



# Chapter 10: Public Involvement

## 10.1. Introduction

RMS 2052 was developed through the continuous, comprehensive, and cooperative transportation planning process. EPMPO engaged the public, agencies, and stakeholders representing cities, counties, the state, federal agencies, the business community, community advocates, other interested stakeholders, and the general public at-large. This chapter summarizes the effort of the MPO to solicit input into RMS 2052.

## 10.2. Public Participation Plan

EPMPO believes everyone should be able to participate in a proactive, predictable planning effort that provides full access to making key transportation decisions early and during the process. The Public Participation Plan (PPP) serves as a tool to provide MPO staff with the framework to facilitate communication and consultation between agencies making decisions and the communities affected by them. The result of effective and inclusive public engagement in the transportation planning process offers opportunities for the cooperative development of transportation projects and plans that reflect the needs of the community.

## 10.3. Stakeholder Coordination

The development of the RMS 2052 relied on a structured, iterative coordination process with standing MPO committees and targeted stakeholder coordination. The approach emphasized early alignment on vision and goals, routine status updates at key milestones, and a “technical-to-policy” review pathway in which TPAC vetted materials prior to TPB consideration and action. This cadence provided transparency, incorporated diverse expertise, and ensured that analyses and recommendations reflected regional priorities.



### **10.3.1. Transportation Project Advisory Committee**

To kick off the RMS 2052, the project team convened a Vision Workshop with the Transportation Project Advisory Committee (TPAC) to establish a shared starting point for the plan. The session presented the MTP process, regional trend snapshots, and a preliminary vision and set of draft goals, and captured TPAC’s technical feedback on analytical assumptions and performance framing. Throughout the update, TPAC received routine briefings on schedule and milestone progress, and served as the technical review gate for draft products.

Consistent with MPO practice, all working materials were vetted and refined with TPAC before moving forward to TPB. This ensured that technical content (methods, assumptions, datasets, and draft findings) was reviewed by subject-matter practitioners, and that TPB subsequently acted on materials grounded in consensus technical input.

### **10.3.2. Transportation Policy Board**

In parallel, a companion Vision Presentation with Transportation Policy Board (TPB) introduced the plan update, confirmed the planning horizon and adoption pathway, and gathered policy-level feedback on the draft vision and goals. TPB was briefed at key milestones and served as the policy-setting and adoption body, receiving TPAC-vetted materials for consideration. This two-step pathway, TPAC technical review followed by TPB policy deliberation, provided clear roles, an auditable feedback loop, and timely direction for the project team on priorities and tradeoffs.

As the plan advanced, TPB updates focused on implications for investment strategy, performance outcomes, and scenario results; ensuring decisionmakers had concise, actionable summaries of how technical findings informed the recommended program.

### **10.3.3. Delphi Panel**

To strengthen long-range growth and model inputs, EPMPO convened a Delphi Panel of more than 30 regional practitioners representing development, business, local governments, school districts, and transportation planning entities. Panelists contributed location-specific intelligence via interactive mapping (e.g., future housing sites, constrained areas, and near-term growth nodes). These inputs were aggregated into map sets and then validated in facilitated, small-group discussions to ensure diverse representation and traceable assumptions.

The Delphi process produced consensus-based direction for the Travel Demand Model, clarifying growth patterns, identifying sensitivity areas for scenario testing, and improving the credibility of future year assumptions used in performance analysis.



### **10.3.4. Scenario Planning Workshops**

Between April 8 and April 10, 2025, the MPO hosted four regional scenario workshops (located in Canutillo, Sunland Park, Ysleta del Sur Pueblo, and Downtown El Paso at the Blue Flame Building). Each two-hour session engaged residents and stakeholders on housing, mobility, and land use tradeoffs, using structured activities to surface local priorities and test preliminary scenario concepts.

Feedback from these meetings informed the narrative framing of scenarios, helped calibrate performance measures to community values, and highlighted place-specific considerations (e.g., connectivity, safety, access to jobs and services) that shaped the recommended strategies. The workshops complemented committee coordination by capturing lived-experience insights and grounding analytical results in public input.

## **10.4. Public Meetings**

In addition to committee and stakeholder coordination, EPMPO conducted open-house style public meetings to broaden participation and ground RMS 2052 in lived experience. The public meetings were held to educate, engage, and receive input from the community.

### **10.4.1. First Public Meeting**

The first public meeting was held in January of 2025 with over 90 participants. The public meeting was held 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, 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.

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.

**Figure 10-1: Goals and Objectives Interactive Activity**

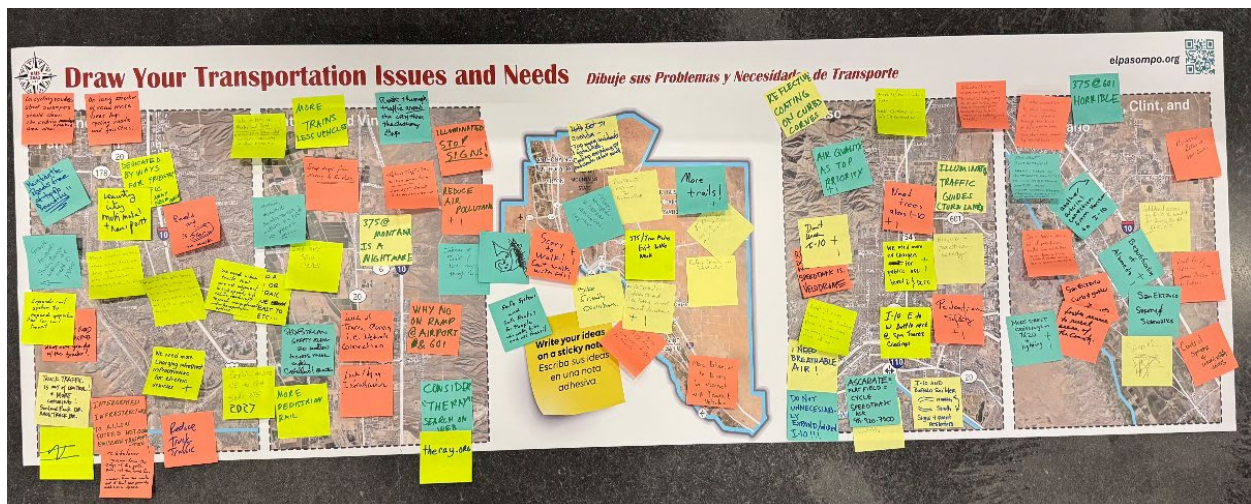


Interactive boards invited participants to rank ten goals and objectives based on their importance. People had the opportunity to place stickers under different goals and objectives they would like to see achieved in their community. These goals and objectives covered a wide range of topics, including safety, comprehensive access, environmental sustainability, and more. This feedback provided insight into public priorities for regional transportation planning.

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.

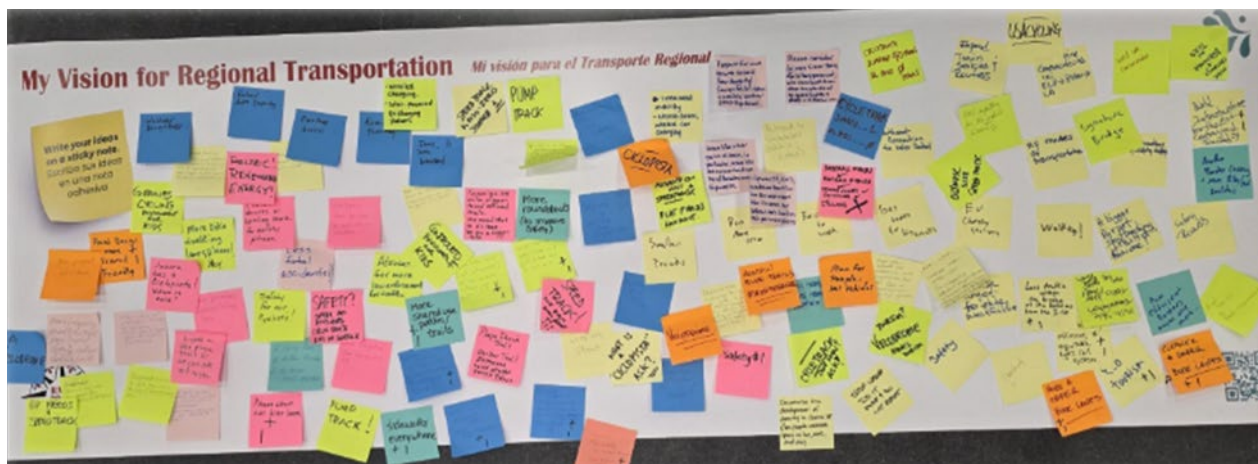
**Figure 10-2: Transportation Issues and Needs Interactive Activity**



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.



Figure 10-3: Vision for Regional Transportation Interactive Activity



The results of these interactive activities were recorded and summarized in **Appendix G: Public Involvement**.

### 10.4.2. Second Public Meeting

The second round of public meetings was conducted in Spring 2026 as part of the formal public review and comment period for the Draft MTP, the 2027–2030 Transportation Improvement Program (TIP), and the Transportation Conformity Report. These meetings built upon the initial outreach conducted during the first round, transitioning from visioning and goal-setting to presenting the draft plan and gathering input on proposed projects, priorities, and policies.

A series of five public meetings were held between April 22 and May 13, 2026, at accessible locations throughout the El Paso region. These meetings included:

**Wednesday, April 22, 2026**

5:30 p.m. – 7:00 p.m.  
Pat O'Rourke Recreation Center  
901 N. Virginia St., El Paso, TX 79902

**Thursday, April 30, 2026**

5:30 p.m. – 7:00 p.m.  
The Beast Urban Park  
13501 Jason Crandall Dr., El Paso, TX 79938

**Saturday, May 2, 2026**

10:30 a.m. – 12:00 p.m.  
Sunland Park Multi-Generational Center  
4700 McNutt Road, Sunland Park, NM 88063



**Wednesday, May 6, 2026**

5:30 p.m. – 7:00 p.m.

Rio Vista Community Center, 901 N Rio Vista Rd, Socorro, TX 79927

**Wednesday, May 13, 2026**

5:30 p.m. – 7:00 p.m.

Nolan Richardson Recreation Center  
4435 Maxwell Ave., El Paso, TX 79904

Meetings were conducted in an open house format, consistent with the first round of outreach, allowing attendees to engage directly with MPO staff, review draft materials, and provide feedback at their own pace. A series of bilingual, English and Spanish, exhibits were prepared and displayed at each meeting to present key elements of the draft plan. The exhibits covered information on the development and outcomes of the MTP process; background and results of transportation conformity; and projects included in the TIP.

More information regarding the second round of public meetings can be found in **Appendix G**.