



Appendix G: Public Involvement



**El Paso Metropolitan
Planning Organization**

**2052 Metropolitan
Transportation Plan (MTP)**

**January 15, 2025
Public Meeting #1 Summary**



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Overview

MEETING DATE	15 January 2025
TIME	5:30-7:00 PM MST
VENUE	Black Box Theater at Burges High School, 7800 Edgemere Blvd, El Paso, TX 79925
MEETING TITLE	El Paso Metropolitan Planning Organization Metropolitan Transportation Plan 2052 Public Meeting 1
PROJECT	El Paso MPO MTP 2052

On January 15, 2025, the El Paso Metropolitan Planning Organization (EPMPO) hosted a public meeting to discuss the development of the Metropolitan Transportation Plan 2025-2052 (MTP), also known as the Regional Mobility Strategy. The meeting, attended by over 90 participants, was conducted in an open house format, allowing attendees to engage in interactive public engagement activities. Participants included a diverse mix of residents, community leaders, and key stakeholders, such as representatives from local municipalities, the Texas Department of Transportation (TxDOT), and the El Paso County Judge's office. Attendees provided valuable input on the plan's goals and objectives, shared their transportation priorities, and participated in ranking activities to assess the most critical mobility goals for the region's future.

Open House Exhibits

A series of 13 bilingual, English and Spanish, exhibits were prepared and displayed at the public meeting. Three of those exhibits were interactive activities encouraging the public to provide their feedback, and ten of the exhibits were informational intended for the community to view and discuss with EPMPO staff. The ten informational exhibits included:

- ➔ Welcome – Welcomed the community into the public meeting
- ➔ What is the Metropolitan Transportation Plan? – Provided an overview of the planning process and requirements of the MTP.
- ➔ MTP Schedule – Provided a summary of key milestones for preparing the MTP.
- ➔ Regional Population – Map displaying current population by Census tracts for the EPMPO region.
- ➔ Roadway Traffic – Map displaying traffic volumes (AADT) for major roadways in the region.
- ➔ Fatal Crash Hotspots – Map identifying high fatal crash locations across the region.
- ➔ Freight Network – Map displaying critical freight infrastructure to the EPMPO region.
- ➔ Public Transportation – Map displaying the transit system provided by three service providers within the EPMPO area. Sun Metro provides service in the urban parts of the region, while El Paso Transit Authority (ETA) and South-Central Regional Transit District (SCRTD) provide rural services.
- ➔ Bicycle and Pedestrian – Map displaying bicycle facilities in the region.



- ➔ Tell Us Your Thoughts – Provided a QR code and weblink to encourage the community to provide their feedback online or in-person at the interactive stations at the open house. Laptops were available for the community to participate.

The exhibits utilized for the public meeting and a summary of the feedback received at the activities is included in the following sections.

Goals and Objectives Activity

Interactive boards invited participants to rank ten goals and objectives based on their importance, assigning a score from 1 (most important) to 5 (least important). This feedback provided insight into public priorities for regional transportation planning. The findings from this ranking exercise are summarized below. The feedback received from the Goals and Objectives activity will assist the project team in validating the MTP goals and objectives and identifying regional transportation needs.

- ➔ People had the opportunity to place stickers under different goals and objectives they would like to see achieved in their community. These goals and objectives covered a wide range of topics, including safety, equity, environmental sustainability, and more.
- ➔ Participants ranked the ten goals and objectives presented based on their personal importance, assigning a score from 1 (most important) to 5 (least important) (see Table 1 below).

Figure 1: Goals and Objectives Sticker Activity

 Maintain Infrastructure <i>Mantener la Infraestructura</i> Maintain and preserve the assets of the existing transportation system in a state of good repair. <i>Mantener y preservar los activos del sistema de transporte existente en buen estado de conservación.</i> Dots Here! ¡Puntos Aquí!	 Enhance Resiliency <i>Mejorar la Resiliencia</i> Improve resilience of the transportation system against extreme events, protect and enhance the environment, reduce or mitigate stormwater impacts, improve quality of life, reduce greenhouse gas emissions, and promote energy conservation. <i>Mejorar la resiliencia del sistema de transporte contra eventos extremos, proteger y mejorar el medio ambiente, reducir o mitigar los impactos de las aguas pluviales, mejorar la calidad de vida, reducir las emisiones de gases de efecto invernadero y promover la conservación de energía.</i> Dots Here! ¡Puntos Aquí!	 Promote Equitable Access <i>Promover el Acceso Equitativo</i> Promote equitable access to safe and affordable mobility options, while reducing transportation-related disparities, adverse community impacts, and health effects. <i>Promover el acceso equitativo a opciones de movilidad seguras y asequibles, al tiempo que se reducen las disparidades relacionadas con el transporte, los impactos adversos en la comunidad y los efectos en la salud.</i> Dots Here! ¡Puntos Aquí!	 Enhance Innovation and Technology <i>Mejorar la Innovación y la Tecnología</i> Invest in innovations and technologies to enhance the transportation system and support an increased quality of life for the region. <i>Invertir en innovaciones y tecnologías para mejorar el sistema de transporte y apoyar una mayor calidad de vida para la región.</i> Dots Here! ¡Puntos Aquí!	 Support Sustainable Financing and Delivery <i>Apoyar la Financiación y la Ejecución Sostenibles</i> Support sustainable and responsible financing options to deliver and implement the right transportation projects. <i>Apoyar opciones de financiamiento sostenibles y responsables para entregar e implementar los proyectos de transporte correctos.</i> Dots Here! ¡Puntos Aquí!
 Increase Safety <i>Aumentar la Seguridad</i> Increase safety of the regional transportation system for all users, regardless of mode of travel. <i>Incrementar la seguridad del sistema de transporte regional para todos los usuarios, independientemente del modo de viaje.</i> Dots Here! ¡Puntos Aquí!	 Improve System Reliability <i>Mejorar la Confiabilidad del Sistema</i> Provide an efficient transportation system that maintains travel time reliability and reduces congestion. <i>Proporcionar un sistema de transporte eficiente que mantenga la confiabilidad del tiempo de viaje y reduzca la congestión.</i> Dots Here! ¡Puntos Aquí!	 Promote Economic Development <i>Promover el Desarrollo Económico</i> Promote economic development by offering multimodal transportation options between jobs, educational opportunities, resources, markets, and travel destinations. <i>Promover el desarrollo económico ofreciendo opciones de transporte multimodal entre empleos, oportunidades educativas, recursos, mercados y destinos de viaje.</i> Dots Here! ¡Puntos Aquí!	 Integrate Land Use and Transportation Planning <i>Integrar el Uso de la Tierra y la Planificación del Transporte</i> Integrate land use and transportation planning by promoting consistency between transportation improvements, planned growth, and economic development growth. <i>Integrar el uso del suelo y la planificación del transporte promoviendo la coherencia entre las mejoras del transporte, el crecimiento planificado y el crecimiento del desarrollo económico.</i> Dots Here! ¡Puntos Aquí!	 Expand Connectivity <i>Ampliar la conectividad</i> Expand the connectivity and integration of the transportation system across and between modes for people and freight. <i>Ampliar la conectividad e integración del sistema de transporte entre modos para personas y mercancías.</i> Dots Here! ¡Puntos Aquí!



Table 1: Goals and Objectives Results

Public Ranking	Goal/Objective	Number of stickers placed	#1 Priority Ranking	#2 Priority Ranking	#3 Priority Ranking	#4 Priority Ranking	#5 Priority Ranking	Average Ranking
1	1. Increase Safety	53	19	10	10	5	9	2.47
2	6. Maintain Infrastructure	51	14	8	11	9	9	2.90
3	5. Expand Connectivity	52	12	11	5	11	13	2.94
4	8. Promote Equitable Access	37	6	12	9	5	5	2.94
5	3. Promote Economic Development	36	8	5	9	8	6	3.00
6	4. Integrate Land Use and Transportation Planning	43	8	8	8	11	8	3.00
7	7. Enhance Resiliency	21	3	6	3	6	3	3.24
8	9. Enhance Innovation and Technology	27	2	6	8	5	6	3.37
9	2. Improve System Reliability	28	2	6	5	10	5	3.39
10	10. Support Sustainable Financing and Delivery	22	2	3	6	3	8	3.73



Goals and Objectives *Metas y Objetivos*



Increase Safety

Aumentar la Seguridad

Increase safety of the regional transportation system for all users, regardless of mode of travel.

Incrementar la seguridad del sistema de transporte regional para todos los usuarios, independientemente del modo de viaje.

Dots Here!
¡Puntos Aquí!



Improve System Reliability

Mejorar la Confiabilidad del Sistema

Provide an efficient transportation system that maintains trust & reliability and reduces congestion.

Proporcionar un sistema de transporte eficiente que mantenga la confianza y la confiabilidad del tiempo de viaje y reduzca la congestión.

Dots Here!
¡Puntos Aquí!



Promote Economic Development

Promover el Desarrollo Económico

Promote economic development by offering multimodal options to explore between jobs, school and recreation, recreation, transit, and local destinations.

Promover el desarrollo económico ofreciendo opciones multimodales para explorar entre trabajos, escuela y recreación, recreación, tránsito y destinos locales.

Dots Here!
¡Puntos Aquí!



Integrate Land Use and Transportation Planning

Integrar el Uso de la Tierra y la Planificación del Transporte

Integrate land use and transportation planning to ensure that transportation planning and land use planning are integrated.

Integrar el uso de la tierra y la planificación del transporte para asegurar que la planificación del transporte y la planificación del uso de la tierra estén integradas.

Dots Here!
¡Puntos Aquí!



Support Community

Apoyar la Comunidad

Support community development and economic growth by providing transportation options that connect people to jobs, school and recreation.

Apoyar el desarrollo comunitario y el crecimiento económico proporcionando opciones de transporte que conecten a las personas con trabajos, escuela y recreación.

Dots Here!
¡Puntos Aquí!



Reduce Environmental Impacts

Reducir los Impactos Ambientales

Reduce environmental impacts by providing transportation options that reduce greenhouse gas emissions and improve air quality.

Reducir los impactos ambientales proporcionando opciones de transporte que reduzcan las emisiones de gases de efecto invernadero y mejoren la calidad del aire.

Dots Here!
¡Puntos Aquí!



Improve Public Transportation

Mejorar el Transporte Público

Improve public transportation by providing transportation options that are safe, reliable, and accessible to all users.

Mejorar el transporte público proporcionando opciones de transporte que sean seguras, confiables y accesibles para todos los usuarios.

Dots Here!
¡Puntos Aquí!



Improve Walking and Bicycling

Mejorar el Caminar y el Bicicleteo

Improve walking and bicycling by providing transportation options that are safe, reliable, and accessible to all users.

Mejorar el caminar y el ciclismo proporcionando opciones de transporte que sean seguras, confiables y accesibles para todos los usuarios.

Dots Here!
¡Puntos Aquí!



Improve Transit

Mejorar el Tránsito

Improve transit by providing transportation options that are safe, reliable, and accessible to all users.

Mejorar el tránsito proporcionando opciones de transporte que sean seguras, confiables y accesibles para todos los usuarios.

Dots Here!
¡Puntos Aquí!



Transportation Issues and Needs

An interactive board invited participants to draw their transportation issues and needs directly onto large maps of the region. This activity encouraged attendees to visually highlight problem areas, propose new routes or infrastructure, and illustrate specific challenges, such as congestion, safety concerns, or lack of connectivity. Facilitators were available to answer questions and help participants label and describe their issues and needs.

Results are aggregated by region and can be seen in **Tables 2, 3, 4, and 5** below.

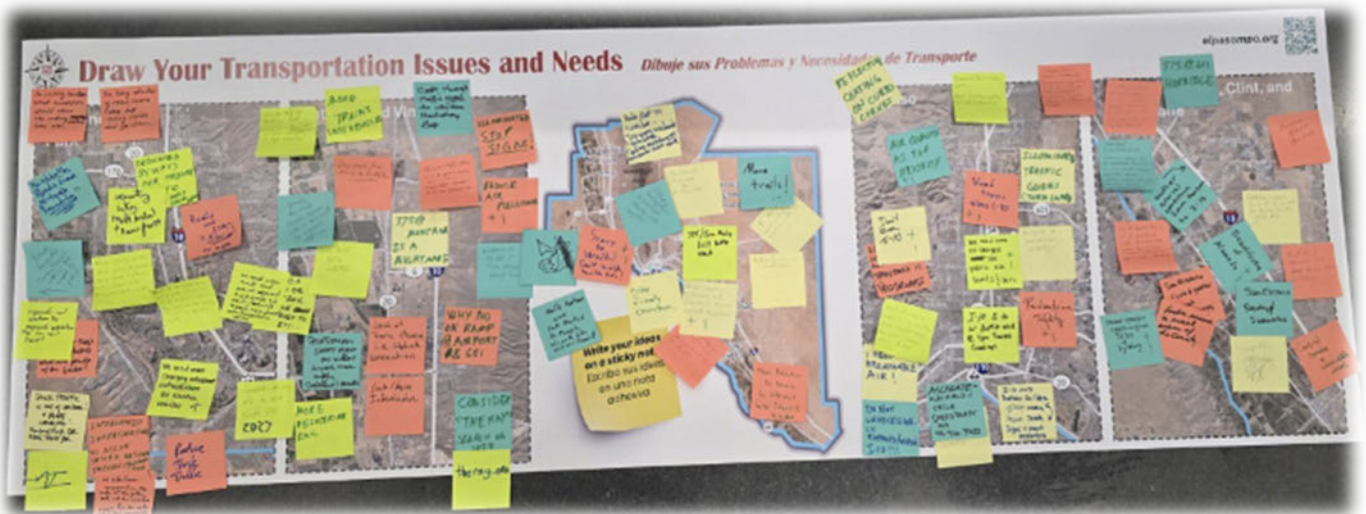
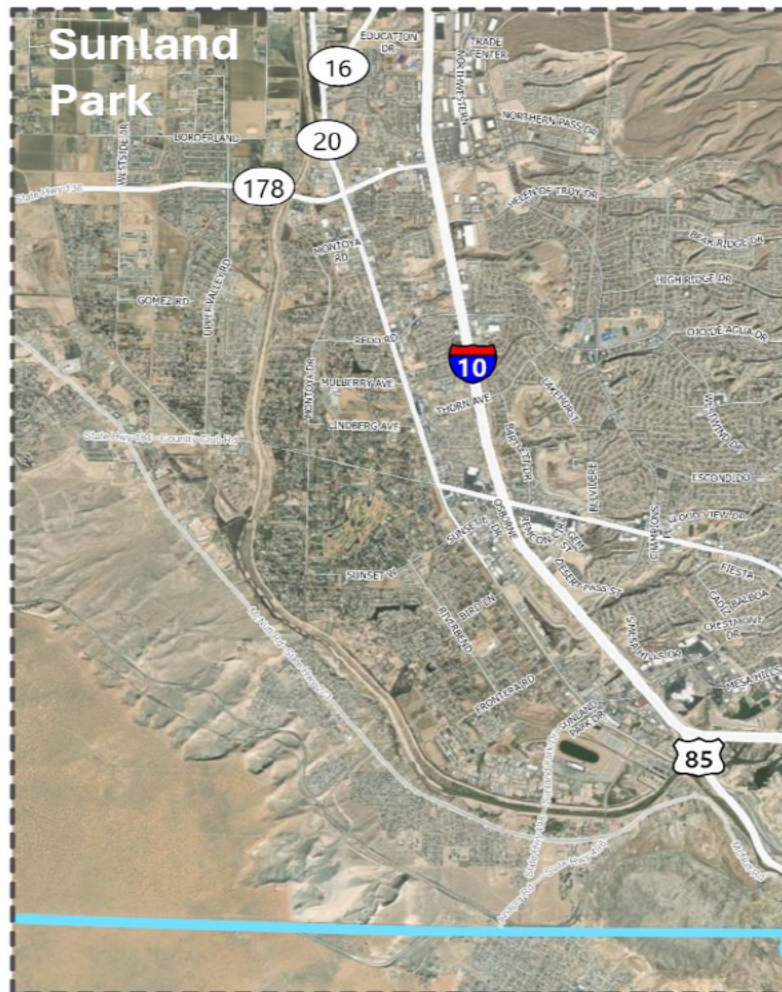




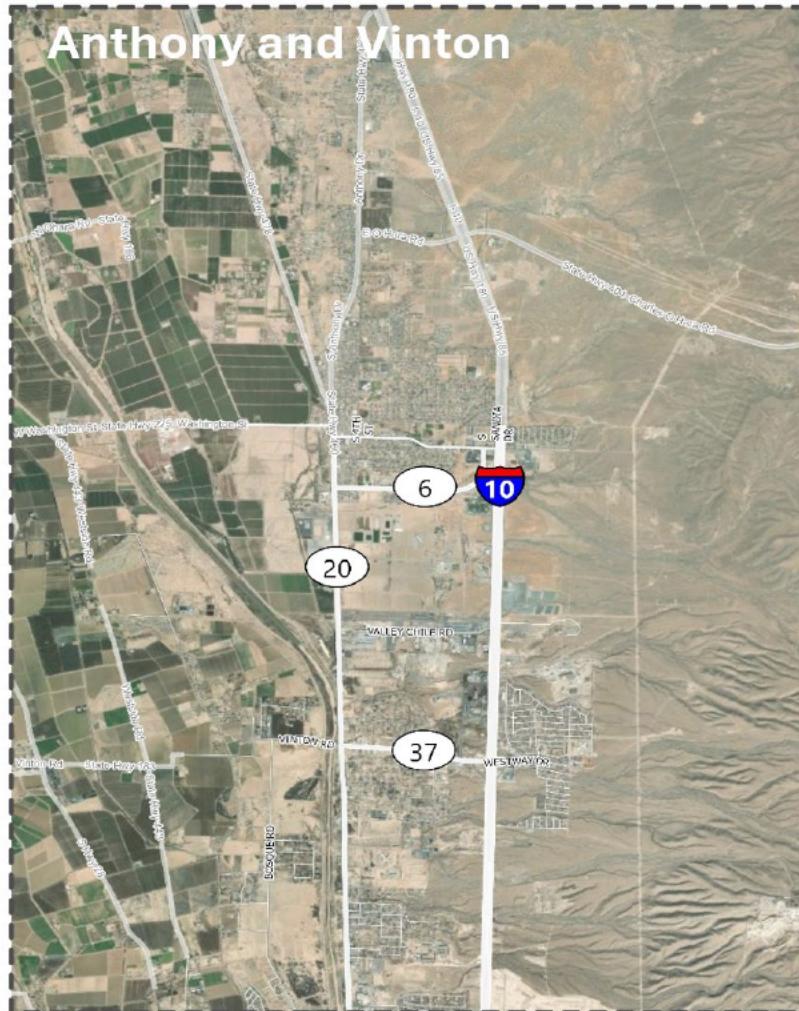
Table 2: Transportation Issues and Needs – Sunland Park



Issue/Need
On cycling routes street sweepers should clean the cycling area also.
On long stretches of road more trees for cycling roads for facilities
Maintain the roads free of trash. Beautify
Re: bike lanes: Measure from the edge of the gutter path, not the curb face or measure from the center out if that can provide additional space.
Only one route on Resler and Redd. Every 20 to 30 minutes. No safe crosswalks to Reyes Elementary
Dedicated lanes for freight traffic away from public
Redd and I-10 is scary to walk
County/City multimodal transport
Growth towards Santa Teresa within the next 10 years
Expand rail system to expand opportunities for rail transit
Truck traffic is out of control and more coming! Sunland Park and Race Track
\$150M 18-wheeler road is no bueno. What will you do with all the trucks?
We need more charging infrastructure for electric vehicles.
Reduce truck traffic.
Complete the 375 NE to East South 375
Please consider visiting other cities that are doing great work on bike infrastructure: Albuquerque, D.C., Seattle.
Most of the bike lanes are a joke, there has to be a barrier between the cars and the cyclist, not just a painted mark
We need more urban trails that are not adjacent to high-speed, high-volume roadways, to create more pleasant active transportation options.
We need a metro or light rail to move from East to West etc..



Table 3: Transportation Issues and Needs – Anthony and Vinton



Issue/Need
More trains less vehicles
Route through traffic around the city thru Anthony Gap
Illuminated stop signs!
Stop people from moving to El Paso
Relieve traffic flow on I-10 Downtown. Loop 375 seems to be overcrowded
Reduce air pollution
Bring more Brio Lines
375 @Montana is a nightmare
More pedestrian rail
Lack/aging infrastructure
Consider "The Ray" search on web therapy.org
Lack of transportation planning i.e. network connection
Extension Resler/Tom Mays through County
Pedestrian safety along 20 to allow crossing Mesa safely @ Castellano
Why no ramp @ Airport & 601



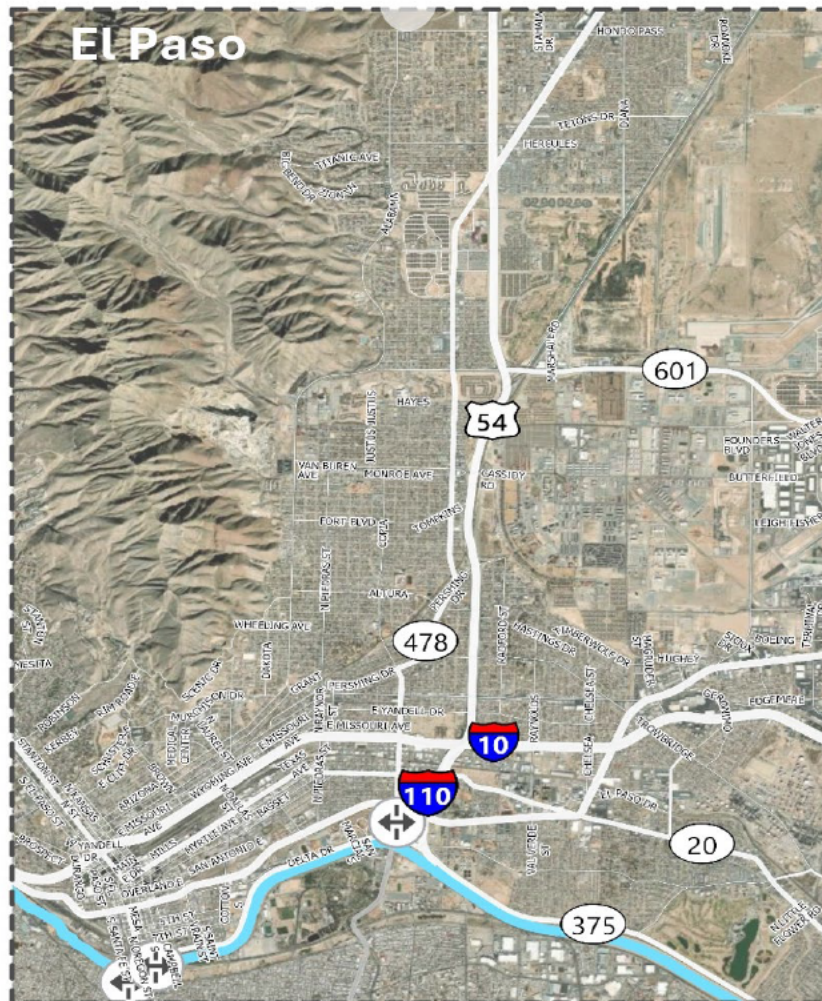
Table 4: Transportation Issues and Needs – Metropolitan Planning Area (MPA)



Issue/Need
North East 54 corridor – Too many accidents and fatalities. Continue expanding 54 and create safer roads
Northeast Highway to Anthony Gap
Scary to walk! Can't walk with kids!
Safe systems and safe routes for people to walk, bike and use transit
Bike friendly downtown
Wider, shadier sidewalks and bike paths in and around downtown
Better commercial infrastructure
More trails!
Enhance transportation in Eastside, Montana Vista congestion
More education to drivers to interact with transit vehicles
The expansion of 375 from Zaragoza to Tornillo
Far East @ Zaragoza. Everything touches Zaragoza to get in or out
375/East Medics exit bottle neck



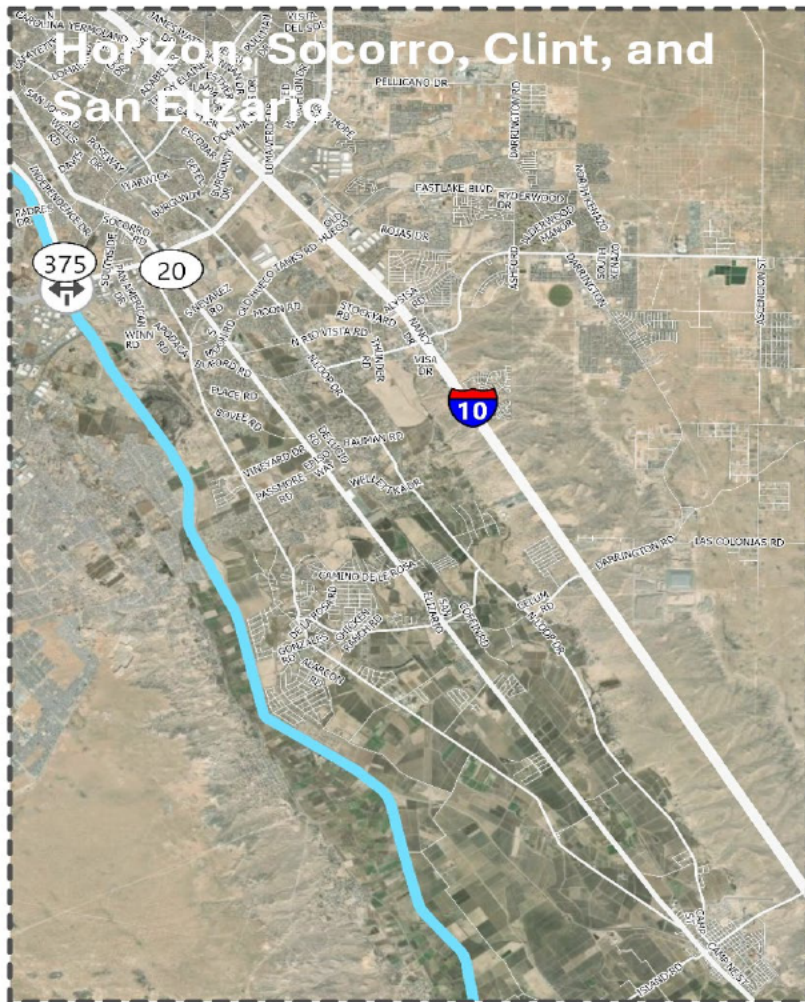
Table 5: Transportation Issues and Needs – City of El Paso



Issue/Need
Reflective coating on curb corners
Illuminate traffic guides (turn lanes)
Kenworthy/Martin Luther exit should continue with U.S. 54 construction
Air quality is top priority
I need breathable air
Don't widen I-10
Don't unnecessarily expand/widen I-10!
Need trees along I-10
I-10 E Bottlenecks @ 5 pm Juarez Crossings
I-10 & Gateway W and E resurface and stripe for visibility
I-10 and Buffalo Soldier North and South signs + paint reflectors
Ascarate Flat Field = cycle speedtrack ask 915-920-7500
Reader... doesn't know what a speedtrack is velodrome
Great job closing Scenic Drive on Sundays, please consider doing the same on more streets and days
Bicycle and pedestrian safety
Pedestrian safety
We need more EV chargers for public use. Level 2 & DCFC
Informative videos and diagrams can go a long way. The turnout of today's meeting can be used to show these videos or diagrams
Another connection to main highways or main streets through the back of Rich Beam area. Bus stops that connect to the northeast
Far East Rich Beam Traffic needs an alternate route to I-10 aside from Loop 375. Area also needs fewer traffic controls move more freely



Table 6: Transportation Issues and Needs – Horizon, Socorro, Clint, and San Elizario



Issue/Need
375 @ 601 horrible
Ascension Road in the County
Additional access to I-10 is needed for Socorro, San Eli, Clint
City of Socorro has a lot of passthrough traffic from far East El Paso County. Access to I-10 in Socorro is needed because of severe bottlenecking
Another arterial connection from Horizon to I-10
Beautification of Alameda
It is important to fund the expansion of North Loop from Horizon Blvd. to Clint-Fabens
North Loop Expansion from Horizon Blvd. to Fabens
San Elizario safety and sidewalks
San Elizario curb, gutter, street resurfacing
Faster service to rural areas of the County
More street crossings on TX20 and lighting
Control speeders + intoxicated drivers

Vision Activity

People were asked to place sticky notes on a poster and write what they envision for the region. The feedback received from the Vision activity will assist the project team in validating the MTP goals and objectives and identifying regional transportation needs.

Results can be seen in **Table 7**.



Table 7: Vision Activity Comments and Themes

Vision Comments	Themes
Walkable neighborhoods	Walkability/Pedestrian friendly
More bike and walking lanes, please!	Walkability/Pedestrian friendly
More protected walking/biking lanes	Walkability/Pedestrian friendly
Would like to see more walkable areas around the city (not just in neighborhoods). Additionally, would like to see upkeep of roads.	Walkability/Pedestrian friendly
Door to door walking	Walkability/Pedestrian friendly
Improve connectivity of neighborhoods. Invest in downtown transportation (public)	Walkability/Pedestrian friendly
Sidewalks everywhere	Walkability/Pedestrian friendly
Easier to walk	Walkability/Pedestrian friendly
Incentivize the development of density in Central EP. Give people walkable spaces to live, work, and play.	Walkability/Pedestrian friendly
Plan for people, not vehicles.	Walkability/Pedestrian friendly
Walking!	Walkability/Pedestrian friendly
Walkable city and more bike infrastructure	Walkability/Pedestrian friendly Biking and Cycling Infrastructure
Walkable city and more bike infrastructure	Walkability/Pedestrian friendly Biking and Cycling Infrastructure
Deprioritize highways through our core, focus on moving people via public transit and walkable, bike friendly communities.	Walkability/Pedestrian friendly Biking and Cycling Infrastructure Public Transit and Regional Connectivity
Reduced auto dependency	Walkability/Pedestrian friendly Biking and Cycling Infrastructure
Lights on the Playa trail. So we can ride at night.	Biking and Cycling Infrastructure Walkability/Pedestrian friendly
Controlled cycling environment for kids	Biking and Cycling Infrastructure
Educate drivers on cycling laws for safety please	Biking and Cycling Infrastructure
Juarez has a ciclopista! Where is ours?	Biking and Cycling Infrastructure
Safety for our cyclists!	Biking and Cycling Infrastructure
A velodrome	Biking and Cycling Infrastructure
EP needs a speedtrack	Biking and Cycling Infrastructure
Speed track El Paso – Zero Juarez – 1	Biking and Cycling Infrastructure
Pump track	Biking and Cycling Infrastructure
Safety? Offer an enclosed cycle track like in Juarez	Biking and Cycling Infrastructure
Cycletrack Juarez – 1 El Paso – 0	Biking and Cycling Infrastructure
Ascarate can host a speedtrack – flat fields abundant.	Biking and Cycling Infrastructure
Please clean our bike lanes	Biking and Cycling Infrastructure
Improve bike lanes (not just painted) we need a barrier between cars and bikes!	Biking and Cycling Infrastructure
Speed track!	Biking and Cycling Infrastructure
Longer bike lanes, not just 5km lanes to look good	Biking and Cycling Infrastructure
Ciclopista!	Biking and Cycling Infrastructure

Mountain bike trails, maintenance	Biking and Cycling Infrastructure
Velodrome	Biking and Cycling Infrastructure
What is a ciclopista?	Biking and Cycling Infrastructure
Baseball fields (check) Football fields (check) Tennis courts (check) Swimming (check) Cycling (X)	Biking and Cycling Infrastructure
Cycletrack, don't know?	Biking and Cycling Infrastructure
Cycletrack Juarez 40 years El Paso 0 years	Biking and Cycling Infrastructure
USA Cycling	Biking and Cycling Infrastructure
More and safer bike lanes	Biking and Cycling Infrastructure
Cleaner and safer bike lanes	Biking and Cycling Infrastructure
Olympic size speed track	Biking and Cycling Infrastructure
Another border crossing and more bike/ped facilities	Public Transit and Regional Connectivity Biking and Cycling Infrastructure
Shared use paths are needed from San Elizario to Socorro	Public Transit and Regional Connectivity Walkability/Pedestrian friendly Biking and Cycling Infrastructure
Road design, more transit friendly	Public Transit and Regional Connectivity
Improved access to I-10 beginning in the City of Socorro going East.	Public Transit and Regional Connectivity
Equitable access	Public Transit and Regional Connectivity
Expand metro's options	Public Transit and Regional Connectivity
Tram/train from far east to westside via downtown	Public Transit and Regional Connectivity
Less freeway congestion. More public transportation.	Public Transit and Regional Connectivity
More routes that connect the city, ride share, carpod lanes, have more options that is not I-10 or loop 375.	Public Transit and Regional Connectivity
Equitable access across city	Public Transit and Regional Connectivity
Areas like other parts of town. In particular, areas like the connection from Dyer/Hercules and Highway 54, N and S, needs some beautification like West and East side I-10 areas. Our soldiers and their families don't get to see pleasing	Public Transit and Regional Connectivity
Outreach to stakeholder entities (vinton)	Public Transit and Regional Connectivity
Bus more often	Public Transit and Regional Connectivity
Increase micro-mobility and connect through larger and faster mobility	Public Transit and Regional Connectivity
Expand train services and routes	Public Transit and Regional Connectivity
Maintain connections ie : ELP – PHX – LA	Public Transit and Regional Connectivity
Efficient and equitable light rail system	Public Transit and Regional Connectivity
More efficient borders maybe one more...	Public Transit and Regional Connectivity
Northeast connection to help central	Public Transit and Regional Connectivity
One system for the whole country	Public Transit and Regional Connectivity
Signature bridge	Public Transit and Regional Connectivity
Multi-state transportation, Texas/New Mexico Move the golden route train	Public Transit and Regional Connectivity
Finer grain network, more connectivity with complimentary land uses. Focus on unincorporated areas with high growth.	Public Transit and Regional Connectivity
Multi-modal. Complete outer-outer loop	Public Transit and Regional Connectivity

Far east – horizon city – montana/US62/hueco tanks-magregor camp – chaprral – NM404	
Connectivity	Public Transit and Regional Connectivity
Increase budget to update buses and facilities	Public Transit and Regional Connectivity
More frequency, more Brio, more paratransit, climate, resilience, disability friendly	Public Transit and Regional Connectivity Sustainability and Environmental Focus
Work with other departments of the City to stop the death of central... to the edges (traffic)	Road and Traffic Safety Public Transit and Regional Connectivity
More access to I-10 from far East side	
Less fatal accidents!	Road and Traffic Safety
Controlled environment for kids	Road and Traffic Safety
Advocate for more law enforcement for traffic	Road and Traffic Safety
Flying cars, better roads, no more DWI accidents	Road and Traffic Safety
Reduce congestion from far east to 375	Road and Traffic Safety
More roundabouts (to improve safety)	Road and Traffic Safety
Take care of current roads in Central. Need maintenance bad patches, potholes	Road and Traffic Safety
Please consider drivers from Mexico, and military personnel; who come back from other countries w/no speed limits and others in New Mexico	Road and Traffic Safety
Smaller trucks	Road and Traffic Safety
Safety #1	Road and Traffic Safety
Fuel taxes for road improvements	Road and Traffic Safety
Less traffic within the bridge of the Americas from I-10	Road and Traffic Safety
Safer roads	Road and Traffic Safety
Gas taxes for big trucks	Sustainability and Environmental Focus Road and Traffic Safety
Eco tourism	Sustainability and Environmental Focus
Wireless charging, solar-powered EV charging stations	Sustainability and Environmental Focus
Sustainable mobility	Sustainability and Environmental Focus
Electric bases, wireless car charging	
EV charging stations	Sustainability and Environmental Focus
Remove freeway	General Transportation/Miscellaneous
More traditional development less suburbs!!	General Transportation/Miscellaneous
Prepare for more growth beyond Sean Haggerty/Campo del Sol areas and possibly another EPISD High school.	General Transportation/Miscellaneous
Alternatives other than driving	General Transportation/Miscellaneous
Wild life conservation	General Transportation/Miscellaneous
All modes of transportation	General Transportation/Miscellaneous
A bigger airport – build a new one	General Transportation/Miscellaneous
Build infrastructure for the 21st century and forward	General Transportation/Miscellaneous
More crossings and drainage on Tx20	General Transportation/Miscellaneous



Table 8: Vision Activity Results, Summarized by Theme

Themes	Number of Comments
Biking and Cycling Infrastructure	33
Public Transit and Regional Connectivity	29
Walkability/Pedestrian Friendly	17
Road and Traffic Safety	15
General Transportation/Miscellaneous	9
Sustainability and Environmental Focus	6



Appendix A: Sign In Sheets

Public Sign-In

Date: 1/15/25

#	Name	Organization	Email	Zip Code	How did you hear about us?	Opt-in to Newsletter
1.	Nicolas Silva	Self			Radio WSP	☒ Yes
2.	Manny Molina	Montoya Heights Ass			TV	☒ Yes
3.	Marty Boyd	Tx DOT-ELP			MPO	☒ Yes
4.	Victor Contreras	Self			KTSM	☒ Yes
5.	Roy Carril	La WHEELA			Facebook	☐ Yes
6.	"Holi" Holifield	CHACA				☒ Yes
7.	FEDERICO VILLALBA	SELF			FB	☐ Yes
8.	Sylvia Carrion	MISSION VALLEY CIVIC ASSO			EMAIL	☒ Yes
9.	Jack B Applegate	Binkley Barfield			MPO	☒ Yes
10.	Adalberto Ordoñez	Binkley & Barfield			MPO	☒ Yes
11.	Jose Rodriguez	HDR Engineering			MPO	☒ Yes
12.	Michael McEwen	County of El Paso			MPO	☐ Yes
13.	Mario Holguin	Self			Facebook	☒ Yes
14.	Hugo Hernandez	HDR			MPO	☒ Yes
15.	Ruben Zula	Self			Newspaper	☒ Yes
16.	Alex Cabot	Wilson & Company			MPO	☒ Yes
17.	CHARLES MOSEY	Self			INTERNET	☐ Yes
18.	Carlos Rodriguez	FXSA			Invite	☐ Yes
19.	Andres Pineda	La WHEELA			Cyclist	☒ Yes
20.	Emmanuel	Charge Assist			MPO	☒ Yes

Healer

Public Sign-In

Open House

Date: 1/15/2025

#	Name	Organization	Email	Zip Code	How did you hear about us?	Opt-in to Newsletter
21.	Robert Sandoval	Montoya Arts			Friend	☒ Yes
22.	Thomas Matthews	"			Friend	☒ Yes
23.	Scott Dell	Jordan Foster Cues			Press Release	☒ Yes
24.	Mary Jo Holifield	CHNA				☐ Yes
25.	ADAM KEEN				NEWS	☒ Yes
26.	Fred Borrego	San Juan Association			Ms. Ruiz	☒ Yes
27.	Sam Schulte	-			FB	☒ Yes
28.	Zaveri Benales	EP Co Transportation			emil	☒ Yes
29.	JAMES MARTIN	RSN			Industry	☒ Yes
30.	Janet MARCUS Carrillo				Friend	☐ Yes
31.	JOSHUA SUMMERS	TIERRA BYTES			SOCIAL MEDIA	☒ Yes
32.	Thelma Ramirez	TXDOT			Online	☐ Yes
33.	Scott White	Velo Paso			Email	☒ Yes
34.	EDUARDO VILLALBA	HDR			"	☒ Yes
35.	Carlos Rascon	HDR			work email	☒ Yes
36.	Uziel Rodriguez	Charge Assist			Linked	☒ Yes
37.	Jonathan Mun	Ana Ana			Paulina	☐ Yes
38.	Diana Guerrero	CEA Group			Press Release	☒ Yes
39.	Gerardo Leos	HNTB			"	☐ Yes
40.	MARIA ANTONIO	EPNC Neighbors			email from me	☒ Yes

coalition

Date: 1/15/25

#	Name	Organization	Email	Zip Code	How did you hear about us?	Opt-in to Newsletter
41.	Maya Sanchez	EP Community Foundation			Follow mpo	☒ Yes
42.	Martha Candelaria	EP Cyclists			Cyclist	☐ Yes
43.	Joe Candelaria	EP Cyclists			Cyclist	☐ Yes
44.	Sancha Pineda	La Wheel a			Cyclist	☒ Yes
45.	IRASOR OKUGA D.V.				F.B.	☒ Yes
46.	MICHAEL BRAY	REALTORS				☒ Yes
47.	Gerardo Fierro	UMBA			Follow MPO	☒ Yes
48.	Jana Renner	PANHF/AdN Trail			Email	☒ Yes
49.	Adam Holm	EP WATER			News Article	☒ Yes
50.	Arianne Lee				LinkedIn	☒ Yes
51.	Mary Wells	Eco El Paso			SHNIA neighborhood assoc	☐ Yes
52.	Jorge Reyes	El Paso County			MPG	☒ Yes
53.	JOHN EYBERG MIA JUAN TO HAYBORG ART BIKER FORM	TAXPAYER PUT CITIZEN			cyclist/ATAND	☒ Yes
54.	John Alder				Free	☐ Yes
55.	Josef Becerra	ASIA ARTISTES			Friend	☐ Yes
56.	Robert Storch					☒ Yes
57.	Oberto Cano	COEP			work	☐ Yes
58.	Matthew Brennan				SHNIA	☒ Yes
59.						☐ Yes
60.						☐ Yes

Public Sign-In

Open House

Date: 1/15/25

#	Name	Organization	Email	Zip Code	How did you hear about us?	Opt-in to Newsletter
61.	Sandra Gutierrez	HNTB				☒ Yes
62.	Paul Sanchez	HNTB				☒ Yes
63.	Sergio Mendez	Consur			Facebook	☒ Yes
64.	Josmel Lopez	COEP				☒ Yes
65.	XAVIER PEREZ	LA WHEELA			FB	☒ Yes
66.	MARCIE CARRILLO	EPNC			City of El Paso	☒ Yes
67.	EPHRAIM VIVAR	BIKE SHOP				☐ Yes
68.					EMAIL	☐ Yes
69.	JO ANN VIVAR	II			IF	☐ Yes
70.	ROBERT ARDWINO	SP P+2			email	☐ Yes
71.	Chelsea Dominguez				Online	☒ Yes
72.	Mariana Lopez	N/A			Word of mouth	☐ Yes
73.	Karla Rivero				First time / FXSA	☐ Yes
74.	Henry Jimenez				first time	☐ Yes
75.	Solo Negrón	El Paso Contr				☐ Yes
76.	Monica Jasso				Social media	☐ Yes
77.	Liliana Cano					☒ Yes
78.						☐ Yes
79.						☐ Yes
80.						☐ Yes

Elected Official & Staff Sign-In

Open House

Date: 1/15/2025

#	Name	Organization	Title	Email	How did you hear about us?	Opt-in to Newsletter
1.	Isabel Hernandez	EPISD	Board of Trustee	[Redacted]	EP Times	☒ Yes
2.	Kayley Castillo	Congresswoman Escobar	District Rep.	[Redacted]		☐ Yes
3.	Daniel Buro	Village of Vinton	Staff	[Redacted]	Email	☒ Yes
4.	Alejandro Valadez	City of Socorro	City Development Dir	[Redacted]	Email	☒ Yes
5.	Victor Perez	City of Socorro	Deputy City Mgr.	[Redacted]	Email	☒ Yes
6.	Dominiquez Miro	City of Socorro	PPW Supervisor	[Redacted]	Email	☒ Yes
7.	Scott Winkler	City of Socorro	Committee Member	[Redacted]	Email - E mail	☒ Yes
8.	Andrea Camillo	Village of Vinton	Village Administrator	[Redacted]	invite MPO	☒ Yes
9.	Daniela Gutierrez	City of Sunderland	City Planner	[Redacted]	invite	☒ Yes
10.	Hector M. Rangel	City of Sunderland	Director	[Redacted]	invite	☒ Yes
11.	Robert Mendez	San Metro	Transit Senior Planner	[Redacted]	email	☐ Yes
12.	Duke Choi	San Metro	Transit Senior	[Redacted]	email	☐ Yes
13.	Deanna M Rocha	city council	district rep	[Redacted]	email	☐ Yes
14.	Edgar Villalobos	Public	Engineer	[Redacted]	email	☐ Yes
15.	Andres Reuteria	Horizon City	Mayor	[Redacted]		☐ Yes
16.	Rosy Mearah	Public		[Redacted]	email	☒ Yes
17.	Anna Zenat	COEP CID	BIKE/PED PM	[Redacted]		☐ Yes
18.	Margaret Schroeder	COEP CID	Eng Div Mgr	[Redacted]	email	☐ Yes
19.	Nilcki Silva	State Rep. Mary Gonzalez	District Director	[Redacted]	Email	☐ Yes
20.	David Stett	El Paso County	Commissioner, Pd. 2	[Redacted]		☐ Yes

Media Sign-In

Open House

Date: 1/15/25

#	Name	Organization	Email	Zip Code	How did you hear about us?	Opt-in to Newsletter
1.	Martin Mtz	Telemundo				☐ Yes
2.	BENJAMIN M.	univision				☐ Yes
3.	Tony G.	KVIA				☐ Yes
4.	Jerry N.	KVIA				☐ Yes
5.	Angel S	KFOX4				☐ Yes
6.						☐ Yes
7.						☐ Yes
8.						☐ Yes
9.						☐ Yes
10.						☐ Yes
11.						☐ Yes
12.						☐ Yes
13.						☐ Yes
14.						☐ Yes
15.						☐ Yes
16.						☐ Yes
17.						☐ Yes
18.						☐ Yes
19.						☐ Yes
20.						☐ Yes

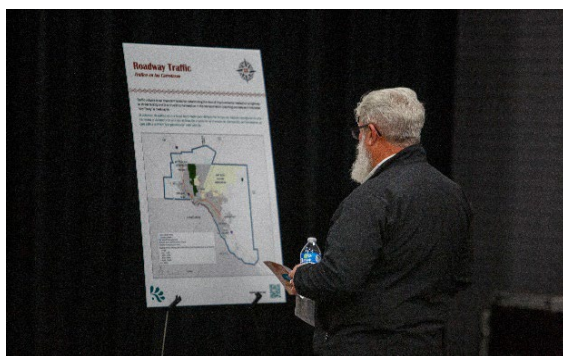
Staff Sign-In

Open House

Date: 1/15/2025

#	Name	Organization	Title	Email	How did you hear about us?	Opt-in to Newsletter
1.	Paulina Lopez	WSP				☐ Yes
2.	Robert Guthrie	WSP				☐ Yes
3.	Lauren Taylor	WSP				☐ Yes
4.	Casey Carlton	WSP				☐ Yes
5.	Andres Lucero	MPO				☐ Yes
6.	Eduardo Celvo	MPO				☐ Yes
7.	Harrison Plourde	MPO				☐ Yes
8.	Jennifer Moreno	MPO				☐ Yes
9.	Rudy Morales	Son Metro				☐ Yes
10.	Christabelle Gusman	Comm. Jackie Butler	Policy Analyst			☐ Yes
11.	Karl McClavey	Com. Jackie Butler	Public Pdy Advisor			☐ Yes
12.	Cynthia Balderrama	HDR				☐ Yes
13.	Anna Guayante	MPO				☐ Yes
14.	Claudia Estrada	Mexican consulate				☐ Yes
15.	Kyle Ibarra	Wilson & Co	Senior Civil			☐ Yes
16.	Celestino Mejia	HDR	Civil Engineer			☐ Yes
17.	Egripa Cordero	City of Socorro				☐ Yes
18.	Blanca Serrano	WSP	Lead Planner			☐ Yes
19.	Rosy Cardenas	Gannett Fleming	Corp. Development			☒ Yes
20.						☐ Yes







**Draft 2052 Metropolitan
Transportation Plan (MTP) and
2027-2030 Transportation
Improvement Program (TIP)
Spring 2026 Public Meetings**

Public Meeting Summary



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Overview

MEETING DATES	22 April, 30 April, 2 May, 6 May, and 13 May 2026
TIMES	22 April, 30 April, 6 May, and 13 May: 5:30-7:00 PM MST 2 May: 10:30 AM-12:00 PM MST
VENUES	22 April: Pat O'Rourke Rec Center at 901 N Virginia St, El Paso, TX 79902 30 April: The Best Urban Park at 13501 Jason Cradall, El Paso, TX 79938 2 May: Sunland Park Multi-Generational Center at 4700 McNutt Rd, Sundland Park, NM 88063 6 May: Rio Vista Community Center at 901 N Rio Vista Rd, Socorro, TX 79927 13 May: Nolan Richardson Recreation Center at 4435 Maxwell Ave, El Paso 79904
MEETING TITLE	Spring 2026 Public Meetings
PROJECT	El Paso MPO MTP 2052 & 2027-2030 TIP

The El Paso The El Paso Metropolitan Planning Organization (EPMPO) hosted a series of public meetings between April 22nd and May 13th, 2026, to gather input on the Draft 2052 Metropolitan Transportation Plan (MTP), the 2027–2030 Transportation Improvement Program (TIP), and the Transportation Conformity Report (TCR).

This summary focuses on the two meetings supported by WSP, held on April 22nd and May 6th, 2026. The Draft 2052 MTP is a long-range transportation plan that identifies regional priorities, projects, programs, and policies through the horizon year 2052. The 2027–2030 TIP is a short-range program outlining projects and strategies anticipated for implementation over the next four years. The TCR evaluates whether planned transportation projects conform to applicable air quality requirements.

Attendance totaled 17 community members at the April 22nd meeting and 20 community members at the May 6th meeting, excluding staff. Sign in sheets can be found in *Appendix A*.

Outreach efforts included stakeholder email outreach, follow-up calls, media outreach through a press release and media advisory, social media promotion, and mass email



notifications. Copies of these outreach materials and public notifications are included in *Appendix B*. Media coverage related to the public meetings is included in *Appendix C*.

Public comments and responses from EPMPO can be found in the Comment Response Matrix in *Appendix E*.



Public Meeting Exhibits

A total of 22 bilingual exhibit boards, in English and Spanish, were prepared and displayed throughout the public meetings series. Held in an exhibit-style format, the meetings gave attendees an opportunity to move through the room at their own pace, review informational exhibits, ask questions, and engage with project team members. The 22 informational exhibits included:

- ➔ **Welcome** - Introduction to the 2052 Metropolitan Transportation Plan (MTP) public meeting and project overview.
- ➔ **What is the Metropolitan Transportation Plan (MTP)?** - Overview of the MTP, its purpose, planning horizon, and update requirements.
- ➔ **MTP Schedule** - Timeline outlining key phases, milestones, and public engagement activities for development of the 2052 MTP.
- ➔ **MTP Goals** - Summary of the transportation goals guiding the 2052 MTP, including safety, connectivity, resiliency, and mobility.
- ➔ **Congestion Management Process** - Overview of how congestion is analyzed and addressed through regional transportation planning strategies.
- ➔ **Safety Integration** - Summary of how transportation safety data and the Borderplex Safe Mobility Plan inform the MTP.
- ➔ **Comprehensive Resiliency Network (Board 1)** - Assessment of transportation system connectivity, criticality, and vulnerability related to regional resiliency.
- ➔ **Comprehensive Resiliency Network (Board 2)** - Analysis of comprehensive access and community need areas using demographic and socioeconomic indicators.
- ➔ **Freight Network (Board 1)** - Overview of the regional freight transportation system and major freight infrastructure corridors.
- ➔ **Freight Network (Board 2)** - Mapping and analysis of freight routes, facilities, and regional goods movement infrastructure.
- ➔ **Current and Projected Population** - Existing and projected population growth patterns within the MPO region through 2052.
- ➔ **Current and Projected Households** - Existing and projected household growth patterns within the MPO region through 2052.
- ➔ **Current and Projected Employment** - Existing and projected employment growth trends within the MPO region through 2052.
- ➔ **MTP Findings** - Summary of proposed transportation investments, project totals, and anticipated regional mobility benefits.
- ➔ **Level of Service** - Comparison of existing and future traffic congestion conditions under build and no-build scenarios.
- ➔ **Future Condition Performance Measures** - Evaluation of projected transportation system performance metrics under future conditions.
- ➔ **Project Maps (Board 1)** - Map of proposed transportation projects in the western and central portions of the MPO region.



- ➔ **Project Maps (Board 2)** - Map of proposed transportation projects in the downtown and eastern portions of the MPO region.
- ➔ **Transportation Conformity** - Overview of regional air quality conformity requirements and transportation emissions analysis.
- ➔ **What is the Transportation Improvement Program (TIP)?** - Explanation of the TIP, its purpose, timeline, and relationship to the MTP.
- ➔ **TIP Progress** - Summary of the TIP development and approval process.
- ➔ **TIP Project List** - List and map of proposed transportation projects included in the TIP.
- ➔ **Tell Us Your Thoughts** - Opportunities for attendees to provide comments and complete the public survey.

Materials also included the draft 2027–2030 TIP project list, including the Texas Highway and New Mexico Highway fiscally constrained project lists, transit project lists, and illustrative project lists.

Public Notifications

To support public awareness and encourage participation throughout the meeting series, the EPMPO distributed a range of bilingual outreach materials in English and Spanish. Public notification efforts included a public meeting flyer, social media graphics, press releases, media advisories, stakeholder email outreach, and mass email notifications announcing meeting dates, project information, and opportunities for public input.

Copies of the outreach materials and public notifications are included in Appendix B.



Appendix A: Sign In Sheets

Public Meeting – April 22, 2026

RMS2052 MTP El Paso Metropolitan Planning Organization			Public Sign-In		Public Meeting	
			Date: _____			
#	Name	Organization		How did you hear about us?	Opt-in to Newsletter	
1.	Jaime Torres	El Diario de El Paso		(media)	☐ Yes	
2.	Robert Spitz	CRMA		email	☐ Yes	
3.	G. NRIGHT	WDA			☒ Yes	
4.	Andrea Camillo	Village of Vinton		email	☐ Yes	
5.	Joshua Perez	Borderland RPN		email	☒ Yes	
6.	Nicole Ruiz	Convene PR		social media	☒ Yes	
7.	Kelvin Koelzer	HMTB		socials	☒ Yes	
8.	Ernesto Chacon	Community		Pueblo	☒ Yes	
9.	Miguel Guerrero	CoEP		Email (City Rep Aide)	☒ Yes	
10.	Kayley Castillo	TX-16		email	☐ Yes	
11.	Melissa Astorga	City of Anthony		Mayor of Anthony	☒ Yes	
12.	Ryan Vicente			social media	☐ Yes	
13.	Isabella Belmantes			socials	☒ Yes	
14.	John Andon	El Paso Transp. Authority		Online	☒ Yes	
15.					☐ Yes	
16.					☐ Yes	
17.					☐ Yes	
18.					☐ Yes	
19.					☐ Yes	
20.					☐ Yes	



RMS2052 MTP

El Paso Metropolitan Planning Organization

Elected Official & Staff Sign-In

Public Meeting

Date: _____

#	Name	Organization	Title	Email	Phone	Opt-in to Newsletter
1.	Art Gierro	City of El Paso	City Rep	[REDACTED]	[REDACTED]	☐ Yes
2.	Gabriel I. Holguin	City of Anthony	Mayor			☐ Yes
3.	Scott White	Udo Pass	Policy Director			☒ Yes
4.						☐ Yes
5.						☐ Yes
6.						☐ Yes
7.						☐ Yes
8.						☐ Yes
9.						☐ Yes
10.						☐ Yes
11.						☐ Yes
12.						☐ Yes
13.						☐ Yes
14.						☐ Yes
15.						☐ Yes
16.						☐ Yes
17.						☐ Yes
18.						☐ Yes
19.						☐ Yes
20.						☐ Yes



RMS2052 MTP

El Paso Metropolitan Planning Organization

Staff Sign-In

Public Meeting

Date: _____

#	Name	Organization	Title	Email	How did you hear about us?	Opt-in to Newsletter
1.	Clanissa Cervantes	WSP				☐ Yes
2.	Odette Garcia	MPO				☐ Yes
3.	Anne Guayante	MPO				☐ Yes
4.	Christian Lopez	WSP				☐ Yes
5.	Paulina Lopez	WSP				☐ Yes
6.	Marco Barraza	MPO				☐ Yes
7.	Harrison Plaurde	MPO				☐ Yes
8.	Jennifer Moreno	MPO.				☐ Yes
9.						☐ Yes
10.						☐ Yes
11.						☐ Yes
12.						☐ Yes
13.						☐ Yes
14.						☐ Yes
15.						☐ Yes
16.						☐ Yes
17.						☐ Yes
18.						☐ Yes
19.						☐ Yes
20.						☐ Yes



Public Meeting – April 30, 2026



RMS2052 MTP

El Paso Metropolitan Planning Organization

Public Sign-In

Open House

Date: 4-30-24

#	Name	Organization		How did you hear about us?	Opt-in to Newsletter
21.	Anapaula		[Redacted]	MS. Carmen	☐ Yes
22.	Eva Gil	Folklorico		Practice	☐ Yes
23.	Ava Penelope	Folklorico		Practice	☐ Yes
24.					☐ Yes
25.					☐ Yes
26.					☐ Yes
27.					☐ Yes
28.					☐ Yes
29.					☐ Yes
30.					☐ Yes
31.					☐ Yes
32.					☐ Yes
33.					☐ Yes
34.					☐ Yes
35.					☐ Yes
36.					☐ Yes
37.					☐ Yes
38.					☐ Yes
39.					☐ Yes
40.					☐ Yes



RMS2052 M T P
El Paso Metropolitan Planning Organization

Public Sign-In

Open House
Date: 4/30/26

#	Name	Organization	Email	Zip Code	How did you hear about us?	Opt-In to Newsletter
61.	Leah Fierro					☒ Yes
62.	Aranza Escobedo					☒ Yes
63.	Rebecca Moreno	Folklorico Tonatihu			Ballet Folklorico	☒ Yes
64.	Manana Oul	Folklorico Tonatihu			Ballet Folklorico	☐ Yes
65.						☐ Yes
66.						☐ Yes
67.						☐ Yes
68.						☐ Yes
69.						☐ Yes
70.						☐ Yes
71.						☐ Yes
72.						☐ Yes
73.						☐ Yes
74.						☐ Yes
75.						☐ Yes
76.						☐ Yes
77.						☐ Yes
78.						☐ Yes
79.						☐ Yes
80.						☐ Yes



RMS2052 M T P

El Paso Metropolitan Planning Organization

Public Sign-In

Public Meeting

Date: 4/30/20

#	Name	Organization	Email	Zip Code	How did you hear about us?	Opt-in to Newsletter
1.	Sandy Pineda	BCA			Anna	☒ Yes
2.	Andy Pineda	BCA			Anna	☒ Yes
3.	Loy Corral	BCA			Anna City El Paso	☒ Yes
4.	Marco A. Vargas	Horizon CM			Anna	☒ Yes
5.	Thelma Ramirez	Jacobs			Website	☒ Yes
6.	Shane Merar	Hunt Co.			email	☒ Yes
7.	Francisco Castrejon	BCA			Anna	☒ Yes
8.	Randy McShannon				also on the website	☒ Yes
9.	Alexander Vazquez					☒ Yes
10.	Fernanda Lopez					☐ Yes
11.	Abraham Valenzuela					☐ Yes
12.	Denise Goble					☐ Yes
13.	Carmen Vargas					☐ Yes
14.	Claudio Ponce					☐ Yes
15.						☐ Yes
16.						☐ Yes
17.						☐ Yes
18.						☐ Yes
19.						☐ Yes
20.						☐ Yes



RMS2052 M T P
El Paso Metropolitan Planning Organization

Public Sign-In

Date: 4/30/24 Open House

#	Name	Organization	Email	Zip Code	How did you hear about us?	Opt-In to Newsletter
41.	Leah Gonzalez	Folklorico	[REDACTED]		Practice	☒ Yes
42.	Lucia Perez	Folklorico	[REDACTED]		practice	☐ Yes
43.						☐ Yes
44.						☐ Yes
45.						☐ Yes
46.						☐ Yes
47.						☐ Yes
48.						☐ Yes
49.						☐ Yes
50.						☐ Yes
51.						☐ Yes
52.						☐ Yes
53.						☐ Yes
54.						☐ Yes
55.						☐ Yes
56.						☐ Yes
57.						☐ Yes
58.						☐ Yes
59.						☐ Yes
60.						☐ Yes



RMS2052 MTP
El Paso Metropolitan Planning Organization

**Elected Official
& Staff Sign-In**

Public Meeting
Date: 4/30/20

#	Name	Organization	Title	Email	How did you hear about us?	Opt-in to Newsletter
1.	Alex Rodriguez	Sen. Blanco	Senior Analyst			☐ Yes
2.						☐ Yes
3.						☐ Yes
4.						☐ Yes
5.						☐ Yes
6.						☐ Yes
7.						☐ Yes
8.						☐ Yes
9.						☐ Yes
10.						☐ Yes
11.						☐ Yes
12.						☐ Yes
13.						☐ Yes
14.						☐ Yes
15.						☐ Yes
16.						☐ Yes
17.						☐ Yes
18.						☐ Yes
19.						☐ Yes
20.						☐ Yes



Public Meeting – May 2, 2026

RMS2052 MTP
El Paso Metropolitan Planning Organization

**Elected Official
& Staff Sign-In**

Public Meeting
Date: 5-2-2026

#	Name	Organization	Title	How did you hear about us?	Opt-in to Newsletter
1.	Betsy Keller	El Paso County TX	Chief Administrator	email	☒ Yes
2.					☐ Yes
3.					☐ Yes
4.					☐ Yes
5.					☐ Yes
6.					☐ Yes
7.					☐ Yes
8.					☐ Yes
9.					☐ Yes
10.					☐ Yes
11.					☐ Yes
12.					☐ Yes
13.					☐ Yes
14.					☐ Yes
15.					☐ Yes
16.					☐ Yes
17.					☐ Yes
18.					☐ Yes
19.					☐ Yes
20.					☐ Yes



RMS2052 M T P
El Paso Metropolitan Planning Organization

Public Sign-In

Open House
Date: 5-02-2026

#	Name	Organization	Email	Zip Code	How did you hear about us?	Opt-in to Newsletter
21.	Jamicka Harrigan	Del Sol Medical	[REDACTED]	[REDACTED]	Mobility Committee	☒ Yes
22.	JOSEPH M. URENO	JORDAN FORSTER CUN			ON line news	☒ Yes
23.	FREU MEZA	HINTB			TPB Meeting	☐ Yes
24.						☐ Yes
25.						☐ Yes
26.						☐ Yes
27.						☐ Yes
28.						☐ Yes
29.						☐ Yes
30.						☐ Yes
31.						☐ Yes
32.						☐ Yes
33.						☐ Yes
34.						☐ Yes
35.						☐ Yes
36.						☐ Yes
37.						☐ Yes
38.						☐ Yes
39.						☐ Yes
40.						☐ Yes



Public Meeting – May 6, 2026

RMS2052 MTP
El Paso Metropolitan Planning Organization

Public Sign-In

Public Meeting
Date: May 6, 2026

#	Name	Organization	How did you hear about us?	Opt-in to Newsletter
1.	Ellen Faifer	citizen		☐ Yes
2.	Judith Rodriguez	City of Socorro		☐ Yes
3.	Rossy Cardenas	Txdot	MPO	☒ Yes
4.	Jose D. Balcells	TxDOT	MPO	☒ Yes
5.	Diego C. Ruiz	City of Socorro	Work	☒ Yes
6.	Carly Olivas	citizen	Word of mouth	☒ Yes
7.	Estela Ortiz	"	"	☒ Yes
8.	Isabel Hernandez	citizen	Word of mouth	☐ Yes
9.	Jose Villalobos	TxDOT	Work	☒ Yes
10.	Bryan Inostroza	Citizen	Social Media	☐ Yes
11.	Carmen Cubero	citizen	Social Media	☒ Yes
12.	Miriam Cruz	Resident of Park	Email	☒ Yes
13.	Sylvia Correa	Mission Valley Civic Assn	Email	☐ Yes
14.	MARCIE CARRILLO	EPNC/MVCA	email	☐ Yes
15.	Debra	TxDOT		☒ Yes
16.	Andrea Everett	Tiwa women's Circle	IG	☒ Yes
17.	Alex Mares	Self	Activists	☐ Yes
18.	Liliana Marr	Citizen	Social Media	☒ Yes
19.				☐ Yes
20.				☐ Yes



RMS2052 MTP
El Paso Metropolitan Planning Organization

Elected Official & Staff Sign-In

Public Meeting
Date: May 6, 2026

#	Name	Organization	Title	Email	How did you hear about us?	Opt-in to Newsletter
1.	Lorena Quiroz	City of Socorro	City Planner	[REDACTED]		☐ Yes
2.	Blanca Segura	WSP				☐ Yes
3.	[REDACTED]					☐ Yes
4.	Alex Alvarado	SETH				☐ Yes
5.						☐ Yes
6.						☐ Yes
7.						☐ Yes

RMS2052 MTP
El Paso Metropolitan Planning Organization

Media Sign-In

Public Meeting
Date: May 6, 2026

#	Name	Organization	Email	Zip Code	How did you hear about us?	Opt-in to Newsletter
1.	Miguel Lopez	W TSM	[REDACTED]			☐ Yes
	[REDACTED]					☐ Yes
						☐ Yes
						☐ Yes
						☐ Yes
						☐ Yes



RMS2052 MTP

El Paso Metropolitan Planning Organization

Staff Sign-In

Public Meeting

Date: May 6, 2026

#	Name	Organization	Title	Signature	Learn about us?	Opt-in to Newsletter
1.	Harrison Plourde	MPO	[Redacted]	[Redacted]	[Redacted]	☐ Yes
2.	Nina Rodriguez	MPO				☐ Yes
3.	George Inostroza	MPO				☐ Yes
4.	Clarissa Cenantes	WSP				☐ Yes
5.	Blanca Serrano	WSP				☐ Yes
6.						☐ Yes
7.						☐ Yes
8.						☐ Yes
9.						☐ Yes
10.						☐ Yes
11.						☐ Yes
12.						☐ Yes
13.						☐ Yes
14.						☐ Yes
15.						☐ Yes
16.						☐ Yes
17.						☐ Yes
18.						☐ Yes
19.						☐ Yes
20.						☐ Yes



Public Meeting – May 13, 2026

RMS2052 MTP

El Paso Metropolitan Planning Organization

Public Sign-In

Public Meeting

Date: 5/13/26

#	Name	Organization	Email	Zip Code	How did you hear about us?	Opt-in to Newsletter
1.	Josue Johnson				Facebook	☐ Yes
2.	Armand Villaverde					☐ Yes
3.	Victoria Anna	Resident			Courier Paper	☒ Yes
4.	Rosalia Cubillos	Private citizen Volunteer RBP			Social media	☒ Yes
5.	Vani Shukla	Private citizen			Rio Bosque tours	☐ Yes
6.	IsaGonzalez	WETIKU			2. media everywhere	☒ Yes
7.	John Enriquez	" "			" "	☒ Yes
8.	Amy Starkowicz				Facebook	☒ Yes
9.	Virginia Harrienger				a friend.	☐ Yes
10.	Lisa Smith-Neveoz	Private Citizen				☒ Yes
11.	Garrett Avalos	citizen			Friends	☐ Yes
12.	Mimi Horn	Jacobo			Word	☒ Yes
13.	Rick LoBello	El Paso Wildlife			ricklobello@gmail.com	☒ Yes
14.	Jana Valle	HARTB			Community	☐ Yes
15.	GEORGE PUNZ	ARCOM			WEBS, TB	☐ Yes
16.	Ruby Ann Gaglio	citizen			Garden Club	☐ Yes
17.	Fernanda Lugo	Eco El Paso			Friends of Rio Bosque	☐ Yes
18.	Jesse Brown	Eco El Paso			" "	☐ Yes
19.						☐ Yes
20.						☐ Yes



RMS2052 MTP
El Paso Metropolitan Planning Organization

Media Sign-In

Public Meeting
Date: 05/13/24

#	Name	Organization	Email	Zip Code	How did you hear about us?	Opt-in to Newsletter
1.	Jay Greeniss	Kfox	[REDACTED]			☐ Yes
2.						☐ Yes
3.						☐ Yes
4.						☐ Yes
5.						☐ Yes
6.						☐ Yes

RMS2052 MTP
El Paso Metropolitan Planning Organization

Elected Official & Staff Sign-In

Public Meeting
Date: 5/13/2026

#	Name	Organization	Title	Email	How did you hear about us?	Opt-in to Newsletter
1.	Blanca Serrano	WSP-U.S.A.		[REDACTED]		☐ Yes
2.						☐ Yes
3.						☐ Yes
4.						☐ Yes
5.						☐ Yes
6.						☐ Yes

Appendix B: Notifications

Flyer



YOU'RE INVITED!

The El Paso Metropolitan Planning Organization (EPMPO) invites you to attend one of its upcoming public open houses to review and comment on the **Draft 2052 Metropolitan Transportation Plan (MTP)**.

Wednesday, April 22	Thursday, April 30	Saturday, May 2	Wednesday, May 13
5:30 pm - 7 pm Pat O'Rourke Rec Center 901 N Virginia St, El Paso, TX 79902	5:30 pm - 7:pm The Beast Urban Park 13501 Jason Crandall, El Paso, TX 79938	10:30 am - 12 pm Sunland Park Multi-Generational Center 4700 McNutt Road, Sunland Park, NM 88063	5:30 pm - 7 pm Nolan Richardson Recreation Center 4435 Maxwell Ave, El Paso, TX 79904

EPMPO updates this plan every 4 years, and **stakeholder input is critical**. Your voice matters!
elpasompo.org



ACOMPÁÑENOS

La Organización de Planeación Metropolitana de El Paso (EPMPO, por sus siglas en inglés) lo invita a asistir a una de sus próximas reuniones públicas para revisar y compartir sus comentarios sobre el borrador del **Plan Metropolitano de Transporte 2052 (MTP)**.

Miércoles 22 de abril	Jueves 30 de abril	Sábado 2 de mayo	Miércoles 13 de mayo
5:30 pm - 7 pm Pat O'Rourke Rec Center 901 N Virginia St, El Paso, TX 79902	5:30 pm - 7:pm The Beast Urban Park 13501 Jason Crandall, El Paso, TX 79938	10:30 am - 12 pm Sunland Park Multi-Generational Center 4700 McNutt Road, Sunland Park, NM 88063	5:30 pm - 7 pm Nolan Richardson Recreation Center 4435 Maxwell Ave, El Paso, TX 79904

EPMPO actualiza este plan cada 4 años, y **la opinión del público es fundamental**. ¡Su voz importa!
elpasompo.org

Social Media Graphics



YOU'RE INVITED!

The El Paso Metropolitan Planning Organization (EPMPO) invites you to attend one of its upcoming public meetings to review and comment on the **Draft 2052 Metropolitan Transportation Plan (MTP)**, and the **2027-2030 Transportation Improvement Program (TIP)**.

Wednesday, April 22 5:30 pm - 7 pm Pat O'Rourke Rec Center 901 N Virginia St, El Paso, TX 79902	This is your chance to: - Review the draft plan before it's finalized - Share your input on transportation priorities and investments - Engage directly with local planners and officials
--	--

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Miércoles 22 de abril 5:30 pm - 7 pm Pat O'Rourke Rec Center 901 N Virginia St, El Paso, TX 79902	Esta es su oportunidad para: - Revisar el plan preliminar antes de que se finalice - Compartir sus comentarios sobre prioridades e inversiones en transporte - Conversar con planificadores y funcionarios públicos
--	--

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Thursday, April 30
5:30 pm - 7 pm
The Beast Urban Park
13501 Jason Crandall, El Paso, TX, 79938

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Jueves 30 de abril
5:30 pm - 7 pm
The Beast Urban Park
13501 Jason Crandall, El Paso, TX, 79938

Esta es su oportunidad para:
• Revisar el plan antes de que se finalice
• Compartir sus comentarios sobre prioridades e inversiones de transporte
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Saturday, May 2
10:30 am - 12 pm
Sunland Park Multi-Generational Center
4700 McNitt Road, Sunland Park, NM 88063

This is your chance to:
• Review the draft plan before it's finalized
• Share your input on transportation priorities and investments
• Engage directly with local planners and officials

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10:30 am - 12 pm
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Wednesday, May 6
5:30 pm - 7 pm
Rio Vista Community Center
901 N Rio Vista Rd, Socorro, TX 79927

This is your chance to:
• Review the draft plan before it's finalized
• Share your input on transportation priorities and investments
• Engage directly with local planners and officials

EPMPO updates this plan every 4 years, and **stakeholder input is critical**. Your voice matters!
elpasompo.org



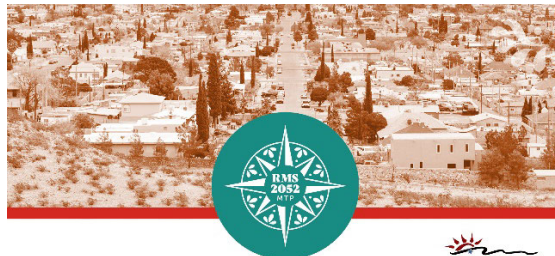
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Miércoles 6 de mayo
5:30 pm - 7 pm
Rio Vista Community Center
901 N Rio Vista Rd, Socorro, TX 79927

Esta es su oportunidad para:
• Revisar el plan antes de que se finalice
• Compartir sus comentarios sobre prioridades e inversiones de transporte
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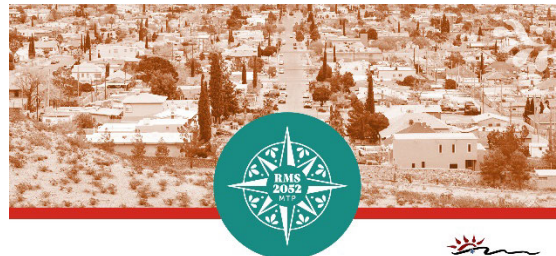
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Wednesday, May 13
5:30 pm - 7 pm
Nolan Richardson Recreation Center
4435 Maxwell Ave, El Paso, TX 79904

This is your chance to:
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Miércoles 13 de mayo
5:30 pm - 7 pm
Nolan Richardson Recreation Center
4435 Maxwell Ave, El Paso, TX 79904

Esta es su oportunidad para:
• Revisar el plan antes de que se finalice
• Compartir sus comentarios sobre prioridades e inversiones de transporte
• Conversar con planificadores y funcionarios públicos

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elpasompo.org

Press Release



MEDIA ADVISORY

April 20, 2026

Media Contact: Paulina López

Paulina.Lopez@wsp.com

(915) 248-6740

Public Invited to Shape the Next 26 Years of Transportation in the El Paso Region

Community members invited to review and comment on the Draft Metropolitan Transportation Plan at upcoming public meetings

El Paso, TX — The El Paso Metropolitan Planning Organization (EPMPO) invites residents, community leaders, and regional stakeholders to attend a series of public meetings to review and provide input on the **Draft 2052 Metropolitan Transportation Plan (MTP)**, a long range blueprint that will guide transportation priorities, investments, and improvements across the El Paso region for the next 26 years.

WHO: El Paso Metropolitan Planning Organization (EPMPO), regional leaders, planners, and community members. EPMPO leaders will be available for interviews, and attendees can review the plan, ask questions, and share input before it is finalized.

WHEN & WHERE: Community members are encouraged to attend any of the following public meetings to learn more about the draft plan and provide comments:

Wednesday April 22 5:30 p.m. – 7:00 p.m.	Thursday April 30 5:30 p.m. – 7:00 p.m.	Wednesday May 6 5:30 p.m. – 7:00 p.m.	Saturday May 2 10:30 a.m. – 12:00 p.m.	Wednesday May 13 5:30 p.m. – 7:00 p.m.
Pat O'Rourke Recreation Center 901 N. Virginia St. El Paso, TX 79902	The Beast Urban Park 13501 Jason Crandall Dr. El Paso, TX 79938	Rio Vista Community Center 901 N Rio Vista Rd, Socorro, TX 79927	Sunland Park Multi- Generational Center 4700 McNutt Road Sunland Park, NM 88063	Nolan Richardson Recreation Center 4435 Maxwell Ave., El Paso, TX 79904

About EPMPO: The El Paso Metropolitan Planning Organization (EPMPO) is the regional agency responsible for transportation planning in the El Paso metropolitan area. EPMPO works with local governments, counties, and transportation partners to guide long-range planning and investment decisions that support mobility, connectivity, safety, and quality of life across the region.

###



Appendix C: Media Coverage

Media coverage and outreach references identified for the spring 2026 public meeting series are summarized below.

Univision 26 / Noticias Ya Entravision Newscast – April 23, 2026

<https://www.facebook.com/noticiaselpaso/videos/1271559221250525/>





El Diario de El Paso – April 27, 2026

[Traza El Paso hoja de ruta vial hasta 2052](#)



El Paso Lunes 27 Abr 2026, 06:00

Traza El Paso hoja de ruta vial hasta 2052

Realiza consulta pública para que la comunidad defina el futuro de su movilidad

Jaime Torres/El Diario de El Paso



Exposición del plan abierta a la población | Jaime Torres/El Diario de El Paso

La Organización de Planificación Metropolitana de El Paso (EPMPO) inició el período de consulta pública del borrador del Plan Metropolitano de Transporte 2052 (MTP), un documento que trazará el rumbo del desarrollo vial e infraestructura de la región durante los próximos 26 años.

El período de comentarios, abierto desde el 18 de abril, cerrará el 17 de mayo. Las autoridades locales hicieron un llamado a residentes, líderes comunitarios y sectores interesados a participar en una serie de reuniones públicas donde podrán revisar el plan, plantear dudas y aportar propuestas antes de su aprobación final. Los borradores del MTP y del Programa de Mejoras del Transporte (TIP) están disponibles en el sitio web de la agencia: www.elpasompo.org.

El director ejecutivo de la EPMPO, Eduardo Calvo, subrayó que el ejercicio es fundamental para anticipar los retos que enfrentará la ciudad en materia de movilidad, crecimiento urbano y calidad de vida.

Publicidad

“Uno de los principales trabajos que realizamos es proyectar cómo va a crecer nuestra población y el empleo, pero sobre todo entender hacia dónde se va a expandir la ciudad. Eso nos permite identificar dónde se necesitarán proyectos de transporte”, explicó.



Calvo señaló que, aunque el crecimiento poblacional en El Paso no es tan acelerado como en otras ciudades del estado, la expansión territorial ha sido constante, lo que genera mayores distancias de traslado y presión sobre la infraestructura existente. “Tenemos el mismo número de personas, pero viviendo cada vez más lejos. Eso incrementa la congestión y complica el funcionamiento del transporte público”, advirtió.

El MTP 2052 es un plan a largo plazo que identifica las prioridades de transporte para la región e incluye recomendaciones para proyectos, programas y políticas en todos los modos de desplazamiento —conducción, ciclismo, tránsito peatonal y transporte público— desde 2026 hasta el año horizonte de 2052. El TIP 2027-2030, por su parte, es un programa de corto plazo que describe los proyectos y estrategias derivados del MTP planificados para su implementación en los próximos cuatro años.

El plan contempla no solo la construcción o ampliación de vialidades, sino también estrategias para mejorar la seguridad vial, fomentar el transporte público y contribuir a una mejor calidad del aire. En este último punto, Calvo subrayó que todos los proyectos deben demostrar que contribuyen a reducir emisiones contaminantes. “Si no están incluidos en el plan, simplemente no pueden acceder a fondos federales”, precisó.

Publicidad

Uno de los desafíos más relevantes del plan es cambiar el modelo de crecimiento urbano disperso por uno más concentrado, lo que permitiría mejorar la eficiencia del transporte público y reducir los tiempos de traslado. “Si logramos mayor densidad en ciertos corredores, podremos tener sistemas de transporte más eficientes. De lo contrario, con una ciudad tan extendida, el servicio se vuelve complicado y poco atractivo para la población”, explicó el director.

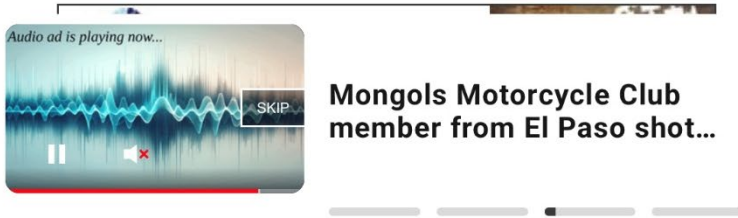
La consulta pública es un requisito establecido por la ley federal, pero también representa una oportunidad para que la ciudadanía incida directamente en decisiones que impactarán su vida cotidiana. “Es muy importante que la gente participe. Todos los comentarios se documentan y deben ser atendidos. Este plan no es solo técnico; es una visión compartida de cómo queremos que crezca nuestra ciudad”, enfatizó Calvo.

Las reuniones se llevarán a cabo en distintos puntos de la región para facilitar la participación de la población fronteriza. Las próximas fechas son el 30 de abril en el Parque Urbano The Beast, ubicado en el 13501 de Jason Crandall Drive; el sábado 2 de mayo en el Centro Multigeneracional de Sunland Park, en el 4700 de McNutt Road, y el miércoles 13 de mayo en el Centro Recreativo Nolan Richardson, en el 4435 de Maxwell Avenue.



KVIA ABC 7 – April 22, 2026

[Give input on El Paso's transportation at public meetings - KVIA](#)



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Give input on El Paso's transportation at public meetings



By Gabrielle Lopez [FOLLOW](#)

Published [April 22, 2026](#) 1:56 PM



Park (13501 Jason Crandall Dr.)

- 5:30 p.m. to 7 p.m.

EL PASO, Texas (KVIA) -- The public can help pinpoint transportation priorities and recommendations in the Sun City by attending public meetings held by the El Paso Metropolitan Planning Organization.

EPMPO wants community input on its Draft 2052 Metropolitan Transportation Plan and 2027-2030 Transportation Improvement Program.

[Draft 2052 MTP](#) is a long-range plan involving all modes of travel (driving, biking, walking and public transit).

[The 2027-2030 TIP](#) is a short-range program to outline strategies from the MTP, EPMPO said.

EPMPO shared the schedule for their next public meetings:

Wednesday, April 22

- Pat O'Rourke Recreation Center (901 N. Virginia St.)

- 5:30 p.m. to 7 p.m.

Thursday, April 30

- The Beast Urban

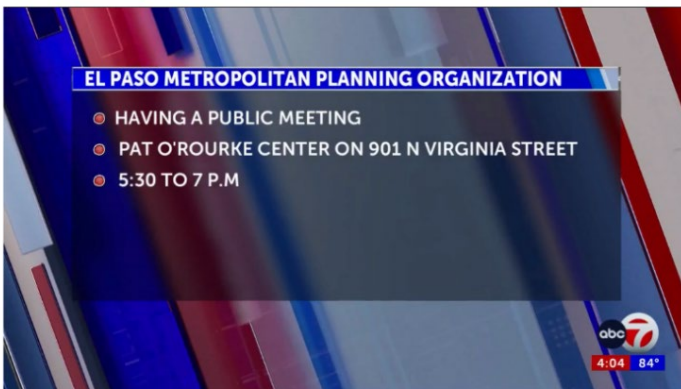


Saturday, May 2

- Sunland Park Multi-Generational Center (4700 McNutt Rd.)
- 10:30 a.m. to 12 p.m.

Wednesday, May 13

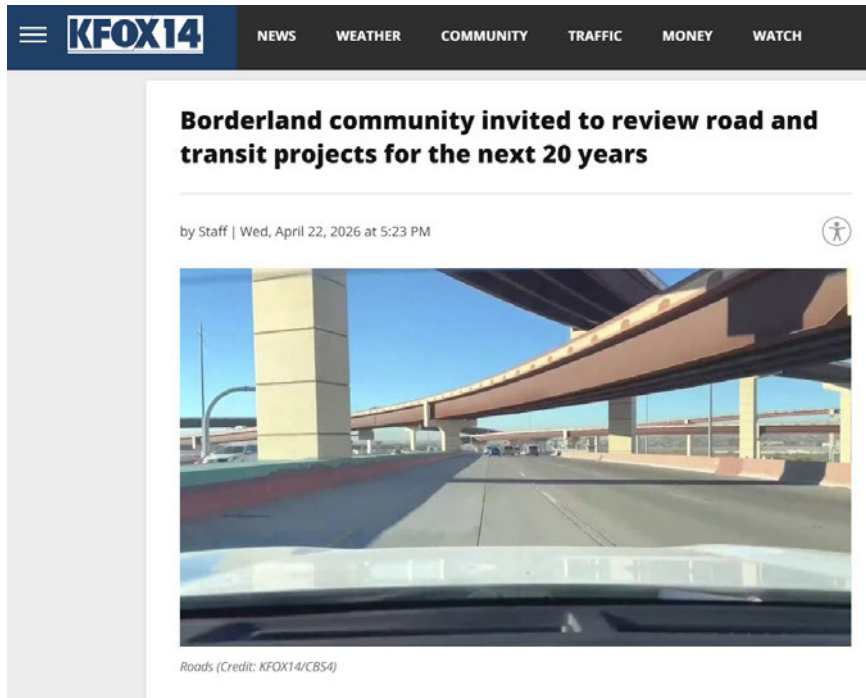
- Nolan Richardson Recreation Center (4435 Maxwell Ave)
- 5:30 p.m. to 7 p.m.





KFOX 14 – April 22, 2026

[Borderland community invited to review road and transit projects for the next 20 years](#)



EL PASO, Texas (KFOX14/CBS4) — A local urban planning group is inviting the community to a series of public meetings to discuss the future of transportation improvement projects.

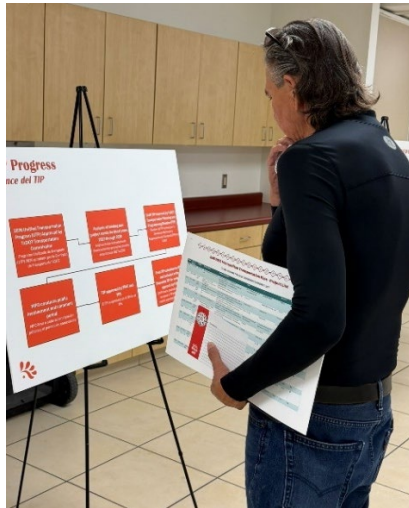
The El Paso Metropolitan Planning Organization announced it will be holding meetings to review its plan for El Paso's transportation systems for the next 26 years, inviting the public to learn about the projects and provide their feedback.

"So, what we do is that when we look into the future all the way to 2052, we base a lot of our analysis on projections, future projections of population and employment growth," said Eduardo Calvo, the executive director of the EPMPO. "So, collectively we put together ideas or projects to help us address congestion in the future, safety, economic development, and other concerns."



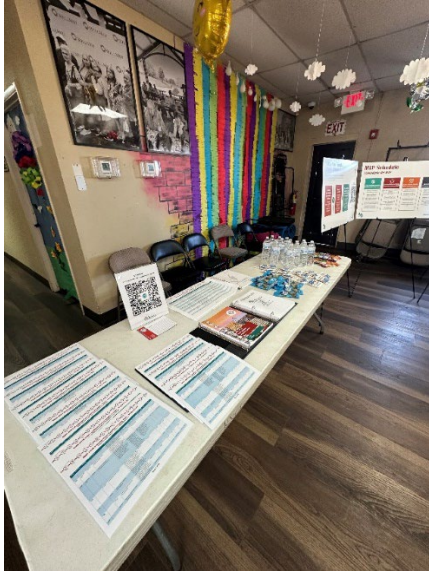
Appendix D: Photos

Public Meeting – April 22, 2026





Public Meeting – May 6, 2026





Appendix E: Public Comment Response Matrix

**Regional Mobility Strategy 2052 Metropolitan Transportation Plan, RMS 2027-2030 Transportation Improvement Program,
& RMS 2052 Transportation Conformity Report
Listing of Comments Received During the 30-Day Public Comment Period (April 18-May 17, 2026)**

Commenter Name (Date)	Comment	MPO Response
Teresa Hernandez (4/29/2026)	If you have seen the Texas Statewide Planning Map, you will see, in the "Additional Overlays" section at the bottom of the menu, the layer "Future Interstates." You will find several proposed interstates in Texas, east-west and north-south. But you will not find any additional interstate connections to the El Paso region, which includes Ciudad Juárez and has over 2 million people. Also, you must be aware that I-17 and I-44 terminate in Texas, although I-17 will change over time, as shown on the map above. What has not been extended or planned that we are aware of is Interstate 44, which terminates in Wichita Falls, Texas. What to Do? It is time for the El Paso region to own it! Before someone else takes it! The region must call for a future extension of the I-44 freeway from Wichita Falls, Texas, to El Paso, and be the only Heartland Midwest freeway to the central U.S./Mexico border that terminates in Tornillo, Texas, a port of entry. Do what the lower Rio Grande has done, name a future portion of a highway the I-44, even if it is 50 miles of freeway in El Paso County. Own the future interstate freeway. Also you are aware of the Cd Juarez connectivity to the Pacific coast ports. This would make I-44 from St. Louis, Missouri, to El Paso a future corridor to the Pacific coast ports. What is CVCS doing? We are mapping the route as we see it, we disclose it as "... informational purposes and is simply an imagined view of what I-44 would look like." We will make contact along the route with organizations to recruit others to the idea. If the Plains to Port were successful in gaining recognition as an interstate, we believe El Paso would have an even greater advantage. *Midwest corridor to the 5th largest manufacturing region in North America. *I-10 runs to the west coast, passing Tucson, Phoenix, and Los Angeles. *Mexico gateway and gateway to Pacific ports. This is our contribution to the MTP process, and we hope you consider some future initiative to bring a new interstate freeway into the El Paso region. If you would like to discuss your support or have questions, please email me or call.	While there is no project included in the MTP that considers the designation of new Interstate Highway segments, EPMPO is open to considering any and all project ideas that further the goals of the MTP. Stated goals that may apply in this case include promoting economic development, improving system reliability, and expanding connectivity. Any designation of future Interstate Highway segments would be a collaborative effort involving the relevant regional partners, including Texas Department of Transportation, and any local municipalities a new roadway may pass through.
Gabriel I. Holguin (4/26/2026)	I feel like there is a lack of inclusion from the New Mexico part. There is a general focus in El Paso, but there is no listening sessions or inclusion from New Mexico other than Sunland Park. Communities like Anthony need to be included. Why have Anthony a part of MPO when there is little to no inclusion of communities like Anthony.	EPMPO is committed to ensuring that all governmental entities within the MPO planning area are provided relevant information on opportunities for input in a

		timely manner. Information about the public meeting schedule was distributed to all entities who are represented on the MPO's Transportation Policy Board and Transportation Project Advisory Committee, each made up of a combination of elected officials and staff. The entities were further encouraged to share meeting information with their own constituents via social media or other means. EPMPO attempted to select public meeting locations that were relatively centralized in each portion of the MPO planning area, though the limited availability of suitable meeting venues was a constraint.
n/a (5/6/2026)	As a citizen of Socorro I was just concerned about the future of the Rio Bosque Wetlands Park and wanted to make sure it would not be affected by future construction. Thank you. Hopefully we can preserve this park for future generations.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.

n/a (5/6/2026)	Was just concerned about the preservation of the Rio Bosque, wildlife, nature, trees, etc. I understand there are change/improvements with projects, just hope people keep in mind the animals and nature around.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
n/a (5/6/2026)	Shaded areas would be great, and grass.	In general, roadway construction and improvement projects include landscaping, which may include trees or shrubs depending on the size and classification of the road. EPMPO considers the provision of shade a major positive for active transportation infrastructure like bike paths and sidewalks, as it makes those facilities more attractive for users.
n/a (5/13/2026)	I deeply oppose the <i>Border Highway East (BHE) Ph. 1</i> , the effects it would have on the Rio Bosque Wetlands would be beyond devastating to our environment and the wildlife that habitat [sic] the area. The Rio Bosque is a precious, rare and unique area to the El Paso community, and is something that should be preserved and protected.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National

		Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
n/a (5/13/2026)	The project to extend the border highway should be amended such that it does not impact Rio Bosque. The park is a unique example of how community effort towards environmental restoration should look. They have worked on that land for nearly thirty years and that work should be preserved for our community. Large scale development and loud human activity like road construction and transportation infrastructure is disruptive to wildlife, and will be very detrimental for the parks mission. Please reconsider.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
n/a (5/13/2026)	If a highway is built near Rio Bosque, it puts animals in danger. Animals' and plants' habitat is going away when people build. Roads have an impact too. Cars can run over animals, and they cause pollution and noise. Please save Rio Bosque Wetlands Park.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National

		Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
n/a (5/13/2026)	Transit loop that goes from Zaragoza to Paso del Norte Bridges for both Juarez and El Paso	EPMPO has and will continue to coordinate with Sun Metro and El Paso Transportation Authority (ETA) on ways to improve the public transportation system, in particular on how public transportation can alleviate private vehicle congestion at our major international border crossings.
n/a (5/13/2026)	More Transit Oriented Development to reduce air pollution, promote more shared use paths, and less vehicle dependency.	One of the goals of the RMS 2052 MTP is to integrate land use and transportation planning by promoting consistency between transportation improvements, planned growth, and economic development growth. EPMPO has used modeling that incorporates land use entitlement data with transportation data to determine what types of development could help to shift transportation trips away from personal vehicles and toward modes with lower emissions rates, as well as where such development could be focused. EPMPO will continue to encourage municipalities to modify their land use regulations in ways that complement the goals of the transportation system.
Victoria Anna (5/13/2026)	Do not destroy El Paso's natural beauty. Our children ___ birds and nature needs to be preserved. I would love to _____ on this issue more. I found out about today's meeting to late to get prepared, but I will take up the cause to stop this development. El Paso is known as a	One of the many elements considered in the development of solutions to problems that exist in our transportation network is

	“Small Big City.” I do not want to live in a metropolitan and have nowhere to go to see wildlife and decompress. Thank you for the opportunity to ____.	the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
n/a (5/13/2026)	I think the Rio Bosque needs to be completely off-limits for roadways. As a natural area it would inevitably be negatively impacted by construction and traffic. The Bosque is one of the few natural areas left along the river, one of the few areas for wildlife, and one of the few natural recreation areas in the Lower Valley. There has [sic] been decades of effort to resort the Bosque. To degrade or destroy it would be a tragedy.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
n/a (5/13/2026)	Please consider a usable public transportation system to reduce the need for new roadways.	EPMPPO has and will continue to coordinate with Sun Metro and El Paso

		Transportation Authority (ETA) on ways to improve the public transportation system.
n/a (5/13/2026)	Please Preserve Rio Bosque. We as a society need green spaces for our wellbeing. Preserving nature, Rio Bosque that is a habitat to hundreds of species of wildlife and plants, is important. Parks built to compensate for natural spaces lost, does not [sic] replace the nature lost. Some are very specific to particular microclimates like Rio Bosque Wetlands. Decisions about protecting natural spaces also translate into physical and mental health of local populations. It sends a positive message to community that we care. Cities that have more protection of natural spaces are healthier. We have to come up with other ways to deal with increasing transportation needs. Investing in efficient public transportation would be one such thing. Natural spaces take centuries and decades to develop, used by people and wildlife. These should be considered essential part of community.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
Rick LoBello (5/14/2026)	Prior to moving to El Paso more than 25 years ago, I spent the first 25 years of my career working in our national parks. It was during those years — living and working in places like Big Bend, Yellowstone, Guadalupe Mountains, and Carlsbad Caverns — that I learned to truly listen to the Earth and understand how complex, interconnected, and essential intact ecosystems are to the future of humanity. Over time, I came to realize that nature is not simply scenery around us. Healthy ecosystems protect water, clean our air, support wildlife, reduce flooding, moderate temperatures, and ultimately sustain human life itself. I understand that TxDOT, with the support of this group, has been planning a Border Highway Extension that could seriously impact Rio Bosque Wetlands Park. I also understand the reality that El Paso is growing. We need transportation solutions, economic opportunity, and infrastructure that serves our community efficiently. But growth without environmental wisdom comes at a tremendous cost. If we continue down a path where every remaining natural area is viewed as expendable, we risk destroying the very systems that make life in our region possible. Places like Rio Bosque are not empty land waiting to be developed. They are living systems. Wetlands help absorb floodwaters, improve air quality, support migratory birds and pollinators,	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities

	recharge ecological health along the Rio Grande, and provide one of the few remaining connections between people and nature in our urban environment. At a time when climate change is already bringing hotter temperatures, increasing drought, worsening dust and air quality, and growing stress on wildlife, protecting natural areas should not be viewed as an obstacle to progress. It should be viewed as essential infrastructure for our future survival. I believe we can find balanced solutions. We do not have to choose between economic development and environmental protection if we are willing to plan carefully, collaborate honestly, and think long term. But we must stop treating nature as though it has no limits. Because if humanity continues destroying the natural world and its extraordinary biodiversity, the day could come when all the highways we built will stand empty — not because we failed to grow, but because we failed to protect the living planet that sustains us.	for the public to continue providing their input.
John Sproul (5/14/2026)	Thank you for this opportunity to provide input to the Draft RMS 2052 Metropolitan Transportation Plan (Draft Plan). In reviewing the Draft Plan and supporting materials, I was encouraged to see that one of the goals in the Texas Transportation Plan 2050 is: -Foster Stewardship: Protect and Enhance the Human and Natural Environment Integrate environmental considerations into all TxDOT activities so that future generations of Texans can benefit from the state’s valuable natural, historic, and cultural resources. To better align the Draft Plan with this TxDOT goal, I offer for your consideration a proposed revision to the fourth objective under the Draft Plan’s goal of Enhancing Resiliency: -Preserve and enhance the natural environment, both by fostering stewardship and through actions that improve air quality, reduce vulnerability to extreme weather events, and promote active lifestyles. The Merriam-Webster Dictionary defines stewardship as “the careful and responsible management of something entrusted to one’s care.” Here in the Paso del Norte region, we have some outstanding examples of careful and responsible environmental stewardship, but there are also many places where we have fallen far short of that goal. Nowhere in our region has the natural environment and its attendant biological diversity been more severely compromised than in the valley of the Rio Grande/Río Bravo. In the process, we have largely lost an important part of our region's natural heritage. The Draft Plan continues to include the Border Highway East (projects TX-83 and TX-84) in the long-range transportation plan. I am concerned that this project, as currently envisioned, will	Stewardship of the natural environment is an integral part of fulfilling the goal of enhancing resiliency as described in the RMS 2052 MTP. The most direct way that the MPO is able to support this stewardship is through our required work in monitoring, analysing, and projecting the air quality impacts caused by the transportation network now and into the future. This work has a direct impact on the nature of the transportation projects that are proposed and ultimately funded. While the MPO does not have a direct role in the stewardship of sensitive natural places like those along the Rio Grande, we do have a role in monitoring the development progress of projects like <i>Border Highway East</i>, and ensuring that the potential impacts of such projects are being properly and seriously considered. The <i>Border Highway East</i> project has yet to begin an assessment of potential impacts as required under the National Environmental Policy Act (NEPA), and

	more likely foster continued exploitation and deterioration of the river-valley environment rather than fostering its stewardship. The continued inclusion of this project in the long-range transportation plan deserves re-evaluation. Thanks for listening to my concerns.	there will be many opportunities for the public to continue providing their input.
Marshall Carter-Tripp (5/14/2026)	Good afternoon...I write to you to urge the MPO to protect and care for the Rio Bosque, a rare set of wetlands in this region. It is extremely important for migratory birds and other wildlife. The proposed Border Highway extension threatens this delicate ecosystem. Fragmenting this area could disrupt wildlife corridors and degrade the habitat. I urge you to prioritize protecting Rio Bosque in future plans. Let's safeguard this irreplaceable wetland—for wildlife, for our environment, and for the quality of life we all cherish in El Paso. Thank you.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
Jacqlyn Hale (5/14/2026)	I am writing to formally express my strong opposition to the proposed Border Highway East extension and any related roadway expansion that would impact the Rio Bosque area. This project raises serious concerns for the long-term environmental health of our region. Rio Bosque is not vacant or expendable land—it is one of the most important remaining wetland ecosystems in the area. It provides critical habitat for migratory birds, native wildlife, pollinators, and numerous species that depend on this environment for survival. Once fragmented or degraded by roadway expansion, this type of ecosystem cannot be meaningfully restored. I urge decision-makers to reconsider the assumptions behind this project and the long-term costs it would impose on ecological health, biodiversity, and community quality of life. Infrastructure planning should not come at the expense of irreplaceable natural resources, especially when those resources are already under pressure. Even if this project is already far along in the planning process, I want to make my position clear: I strongly oppose it and urge the City and MPO to halt or redesign the proposal to fully protect Rio Bosque. Preserving and restoring Rio Bosque should be treated as a regional priority, not a secondary concern to roadway expansion.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to

		come, and will provide many opportunities for the public to continue providing their input.
Lora Holt (5/14/2026)	My Name is Lora Holt and I am the founder of Lesson Destinations, a curriculum writing business for non-profit organizations in Canutillo, Texas. My brother, daughters, and I have created a trading card game to teach people about food webs in the national parks. They are in the form of Pokemon cards. The players have to build photosynthesis in order to grow a plant, the plants attract foragers and those foragers attract predators that can either eat off of the players web or off their opponents... Each card lists diet and predators, but they also act as mini field guides in case a person wants to use the cards to look for animals. The symbols on the card denote activity (diurnal, nocturnal, etc) and also behavior (active year round, migrates, hibernates, brumates, etc). We are making them for the national park system (a different deck for each park). We are starting with the parks of the Chihuahuan Desert, which is where we live, but the story of our deck is actually deeper... and it has crossed paths with you and your committee. You see, we originally designed these cards to depict the animals of the Rio Bosque Wetlands in El Paso, Texas. The Rio Bosque Wetlands is a park that is literally on the US/Mexico Border. I was writing a curriculum for El Paso Water to teach students science lessons that involved water and this lesson was about how this wetland was killed because of the Chamizal Agreement in the 1960's. The US Mexico border follows along the Rio Grande River, however when the river changes course it means parts of the US end up in Mexico and parts of Mexico end up in the US (side note: This happened to my grandmother and a house that she owned, because of the river changing course, her house ended up in Mexico.) This was especially troubling for the city of El Paso because their downtown area would sometimes end up in Mexico because of the changing river, which made businesses and land owners very upset. During the Chamizal Agreement, the US and Mexico decided to channel the river in El Paso by cementing in the riverway so that the river would always stay the same. People were paid for their properties in the final river path change (my grandma lost her house) and the channel was cemented in. The Chamizal Park was erected on both sides of the border to commemorate the agreement. Our Chamizal Park is a national monument in El Paso, but it is just a park with trees and grass and a nice amphitheater, but it is not a nature park. You see when they channeled the river, they cut off water to wetlands that existed along the river. These wetlands were necessary for migrating birds that came to roost during the winters. In the late 70's-Early 80's El Paso Water, the University of El Paso and the Army Corps of Engineers decided to create a park south of downtown El Paso near the Bridge of the Americas to revive a wetland that was killed off during the Chamizal. Using reclaimed water from the city,	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.

	they filled the empty river path and wetland cells with water during the winter months and guess what? The animals came back! We have Cottonwood trees, saltbush, coyotes, all kinds of wetland animals, including a BEAVER, that have made a home in our Rio Bosque park. These animals were not planted there, they CAME because the water was back. So about 5 years ago, the water company hired my family to create educational materials for this park. We created videos, comic books, lesson plans and one special game that we retained the copyright for, because the game came out extra special. When I went out to the bosque I noticed that two different habitats coexisted and overlapped with each other. A habitat of the desert scrub and a habitat of the wetland. Growing up in the desert of El Paso I never realized that the desert had beavers, or muskrats or even crayfish and frogs. I never stopped to think about it, and that all of those animals had special adaptations and behaviors that allowed them to exist in this environment. I asked my daughter (an illustrator) to design a card so that I could create a food web game that depicted the overlapping habitat. At first I thought we would have about 20-30 cards in the game, but when I was done mapping out the webs the card game grew to 60 species of plants, animals, insects, birds, reptiles, amphibians and fish and although there are 60 species in our deck, it is only a fraction of the animals and plants that reside at the Rio Bosque Park. It took a lot of time to create, in fact we didn't get to finish the deck before COVID hit. We were doing this project after work as a side job and it took a while to develop. I'm enclosing links to the videos my brother created on the park so you can see some of the finished project. In 2023 I retired from my district to take care of my father who had alzheimers. As a side project I decided to revise the cards so that we could market them to the national parks. My dream is to make animals and plants as important to kids as Pikachu. My daughter, Wyndi, is re-illustrating each card so that the pictures are more alluring to nature lovers. We have 13 species to go. In the meantime I am revising and editing all of the cards so that all of the cards have credible citations for the information that they present and are scientifically accurate. We hope to launch them on Kickstarter at the end of the summer. The Chihuahuan Desert is the most biodiverse desert in the world, and oddly enough, this park represents a habitat similar to the one found at Big Bend National Park. I have done a cross reference of the animals in our deck and 95% of the species we are illustrating are also found at Big Bend National Park, it is almost as if we have the diversity of a national park in our own backyard. I don't have to tell you that this park is a hidden gem. I visit this park every season to see the changes in the park. Did you know that the Black-Necked Stilts that reside there in the winter have special adaptations that allow them to wade and forage for crustaceans without sinking into the mud? The gray fox that lives there is the only species of fox that can climb trees like a cat. The Harris hawk (an apex predator at the park) actually hunts in groups to corral its prey. The	
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	cottonwood trees that grow in the wetland once lined Alameda Street, which now has no cottonwood trees along its very long road. Lois Balen, a wildlife conservationist, studies burrowing owls at the park and has made discoveries about the species behavior thanks to video cameras left in the man made burrows placed there for the owls at the Rio Bosque. Teachers go there for education inservice trainings, children go there for field trips, UTEP students go there to study the biodiversity, the list of the Bosque's importance and usage goes on and on.	

Comments Received Before or After the 30-Day Public Comment Period

These comments were received by EPMPO via email prior to, or after the conclusion of, the 30-day public comment period for the RMS 2052 MTP/2027-2030 TIP/TCR. 20 comments were sent EPMPO staff and Transportation Policy Board members between August 21, 2025 and February 24, 2026 via email prior to the start of the public comment period on April 18, 2026, and two comments was received after the public comment period ended on May 17, 2026.

Commenter Name (Date)	Comment	Response
Rocio Ronquillo (8/21/2025)	I am writing to express my strong disapproval of the proposed development near the Rio Bosque Wetlands Park. This area is not just a rare ecological treasure in our desert environment, but also a site of profound historical, cultural, and community significance. Any action that threatens its integrity demands serious reconsideration. The Rio Bosque is one of the few remaining wetlands in our region, providing vital habitat for wildlife and a unique opportunity for environmental education, research, and recreation. It serves as a living reminder of our region's natural heritage and is especially important for the communities in the Lower Valley, many of whom have limited access to green space and outdoor resources. Developing near the park particularly with large infrastructure projects like the Border Highway will bring irreversible negative impacts: increased pollution, habitat destruction, and noise, as well as the loss of an important space that helps bridge the gap in equitable outdoor access for underserved communities. Protecting the Rio Bosque is not only an environmental issue but a social and cultural one. Its preservation reflects our values and priorities as a community that strives for inclusivity, sustainability, and respect for our shared history. I urge decision-makers to reconsider this development and instead prioritize the long-term health and accessibility of the Rio Bosque Wetlands Park. Let us work toward solutions that uplift, rather than undermine, the well-being of our environment and community. Thank you for your time and consideration.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
Jessica Macias (8/21/2025)	Hello, I am emailing you to ask you to vote against the Loop 375 extension towards Socorro County. I am from the Ysleta Del Sur Pueblo and we have strong ties to this land. We have put a great deal of work and effort into our garden and have many plans for the future. Losing the Bosque would be completely devastating as well. The Bosque has one of the original channels of the Rio Grande from when it flowed and meandered freely. I do not doubt that our ancestors went there, prayed, and made offerings. This is adjacent to where the men go to start and end our ceremonies on the other side of the wall. This is a fight for our culture and its preservation.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both

		professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
Andrea Everett (8/21/2025)	I was recently made aware that an agenda item for "priority project" in reference to the Border Highway extension project was placed on your agenda for 8/22/2025. I want to express my disgust with the fact that this project continues to be moved forward through different means in order to silently push this through even after several community meetings, survey responses, El Paso Water Utilities board opposition, etc. etc. etc. Thousands of community members have expressed that they are vehemently opposed to this extension coming through first the Rio Bosque, second through tribal lands, and third through long time Socorro residents homes and land. For me it is personal. My ancestors have been on these lands since 1680 after the Pueblo Revolt, where we were forcibly removed by the Spanish and made to move south to the Paso del Norte region. When we arrived we came to this land and asked permission to settle, we asked the land and the River for safety and sustenance. They provided us this for centuries. Land grabs and false promises have relegated us to asking for permission for the access to the River for our ceremonies, and we have lost the majority of our lands through back door deals, violence and exploitation. This is the last place in this area that even remotely resembles what my ancestors saw when they arrived here. Furthermore, I am part of a group of women that have established a beautiful thriving traditional garden right in the path of your concrete freeway, "priority project." Our community does not want your Border Extension Highway! Our land and the land of the Rio Bosque serves so many people not only in our community but throughout the region. As a UTEP graduate, I studied at Rio Bosque like so many others. The Rio Bosque has an original channel of the Rio Grande, when it was sovereign and it was free to meander. Why do we believe that we can just cut through mother nature and let her cease to exist? Why do we think that we have more rights than her? Where is your balanced development? I ask that you vote to take this item off of the agenda and that you listen to the communities, schools, stakeholders, and especially the land, plants and animals! They have rights and their	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.

	voices, no matter how insignificant to you, they MATTER! We matter! Take it off the agenda and start listening to the people, and stop these back door deals! We do not want it!	
Abigail Carl-Klassen (8/21/2025)	I am writing as a friend and colleague of members of the Tigua Pueblo to respectfully state my opposition to the TX DOT extension of Loop 375 through tribal member agricultural areas as well as through the Rio Bosque Wetland Conservation area. For this reason, I am writing in support of a vote that would remove the extension as a priority project from the MPO agenda on Friday 8/22/25. I cannot state my opposition better than my friend, Tigua Tribal Member, Andrea Everett, whom I have had the pleasure to collaborate with on agricultural and community projects. "We have put a great deal of work and effort into this garden [Tiwa Women's Circle] and have many plans for the future. If we do not stand up now, we may lose it all, and losing the Bosque would be completely devastating as well. The Bosque has one of the original channels of the Rio Grande from when it flowed and meandered freely. I do not doubt that our ancestors went there, prayed, and made offerings. This is not far from where our men go to start and end our ceremonies on the other side of the wall, along the River. This is a fight for our culture and its preservation.we may lose the garden, the Bosque, and the ties that we have to the land, the river, and these places that connect us to our ancestors." Thank you for your consideration and I compel you to oppose the expansion of Loop 375 through these vital cultural and ecological spaces.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
A. Everett (8/21/2025)	I am part of a women's group that has created a beautiful, thriving traditional garden along your Border Highway "priority project" pathway." Our circle recently registered as a nonprofit; our traditional name is T'ai'u Hlioran Hurini (Tiwa Women's Circle). This group, composed of women from the Ysleta del Sur Pueblo, aims to nurture and empower women and families through culture, land, community, and connection. Additionally, T'ai'u Hlioran Hurini strives to enhance soil health, food security, and food sovereignty projects that foster resilience, traditional farming, and climate-smart agriculture. Our mission is to restore land and cultural identity through communal farming and kinship, addressing the effects of climate change and reintroducing traditional cultural land practices. We seek support from Tigua knowledge elders and local grassroots farmers practicing ecologically sustainable farming. Our community stands against your Border Extension Highway! The land of Rio Bosque and ours serves many, not just our community, but the entire region. As a UTEP graduate, I attended Rio Bosque, like many others. Rio Bosque features an original, meandering channel of the Rio Grande. Why do we believe we can simply cut through Mother Nature and erase her? Why do we assume we have more rights than she does? Where is your balanced development?	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.

	We ask that you vote to remove this item from the agenda and listen to the communities, schools, stakeholders, and especially the land, plants, and animals! They have rights and their voices, no matter how small they seem to you, **are** important! We matter! Please remove it from the agenda and start listening to the people; stop these backdoor deals! We do not want it!	
Rubi Orozco Santos (8/22/2025)	As many of you know, TxDOT has been trying to extend Loop 375, and their preferred path is not only through the Rio Bosque Wetlands but will also cut through the agricultural fields of Ysleta del Sur Pueblo (Tigua) people, including the Tiwa Women's Circle traditional garden. The MPO (metropolitan planning organization) placed Loop 375 on their agenda to obtain approval to make it a “priority project.” But thousands of citizens have consistently shown up for meetings, signed petitions, etc., opposing this extension through their “preferred path.” The community clearly opposes this path. WE DO NOT WANT THIS EXTENSION. We urge you to Protect Rio Bosque and Tribal lifeways.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
Jena Camp (8/22/2025)	I have an urgent request in support of the Tiwa Women's Circle traditional garden, our community, the Rio Bosque and other City of Socorro residents. As you may know, TxDOT's Loop 375 preferred path not only runs through the Rio Bosque but will also cut through Tigua tribal members' agricultural fields and the Tiwa Women's Circle traditional garden. The MPO (metropolitan planning organization) placed Loop 375 on their agenda this Friday to obtain approval to make it a “priority project.” Thousands of citizens have shown up for meetings, signed petitions, etc., opposing this extension through the “preferred path”. I strongly oppose this project as it negatively impacts a sensitive wetland region and Tigua cultural preservation and sustenance, including both men's and women's ceremonial practices as well.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA

		process is still to come, and will provide many opportunities for the public to continue providing their input.
Marissa R. (9/22/2025)	I am writing today to express my opposition to the Border Highway East expansion. The highway will only bring air and noise pollution while taking land away from local communities and farmers. Also, \$1.8 billion is a lot of money to not fix the traffic problem. Traffic should be pushed away from the river instead of to it. TxDOT should look at other alternatives that actually address traffic on the ground, not adding another highway to make it worse. This expansion would directly violate the Migratory Bird Act, as several threatened species navigate through the Bosque annually. These migrations provide the area with a unique attraction to the community and visitors, which is more valuable than this short sighted plan of destruction. Finally, this plan steals native land from the Tigua tribe, demanding to run this highway through the family farms of people that I personally know that have lived there for generations, long before the highways existed. Please respect our community, not ruin it with another highway.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
Cheyenne Ruacho (9/23/2025)	I am writing today to express my opposition to the Border Highway East expansion. The highway will only bring air and noise pollution while taking land away from local communities and farmers. Also, \$1.8 billion is a lot of money to not fix the traffic problem. Traffic should be pushed away from the river instead of to it. TxDOT should look at other alternatives that actually address traffic on the ground, not adding another highway to make it worse. Please respect our community, not ruin it with another highway.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide

		many opportunities for the public to continue providing their input.
Andrea L. Everett (9/24/2025)	I am writing today to express my opposition to the Border Highway East expansion. The highway will only increase air and noise pollution while taking land away from local communities and farmers. Additionally, \$1.8 billion is a significant amount of money to address traffic problems. Traffic should be directed away from the river, not toward it. TxDOT should consider other alternatives that more effectively address traffic on the ground instead of adding another highway that would worsen the situation. I am personally part of a group of women working to revive traditional Pueblo farming. The proposed highway extension will run directly through our land and farms. I also live in P'a Kitu Village (Ysleta del Sur Pueblo), which is adjacent to the proposed highway extension and interchange road that will be built right behind the homes of our tribal members. My suggestion is to focus on improving arterial roads to ease traffic issues. As a community, we do not want this project, regardless of what elected officials claim; we have not been properly consulted. We need open spaces to gather, farm, and hold ceremonies. Our annual foot races happen directly in the path of this highway extension. We grow the corn used for our St. Anthony's feast day, and we teach youth cultural lessons to pass on our knowledge of these lands. Please respect our community and do not destroy it with another highway. I am opposed to this project and oppose enriching the wealthy through another overbuilt construction. Honor our natural connections and relationships to this land by dropping this project. The community has consistently opposed it. Why do you continue to push this forward? WE DO NOT WANT IT!	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
T'ai'u Hlioran Hurini (Tiwa Women's Circle) (9/24/2025)	We are writing to express our opposition to expanding the Border Highway East. The highway will only worsen air and noise pollution while taking land from local communities and farmers. Additionally, \$1.8 billion is a substantial amount of money to address traffic issues. Traffic should be rerouted away from the river, not toward it. TxDOT should explore alternative solutions that better tackle traffic congestion on the ground, instead of building another highway that would worsen the problem. We are a group of women working to revive traditional Pueblo farming. The proposed highway extension will run directly through our land and farmland. P'a Kitu Village (Ysleta del Sur Pueblo), which is next to the proposed highway extension and interchange road, will have this	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better

	road built directly behind the homes of our tribal members. Our suggestion is to prioritize improving arterial roads to reduce traffic problems. As a community, we oppose this project, regardless of what elected officials claim; we have not been properly consulted. We need open spaces to gather, farm, and hold ceremonies. Our annual foot races take place right in the path of this highway extension. We grow the corn used for our St. Anthony's feast day, and we teach youth cultural lessons to pass on our knowledge of these lands. Please respect our community and refrain from destroying it with another highway. We oppose this project and believe it would only benefit the wealthy through more overbuilt construction, rather than protecting the land and communities that actually live here. Honor our natural connections and relationships to this land by dropping this project. The community has consistently opposed it. Why do you keep pushing this forward? WE DO NOT WANT IT!	understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
Andie L. Everett (9/24/2025)	I am writing today to express my opposition to the Border Highway East expansion. The highway will only increase air and noise pollution while taking land away from local communities and farmers. Additionally, \$1.8 billion is a significant amount of money to address traffic problems. Traffic should be directed away from the river, not toward it. TxDOT should consider other alternatives that more effectively address traffic on the ground instead of adding another highway that would worsen the situation. I am personally part of a group of women working to revive traditional Pueblo farming. The proposed highway extension will run directly through our land and farms. I also live in P'a Kitu Village (Ysleta del Sur Pueblo), which is adjacent to the proposed highway extension and interchange road that will be built right behind the homes of our tribal members. My suggestion is to focus on improving arterial roads to ease traffic issues. As a community, we do not want this project, regardless of what elected officials claim; we have not been properly consulted. We need open spaces to gather, farm, and hold ceremonies. Our annual foot races happen directly in the path of this highway extension. We grow the corn used for our St. Anthony's feast day, and we teach youth cultural lessons to pass on our knowledge of these lands. Please respect our community and do not destroy it with another highway. I am opposed to this project and oppose enriching the wealthy through another overbuilt construction. Honor our natural connections and relationships to this land by dropping this project. The community has consistently opposed it. Why do you continue to push this forward? WE DO NOT WANT IT!	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.

Darlina Bolding (9/30/2025)	I am writing today to express my opposition to the Border Highway East expansion. The highway will only bring air and noise pollution while taking land away from local communities and farmers. Also, \$1.8 billion is a lot of money to not fix the traffic problem. Traffic should be pushed away from the river instead of to it. TxDOT should look at other alternatives that actually address traffic on the ground, not adding another highway to make it worse. Please respect our community. In these very uncertain and concerning times of complete disregard for nature, lives and native lands, please help to preserve what we have left.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
Abigail Carl-Klassen (9/30/2025)	I am writing again as a friend and colleague of members of the Tigua Pueblo to respectfully state my opposition to the TX DOT extension of Loop 375 through tribal member agricultural areas as well as through the Rio Bosque Wetland Conservation area. I cannot state my opposition better than my friend, Tigua Tribal Member, Andrea Everett, whom I have had the pleasure to collaborate with on agricultural and community projects. "We have put a great deal of work and effort into this garden [Tiwa Women's Circle] and have many plans for the future. If we do not stand up now, we may lose it all, and losing the Bosque would be completely devastating as well. The Bosque has one of the original channels of the Rio Grande from when it flowed and meandered freely. I do not doubt that our ancestors went there, prayed, and made offerings. This is not far from where our men go to start and end our ceremonies on the other side of the wall, along the River. This is a fight for our culture and its preservation.we may lose the garden, the Bosque, and the ties that we have to the land, the river, and these places that connect us to our ancestors." Thank you for your consideration and I compel you to oppose the expansion of Loop 375 through these vital cultural and ecological spaces.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
Lillian Smith (9/30/2025)	I am writing today to express my opposition to the Border Highway East expansion. The highway will only bring air and noise pollution while taking land away from local communities	One of the many elements considered in the development of solutions to problems that

	and farmers. Also, \$1.8 billion is a lot of money to not fix the traffic problem. Traffic should be pushed away from the river instead of to it. TxDOT should look at other alternatives that actually address traffic on the ground, not adding another highway to make it worse. Please respect our community, not ruin it with another highway.	exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
Raymond Flores (10/2/2025)	I am writing today to express my opposition to the Border Highway East Expansion. This expropriation along an already militarized zone will cause harm to sacred native habitat and farm land. There is no public vote and will not solve any congestion issues, unlike possible alternatives like building arteries. I encourage any traffic solutions to be pushed away from the Rio Grande. Please respect our community, do not ruin our home with another highway.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
Darlina Bolding (10/2/2025)	I am writing today to express my opposition to the Border Highway East expansion. The highway will only bring air and noise pollution while taking land away from local communities and farmers. Also, \$1.8 billion is a lot of money to not fix the traffic problem. Traffic should be pushed away from the river instead of to it. TxDOT should look at other alternatives that	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in

	actually address traffic on the ground, not adding another highway to make it worse. Please respect our community. in these very uncertain and concerning times of complete disregard for nature, lives and native lands, please help to preserve what we have left.	particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
Raymond Flores (10/9/2025)	I am writing this email to express my opposition to the Border Highway East expansion. The highway will only bring air and noise pollution while taking land away from local communities and farmers. \$1.8 billion is a lot of money to not fix the traffic problem. Traffic should be pushed away from the Rio, instead of towards it. TxDOT should look at other alternatives that actually address traffic on the ground, not adding another highway to make it worse. It is concerning that I have not received a reply from my previous email from any of the board members.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
Andie L. Everett (10/9/2025)	I am writing today to express my opposition to the Border Highway East expansion. The highway will only increase air and noise pollution while taking land away from local communities and farmers. Additionally, \$1.8 billion is a significant amount of money to address traffic problems. Traffic should be directed away from the river, not toward it. TxDOT should consider other alternatives	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque

	that more effectively address traffic on the ground instead of adding another highway that would worsen the situation. I am personally part of a group of women working to revive traditional Pueblo farming. The proposed highway extension will run directly through our land and farms. I also live in P'a Kitu Village (Ysleta del Sur Pueblo), which is adjacent to the proposed highway extension and interchange road that will be built right behind the homes of our tribal members. My suggestion is to focus on improving arterial roads to ease traffic issues. As a community, we do not want this project, regardless of what elected officials claim; we have not been properly consulted. We need open spaces to gather, farm, and hold ceremonies. Our annual foot races happen directly in the path of this highway extension. We grow the corn used for our St. Anthony's feast day, and we teach youth cultural lessons to pass on our knowledge of these lands. Please respect our community and do not destroy it with another highway. I am opposed to this project and oppose enriching the wealthy through another overbuilt construction. Honor our natural connections and relationships to this land by dropping this project. The community has consistently opposed it. Why do you continue to push this forward? WE DO NOT WANT IT!	Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.
Jackie Hale (2/24/2026)	Did you know we have beavers in El Paso?? But with this Border Highway East Expansion, their habitat would be destroyed!!!!!! Expanding this highway would increase air and noise pollution in nearby communities and push more traffic toward sensitive natural areas, including Rio Bosque Wetlands Park. Rio Bosque is one of our region's most important ecosystems, providing wildlife habitat, floodplain protection, and critical green space for our community. Increased vehicle emissions, roadway runoff, and constant noise threaten to damage this fragile environment permanently. We should be protecting and restoring natural areas, not surrounding them with more pollution and development pressure. There are feasible alternatives that address traffic without sacrificing our environment. I urge you to reject this proposal and prioritize solutions that protect our ecosystems and public health.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world, and in particular those unique, rare, and especially fragile environments like the Rio Bosque Wetlands Park. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. For the <i>Border Highway East</i> project this NEPA process is still to come, and will provide many opportunities for the public to continue providing their input.

Julia Contreras (5/18/2026)	Leave nature as intended. Protect our land and wildlife.	One of the many elements considered in the development of solutions to problems that exist in our transportation network is the potential impact on the natural world. The review process that federally-funded projects are required to complete under the National Environmental Protection Act (NEPA) is meant to help both professionals and decision-makers better understand those impacts in order to determine the least impactful path forward that still meets the identified need. Beyond making decision on project funding, EPMPO is an important stakeholder in the project development and NEPA review processes. Additionally, the NEPA review process includes opportunities for the public to provide input on projects in development.
Sito Negron for Sunset Heights Neighborhood Improvement Association & El Paso Streets Coalition (5/20/2026)	1. El Paso should do a moratorium on new roads and highways, full stop, and maintain the facilities we have. 2. El Paso and the MPO should to the extent possible put more money into transit. This will be cleaner, and provide congestion relief for those who choose to drive by providing options for those who don't. Please see attached white paper, which is also being submitted as a comment. 3. While we understand that we have been and will continue to be at odds regarding I-10 expansion and frontage roads in and around Downtown, we also advocate FOR something: transit as a mobility solution that, as stated above, helps reduce traffic by making transit a mobility choice, as opposed to an option of last resort. We also support safer streets through lane narrowing, slower speed limits, and well-maintained sidewalks. This applies not only to city streets but also many of the urban roads that are feed to the neighborhood streets. Again, we understand if this comes after your deadline. If so, we hope it meets the deadline for the TIP and conformity documents. I am submitting in my capacity as Secretary of Sunset Heights Neighborhood Improvement Association and co-coordinator of the El Paso Streets Coalition. I have copied the officers of	EPMPO is obligated to ensure that the transportation planning process, as enshrined in the MTP, is one that is as beneficial as possible within the many constraints that exist. One of the major constraints that must be considered is that of the built environment, and the patterns of how development has and is expected to continue occurring. While the scenario planning exercises that were undertaken as part of the MTP development process showed that we could improve the transportation system through a transit-focused spending strategy, those improvements are only achievable through shifts in development patterns that remain outside of the MPO's control. EPMPO will continue to study the relationship between land use development patterns and transportation needs. EPMPO will also continue to encourage

	SHNIA (President Angel Mendoza, Vice President Robert McGregor, and Treasurer Sergio Contreras) as well as board members of the Eastside Central Coalition (Mike, Vicki, and Bertha).	municipalities with land development controls like zoning authority to consider regulation changes that make a more multimodal transportation network more viable.
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