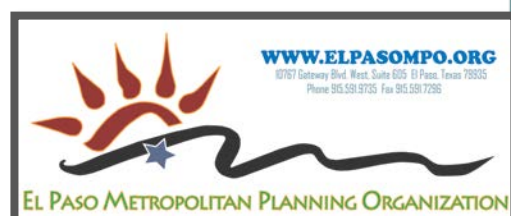


HORIZON 2040 METROPOLITAN TRANSPORTATION PLAN



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Appendices

- A. Project List
- B. Public Comments

The Horizon 2040 Metropolitan Transportation Plan (MTP) encompasses 260 plus projects all aimed at providing a range of travel opportunities to the public. Projects cover the geographies of El Paso County Texas and sections of Dona Ana and Otero Counties New Mexico. These projects include new roadways, improvements to existing roadways, new transit service, safety, illumination, and intersection improvements, pedestrian and bicycle enhancements, and international ports-of-entry efficiencies. The transportation investments identified in Appendix A total nearly \$9.3 million. These transportation investment or project list are considered of regional significance. The 2040 Horizon MTP also has a corresponding short-range plan, Horizon 2013-2016 Transportation Improvement Program (TIP), that covers the first four years of the 28 year long range plan.

PROJECT TYPE	TOTAL PROJECT COST
ADDED CAPACITY	\$ 2,923,711,394
BIKE	\$ 4,602,600
BIKE & PEDESTRIAN	\$ 21,289,233
BORDER CROSSING OPERATIONS	\$ 119,240,309
BUS ACQUISITIONS	\$ 9,282,429
DESIGN	\$ 2,800,000
ENHANCEMENTS	\$ 18,516,530
ITS	\$ 52,659,224
MAINT./REHAB.	\$ 111,210,514
PEDESTRIAN	\$ 18,129,798
PLAN	\$ 894,566
ROADWAY OPERATIONS	\$ 428,466,362
ROW	\$ 31,531,917
SAFETY	\$ 1,250,000
STUDY	\$ 1,516,653
TRANSIT OPERATIONS	\$ 445,514,854
TRANSIT PROGRAMS	\$ 7,052,892
ALL-BUS ACQUISITIONS	\$ 57,110,725
ALL-ENHANCEMENTS	\$ 10,145,420
ALL-IMPROVEMENTS	\$ 31,050,412
ALL-MAINT./REHAB.	\$ 2,270,791,878
ALL-MANAGEMENT	\$ 12,132,806
ALL-PLAN	\$ 35,508,969
ALL-ROADWAY OPERATIONS	\$ 273,920,877
ALL-SAFETY	\$ 24,762,631
ALL-STUDY	\$ 30,798,559
ALL-TRANSIT OPERATIONS	\$ 2,359,367,346
ALL-TRANSIT PROGRAMS	\$ 45,146,421
Total	\$9,348,405,320

The 2040 MTP also incorporates a new demographic profile and travel demand model. The demographic profile is based on the 2010 census and covers a period up to the year 2040. The profile is a forecast of population for the years of 2020, 2030, and 2040. Like the population forecast, the travel demand model also bands projects by these same years and also includes a 2007 base year and a 2010 “extant” year. The travel model has a 10-year life and analyses, amendments, or updates can be made prior to December 31, 2017. For transportation conformity purposes, this MTP and its respective model were tested against carbon monoxide (CO) and particulate matter of 10 microns or less (PM10) budgets using the MOBILE6 Vehicle Emission Modeling Software. Any future amendments or updates will be subject to utilize the MOtor Vehicle Emission Simulator (MOVES) platform. The table below demonstrates emission estimates for winter weekday CO and summer (blue values) and winter (orange values) weekday PM10 in tons per day.

It should be noted that the following projects were included in the Horizon 2040 MTP during public involvement for the Horizon documents, but they were not included in the travel demand model. The 2020 network was amended to account for frontage roads on Montana Ave. (US 62/180) between Global Reach Dr. and Loop 375 (Joe Battle), and the 2030 network was amended to account for frontage roads on IH-10 between Loop 375 (Trans Mountain) and Mesa St. (SH 20). This changed the emissions output for the 2020, 2030, and 2040 networks. The table below reflects the emissions after addressing these modeling issues. Through coordination between the El Paso MPO and the Federal Highway Administration (FHWA), it was determined that the difference in these emissions and the emissions that were previously presented during public involvement is insignificant and there would be no need for additional public involvement.

	<i>SIP budget tpd</i>	2010	2020	2030	2040
CO ¹	29.66	20.1	16.99	17.48	19.80
PM10 ²	12.1	3.63	4.29	5.02	5.81
		3.74	4.42	5.17	5.99

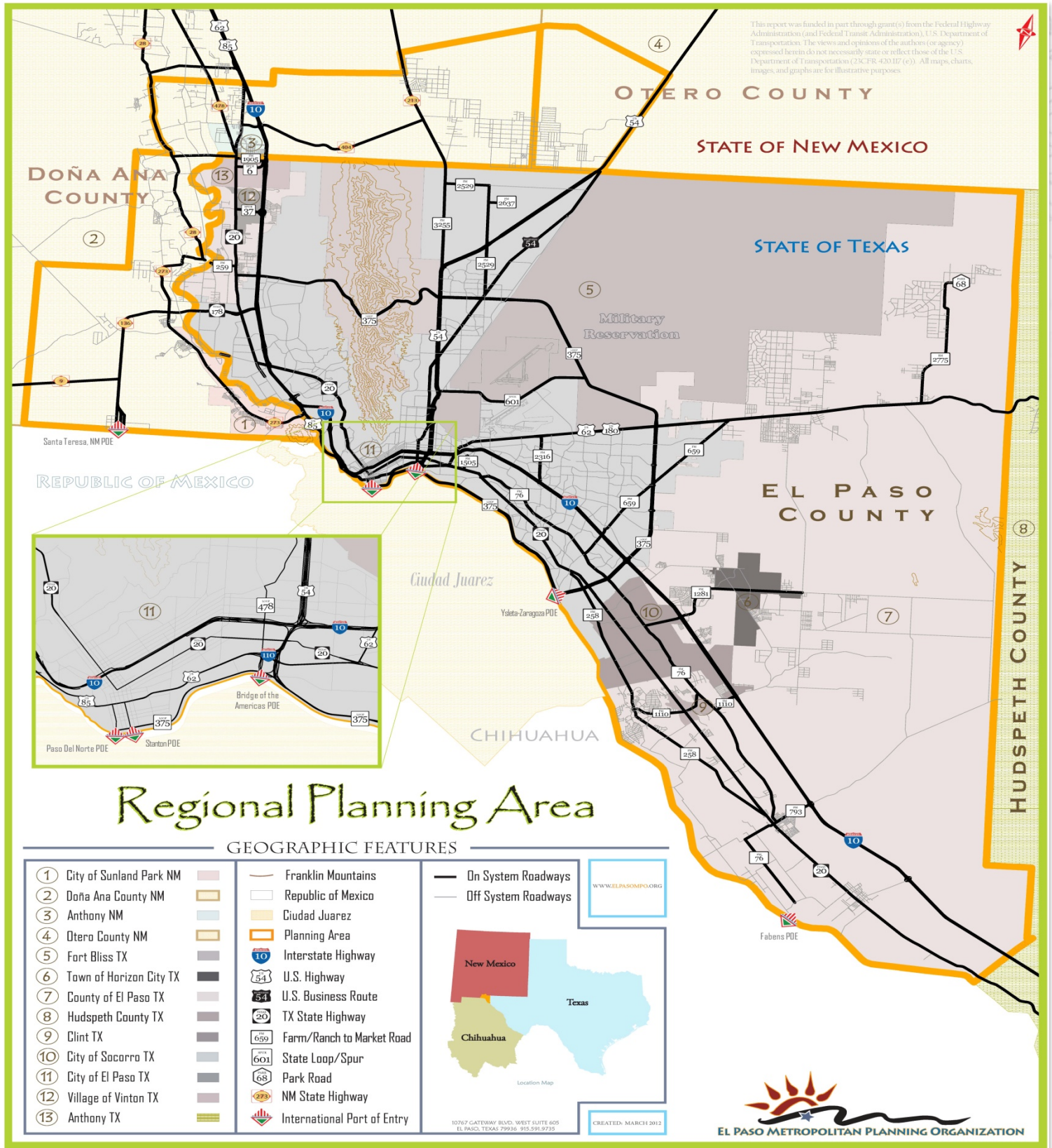
Source: Texas Department of Transportation

¹The CO Analysis is only for zones in nonattainment areas.

²The PM10 emissions include entire El Paso County.

³The 29.66 tons per day CO MVEB is utilized for the 2020 and later analysis years. For the 2010 analysis year an emissions estimate (23.56 tons per day) was calculated by interpolating between the 2002 base year emissions inventory estimate of 29.66 tons per day and the 2020 (last year of the maintenance plan) emissions inventory estimate of 15.94 tons per day.

El Paso MPO Study Area Boundary



Federal Requirements

All urbanized areas in the United States, with a population of more than 50,000, must have a designated metropolitan planning organization (MPO) to facilitate the federally-required multimodal transportation planning process. This process is carried out in coordination with the statewide transportation planning process. All MPOs must develop a Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP). The MTP must be consistent with the latest federal transportation law P.L. 112-141, which is currently the Moving Ahead for Progress in the 21st Century (MAP-21) signed by President Obama in 2012. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991. Under MAP-21, performance management will transform Federal highway programs and provide a means to more efficient investment of Federal transportation funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal highway programs, and improving transportation investment decision-making through performance-based planning and programming. The El Paso MPO's (EPMPO) planning process is consistent with the planning process requirements and the Horizon 2040 MTP includes all federally required elements for the transportation plans.

In MAP-21, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selections. Public involvement remains a hallmark of the planning process.

Requirements for a long-range plan and a short-term transportation improvement plan (TIP) continue, with the long-range plan to incorporate performance plans required by the Act for specific programs. The long-range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. The TIP must also be developed to make progress toward established performance targets and include a description of the anticipated achievements.

MAP-21 establishes seven national performance goals for Federal highway programs:

1. **Safety**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure condition**—To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion reduction**—To achieve a significant reduction in congestion on the NHS.
4. **System reliability**—To improve the efficiency of the surface transportation system.
5. **Freight movement and economic vitality**—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental sustainability**—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **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.

The MAP-21 planning rules call for consideration of eight planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people for freight;
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;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation, and;
8. Emphasize the preservation of the existing transportation system.

MTP Development Process and Public Participation

Over the course of two years, the EPMPO staff and its stakeholders have been coordinating for the development of the 2040 Horizon MTP. Various stakeholders are involved in the development of all of the EPMPO planning and programming documents and the process for this development is outlined in the EPMPO 2012 Public Participation Plan (PPP). This planning process is the responsibility of the EPMPO and its staff and it includes updating any of its planning and programming documents or reports. Under the direction of the Transportation Policy Board, EPMPO staff conducts its daily work and activities for the development of its planning and programming documents, collecting data and conducting analysis, and providing the opportunities for public involvement during the process.

The El Paso MPO is a collaborative structure of committees and organizations creating partnerships to address the region's complex transportation needs. Key players in this organizational structure are all involved in the transportation planning and programming process and are guided by the Transportation Policy Board (TPB). This Board is established by federal regulations and is composed of twenty-eight (28) members. Twenty-two (22) of the members are elected public officials from the local, state, and federal governments that have authority for project implementation, in accordance to Bylaws and Procedures for the El Paso MPO TPB. Members of the TPB are responsible for giving the MPO overall transportation policy guidance in the transportation planning and programming process. Committees that assist the TPB in the processes are as follows:

- Executive Committee (EC)
- Suburban Mobility Committee (SMC)
- Congestion Management Process Committee (CMPC)
- Transportation Finance Committee (TFC)
- Transportation Project Advisory Committee (TPAC)
 - *Metropolitan Transportation Plan (MTP) Workgroup*
 - *Job Access Reverse Commute (JARC) / New Freedom (NF) Ad-Hoc Review Committee*

Additional Ad hoc committees of the membership of the Policy Board may be established and appointed by the Chairperson to assist the Policy Board in the performance of its function. Special Committees or Task Forces may be established and appointed by the Transportation Policy Board to undertake special assignments. These committees may consist of TPB members, public officials, residents, and other individuals the TPB deems appropriate. Standing committees may have separate bylaws, which must be approved by the TPB (EPMPO Bylaws, Section VIII, rev 05/03/2013). Descriptions of the various committees and their responsibilities can be seen on the TPB Bylaws and Procedures (rev. 5/03/13) at <http://www.elpasompo.org/announcements/AdoptedBylaws2010.pdf>.

For the ultimate benefit of the El Paso/Southern New Mexico region, the El Paso MPO works with governments, residents, private-sector interests, and with transportation providers to develop comprehensive transportation plans that address the transportation needs and management of the transportation infrastructure in the MPO Study Area. The MPO is federally required to develop four key documents that serve as the “backbone” to area transportation planning. Among these are the metropolitan transportation plan (MTP), the transportation improvement program (TIP), and the transportation conformity report (TCR), and all of these must go through the stakeholder planning process described in the EPMPO PPP document.

Development of the 2040 Horizon MTP commenced with technical meetings regarding the



development of the travel demand model (TDM) for the 2040 Horizon network years in the fall of 2011 (1st meeting on October 05, 2011). These meetings also included demographic make-up of the networks and other forecasting data necessary for the development of the TDM. The course of these meetings ran through 2012 to the fall of 2012, with teleconferences at random intervals. Details on these meetings will be elaborated on in the Travel Demand Management section. Additionally, EPMPO staff released a

Call for Projects for the 2040 Horizon at the September 9, 2011 TPB meeting and participating agencies provided EPMPO staff their list of prioritized projects for submittal into the Horizon MTP and TIP documents. Project list reviews were also announced during the development, twice for the Horizon MTP and TIP and were available for all stakeholders and the general public to review for comments. Details for these reviews will be listed in the next section; Public Participation.

Various MTP Workgroup meetings were held regarding the project selection for the 2040 Horizon MTP. The MTP Workgroup consists of various stakeholders that are willing to dedicate efforts to coordinating a concise project list that illustrates the efforts of the area stakeholders to provide projects that fill the transportation needs of the region. Additionally, they provide a list that keeps the MTP and TIP fiscally constrained with funding available for emergency situations and/or unexpected overrides.

Following the primary Call for Projects, staff released several invitation announcements to a series of charettes taking place in six locations around the region as listed in *Table 1*. These charettes worked as a workshop for the residents and all stakeholders to not only find out what the EPMPO was all about but also was a venue for these groups to participate in providing the region's mobility needs. It provided a means to assist the EPMPO staff to assess the direction the new 2040 Horizon MTP should take in regards to filling those needs and concerns.

Table 1: Charette Workshop Locations

LOCATION	PLANNING AREA	MEETING DATE	ADDRESS
Horizon - Oz Glaze Senior Center	Clint/San Elizario	Thursday, October 20, 2011	13969 Veny Webb Street, Horizon City, TX 79928
El Paso MPO Offices	Ysleta	Thursday, October 27, 2011	10767 Gateway Blvd. West, Suite 605 El Paso, TX 79935
Chaparral Community Center	Northeast El Paso	Monday, November 07, 2011	568 E. Lisa, Chaparral, NM 88081
Village of Vinton City Hall	Canutillo/Anthony	Saturday, November 12, 2011	436 Vinton Rd. Vinton, TX 79821
Esperanza Acosta Regional Branch Library	Socorro	Tuesday, November 15, 2011	12480 Pebble Hills Blvd. El Paso, TX 79938
Westside RCC	West El Paso/Sunland Park, NM	Thursday, November 17, 2011	4801 Osborne Drive El Paso, TX 79922

During the development of the MTP, the final development of the Congestion Management Process (CMP) document was also underway and during public reviews of the Horizon project lists, the CMP was also introduced and public review was allowed. This provided a unique review of the transportation planning process and the management of congestion and its relation to the MTP and TIP for the public.

For the final phase of the MTP, a draft of all three documents (MTP, TIP, and the TCR) was made available for public review and comment on September 4, 2013. The final draft of these documents was adopted by the TPB on October 4, 2013. Copies of the adopted documents were then provided for review by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on October 24, 2013 for a conformity determination. During the review by FHWA/FTA there was a TPB amendment on January 10, 2014 to deprogram \$43.2M of Coordinated Border Infrastructure (CBI) funds, due to lack of federal obligation authority. This affected 14 projects in FY 2014-2016. Nine moved to FY 2019, and five were programmed in FY 2014 with Congestion Mitigation and Air Quality (CMAQ) funds. One \$5.5M CBI project moved from FY 2015 to 2014. This amendment went through 30 days of public review. This did not affect conformity. After the conformity determination by FHWA/FTA, EPMPO staff began to implement the Horizon 2040 MTP.

Public Participation

Public participation for the 2040 Horizon MTP commenced with the announcements regarding the EPMPO open house charettes developed for the MTP in the fall of 2011. All public participation processes were conducted with the EPMPO's PPP procedures found at <http://www.elpasompo.org/PPP/2012PPPFinal.pdf> on pages 32 - 37. Strategies highlighted by these procedures are intended to provide meaningful public input into the various planning and programming documents. Public events were publicized by local broadcast and print media. Additionally, e-mail announcements were delivered to the EPMPO E-mail/E-news mailing list and all notices were provided to all members of EPMPO's Board and supporting committees.

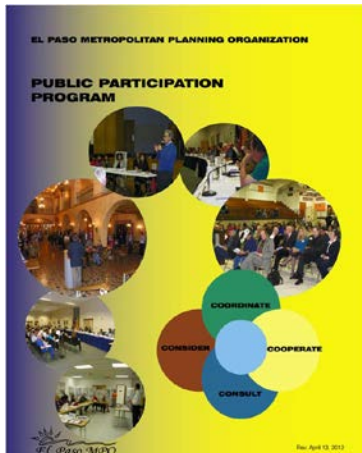
The goal of the Public Participation Program (PPP) is to include residents, community and neighborhood groups and associations, non-profit groups, business sector groups, transportation providers, federal, state, and local government agencies, and many others to participate in a proactive, predictable planning effort that provides full access to making key transportation decisions early and during the process. In addition, the EPMPO conducts an interactive planning



Transportation Day at UTEP

and data exchange process with its neighbors in Ciudad Juárez, Chihuahua, Mexico. Accomplishing the task of planning for transportation needs in the present day, five, ten and even twenty years from now, requires the MPO to coordinate and collaborate with many types of public and private groups to provide mobility to housing, schools, jobs, recreation, and freight movement. Involving the public in the planning process helps reduce the time and cost of creating short and long-range plans and projects while providing a forum for public input and collaboration with planning agencies. This allows the public the opportunity to voice their ideas, concerns, issues, and opinions and to help guide decision-makers in determining the transportation system of the future. Public involvement processes must be appropriate, accessible, transparent, accountable, meaningful and inclusive of the region's diverse population and its needs.

The goal of the Public Participation Program (PPP) is to include residents, community and neighborhood groups and associations, non-profit groups, business sector groups, transportation providers, federal, state, and local government agencies, and many others to participate in a proactive, predictable planning effort that provides full access to making key transportation decisions early and during the process. In addition, the EPMPO conducts an interactive planning and data exchange process with its neighbors in Ciudad Juárez, Chihuahua, Mexico. Accomplishing the task of planning for transportation needs in the present day, five, ten and even twenty years from now, requires the EPMPO to coordinate and collaborate with many types of public and private groups to provide mobility to housing, schools, jobs, recreation, and freight movement. Involving the public in the planning process helps reduce the time and cost of creating short and long-range plans and projects while providing a forum for public input and collaboration with planning agencies. This allows the public the opportunity to voice their ideas, concerns, issues, and opinions and to help guide decision-makers in determining the transportation system of the future.



On September 9, 2011, EPMPO staff released its first Call for Projects to regional stakeholders for the 2040 Horizon MTP. These announcements were released through the EPMPO website, various e-mail literatures and an electronic mass-delivery of the Call. Public meetings regarding the first Call for Projects were made in conjunction with the public charettes announced for the 2040 Horizon MTP starting in October 2011. *Table 1* illustrates the charettes that had taken place with location and time information. These charettes provided attendees with all the information needed to be able to express their needs and concerns, maps for indicating locations of issues or comments concerning transportation infrastructure, and comment cards for further comments. Photos of the maps and comments were recorded for staff use for the development of the MTP. By the January 6, 2012 TPB meeting, a preliminary list of projects was ready for adoption by the Board.

At the June 1, 2012 TPB meeting, the Board was asked to approve amendments to the Horizon 2040 Project List to address inconsistencies between the list and other planning and programming documents. The agenda item also allowed for the commencement of public review of the list and this process followed the prescribed EPMPO PPP process. In August 2012, the amended Mission documents and the Horizon Project List were set out for public review following the EPMPO PPP public process. *Table 2* has a list of the meetings that were scheduled. At the September 7, 2012 TPB meeting a report was given to the Board regarding the public involvement for the project list.

Table 2: Public Review Meetings for Amended Mission Documents

LOCATION	PLANNING AREA	MEETING DATE	ADDRESS
Dorris Van Doren Regional Branch Library	West El Paso/Sunland Park, NM	Aug 15, 2012 4pm	551 Redd Road, El Paso, TX 79912
Anthony Water & Sewer Sanitation District, Anthony, NM	Canutillo/Anthony	Aug. 16, 2012 5pm	1155 North Fourth Street, Anthony, NM 88021
Irving Schwartz Branch Library	Socorro	Aug 18, 2012 10am	1865 Dean Martin, El Paso, TX 79936
Judge Edward S. Marquez Branch Library	Ysleta	Aug 20, 2012 3:45pm	610 N. Yarbrough, El Paso, TX 79907
Holy Trinity Catholic Church	Northeast El Paso	Aug 21, 2012 5pm	10000 Pheasant Rd., El Paso, TX 79924
El Paso MPO Offices	Ysleta	Aug 22, 2012 9am	10767 Gateway Blvd. West. Suite 605, El Paso, TX
Memorial Park Library	Central El Paso	Aug 27, 2012 3:45pm	3200 Copper, El Paso, TX 79930
Horizon - Oz Glaze Senior Center	Clint/San Elizario	Aug 28, 2013 6pm	13969 Veny Webb Street, Horizon City, TX 79928

In November 2012, there were amendments made on the Mission planning and programming documents that required an amended TCR and, as a result, public meetings were scheduled. Within these meetings, the 2040 Horizon project list was also available for public review. *Table 3 below* has a list of these public meetings.

Table 3: Public Review Meetings

LOCATION	PLANNING AREA	MEETING DATE	ADDRESS
Horizon - Oz Glaze Senior Center	Clint/San Elizario	Nov. 7, 2012 1pm	13969 Veny Webb Street, Horizon City, TX 79928
Esperanza Acosta Regional Branch Library	Socorro	Nov. 7, 2012 5pm	12480 Pebble Hills Blvd., El Paso, TX 79938
Memorial Park Library	Central El Paso	Nov. 12, 2012 3:45pm	3200 Copper, El Paso, TX
Richard Burges Library	Northeast El Paso	Nov. 13, 2012 1pm	9600 Dyer St., El Paso, TX 79924
Women's Intercultural Center	Canutillo/Anthony	Nov. 13, 2012 4pm	303 Lincoln Street, Anthony, NM 88021
El Paso MPO Offices	Ysleta	Nov. 14, 2012 9am	10767 Gateway Blvd. West, Suite 605, El Paso, TX 79935
Dorris Van Doren Regional Branch Library	West El Paso/Sunland Park, NM	Nov. 14, 2012 4:30pm	551 Redd Road, El Paso, TX 79912

Providing ample public involvement with the preparation and development of the 2040 Horizon documents was essential. Since the EPMPO 2013 CMP document was directly related to the selection of the projects within the 2040 Horizon MTP, during the public involvement of the CMP document, the project list was also made available for review. During the public review meetings for the 2013 CMP, reference was made to the Horizon project list and the process involved in the development of the EPMPO planning and programming documents. EPMPO staff believed that exposing the project list during these meetings allowed for the public to understand its relation with the other EPMPO documents and its relevance with the various processes within the planning phases. *Table 4 below illustrates the public meetings that were held for the 2013 CMP.*

Table 4: Public Review Meetings for the 2013 CMP

LOCATION	PLANNING AREA	MEETING DATE	ADDRESS
Socorro High School Library	Socorro	3/25/2013 4:00pm	10150 Alameda Ave., El Paso, TX
Sunland Park City Council Chambers	West El Paso/Sunland Park, NM	3/26/2013 5:00pm	1000 McNutt Rd., Sunland Park, NM
EPMPO Transportation Project Advisory Committee Meeting, EPMPO offices	Ysleta	03/27/2013 9:00am	10767 Gateway Blvd. West, Suite 605, El Paso, TX
EPMPO Transportation Policy Board Meeting, EPMPO offices	Ysleta	04/05/2013 9:00am	10767 Gateway Blvd. West, Suite 605, El Paso, TX
Town of Horizon City Council Meeting, Horizon Town Hall	Clint/San Elizario	04/09/2013 6:30pm	14999 Darrington Rd., Horizon City, TX 79927
City of El Paso Representative Emma Acosta's Community Meeting, The Lunch Box	Central El Paso	04/10/2013 6:00pm	3623 Buckner, El Paso, TX 79925
Village of Vinton City Council Meeting, Council Chambers	Canutillo/Anthony	04/16/2013 6:00pm	436 Vinton Rd, Vinton, TX 79821
City of El Paso Representative Steve Ortega's Community Meeting, Taza's Café	Ysleta	4/22/2013 5:00pm	7858 San Jose Rd., El Paso, TX 79915
EPMPO Transportation Policy Board Meeting, EPMPO offices	Ysleta	05/03/2013 9:00am	10767 Gateway Blvd. West, Suite 605, El Paso, TX

During the month of September 2013, the final rounds of public participation for the 2040 Horizon documents was conducted and it provided the public the opportunity to submit input about the set of action items and projects that were included in the final draft document of the MTP and TIP and the conclusions of the TCR. *Table 5* provides a list of the final round of public meetings before the adoption of the Horizon documents. Comments for all phases of public participation for the 2040 Horizon MTP and its complimenting documents will become available in the Appendices when collected.

Table 5: Public Review Meetings for the 2040 Horizon MTP

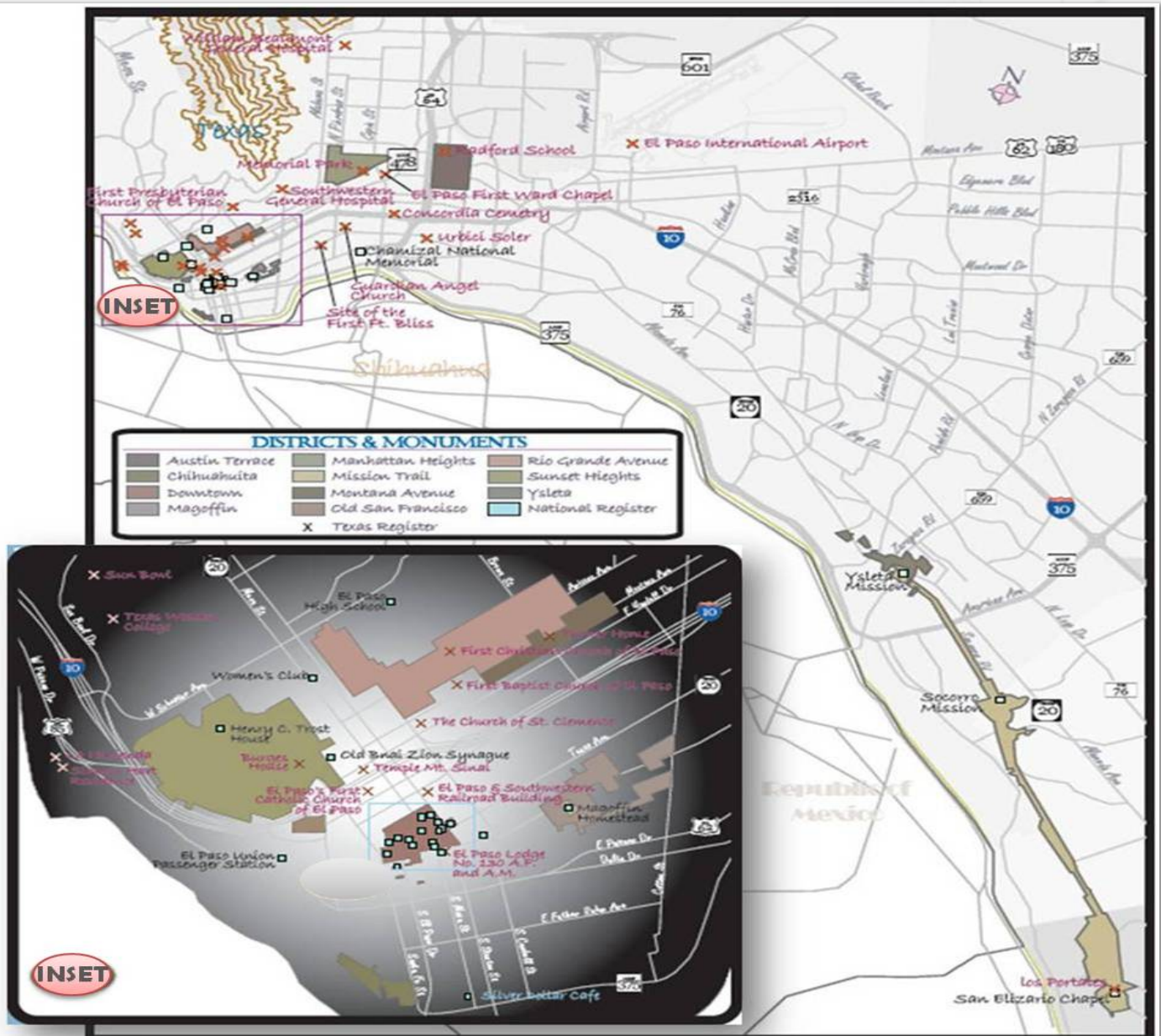
LOCATION	PLANNING AREA	MEETING DATE	ADDRESS
Horizon - Oz Glaze Senior Center	Clint/San Elizario	09/09/2013; 5-7pm	13969 Veny Webb Street, Town of Horizon City, TX 79928
Socorro High School Library	Socorro	09/10/2013; 4-6pm	10150 Alameda Ave., El Paso, TX
Pavo Real Recreation Center	Ysleta	09/17/2013; 4-6pm	9301 Alameda Avenue, El Paso, TX
El Paso Main Public Library	Central El Paso	09/21/2013; 10am-12pm	501 North Oregon, El Paso, TX 79901
Chaparral Community Group	Northeast El Paso	9/24/2013; 12 noon	Colquitt Ranch House, Chaparral, NM
Sunland Park Council Chambers	Sunland Park, NM	9/24/2013; 6-8pm	1000 McNutt Rd., City of Sunland Park, NM
Vinton City Hall	Canutillo/Anthony	9/25/2013; 4-6pm	436 Vinton Rd., Village of Vinton, TX

Environmental Considerations And Mitigation

Environmental Linkages

In the planning and programming of projects, the EPMPO, for the purpose of its environmental mitigation process, implements the 3-C process with all stakeholders and agencies involved in the planning process and those who would have an impact by the plan or project. All collaborating and cooperation involves all stakeholders and agencies impacted by the proposed planning and/or plans, including those within the El Paso/Las Cruces, NM/Ciudad Juarez, Mexico, metroplex.

Historic Features



Historic Preservation Planning

In 1598, Juan de Oñate led the first expedition from Southern Mexico to what is now Santa Fe, New Mexico. By the 1600's, thousands of colonists from Mexico and Spain were traveling North via El Camino Real. As a result, Mexican and Spanish influence is felt along many towns that were once small settlements along the Rio Grande. El Camino Real was the only road from Mexico into New Mexico and the Southwest for over 300 years. During the Civil War, this frontier trading center was a staging area for Gen. Henry H. Sibley's invasion of the New Mexico Territory and home to Fort Bliss,



the Confederacy's southwestern regional headquarters. By the mid-1880s, with the arrival of the railroad, utilization of the Camino Real decreased. What took weeks to travel on foot or horse, took only hours via railroad. However, in the early 1900s, for a short period of time, El Camino Real was reestablished as a passage to the north, when it served as the

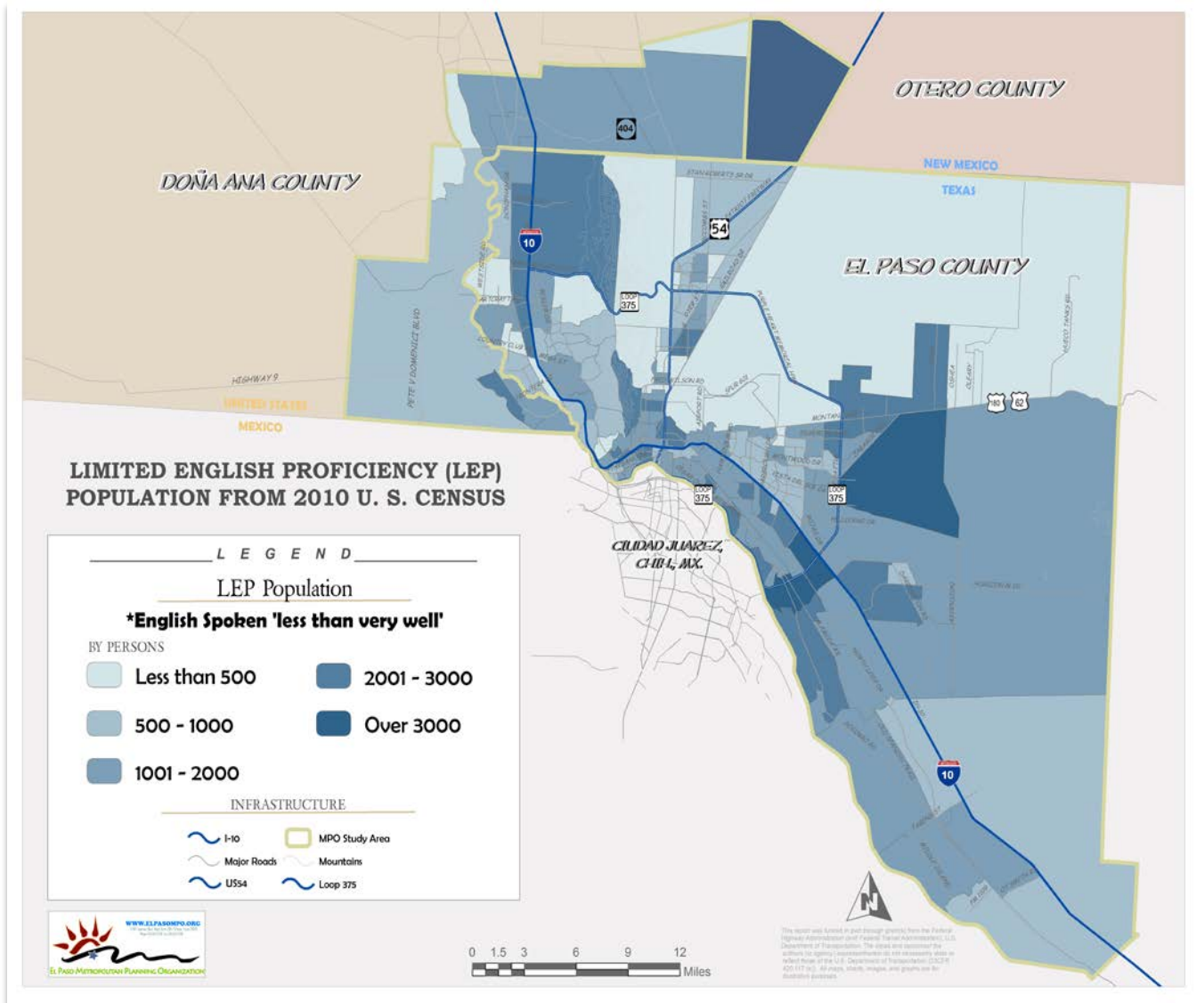
first automobile highway from El Paso to Santa Fe. Interstate highways I-10 and I-25, from El Paso to Santa Fe, are the successors of the former El Camino Real. These highways follow the route of the historic trail, except for a 90-mile shortcut where Interstate 25 avoids the Jornada del Muerto, and instead follows the water abundant Rio Grande River.

Historic preservation encompasses a broad range of activities related to preservation and conservation of the built environment by physical and intellectual methods. The generally accepted notion of historic preservation is the repair and maintenance of old buildings, but such undertakings are only a part of historic preservation's scope. Restoring or rehabilitating historic buildings, whether for residential or commercial use, strengthens neighborhoods, districts, and the local economy. Furthermore, from an economic standpoint, historic preservation creates new local jobs, spurs private and public investment, increases property values, and enhances neighborhood and community pride.

Title VI and Environmental Justice

Title VI of the Civil Rights Act of 1964 defines “No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, or national origin.

On February 11, 1994, President Clinton signed Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The Executive Order requires that each Federal agency shall, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid “disproportionately high and adverse” effects on minority and low-income populations.



There are three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations that address mobility and added capacity projects.

The EPMPO serves as the primary forum where State DOTs, transit providers, local agencies, and the public develop local transportation plans and programs that address the Study Area's needs. To certify compliance with Title VI and address Environmental Justice the EPMPO has committed to:

- Enhance their analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with Title VI.
- Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
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- Evaluate and – where necessary – improve their public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.