date

Attest:



Eduardo Calvo, AICP
Executive Director, El Paso MPO

APPENDIX G

Equipment Expenditures Over \$10,000.00

2 YR - QTY	DESCRIPTION OF PURCHASES OVER \$10,000	ESTIMATED PRICE
6	Yearly Caliper Trans-CAD and Trans-MODELER Licenses Maintenance	\$24,000
2 Yrs.	Yearly Software upgrades (People-Soft, Microsoft, Kronos, Adobe) software/services, application subscriptions, software support renewals – Payable to City of El Paso Department of Information Technology	\$14,000
4	Computer Hardware equipment, computers, laptops, tablets	\$18,000
2 Yrs.	Single Audit (both years)	\$75,000
2 Yrs.	UrbanSim Software License (both years)	\$140,000

APPENDIX H

UPWP Subtask Planning Factors Matrix

Subtask	Factor 1	Factor 2	Factor 3	Factor 4	Factor 5	Factor 6	Factor 7	Factor 8	Factor 9	Factor 10
1.1: Program Administration										
1.2: Public Participation										
1.3: Title VI Civil Rights										
1.4: Professional Development										
1.5: Website Maintenance										
2.1: GIS										
2.2: CMP										
2.3: Performance Based Planning & Programming										
2.4: Multimodal Access to Essential Services										
3.1: UPWP, APER & ALOP										
3.2: TIP										
3.3: Models of Regional Planning Cooperation										
3.4: Enhanced Mobility of Seniors & Individuals w/Disabilities										
3.5: Call for Projects										
4.1: MTP										
4.2: Regional Transportation Modeling										
4.3: Air Quality and Transp. Planning										
5.1: Impact of Urban Densification Policies on Emissions										
5.2: Borderplex Safe Mobility Plan										
5.3: IBC Systemwide Improvement Analysis										
5.4: BHC Phase 2 Feasibility Study										
Factor 1: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency										
Factor 2: Increase the safety of the transportation system for motorized and non-motorized users										
Factor 3: Increase the security of the transportation system for motorized and non-motorized users										
Factor 4: Increase accessibility and mobility of people and freight										
Factor 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										
Factor 6: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight										
Factor 7: Promote efficient system management and operation										
Factor 8: Emphasize the preservation of the existing transportation system										
Factor 9: Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation										
Factor 10: Enhance travel and tourism										

APPENDIX I

Amendment Summary

El Paso Metropolitan Planning Organization

FY 2026 (and 2027) UPWP Amendment Summary

(Optional)

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