



PUBLIC INVOLVEMENT SUMMARY



7. PUBLIC INVOLVEMENT SUMMARY

Public involvement is the heart and backbone of a well-developed Metropolitan Transportation Plan. The process for engaging public participation might vary by region, but the collaborative nature of public involvement remains essential and valuable to the planning process.

EL PASO MPO PUBLIC PARTICIPATION PROGRAM

The EPMPO maintains and enacts a Public Participation Program (PPP), which serves as a program guide for the public participation process of the EPMPO by providing policies and principles that guide communication and coordination with residents, neighborhood associations, private and public agencies, transportation providers, and a wide array of interested parties and members of the public.

The primary principles of the EPMPO PPP are:

- Equal access is an essential part of the public involvement process.
- No major public policy decision is reached, or large project implemented without significantly affecting someone.
- Professionals do not have a monopoly on good solutions.
- Whether a project or policy decision is sensible and beneficial or not, it must be arrived at properly to be acceptable.
- People are much more willing to live with a decision that affects different interests unequally if the decision-making process is open, objective, and considers all viewpoints.
- If project or policy staff doesn't provide all relevant information necessary for an informed decision, the public will rely on, and trust, others.
- Interacting with an official representative of an organization or group is no substitute for interacting directly with that organization or group.

- Effective public notification and participation takes time and effort, and can be expensive, yet is essential to sound decision-making.

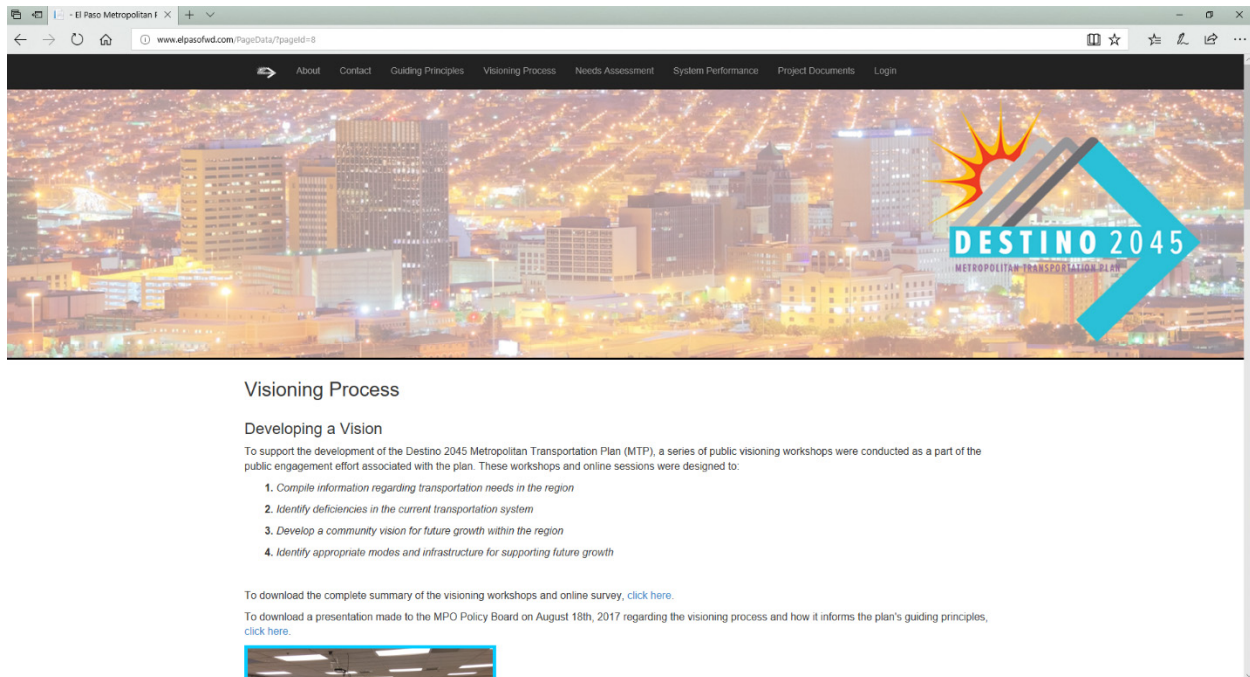
The PPP addresses Title VI as well as Environmental Justice concerns, and emphasizes the need to “consult, coordinate, consider, and cooperate.” The PPP outlines communicating and disseminating for Limited English Proficiency (LEP) communities as well as defining appropriate timeframes for public notice and methods for disseminating information.

PUBLIC INVOLVEMENT AND THE MTP

To support the development of the Destino 2045 Metropolitan Transportation Plan (MTP), Alliance Transportation Group, Inc. (Alliance), on behalf of the El Paso Metropolitan Planning Organization (MPO), developed a website to augment the implementation of public engagement as well as conducted a series of public visioning workshops as a part of the robust public engagement effort associated with this plan. The website, www.elpsofwd.com, provided a feedback platform for community members who were not able to attend the public meetings as well as a digital staging ground for disseminating important contact information and documents produced throughout plan development, including the guiding principles, visioning process results, needs assessment results, and project maps.



FIGURE 7-1: WWW.ELPASOFWD.COM SCREENSHOT



VISIONING WORKSHOPS

To support the development of the Destino 2045 Metropolitan Transportation Plan (MTP), the project team conducted a series of public visioning workshops as a part of the robust public engagement effort associated with this plan. During the public visioning workshops and online visioning sessions, participants identified several deficiencies with the existing transportation system, including; congested roadways, connectivity and cooperation throughout the region, mobility and accessibility barriers for older adults and individuals with disabilities, safety and security concerns, and a shortage of bicycle and pedestrian infrastructure. In addition to identifying transportation system deficiencies, participants completed activities to determine the most important focus areas for prioritizing projects in the MTP. These factors included: increasing multimodal options, improving safety and quality of life, connecting modes of travel, and improving access.

Alliance conducted the series of six identical public visioning workshops between May 1st, 2017 and May 6th, 2017.

TABLE 7-1: VISIONING WORKSHOPS

DATE	LOCATION	ADDRESS
May 1st, 2017	Northeast RCC	9600 Dyer St, El Paso TX
May 2nd, 2017	Westside RCC	4801 Osborne Dr, El Paso TX
May 3rd, 2017	Sunland Park Library	1000 McNutt Rd, Sunland Park NM
May 4th, 2017	Pebble Hills RCC	10780 Pebble Hills Blvd, El Paso TX
May 6th, 2017	El Paso Museum of Art	One Arts Festival Plaza, El Paso TX
May 6th 2017	EPCC Mission del Paso	13247 Alameda Ave, Clint TX

These workshops were held at various locations across the El Paso region to maximize participation by providing individuals with multiple opportunities to engage, and those that were not able to participate in one of the meetings were invited to provide their input through the survey on the Destino 2045 website.

These workshops and online visioning sessions were designed to:

- 1) gather information regarding transportation needs in the region;
- 2) identify deficiencies in the current transportation system;
- 3) develop a community vision for future growth within the region; and
- 4) identify appropriate modes and infrastructure for supporting future growth.

EXERCISE 1: STAKEHOLDERS PRESENT

During the first exercise, visioning participants were asked to self-identify the stakeholder groups to which they belong. This information was requested to gauge stakeholder representation during the visioning activities and identify stakeholder groups that were under represented, so additional targeted outreach could be done on subsequent public engagement activities. Many important stakeholder groups in the region were represented and tabulated from the 43 workbooks that were returned at the completion of the public visioning workshops.

Though stakeholder representation was extensive during the visioning activities, certain groups were found to be underrepresented. Special attention was subsequently placed on outreach efforts targeted toward engaging representatives from these stakeholder groups.



TABLE 7-2: STAKEHOLDER GROUP REPRESENTATION

STAKEHOLDER GROUP	NUMBER OF RESPONDENTS IDENTIFIED
Private Auto/SUV/Pickup User	37
Pedestrian Facility (Sidewalks, Hike & Bike Trail, Tec) User	37
Airport User	37
Member of Community Group (Such as Neighborhood Association, Civic Club, Etc.)	26
Bicycle User	21
Public transit user of Sun Metro	19
Responsible for transportation of children	12
Member of environmental protection organization	8
Member of historic or cultural preservation organization	8
Member of A Population Traditionally Underserved by The Transportation System	8
Business Owner	6
Representative of an agency that is responsible for transportation safety	6
Intercity bus or rail user	5
Planning Organization Member	5
Public transit user of El Paso County Transit	4
Transit for the elderly and disabled user	4

Though stakeholder representation was extensive during the visioning activities, the groups shown below in **Table 7-3** were underrepresented. Special attention was subsequently paid to outreach efforts targeted toward engaging representatives from these stakeholder groups, particularly freight/shipping companies and environmental groups.

TABLE 7-3: STAKEHOLDER GROUP UNDER-REPRESENTATION

STAKEHOLDER GROUP	NUMBER OF RESPONDENTS IDENTIFIED
Representative of an agency that supports ride-sharing	2
Representative of an agency that is responsible for energy	2
Representative of an agency that regulates public parking	1
Representative of an agency that is responsible for natural resources	1
Representative of an agency that is responsible for environmental protection	1
Representative of an agency that is responsible for historic preservation	1
Airport operator	0
Private transportation provider (e.g. taxis, buses, etc.)	0
Tribal Official	0
Freight handler or freight company owner	0

EXERCISE 2: CURRENT STATE OF THE TRANSPORTATION SYSTEM

The second exercise asked participants to provide their thoughts on the current transportation system. Participants provided a variety of responses, which were summarized and grouped in to the following categories:

ROADWAYS

During group discussions, participants identified several key issues regarding the existing roadway network. Participants raised the issue that all road users are affected by the reduction of emergency lanes/shoulders, which they believe has led to increased congestion. The Mesa, Sunland Park, and Doniphan corridor areas were highlighted as areas in which increased traffic was observed. The anticipation of expanding Loop 375 raised concerns of contributing to El Paso's congestion.

Many participants spoke on the increasing amounts of traffic downtown, resulting in the reduced usability of Chamizal Park. Participants were also vocal against arbitrarily improving highways whilst not investing in other modes of transportation, citing other cities' failures in reducing traffic congestion by adding highway lanes and not developing transit services. Furthermore, discussion was raised on the topic of decreased amounts of funding being available through the gas tax, and how El Paso needs to keep this in mind when considering infrastructure expansion.

SAFETY

Safety was a top concern for many of the participants during the visioning workshops. Some participants identified Alabama and Scenic Drive as potential dangerous areas for both motorists and pedestrians. One elderly resident vocalized that she would be more open to using transit if there were safer crosswalks near the bus stops, as well as general pedestrian amenities that better connected the aging population to transit nodes. Many were also concerned with excessive speeds used by motorists throughout the region, citing it as a factor that discouraged them from trips on foot, alongside other factors such as narrow sidewalks and poor lighting in some areas. There were also overarching concerns regarding the safety of cycling infrastructure.

REGIONAL MOBILITY

Many visioning workshop participants vocalized their concern for a lack of connectivity between the major areas in the region, citing both connectivity between Las Cruces and EL Paso or just within the confines of metro El Paso. Many noted a form of rapid transit connecting Las Cruces and El Paso would serve the region well, as they work or live in-between the two cities, and as it stands owning a vehicle is the only viable form of transportation available to them. Other comments focused on creating better connections within El Paso, specifically through connections between the northern parts of the city and Downtown/UTEP. Furthermore, many residents noted a desire for better communication and coordination between the Las Cruces and El Paso MPO's, citing some agencies in the region being "too territorial".

PUBLIC TRANSPORTATION

Improved public transportation and transit was a widely-discussed topic during the visioning segments. Many noted the current state of transit in El Paso to be “sluggish”, citing low frequency service that was unreliable, especially for commuters who need to travel during off-peak periods for work. Some participants described bus fares as being too expensive and a potential barrier for entry into utilizing transit. One participant noted that land use needs to support the effectiveness of proper transit planning, i.e. surrounding bus stops with places people want to visit (retail, grocery, schools, public services, dining, etc.). There was also a need for higher frequency routes connecting important locations, such as linking west El Paso with Downtown / UTEP. Residents also noted they want transit technology to add to their experiences, with smartphone apps that allow the user to see real time bus arrival and departure information. There was also indication that people would rather create connections on bicycle and foot and ditch their vehicles, with many calling for infrastructure that links active transportation to transit.

ACTIVE TRANSPORTATION

A large portion of visioning workshop contributors voiced their concerns for revamping the region’s active transportation infrastructure, beginning with improved bicycling and pedestrian facilities. There was concern that the region may not be able to meet the demand of cyclists hoping for a more active form of transportation if there are not improvements to the infrastructure. Many cited the older areas of El Paso lacking proper sidewalks or bike lanes, especially in the Northeast. Furthermore, many noted the existing bike facilities are isolated from one another. Other residents raised safety concerns, citing bike lanes with too much interference in them or being dissuaded from using bicycle lanes with their children. Many also hope for better bicycle and pedestrian facility connections to transit, which they believe could lead to healthier lifestyles for the community and reduced emissions from motor vehicles.



EXERCISE 3: RANKING AND SCORING CRITERIA

Exercise 3 asked participants to rank criteria based on each criterion’s importance to the region. At the workshops, participants did this activity both in groups and individually, while web participants completed only an individual exercise. This exercise illustrates the transportation values of participants, and the results of this exercise will help EPMPO develop performance measures for the MTP and provide context for prioritizing potential MTP projects.

EVALUATION CRITERIA

Workshop moderators developed the following criteria to assist in the evaluation of transportation programs and projects to be included in the final MTP and provided participants explanations of the criteria to assist in the ranking process. Refer to Chapter 4 for a complete description of the evaluation criteria.

PRIORITIZING THE EVALUATION CRITERIA

To determine how the criteria listed above should be used to inform MTP performance measures, workshop and web participants were asked to weight the criteria. Workshop participants did this exercise as a group and individually, while web participants completed an individual exercise. Workshop participants were each given 24 dots to place on their group’s board displaying each evaluation criterion. Participants could allocate their allotment of dots to any criterion as they saw appropriate, with each dot acting as a “vote” of importance for the criterion to which it was allocated, as shown in **Figure 7-2**.

FIGURE 7-2: CRITERIA RANKING BOARD



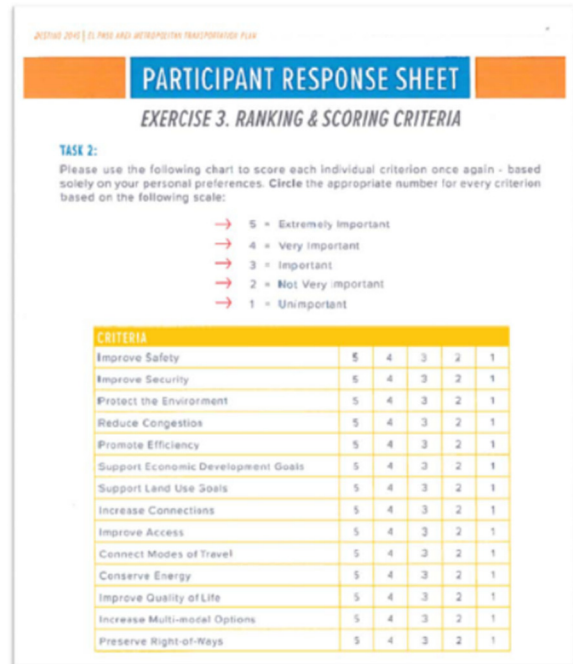
CRITERIA RANKING BOARD TABLE #: 1

CRITERIA	RANKING DOTS	COUNT
Improve Safety	[Dots]	10
Improve Security	[Dots]	5
Protect the Environment	[Dots]	13
Reduce Congestion	[Dots]	12
Promote Efficiency	[Dots]	8
Support Economic Goals	[Dots]	4
Support Land Use Goals	[Dots]	4
Increase Connections	[Dots]	8
Improve Access	[Dots]	14
Connect Modes of Travel	[Dots]	5
Conserve Energy	[Dots]	13
Improve Quality of Life	[Dots]	10
Increase Multi-modal Options	[Dots]	11
Preserve Right-of-Ways	[Dots]	9

For the individual exercise, participants were asked to rate the importance of each criterion on a scale from 1 to 5 with 1 meaning unimportant and 5 meaning extremely important.



FIGURE 7-3: PARTICIPANT RESPONSE SHEET



PARTICIPANT RESPONSE SHEET

EXERCISE 3. RANKING & SCORING CRITERIA

TASK 2:
Please use the following chart to score each individual criterion once again - based solely on your personal preferences. Circle the appropriate number for every criterion based on the following scale:

- 5 = Extremely Important
- 4 = Very Important
- 3 = Important
- 2 = Not Very Important
- 1 = Unimportant

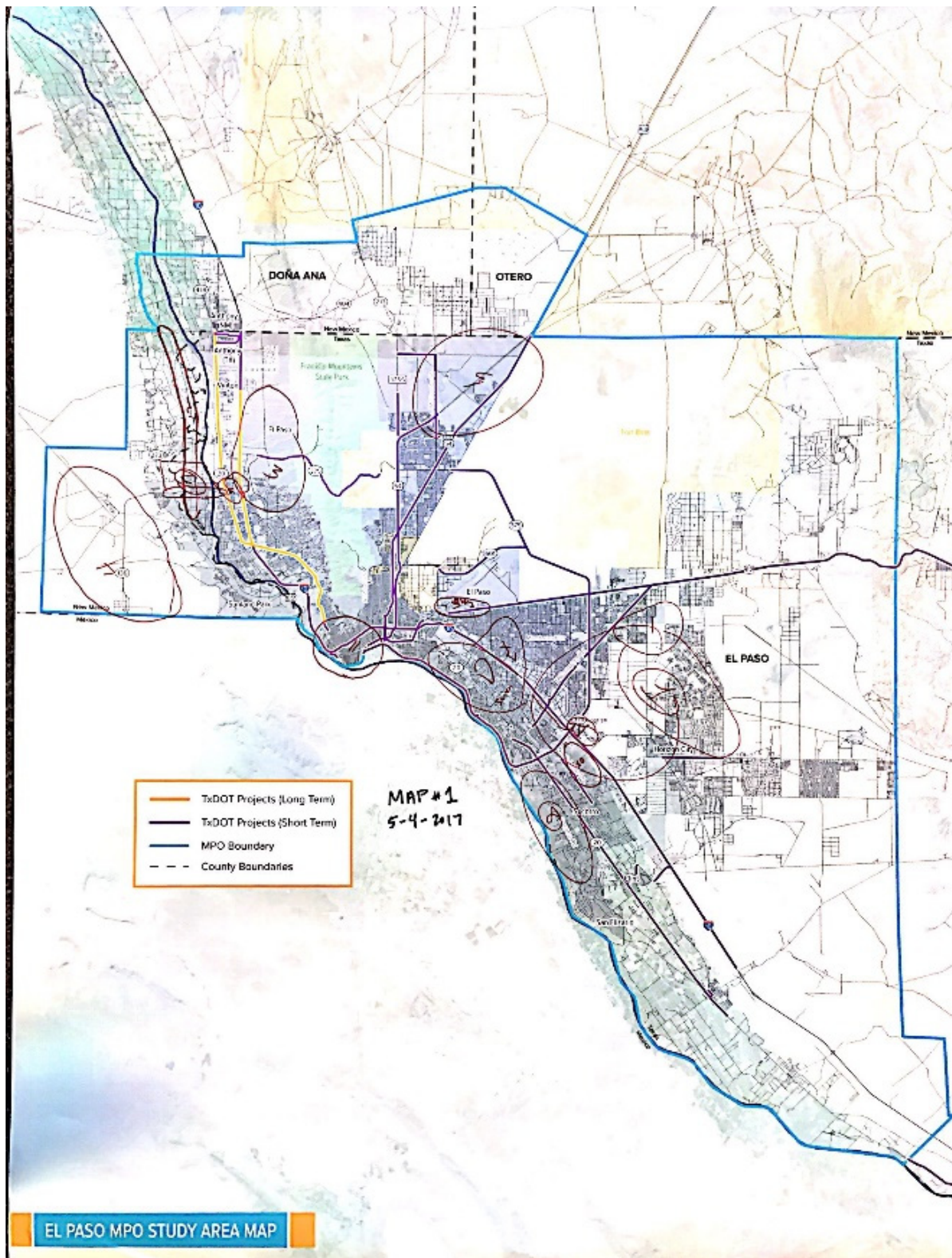
CRITERIA	5	4	3	2	1
Improve Safety					
Improve Security					
Protect the Environment					
Reduce Congestion					
Promote Efficiency					
Support Economic Development Goals					
Support Land Use Goals					
Increase Connections					
Improve Access					
Connect Modes of Travel					
Conserve Energy					
Improve Quality of Life					
Increase Multi-modal Options					
Preserve Right-of-Ways					

The responses from the group and individual scoring exercises at the public visioning workshops were combined to create preliminary evaluation criteria ranking. The final evaluation criteria ranking also incorporated feedback gathered from the online survey and helps provide a clear picture of community priorities regarding the future of the regional transportation system.

EXERCISES 4 & 5: GROWTH TRENDS & ENVISIONING THE FUTURE TRANSPORTATION SYSTEM

The final exercise for workshop participants was a facilitator-led group discussion regarding the same questions as those provided to the online participants, but workshop participants were asked to identify the location of growth areas and transportation needs on large maps located at each table. **Figure 7-4** shows an example map used at one of the visioning workshops.

FIGURE 7-4: EXAMPLE WORKSHOP MAP



VISIONING SUMMARY

The public visioning workshop and online activity results were essential to identifying a community vision to support, participants provided valuable comments on the current state of the transportation system and identified specific needs and desires for the future transportation system. This public input has been utilized by the El Paso MPO during the development of Destino 2045.

For example, participants' ranking of the evaluation criteria for future transportation projects helps the MPO develop performance measures to guide the evaluation of transportation system alternatives in the MTP. The final ranking of evaluation criteria (combining the workshop rankings and online surveys) is shown in **Figure 7-5**. Also, the identified growth areas and areas of need will help ensure limited resources are utilized to provide the most benefit to the region.

FIGURE 7-5: CRITERIA RANKINGS

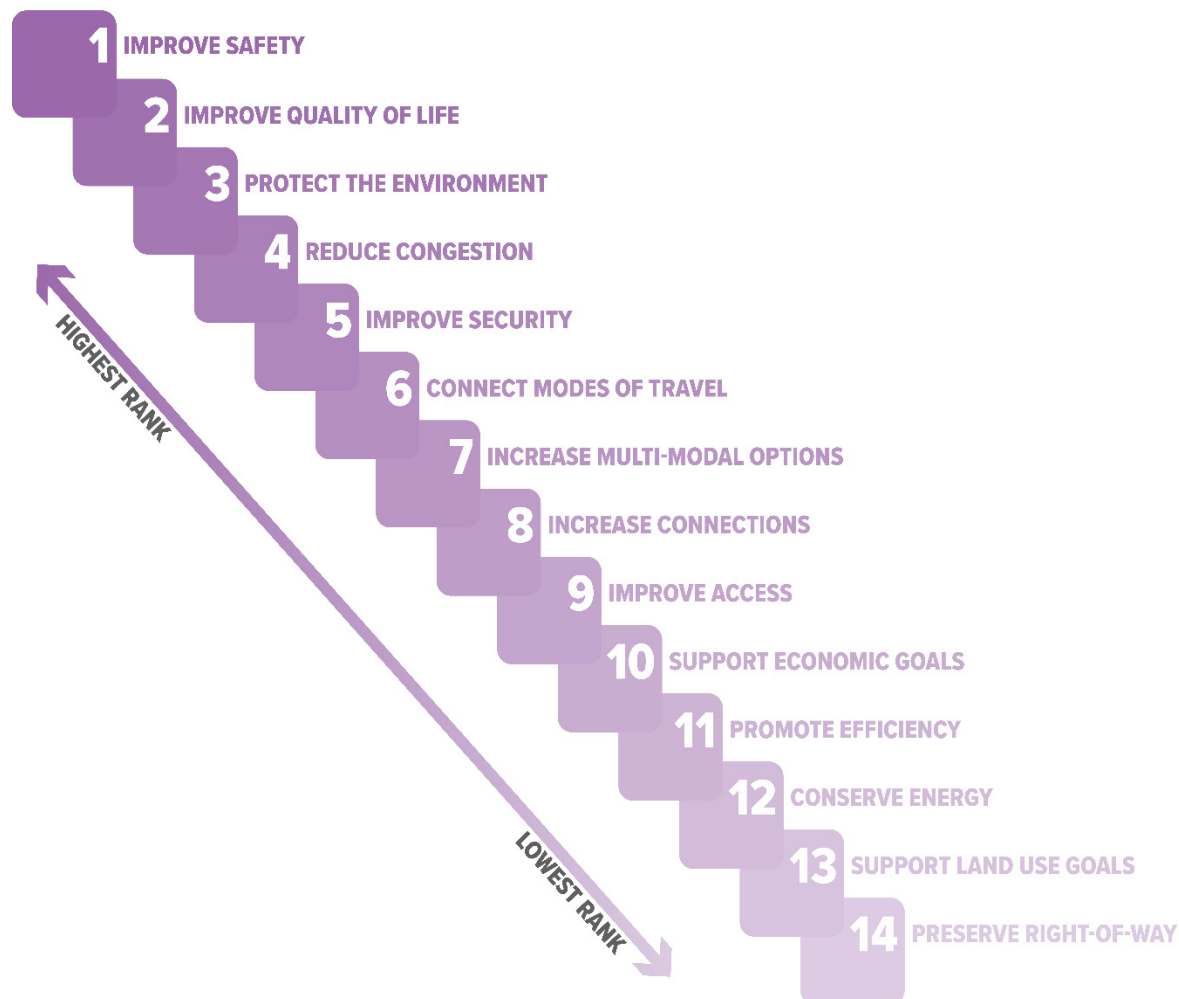


TABLE 7-4: STAKEHOLDER INTERVIEWS CONDUCTED

AGENCY AND BUSINESS STAKEHOLDER GROUPS	EP MTP - AGENCY AND BUSINESS STAKEHOLDER GROUPS	INTERVIEW DATE - MEETING NOTES
Agency(s) responsible for Environmental Protection	City of El Paso Environmental Services Department	Friday, May 5th at 2 PM
Agency(s) responsible for Land Use Management	City of El Paso, Capital Improvement Dept. (CID)	Thursday, May 4th at 11 AM
	Horizon City Planning Director	Thursday, May 4th at 11 AM
	Fort Bliss (former TPAC member)	Wednesday, August 9th at 10:00 AM - Phone Call
Agency(s) responsible for Natural Resources	El Paso Water Utilities	Tuesday January 30th at 10 AM
	City of El Paso Resiliency Office	Thursday, May 4th at 2 PM
Agency(s) responsible for Transportation Safety	City of El Paso Fire Dept. & El Paso City/County Office of Emergency Management	Thursday, May 4th at 2 PM
Agency(s) that provides Traffic Control	City of El Paso Bicycle Program Coordinator	Wednesday, May 10th- email
	City of El Paso Streets and Maintenance Dept.	Thursday, May 4th at 9AM
	Ysleta ISD, Chief Operations Officer	Visioning Workshop - Thursday, May 4th 5:30-7:30
Agency(s) that regulates Public Parking	UTEP (TPAC, Chair)	Friday, May 5th at 11 AM
Business Groups and Associations	Greater El Paso Chamber of Commerce	Thursday, July 27th at 9 AM
	Greater El Paso Chamber of Commerce	Tuesday, January 30th at 1 PM
	Visit El Paso	Tuesday, January 30th at 2:30 PM
	El Paso Hispanic Chamber of Commerce	Thursday, August 10th at 10:30 AM - Phone Call
City or County Elected Officials	Village of Vinton, Mayor	Friday, May 5th at 11 AM
	El Paso County, County Judge	Thursday, May 4th at 2 PM
	City of Socorro, Interim Mayor & At Large Representative	Monday, May 8th at 1:30 PM- Phone Call
	Texas State Senator	Friday, May 5th at 9 AM - email
	Texas State Rep District 76	Tuesday, May 2nd at 2 PM
Community Groups (such as neighborhood association, civic club, etc.)	Sunset Heights Neighborhood Association	Monday, May 8th- email
	Paso Del Norte Health Foundation	Thursday, May 4th at 9 AM
	VeloPaso Bicycle-Pedestrian Coalition	Friday, May 5th at 2 PM
	Bicycle Advocate	Via email
Law Enforcement Agencies	El Paso Police Dept.	Tuesday, May 2nd at 1 PM
	El Paso County DA Office	Thursday, May 4th at 2 PM
Planning Organizations	Camino Real Regional Mobility Authority	Tuesday, August 15th at 10:30 AM
Transit Operators – includes 5307, 5310, and 5311 Recipients	West Texas/El Paso Regional Transportation Coordination Committee (WTEP)	Thursday, August 10th @ 1:30 PM
	Sun Metro	Friday, May 5th at 9 AM
	El Paso County Transit	Friday, May 5th at 11 AM
	South Central Regional Transit District	Thursday, May 4th at 9 AM

STAKEHOLDER ENGAGEMENT

Targeted stakeholder outreach was also implemented via interviews and/ or through email. Feedback from these stakeholder interviews was incorporated into the development of the regional visioning process, and to identify additional transportation or coordination needs beyond those identified in the Needs Assessment. **Table 7-4** displays the stakeholder interviews that were conducted for Destino 2045. These interviews allowed the team to learn more about how Destino 2045 could address critical issues facing all users of the transportation system. The following sections describe the key takeaways gathered through the stakeholder meetings. More details on the stakeholder interviews can be found in the Technical Supplement.

ROADWAYS

Stakeholders expressed several issues with roadways related to connectivity and road conditions. Connectivity with I-10 was mentioned by many stakeholders as a major issue in El Paso. Lack of connectivity causes drivers to use neighborhood streets to connect to major arterials. During construction and accidents there are few options for alternative routes which has a major impact on traffic congestion. Additionally, poor road conditions were also communicated as an area for concern. I-10 was noted to be in need of repair in many places.

BICYCLE AND PEDESTRIAN

Bicycle and pedestrian interaction with other modes of transportation were an expressed concern by stakeholders. Generally, lack of connectivity and poor infrastructure were noted as the major cause of other issues for bicyclists and pedestrians.

Bicycle lanes on main streets do not have dedicated lanes and come to abrupt stops creating a lack of connectivity throughout the city. Bicycle lane markings are nonexistent or have minimal visibility. Additionally, roadways lacking shoulders create an increased risk for collisions with bicycles and vehicles. There is also a lack of bicycle racks which discourages using bicycles as a mode of transportation.

Stakeholders also expressed concerns with walkability due to lack of infrastructure for pedestrians. Sidewalks lack connectivity and often end abruptly and do not begin again for several miles. Curb cuts are made for driveways but are often not attached to sidewalks making them inaccessible. Crosswalks also lack accessibility due to short crossing times or do not exist for long distances. Stakeholders also mentioned a lack of buffers and narrow sidewalks that could create hazards for pedestrians. Pedestrians often share sidewalks with bicyclists due to lack of infrastructure on roadways which also increases the risk of an accident.

PUBLIC TRANSPORTATION

Stakeholders identified public transportation as a major area for growth in the city. Concerns mentioned included lack of infrastructure and lack of coordination with the county, university and medical transportation systems.

Stakeholders articulated lack of infrastructure as a barrier for users in the City of El Paso. There is very limited access to public transportation for portions of the city that are newly developed because of the long distances between developments outside the downtown area. "Fixed" route buses operate request stop services with no specific stops or signage to indicate routes. Many bus stops also exist in places where there is no sidewalks or bus shelters making them inaccessible for many users. Lack of connectivity with bus stops and bicycle/pedestrian paths also exacerbate the lack of accessibility.

Stakeholders also stated several coordination difficulties that affect public transportation. Long commutes are caused by a lack of coordination with Sun Metro and County bus services. Users often must take more than one bus to reach their destination. Additionally, when transferring between Sun Metro and County bus services, users must pay separately for each service.

Existing routes were created more than 10 years ago and do not accommodate the growth the city has experienced in that time. Stakeholders expressed a need to better coordinate between University of Texas, El Paso and medical service transportation systems to identify overlaps and gaps in service throughout the city. Stakeholders also expressed a need for night and weekend services to increase safety and accommodate a larger portion of the population.

Currently, paratransit services are operated primarily by Project Amistad. Paratransit does not service all parts of the city and has limited demand-response service.

SAFETY

Stakeholders generally noted three areas of concern for safety predominantly related to infrastructure. Construction zones, pedestrian safety and emergency services were highlighted as improvement areas.

Stakeholders mentioned that construction zones create safety hazards. Debris and dust affect visibility for drivers. Currently, information about closures and alternative routes is not communicated effectively causing extreme congestion and increased hazards. Stakeholders mentioned that when this happens, drivers often choose neighborhood streets as alternatives for their commute increasing the risk of an accident. Many roadways lack shoulders for broken down vehicles also creating a safety hazard.

Pedestrian safety was also raised as a concern by stakeholders. There is a high number of pedestrian fatalities due in part to the issues mentioned in the pedestrian section which cause people to often walk near to or on the road. School zones were also mentioned as a dangerous place for pedestrians.

Stakeholders mentioned that there has been a decrease in the percentage of students walking to school due to safety concerns from parents.

Stakeholders also mentioned safety concerns with emergency services and lack of connectivity. City of Paso currently lacks a central emergency system. A need for an emergency lane on I-10 was also mentioned. Stakeholders also mentioned a need for

evacuation plans for emergencies, specifically major floods.

DWI accidents were also mentioned as an area of concern in which stakeholders expressed a need for alternative transportation modes, particularly around bar and nighttime activities to increase safety throughout the city.

Additionally, poor lighting was mentioned by stakeholders as a safety issue throughout the city.



FUNDING

Stakeholders expressed that the reason for a lack of current improvements is due to lack of funding. Different routes throughout the city are funded by TxDOT grants while others are funded through CMAQ funding. Several stakeholders expressed the need for CMAQ funding to be developed for multiple years rather than yearly. This has created slow progress of projects due to the risk of losing funding before a project is complete.

COORDINATION

Stakeholders generally expressed the need for coordination with El Paso county. City and county projects are not coordinated causing overlap in efforts to make improvements. The city does not have a master plan showing all modes of transportation usage which causes some projects to get lost affecting coordination with other entities. It is also difficult to incorporate a significant part of the population's needs into coordination efforts due to language barriers.

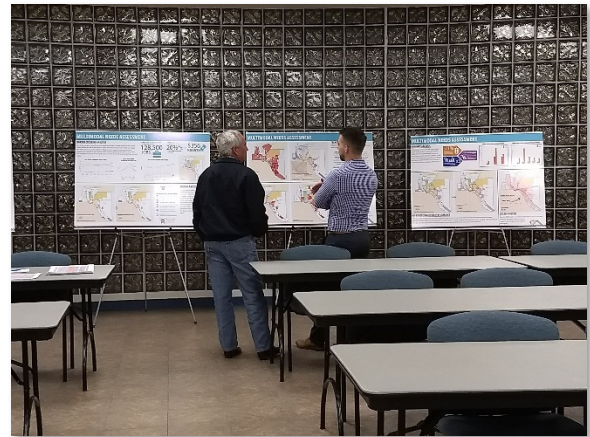
ENVIRONMENT

Poor drainage and dust were the two most mentioned environmental problems. The environment of city naturally creates dust and the city currently has no mitigation plan for improvement. Poor drainage also increases closures on roads and sidewalks which increases hazards and congestion.

IMPACTS OF FUTURE GROWTH

Stakeholders mentioned an array of needs that will arise as a result of future growth. Most notably mentioned were: Parking

- Accurate population data
- Wi-Fi on public transportation
- Development of real-time bus schedules
- Reducing pressure on secondary roads
- Coordination with El Paso County
- Improvements with traffic flow across Bridge of the Americas (BOTA) Port of Entry (POE)



DESTINO 2045 MTP STATUS CHECK

Upon completing several important phases of plan development – including definition of goals & objectives, the Needs Assessment, and developing the draft Program of Projects – the study team conducted a series of public meetings to provide opportunities for the public to learn more about the Destino 2045 process and provide feedback on the work completed to date. These meetings were held as open houses in conjunction with ongoing outreach efforts by the MPO related to the PPP and the Section 5310/5311 Call for Projects from 1/29/2018 to 2/1/2018 throughout the El Paso area. **Table 7-5** shows the meeting dates and locations included in this round of public outreach.

Open house materials and a survey in both English and Spanish were also provided on the project website, www.elpasofwd.com.

TABLE 7-5: STATUS CHECK PUBLIC MEETINGS

DATE AND TIME	LOCATION	ADDRESS
January 29 5:30PM-7:30PM	Northeast Regional Command Center (RCC)	9600 Dyer, El Paso, TX 79924
January 30 5:30PM-7:30PM	EPCC Mission del Paso	10700 Gateway East, El Paso, TX 79927
January 31 5:30PM-7:30PM	Westside RCC	4801 Osborne, El Paso, TX 79922
February 1 4:00PM-6:00PM	EPMP Boardroom,	211 N. Florence, Suite 103, El Paso, TX 79901

DRAFT PLAN & ADOPTION

The 30-day public comment period for the Draft Destino 2045 MTP began March 9th and ended April 9th. Further open houses were conducted March 12, 2018 through March 21, 2018 as part of the public involvement process defined in the EPMPO PPP, as well as to give the public invited stakeholders a chance to view the draft plan and make comment before final adoption. The MPO held a series of open houses to present the Draft MTP document, Draft FY2019-2022 Transportation Improvement Program (TIP), and Transportation Conformity Report simultaneously. **Table 7-6** outlines the meeting dates and locations of the final round of public outreach:

The online survey opened during the Status Check outreach effort remained open throughout the 30-day public comment period from March 9 through April 9 to supplement the feedback received at the open houses.

A number of comments were received during this period. A full summary of public comments and responses from the MPO can be found in Appendix A.

The El Paso Metropolitan Planning Organization Transportation Policy Board, having reviewed the draft Destino 2045 MTP, and having incorporated and considered public comments given during the public comment period, adopted the Destino 2045 MTP as the MTP for the El Paso Metropolitan Planning Area on May 18, 2018.

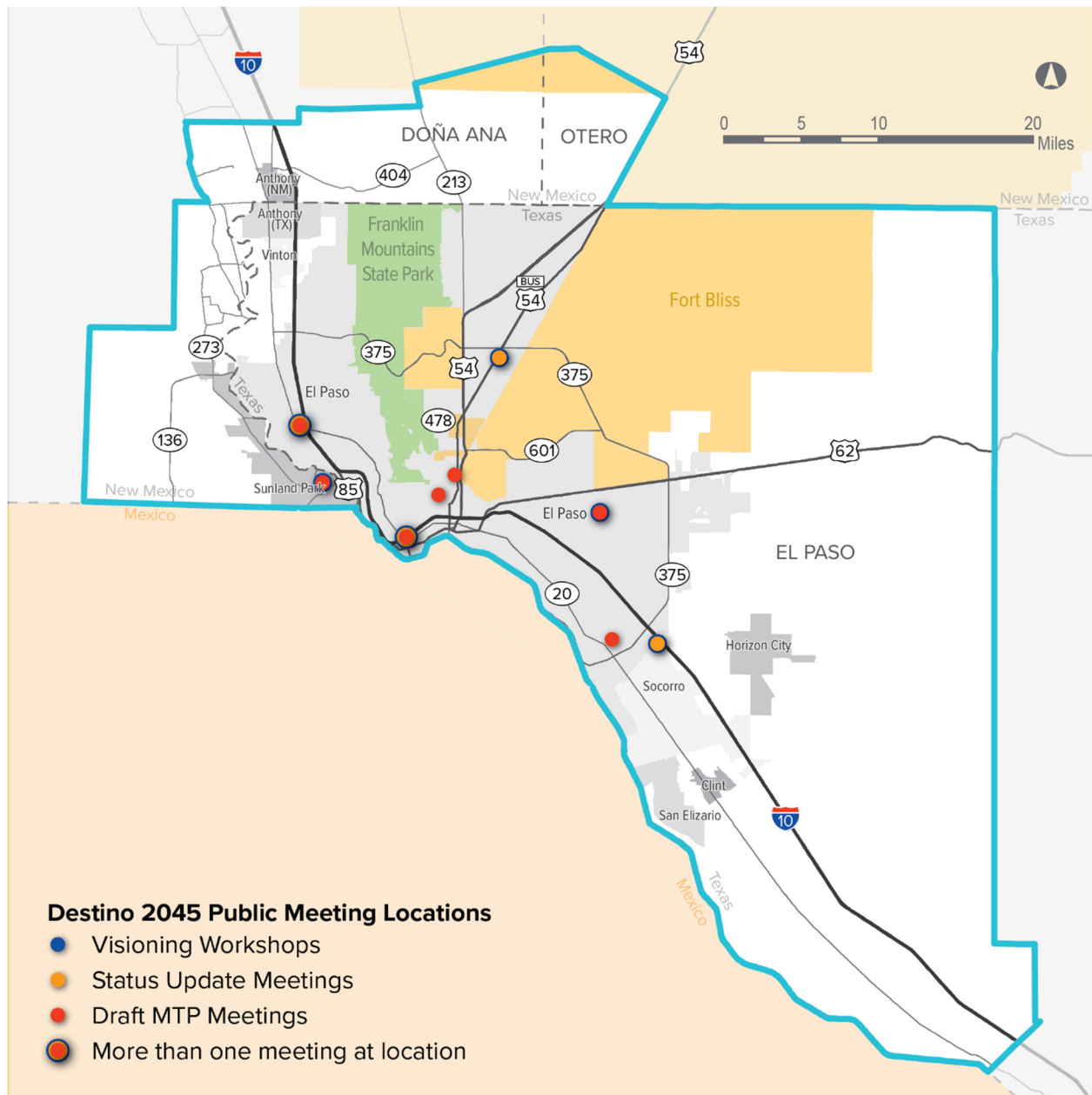
Public meetings throughout the lifespan of the Destino 2045 MTP process were distributed throughout the region, with careful attention paid to locations accessible to environmental justice communities as well as to persons with mobility concerns. The distribution of the meetings can be seen in **Figure 7-6**

TABLE 7-6: DRAFT PLAN REVIEW PUBLIC MEETING LOCATIONS

DATE AND TIME	LOCATION	ADDRESS
Monday, March 12 4PM-6PM	Sergio Troncoso Library	9321 Alameda Ave., El Paso, TX 79907
Tuesday, March 13 5PM-6:30PM	Sunland Park Council Chamber	1000 McNutt Rd., Sunland Park, NM 88063
Wednesday, March 14 5:30PM-7PM	Westside RCC Conference Room	4801 Osborne Dr., El Paso, TX 79922
Thursday, March 15 4PM-6PM	El Paso MPO Board Room (Suite 100)	211 N. Florence, El Paso, TX 79901
Monday, March 19 4:30PM-6PM	Memorial Park Library	3200 Copper Ave., El Paso, TX 79930
Tuesday, March 20 5:30PM-7:30PM*	El Paso MPO Board Room (Suite 100)	211 N. Florence, El Paso, TX 79901
Wednesday, March 21 5:30PM-7PM	Pebble Hills RCC (Suite A)	10780 Pebble Hills, El Paso, TX 79935
Monday, March 26 5:30PM-7PM	Project Amistad Headquarters	3201 Dyer St, El Paso, TX 79930

**The meeting on Tuesday March 20 was originally scheduled to take place at the Northeast Regional Command Center. Due to construction, the meeting was moved the El Paso MPO Boardroom and a subsequent meeting in Northeast El Paso was held the following Monday (March 26) at Project Amistad's main offices.*

FIGURE 7-6: DESTINO 2045 PUBLIC MEETING LOCATIONS





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