

El Paso MPO Major Initiatives

Briefing to Transportation Infrastructure Revenue Subcommittee
New Mexico State Legislature

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Topics for Today

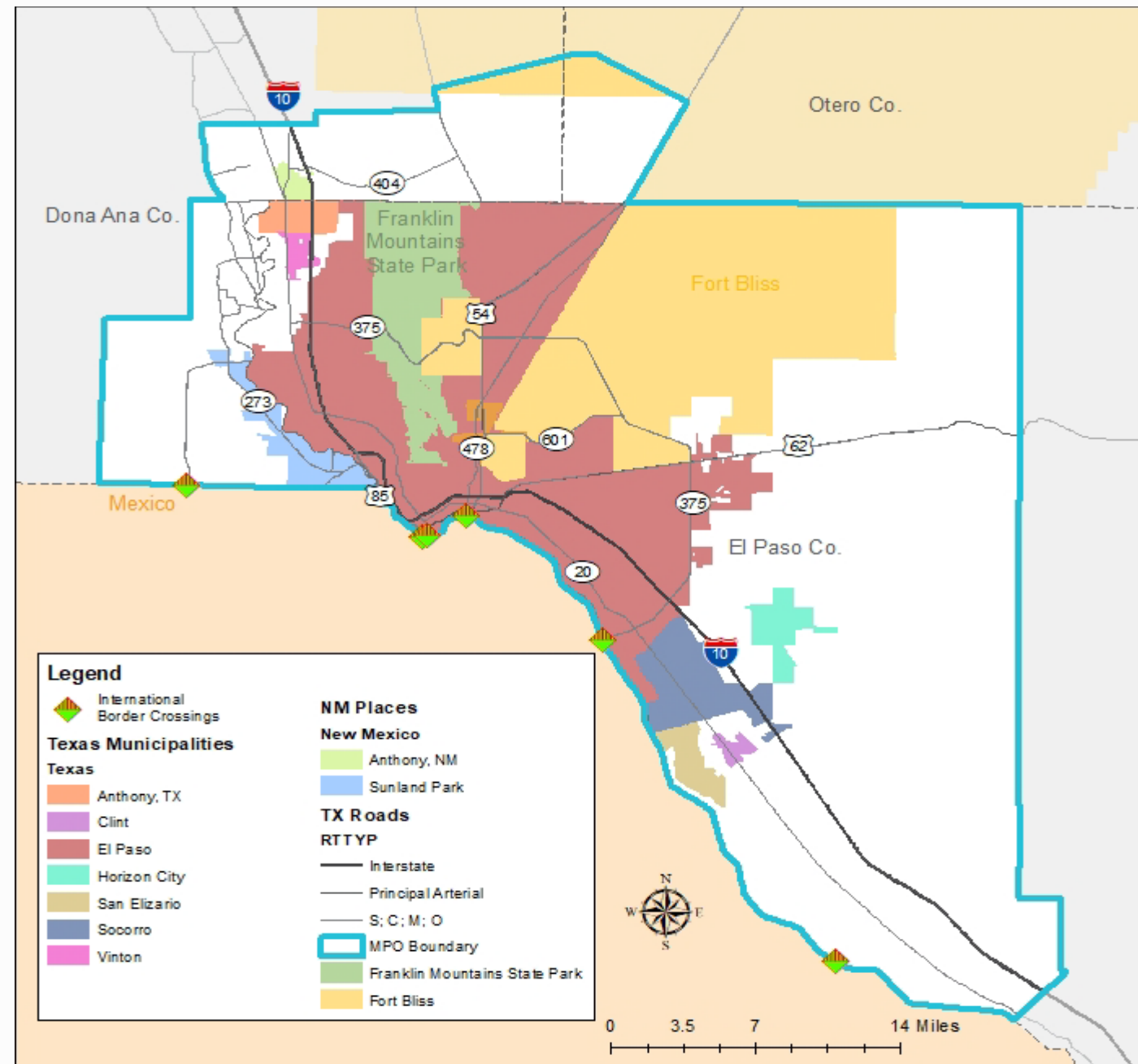
- El Paso MPO Basics
- Key Projects
- International Border Crossings (IBC) Strategic Plan

El Paso MPO Basics

- In 1964 Congress said metro transportation planning has to follow 3Cs: ***comprehensive, cooperative, continuing***
- MPOs created by federal law in 1973
- An urbanized area, per U.S. Census, with population more than 50,000 must have an MPO (23 CFR 450.300)
- Responsible for executing federal transportation planning laws
- Transportation Policy Board
 - Ultimate decision-making body
 - Elected/appointed officials of all local govts. plus State delegations
- Technical Staff and Committees

El Paso MPO Region

- El Paso County, TX and southern Doña Ana and Otero Counties, NM
- Population 900,000 approx., close to 3 million with Ciudad Juárez
- Key Regional Partners
 - TxDOT & NMDOT
 - El Paso County, Doña Ana County
 - Municipalities
 - Transit Providers: Sun Metro, SCRTD, EPATS
 - Municipio Ciudad Juárez and IMIP
 - State of Chihuahua
- Private sector both sides
- 2-State MPO adds complexity
 - Funds are separated by state
 - Some procedures differ by state



Major Bi-State Construction Projects

Borderland Expressway

- Bypass through the north of El Paso metro area
- Robust coordination between NMDOT, TxDOT, EPMPO
- Major improvements to NM 404, NM 213 (approx. \$200 million)
- New location facility in Texas (approx. \$320 million)



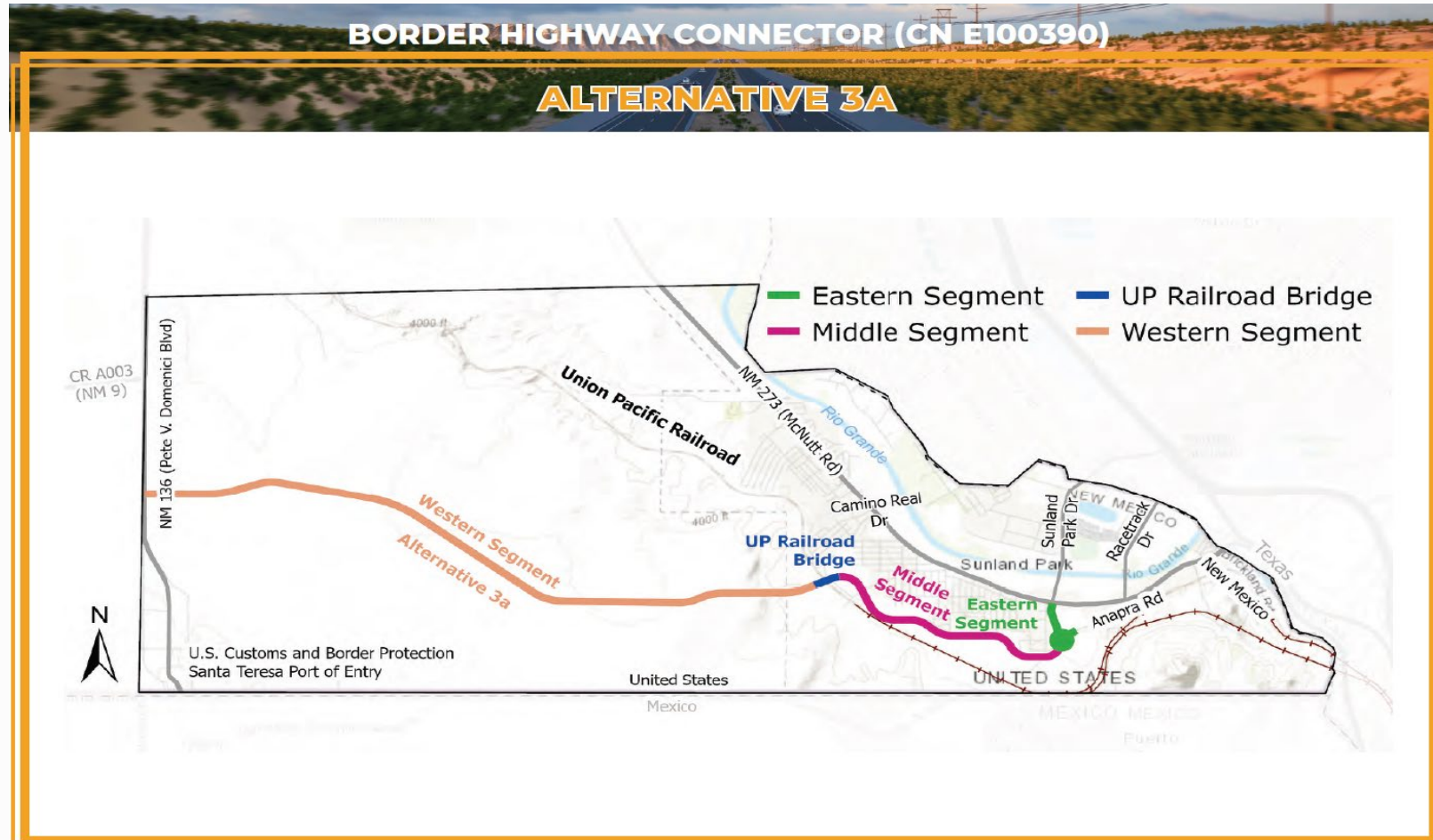
Major Bi-State Construction Projects

- NM136 (Pete Domenici/SH178 (Artcraft Rd.)
 - Connecting Santa Teresa POE, UPRR Intermodal, to El Paso
 - Major improvements to NM136 (concrete pavement)
 - SH178 grade separations at Westside and Upper Valley, major improvements to I-10 interchange (approx. \$209 million)



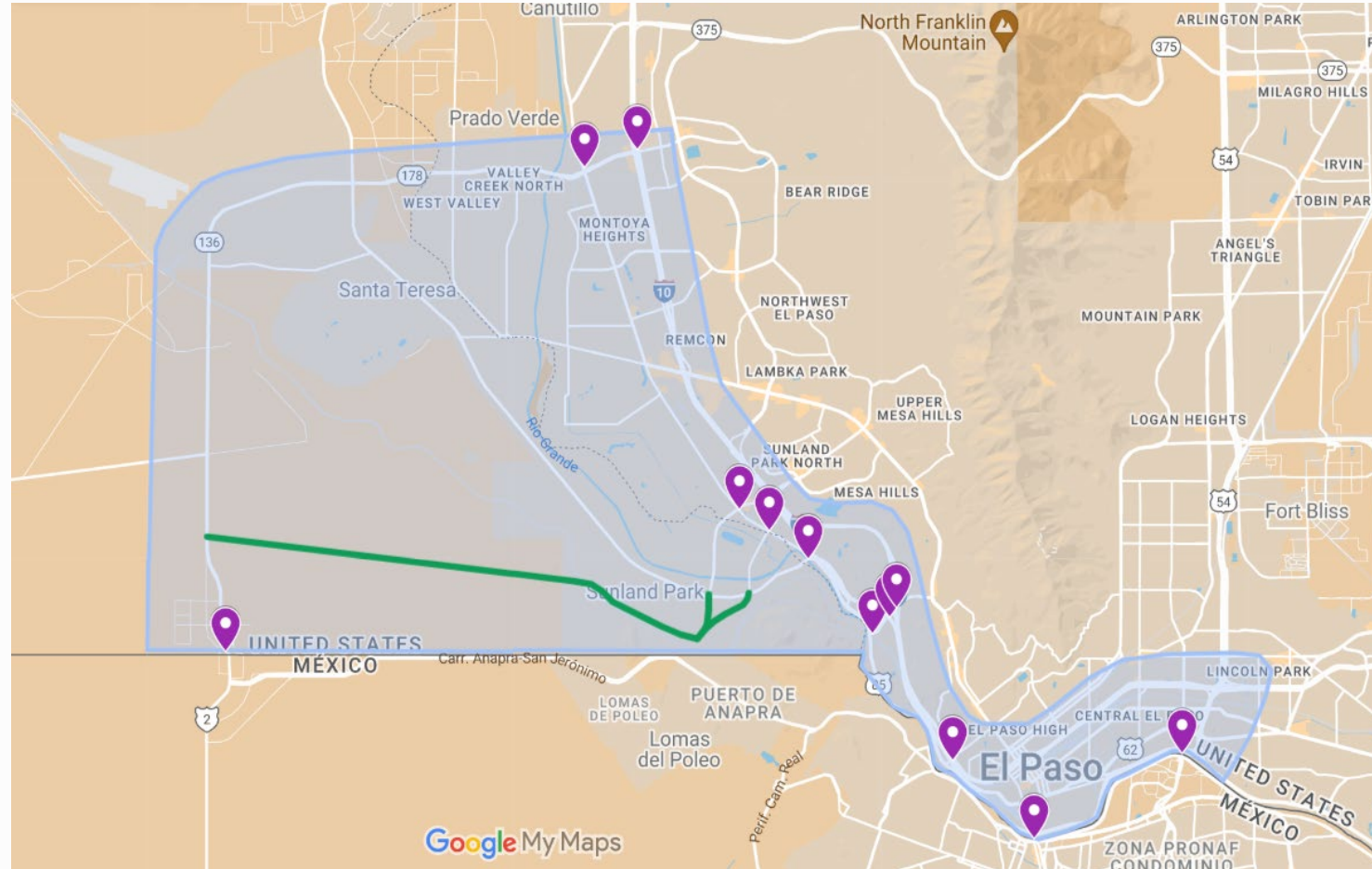
Border Highway Connector

- New connection to Santa Teresa POE
- 4-lane divided
- Phase 1 (approx. \$170 million)



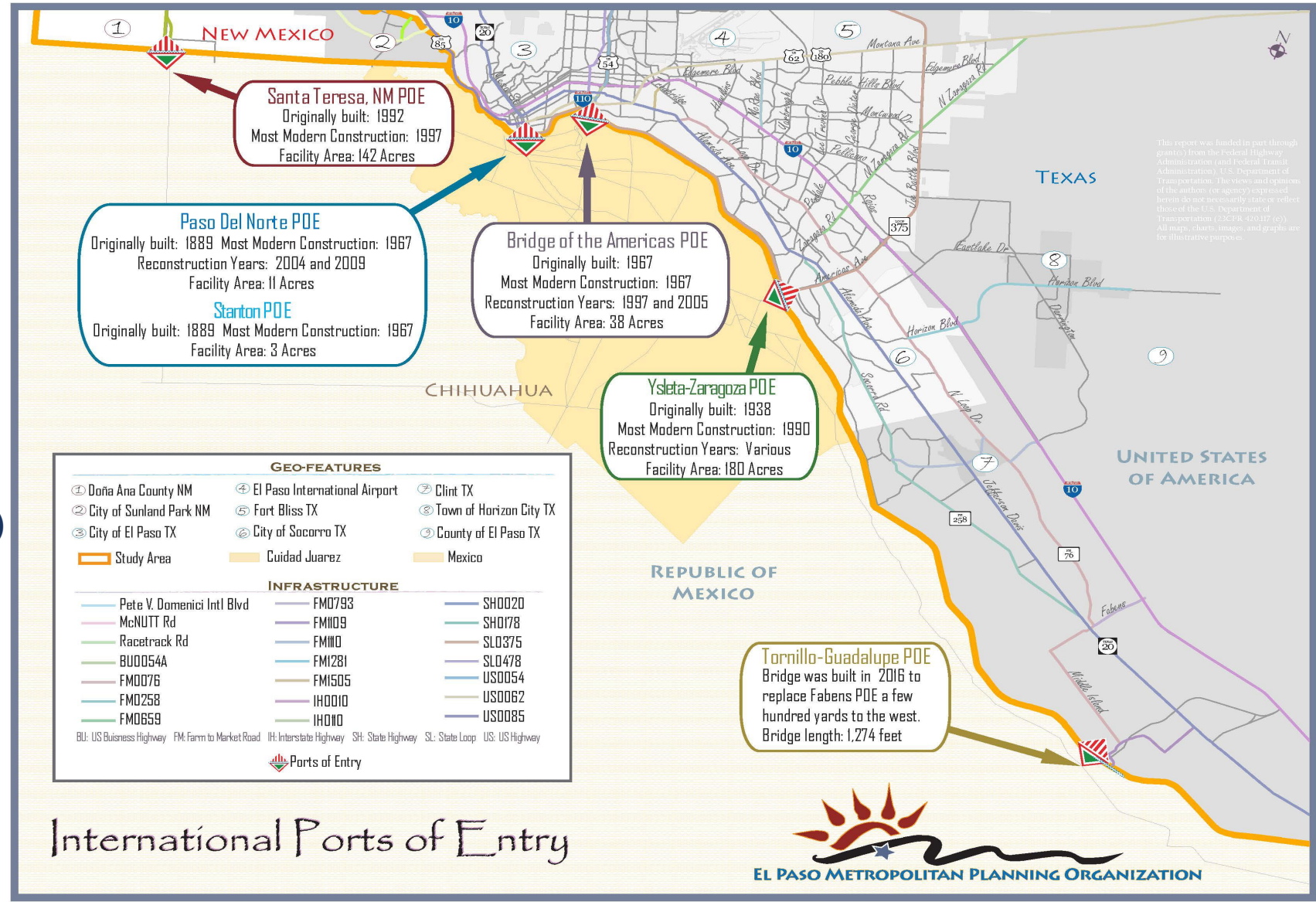
Border Highway Connector “Phase 2” Study

- Funded by NM Lege thru NMBA
- Scope
 - Analysis bi-national traffic using i-TDM
 - Identify and prioritize “hot-spots”
 - Solutions: intersection and/or corridor improvements
- Stakeholders from New Mexico, Texas, and Chihuahua in partnership



IBCs in the El Paso MPO Region

- **Santa Teresa**
 - Cargo/Auto/Ped
 - Non-tolled
- **Paso del Norte**
 - Northbound only (incl. 1 SENTRI lane)
 - Auto/Ped
 - Tolled
- **Stanton**
 - Auto/Ped Southbound
 - SENTRI Northbound
 - Tolled
- **Bridge of the Americas (BOTA)**
 - Cargo/Auto/Ped
 - Non-tolled
- **Ysleta-Zaragoza**
 - Cargo/Auto/Ped
 - Tolled
- **Tornillo-Guadalupe**
 - Cargo/Auto/Ped
 - Tolled (currently \$0 toll)



IBC Strategic Plan. Why?

- Cross-border status quo is unacceptable.
- Are we ready for Nearshoring? Competition is brutal.
- Multiple bottlenecks along border crossing trip
- Complex ownership/control of IBCs – “silos”
- Need to look at IBCs as a regional system
- Continuous and robust coordination from both sides
- Region lacks plan, specific improvements (i.e., projects)
- BOTA exemplifies regional issues and challenges

Scope Highlights: IBC Strategic Plan

- Stakeholder and Public Engagement
- Evaluation systemwide current conditions (2025)
- Future System-wide Scenarios
- Specific improvements to individual IBCs
- Economic Development Opportunities
- What about a “Port Authority”?

Anticipated Schedule Highlights

July/August 2025

- Kickoff
- Identify Steering Committee and Work Group

November 2025

- Analysis current conditions
- Initiate future scenario analysis

March 2026

- Complete future scenario analysis
- Initiate development specific improvements

July 2026

- Present specific improvements for evaluation and prioritization

September 2026

- Present final recommendations
- Gain consensus on final strategy

November 2026

- Final strategic plan
- Call to action on implementation

Thank You!

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