

## MTP requirements

According to NMDOT's PPM (available at

[https://dot.state.nm.us/content/dam/nmdot/planning/2018\\_0808\\_NMDOT\\_PPM\\_3rd%20Amendment\\_MPO%20Chapter\\_FINAL.pdf](https://dot.state.nm.us/content/dam/nmdot/planning/2018_0808_NMDOT_PPM_3rd%20Amendment_MPO%20Chapter_FINAL.pdf))

The Metropolitan Transportation Plan (MTP) is to be updated every 5 years and must:

- Provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area, for the state, and for the United States.
- Provide for consideration of all modes of transportation in a continuing, cooperative, and comprehensive manner (refer to Glossary). The Secretary of the U.S. Department of Transportation (USDOT) and the NMDOT encourage MPOs to consult with officials responsible for other types of planning activities that are affected by transportation in the area, to coordinate its planning process to the maximum extent practicable with such planning activities, and give due consideration to said planning activities.
- Provide for the design and delivery of transportation services provided by (a) recipients of assistance under Title 49 USC Chapter 53 (Public Transportation); (b) governmental agencies and nonprofit organizations that receive Federal assistance from a source other than the NMDOT to provide nonemergency transportation services; and (c) recipients of assistance under 23 USC § 204 (Federal Lands Highways Program).

Federal law requires that every MTP must, at minimum:

- Be consistent with federal transportation law (the MTP must cite applicable sections of the law).
- Identify transportation facilities (including major roadways; transit, multimodal and intermodal facilities; non-motorized transportation facilities; and intermodal connectors) that function as an integrated metropolitan transportation system, giving special emphasis to those facilities that serve important national and regional transportation functions.
- Consider the ten planning factors previously listed and in 23 USC § 134(h)(1) as they relate to a (minimum) 20-year forecast period.
- Describe performance measures and performance targets used to assess the performance of the transportation system, consistent with 23 USC § 134(h)(2).
- Include a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets.
- Discuss potential environmental mitigation activities (and potential areas to carry them out),
- including activities with the greatest potential to restore and maintain the environmental functions affected by the plan.
- Incorporate a financial plan that: (i) demonstrates how the MTP can be implemented; (ii) indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and (iii) recommends any additional financing strategies for needed projects and programs.

- Incorporate operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
- Incorporate capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Incorporate transportation and transit enhancement activities.
- The MPO of a metropolitan area in nonattainment for ozone or carbon monoxide under the Clean Air Act must coordinate the MTP with the transportation control measures in the State Implementation Plan (SIP) for air quality.
- Scenario planning is not required under federal law; however, NMDOT, FHWA-NM, and FTA Region 6 encourage the practice, which involves:
  - Potential regional investment strategies for the planning horizon;
  - An assumed distribution of population and employment;
  - A scenario that, to the maximum extent practicable, maintains baseline conditions for the performance measures identified in 23 USC § 134(h)(2);
  - A scenario that improves the baseline conditions for as many of the performance measures as possible;
  - Revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and
  - Estimated costs and potential revenues available to support each scenario.
- The NMDOT, FHWA-NM, and FTA Region 6 also support the MPOs' decisions to address additional emerging issues relevant to their respective metropolitan areas, such as climate change, energy policies, livability, environmental and economic sustainability, quality of life, and border issues.
- The MPOs must provide public and transportation stakeholders a reasonable opportunity to comment on the MTP. An explicit list of interested parties to which the MPO must reach out is contained in 23 USC § 134(i)(6)(A).
- All transportation plans involving federal participation must be published or otherwise made readily available for public review by the MPO.

### Importance of the MTP

The MTP is one of the MPO's core documents. It is vitally important to the transportation system of a metropolitan area because projected identified in both the STIP and the TIP must point back to the MTP.

- **TIP (Transportation Improvement Program)**
  - TIPs include all surface transportation projects funded with federal funding and all regionally significant projects even if funded by state or local dollars.
  - Federal rules require that TIPs cover a period of not less than 4 years, include project funding levels by year and funding source, and describe project work scopes.
  - For projects to be included in TIPs, they must first be in the MPO's MTP or consistent with the MTP.
  - TIPs are financially constrained to assure program costs do not exceed available estimated revenues.
- **STIP (Statewide Transportation Improvement Program)**

- The Statewide Transportation Improvement Program (STIP) is the state's transportation capital improvement program.
- Federally funded and/or regionally significant projects in the MPO areas are reflected in the MPO Transportation Improvement Program (TIP).
- The New Mexico STIP is a 6-year plan and includes specific funding levels by year for project implementation. The STIP is fiscally constrained so that program costs do not exceed estimated revenues.
- The STIP must be consistent with the Long-Range Statewide Transportation Plan (LRSTP) and the MPO Metropolitan Transportation Plans (MTPs).