



Santa Fe Metropolitan Planning Organization



MPO SELF-CERTIFICATION

Adoption of the 2025 Santa Fe Public Participation Plan

Approved on August 28th, 2025 by the Santa Fe MPO Transportation Policy Board

In accordance with 23 U.S.C. 450.334, the New Mexico Department of Transportation (NMDOT), and the Santa Fe Metropolitan Planning Organization (SFMPPO) for the Santa Fe urbanized area hereby certify that the transportation planning process, specifically the 2025 Public Participation Plan (PPP), meets the Performance-Based Planning and Programming (PBPP) requirements established in 23 CFR 450.326(d), 23 CFT 450.316, 49 CFR 625, and 49 CFR 630.

The PPP also supports the adopted Performance Targets of the Santa Fe MPO for Performance Measure 1 (Safety), Performance Measure 2 (State of Good Repair), Performance Measure 3 (System Performance), and Transit Asset Management. The PPP was developed, reviewed and processed by the Santa Fe MPO in accordance with the 2020 Santa Fe MPO Public Participation Plan and the Santa Fe MPO Title VI Plan. The Santa Fe MPO also certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) The fiscal constraint required in 23 C.F.R. 450;
- (2) 49 U.S.C. 5323(1), 23 U.S.C. 135, and 23 U.S.C. 450.220;
- (3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- (4) Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR, Subtitle A, Part 26);
- (5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U. S. DOT implementing regulation;
- (6) The provision of 49 U.S.C. Part 20 regarding restrictions on influencing certain activities; and
- (7) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)).

Alma Castro (Sep 1, 2025 17:05:56 MDT)

08/28/25

Alma Castro, Chair- Santa Fe MPO TPB

Date

Santa Fe Metropolitan Planning Organization

Public Participation Plan





PUBLIC PARTICIPATION PLAN



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SFMPO website: www.santafemppo.org
SFMPO Facebook: www.facebook.com/SantaFeMPO

The SFMPO places a high value on public involvement. For questions regarding public involvement and to learn more about how you can get involved, visit the website at www.santafemppo.org.

ACKNOWLEDGEMENT

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TITLE VI AND RELATED LAWS

The SFMPO's public participation is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Public participation in the SFMPO's planning process is solicited without regard to race, color, national origin, sex, age, disability, religion or family status. Persons requiring special accommodations for SFMPO meetings or to participate in SFMPO activities under the Americans with Disabilities Act of 1990 (ADA) should contact the SFMPO Director, Erick Aune at (505) 955-6664 or ejaune@santafenm.gov.

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INTRODUCTION

This **Public Participation Plan** (PPP) is the foundation for a continuing, cooperative, and comprehensive transportation planning process in the Santa Fe Metropolitan Planning Area (SFMPA) and guides public participation activities conducted by the Santa Fe Metropolitan Planning Organization (SFMPO). It encourages active public participation in identifying and commenting on transportation issues, plans, programs, and projects at every stage of the SFMPO's planning processes.

The procedures for public involvement are designed to result in development and amendment of plans and programs that consider all transportation modes and that support metropolitan community development and social goals. Those plans and programs will lead to the development and operation of an integrated, multimodal transportation system that facilitates the efficient and equitable movement of people and goods.

The Bipartisan Infrastructure Law (BIL) (https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/metro_planning.cfm) extends many reforms to the metropolitan and statewide transportation planning processes MAP-21 introduced, including incorporating performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Public involvement remains a hallmark of the planning process.

The seven goals of MAP-21 are:

1. **Safety**—to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure condition**—to maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion reduction**—to achieve a significant reduction in congestion on the National Highway System.
4. **System reliability**—to improve the efficiency of the surface transportation system.
5. **Freight movement and economic vitality**—to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental sustainability**—to enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced project delivery delays**—to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens, and improving agencies' work practices.

In addition, the FAST Act required those coordinating the planning process to consider an enhanced strategic approach to transportation planning including:

- Resiliency and reliability of the transportation system,
- Stormwater mitigation, and
- Travel and tourism.

The intent of this PPP is to provide a public participatory framework for implementing BIL, MAP-21, and FAST Act in furtherance of these goals. To accomplish those goals, this PPP includes specific public participation procedures for the SFMPO's planning processes, which are summarized in the table on page 5. Additional information about the SFMPO and more detail on procedures and public outreach tools are found in later chapters.

SFMPO – WHO WE ARE AND WHAT WE DO

The purpose of the SFMPO is to create a forum for transportation decision making for the metropolitan planning area. The SFMPO is responsible for:

- Facilitating cooperation, consistency, and connectivity between all transportation planning efforts within the Santa Fe metropolitan area
- Promoting a multi-modal, regional transportation system that is safe and energy and fiscally efficient
- Maximizing community connectivity
- Serving the mobility needs of all citizens
- Existing in harmony with the environment

The SFMPO initiatives help plan for a vibrant and environmentally conscious community that collaborates to disburse funding to projects that improve resident quality of life and promote equity. Public and stakeholder engagement are the cornerstones for successful transportation planning.

The SFMPO is required to administer the following programs:

- The Transportation Improvement Program (TIP), which is the short term project list, including federally funded projects and regionally significant projects consistent with the Metropolitan Transportation Plan, regardless of funding sources.
- The Unified Planning Work Program (UPWP) outlines multimodal transportation planning activities within a financially constrained budget to be conducted in the Santa Fe MPO planning area for a one- or two-year period.
- The Federal Highways Administration, the New Mexico Department of Transportation, and the Santa Fe MPO define Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Transportation Performance Management includes three primary components: Safety Performance Management, Pavement and Bridge Condition Measures, and System Performance, Freight, and CMAQ Measures.
- The SFMPO is committed to compliance with Title VI of the Civil Rights Act of 1964, 49 CFR, part 2, and all related regulations and directives. SFMPO assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under any SFMPO program, activity, or service.

In addition to the aforementioned programs, the SFMPO is responsible for various plans, including, but not limited to, the Metropolitan Transportation Plan, which is required every five years; the Bicycle Master Plan; the Pedestrian Master Plan; and the Public Transit Master Plan.

This document provides a roadmap for how public involvement should be managed for particular programs and initiatives.

Transportation Equity

Equity or Environmental Justice refers to the fairness with which impacts (benefits and costs) are distributed. Transportation planning decisions and investments in the Santa Fe metropolitan area may have significant equity impacts. Examples detailed in the 2019 “Evaluating Transportation Equity” report by the Victoria Transport Policy Institute include:

- Quality of transportation choices available impacts people’s economic and social opportunities.
- Transportation facilities, activities, and services impose various indirect and external costs, such as congestion delay and crash risk imposed on other road users, infrastructure costs not funded through user fees, pollution, and undesirable land use impacts.
- Transportation expenditures represent a major share of most household, business, and government expenditures.
- Transportation facilities require significant public resources (tax funding and road rights of way), the allocation of which needs to consider who benefits.
- Transportation planning decisions can impact development location and type, and therefore accessibility, land values, and local economic activity.
- Transportation planning decisions can affect employment and economic development which have distributional impacts.

The SFPMO strives to understand regional transportation equity issues through an emphasis on public engagement with underserved populations and regional stakeholders working with those populations.

Summary of Public Participation Procedures for Key SFMPO Documents and Public Meetings

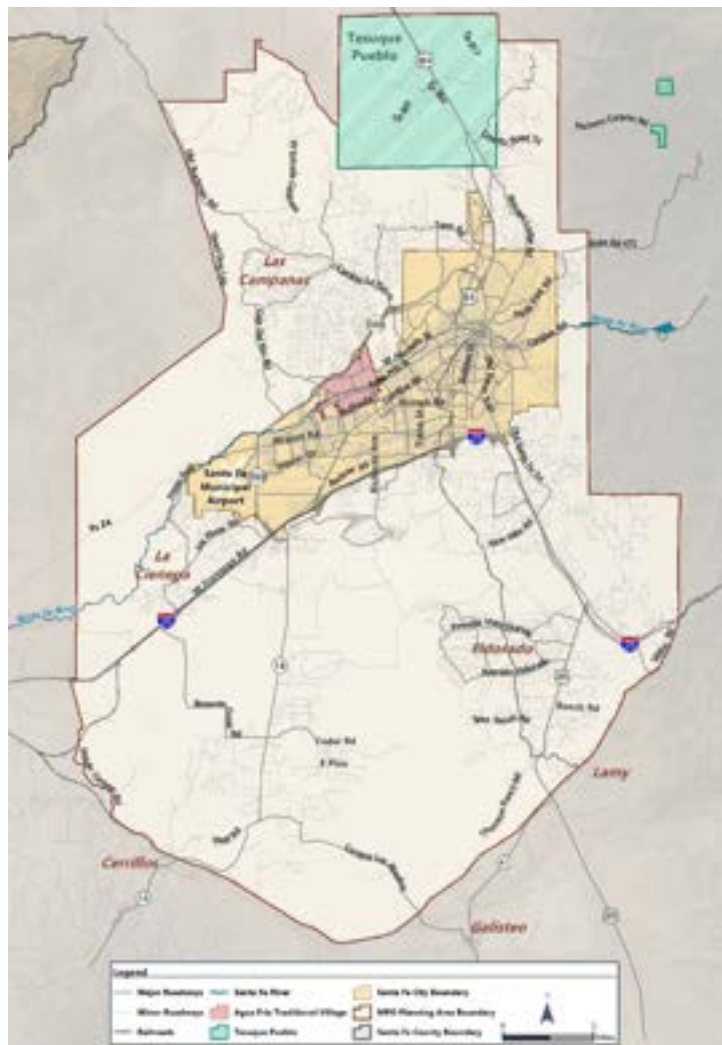
Public Involvement Component/Product	Public Meetings	Comment Period	Public Involvement Techniques/Postings	Additional Comments
Metropolitan Transportation Plan (MTP)	<ul style="list-style-type: none"> Public Input/Open House “kick-off” Draft Plan Review Technical Coordinating Committee (monthly updates then draft recommendation) Transportation Policy Board (Public Hearing) 	30 days [30 days for amendments]	<ul style="list-style-type: none"> Newspaper display ads Website/Facebook/e-mail Comment forms 	<ul style="list-style-type: none"> Updated every 5 years* Next due in 2030 Amended anytime as needed Copies at SFMPO offices
Transportation Improvement Program (TIP)	<ul style="list-style-type: none"> Technical Coordinating Committee (draft recommendation) Transportation Policy Board (Public Hearing) 	30 days [15 days for amendments]	<ul style="list-style-type: none"> Newspaper display ads Website/Facebook/e-mail 	<ul style="list-style-type: none"> Updated every 4 years* Amended quarterly if needed Copies at SFMPO offices
Public Participation Plan (PPP)/ Title VI Plan	<ul style="list-style-type: none"> Technical Coordinating Committee (monthly) Transportation Policy Board (Public Hearing) 	45 days* [45 days for amendments*]	<ul style="list-style-type: none"> Newspaper display ads Website/Facebook/e-mail 	<ul style="list-style-type: none"> Updated as necessary Copies at SFMPO offices
Technical Coordinating Committee (public meeting)	<ul style="list-style-type: none"> Monthly meetings (Additional or fewer meetings depend on agenda content) Public comment period at beginning of agenda 		<ul style="list-style-type: none"> Agendas posted at SFMPO website, City website Public forum for comments 	Contact SFMPO office for additional information
Transportation Policy Board (public meeting)	<ul style="list-style-type: none"> Eight annual meetings (Additional or fewer meetings depend on agenda content) Public comment period at beginning Public hearings (may have additional meetings) 		<ul style="list-style-type: none"> Newspaper ads Agendas posted at SFMPO website, City website Public forum for comments 	Contact SFMPO office for additional information
Unified Planning Work Program (UPWP)	<ul style="list-style-type: none"> Technical Coordinating Committee (draft recommendation) Transportation Policy Board (Public Hearing) 			SFMPO begins updating the UPWP through a TCC agenda item 120 days prior to adoption

*Federal Requirement per 23 CFR 450.316

BACKGROUND AND STRUCTURE OF THE SANTA FE METROPOLITAN PLANNING ORGANIZATION (SFMPO)

The SFMPO has existed since 1982. By federal law, a metropolitan planning organization is designated for each urbanized area with a population of 50,000 or more. The Santa Fe Metropolitan Planning Area (SFMPA) includes the City of Santa Fe and those portions of Santa Fe County that are expected to urbanize over the next 20 years (Figure 1-1: Santa Fe Metropolitan Planning Area). The Santa Fe MPA has an estimated population of 128,177. The SFMPA covers approximately 25 percent of Santa Fe County's land area and includes 80 percent of its population and 90 percent of its employment.

Figure 1-1: Santa Fe Metropolitan Planning Area



SFMPO members include the City of Santa Fe, Santa Fe County, Pueblo of Tesuque, and the New Mexico Department of Transportation (NMDOT). The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are advisory participants. The SFMPO consults with affected state and federal agencies in developing planning documents and for notice of public meeting (Figure 1-2: SFMPO Flowchart). A memorandum of agreement signed in 2022 between the SFMPO and the New Mexico Department of Transportation clearly identifies both parties' responsibilities for carrying out transportation planning and programming in a comprehensive, continuous, and cooperative manner. SFMPO meetings serve as a public forum for the transportation planning process.

Figure 1-2: SFMPO Flowchart



SFMPO Transportation Policy Board

The SFMPO Transportation Policy Board (TPB) is recognized by federal and state transportation planning agencies as the SFMPO. The TPB membership includes the Mayor and two City Councilors from the City of Santa Fe, three Santa Fe County Commissioners, the Governor of Pueblo of Tesuque (or designee), and the Cabinet Secretary for NMDOT (or designee). The TPB sets policy, approves plans and documents (e.g. Metropolitan Transportation Plan (MTP)) and programs federal transportation funds (e.g., Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP)) within the Santa Fe Metropolitan Planning Area. Members' roles and responsibilities are stated in a cooperative agreement signed in 2018; TPB Operating Procedures are included in the SFMPO Bylaws.

<http://santafempo.org/documents/joint-powers-agreement-bylaws/>

The TPB generally meets quarterly, with additional meetings held as necessary.

<http://santafempo.org/committees/tpb/>

Technical Coordinating Committee

The Technical Coordinating Committee (TCC) provides technical review of SFMPO work products, discusses current transportation issues, and makes recommendations for action to the Transportation Policy Board. The TCC has voting members that are staff from the membership of the SFMPO, as well as staff from major public transit service providers operating within the SFMPO Metropolitan Planning Area. The TCC generally meets monthly, with additional meetings held as necessary.

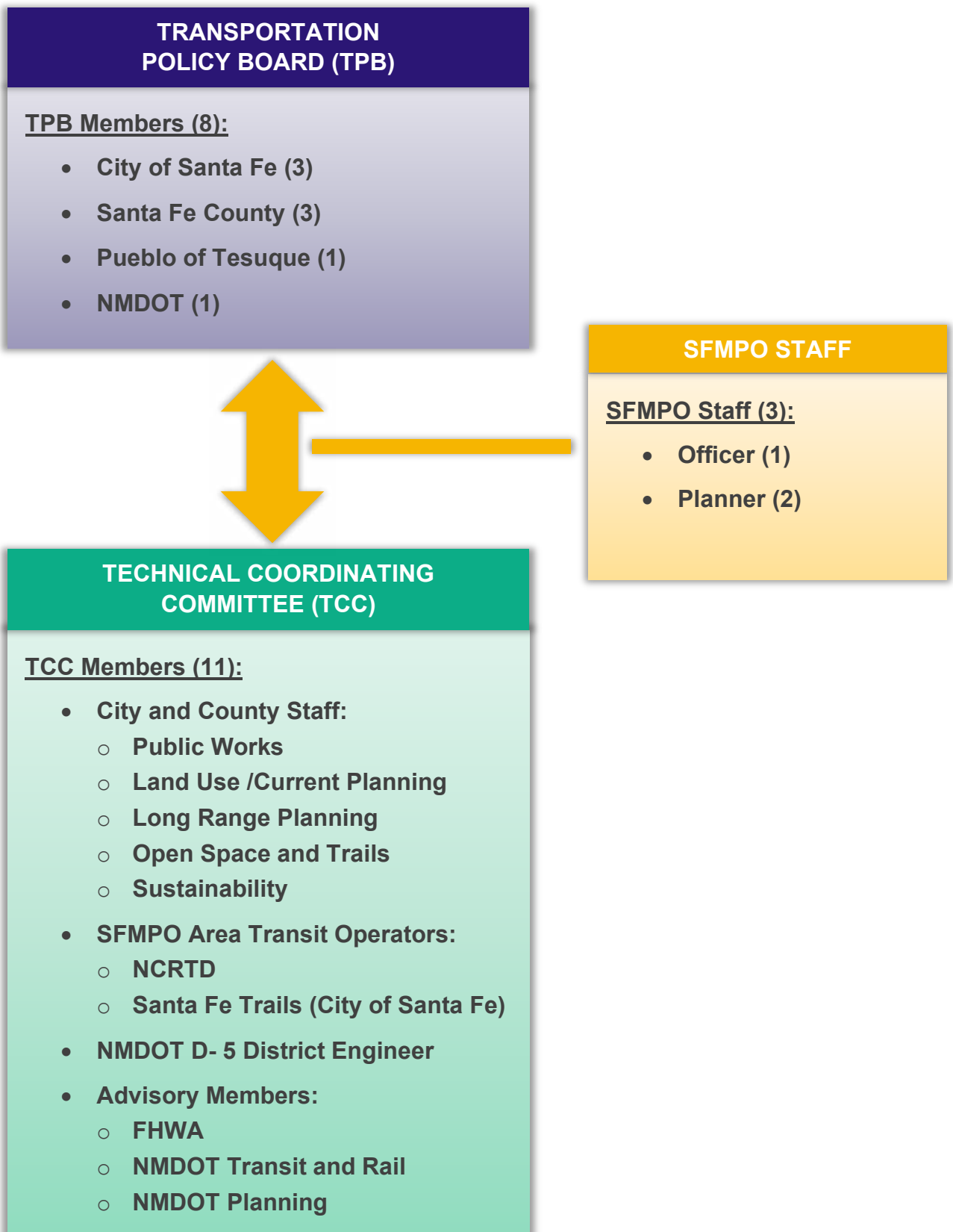
<http://santafempo.org/committees/tcc/>

SFMPO Staff

SFMPO staff facilitates the MPO Planning Process and is responsible for the development and preparation of all plans and associated documents. Staff organizes all SFMPO meetings, develops agendas and ensures timely notice through public media. Staff also performs data analysis and carries out studies at the direction of the Transportation Policy Board. The City of Santa Fe is the fiscal and administrative agent for the SFMPO and is responsible for hiring and retaining SFMPO staff. This includes providing office space, technical support, and administrative services to the MPO (Figure 1-3: SFMPO Organizational Structure).

<http://santafempo.org/mpo-staff/>

Figure 1-3: SFMPO Organizational Structure:



PUBLIC PARTICIPATION AT SFMPO MEETINGS AND PUBLIC HEARINGS

The SFMPO strives to provide complete information, timely public notice, and full public access to key decisions by supporting early and continuing participation by the public in developing plans and programming transportation improvement funds. Citizens are encouraged to attend TCC and TPB meetings or meet with SFMPO staff to get information or to voice their concerns.

All meetings of the SFMPO Transportation Policy Board and Technical Coordinating Committee are subject to the provisions of the New Mexico Open Meetings Act (NMSA 1978, Sections 10-15-1 to 10-15-4), also known as the “sunshine law.” The act requires reasonable notice for public meetings where public policy is formulated, public business is discussed, or authorized actions are taken. Meeting notice must include an agenda containing a list of specific items of business to be discussed or transacted at the meeting or information on how the public may obtain a copy of the agenda. Except in the case of an emergency, the agenda shall be available to the public at least seventy-two (72) hours prior to the meeting. Also, except for emergency matters, a public body shall take action only on items appearing on the agenda. According to New Mexico Open Meeting Laws, an “emergency” refers to unforeseen circumstances that, if not addressed immediately by the public body, will likely result in injury or damage to persons or property or substantial financial loss to the public body.

<https://www.nmag.gov/wp-content/uploads/Open-Meetings-Act-Compliance-Guide.pdf>

- TPB and TCC meetings are held to gather and disseminate information and provide for discussion at appropriate intervals in the transportation planning process.
- All meetings shall have time allotted for public comment.
- Meeting information and SFMPO documents can be accessed from the SFMPO website:

www.santafempo.org
- The SFMPO Facebook page provides news updates and current events relating to transportation and transit in and around the Santa Fe metropolitan area.

Information is also available by calling the SFMPO office at (505) 955-6614.

Transportation Policy Board (TPB) Meeting Notice Procedures

- The TPB meets eight times a year or at least quarterly.

- Additional meetings may be scheduled as required to approve major documents such as the Metropolitan Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, or special meetings for issues that may require timely action.
- Public notice of meetings shall be provided at least five (5) calendar days in advance of a scheduled meeting date. Special meetings may be held with a minimum of three (3) calendar days' notice.
- Public notice shall include, at minimum: date, time, location, and a detailed agenda.
- Public notice of agendas will be posted at least five (5) days prior to the meeting:
 - On the SFMPO website
 - In local print media having a wide distribution, such as the *Santa Fe New Mexican*
 - On the City of Santa Fe public meetings website
- Time for public comment shall be included as a regular item on all TPB meeting agendas.
- Upon request, SFMPO staff shall provide contact information for TPB members.
- Meeting packets will be available upon request at the SFMPO office.
- Agendas and minutes for all meetings shall be archived and posted to the SFMPO website as soon as possible after they have been formally approved by the TPB.

Technical Coordinating Committee (TCC) Meeting Notice Procedures

- The TCC generally meets monthly.
- Additional meetings may be scheduled as required to review and provide recommendations for approving major documents such as the Metropolitan Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, or special meetings for issues that may require timely action.
- Public notice of meetings shall be provided at least five (5) calendar days in advance of a scheduled meeting date. Special meetings may be held with a minimum of three (3) calendar days' notice.
- Public notice of agendas will be posted at least five (5) days prior to the meeting on the SFMPO website
 - At the City of Santa Fe website
- Time for public comment shall be included as a regular item on all TCC meeting agendas.
- Upon request, SFMPO staff shall provide contact information for TCC members.
- Meeting packets will be available upon request at the SFMPO office.
- Agendas and minutes for all meetings shall be archived and posted to the SFMPO website as soon as possible after they have been formally approved by the TCC.

PUBLIC PARTICIPATION IN THE DEVELOPMENT OF SFMPO PLANNING DOCUMENTS

Metropolitan Transportation Plan (MTP)

The MTP is the official multimodal long-range transportation plan that is developed and adopted through the metropolitan transportation planning process for an MPO. The MTP addresses a planning horizon of 20 or more years and includes both short- and long-range transportation strategies/actions. The plan must be fiscally constrained to demonstrate consistency between proposed transportation investments and reasonably available sources of revenue (either existing or future). The MTP must be updated at least every five years.

MTP Development Process:

STEP 1: Development of the MTP update shall begin at least 12 months prior to the TPB's scheduled adoption of the final document.

STEP 2: The SFMPO shall follow the Public Participation Framework for the plan:

- Be developed in consultation with all interested parties. Consistent with 23 CFR 450.316, "interested parties" shall be defined to include citizens, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties.
- Ensure that the planning process and planning work products employ innovative visualization and other public engagement techniques to the maximum extent practicable.
- Provide interested parties with ample opportunities to offer ideas, suggestions, and other input on both the planning process and the content of any planning products.
- Establish a schedule for workshops and other meetings to give interested parties opportunities to provide input to the plan.
- Provide for consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies regarding potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the

greatest potential to restore and maintain the environmental functions affected by the plan.

- Provide for systematic documentation and archiving of any input received.
- Ensure that all public information is available in electronic, accessible formats and means, as appropriate, to afford reasonable opportunity for public consideration.
- Provide for holding all public meetings at convenient, accessible locations and times.

STEP 3: At the beginning of the MTP development process:

- MPO staff shall provide notice to interested parties and the general public that the plan's update is underway.
- Notice shall be provided through means such as email messages, postal mailings, news releases, newspaper advertisements, and social media.

STEP 4: Throughout the development of the MTP:

- Discussion of the planning process shall be a standing item on TCC and TPB meeting agendas. The SFMPO staff shall provide updates and the public shall have opportunities to provide feedback and suggestions.
- The SFMPO staff shall develop a contact list of interested parties and keep it up to date.

STEP 5: Toward the end of the MTP development process:

- The SFMPO staff shall prepare a draft MTP document for review by the TCC.
- TCC shall authorize release of the draft for public review.
- The SFMPO staff shall give notice that the draft has been released for public review via means, such as email, news releases, newspaper advertisements, and via social media. The public review period shall last a minimum of 30 calendar days.

STEP 6: During the public review period, The SFMPO staff shall hold at least one public input meetings to solicit public comments on the draft MTP. The SFMPO staff shall also solicit public comments through written means, such as email.

STEP 7: The SFMPO staff shall make copies of the draft available for review at the SFMPO offices and electronically on the SFMPO website.

STEP 8: At the end of the public review period, staff shall present any public comments received and any proposed changes to the draft MTP to the TCC for review and recommendation to the TPB.

STEP 9: Adoption of the Plan:

- Prior to adoption, the TPB shall hold a public hearing during which the SFMPO staff shall summarize the public comments received and any proposed changes to the Draft MTP recommended by the TCC. Prior to closing the public hearing, the TPB shall solicit final public comment.

STEP 10: Publication of the Plan:

- The SFMPO staff shall make the adopted final MTP readily available for review at the SFMPO offices and electronically on the SFMPO website.

MTP Formal Amendment Process:

Formal amendments include modifications to the MTP project list or other project specific changes.

STEP 1: Formal amendments to the MTP shall only be initiated by SFMPO member agencies or SFMPO staff.

STEP 2: Member agencies shall submit requests for formal amendments in writing to the SFMPO Director.

STEP 3: Following receipt of a request for a formal amendment request, the SFMPO staff shall:

- Present the request to the TCC at their next meeting. The TCC shall review the request and approve it for public review.
- The SFMPO staff shall provide notice of the proposed amendment via means, such as email, postal mail (to interested parties), news releases, newspaper advertisements, and social media.
- The public review period shall last a minimum of 30-days.
- At the end of the public review period, staff shall present any comments received and any proposed changes to the TCC for review and recommendation to the TPB.
- Prior to adoption, the TPB shall hold a public hearing, during which the SFMPO staff shall present any comments received and any changes to the MTP amendment recommended by the TCC. Prior to closing the public hearing, the TPB shall solicit final public comment.

STEP 4: Once approved by TPB, the SFMPO staff shall make the amended MTP document available for review at the SFMPO offices and electronically on the SFMPO website.

MTP Administrative Amendment Process:

Administrative amendments include corrections or minor content updates, excluding changes to the project list.

STEP 1: Administrative amendments to the MTP shall only be initiated by SFMPO member agencies or SFMPO staff.

STEP 2: Member agencies shall submit requests for administrative amendments in writing to the SFMPO Director.

STEP 3: Following receipt of a request for an administrative amendment request, the SFMPO staff shall:

- Confirm the change is non-substantive and does not need to be a formal amendment.
- Incorporate the change into the MTP.

STEP 4: The SFMPO staff shall make the amended MTP document available for review at the SFMPO offices and electronically on the SFMPO website.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) is a prioritized, multimodal list of federally supported or regionally significant transportation projects to be carried out over a four-year period after initial adoption. It is developed by SFMPO staff in cooperation with the NMDOT, lead agencies, and public transit operators. Under federal law, the TIP may only contain projects that are consistent with and reflect the investment priorities of the current Metropolitan Transportation Plan (MTP). The TIP must be designed explicitly to make progress toward achieving the performance targets established in the MTP. Thus, it must describe, to the maximum extent practicable, how its investment priorities will contribute to the achievement of the performance targets.

The TIP is a “fiscally constrained” document. This means that it may only include projects (or identified phases of projects) for which full funding can reasonably be anticipated to be available. Consequently, the TIP must include a financial plan that: (i) demonstrates how all of the listed projects can be implemented; (ii) indicates resources from public and private sources that are reasonably expected to be available to carry out the program; and (iii) identifies innovative financing techniques to finance projects, programs, and strategies. The TIP may also include, for illustrative purposes, any additional projects that would be programmed into the approved TIP if reasonable additional resources beyond those identified in the financial plan were available.

After the TIP is approved by the SFMPO Transportation Policy Board, it is included without modification, either directly or by reference, in the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP must be compatible with the STIP development and approval process. Currently, the TIP covers a period of four (4) years, with updates occurring at least every four (4) years. Since the TIP becomes part of the STIP, the TIP lapses when the FHWA and FTA approval for the STIP lapses.

Federal law requires that there must be reasonable opportunity for public awareness of and comment on the TIP (which includes the Program of Projects (POP)) before its approval. The SFMPO must cooperate with NMDOT and any affected public transportation operators to provide an opportunity for participation by interested parties in the development of the program, in accordance with federal law. The SFMPO public participation process satisfies the FTA public participation requirements for the POP.

FTA Public Participation Requirements for the Program of Projects (POP) [FTA Circular 9030.1D IV-6]

As a recipient of federal transit planning funds and the developer of the Transportation Improvement Program (TIP), the SFMPO must meet the following public participation requirements for the Program of Projects (POP):

- Make available to the public information on amounts available to the recipient under this section and the program of projects the recipient proposes to undertake.

FTA 5303 MPO planning funds will be made available in the annual Unified Planning Work Program (UPWP); any funding dedicated to capital purchases or operations of the transit system will be included in the TIP.

- Develop a proposed program of projects for activities to be financed, in consultation with interested parties.
- The SFMPO will consult with Santa Fe Trails, NCRTD, the NMDOT Transit and Rail Division, and the NM Rail Runner to develop the Program of Projects (POP) as part of the SFMPO TIP development process. Interested parties, including the following, will have an opportunity to review the TIP during its development.
 - SFMPO member planning and engineering staffs
 - Northern Pueblos Regional Transportation Planning Organization
 - North Central New Mexico Economic Development District (NCNMEDD)
 - Bicycle and pedestrian organizations
 - Groups representing persons with disabilities
 - Santa Fe School District
 - Federal lands and environmental protection agencies
 - Santa Fe Airport
- Publish a proposed program of projects in a way that affected citizens, private transportation providers, and local elected officials have the opportunity to examine the proposed program and submit comments on the proposed program and the performance of the recipient.
 - Prior to adoption of the TIP, the SFMPO will hold a minimum 30-day public comment period to solicit input on near term transportation projects, including transit projects.
 - Federal law requires that the TIP be published or otherwise made readily available by the MPO for public review. Every year, SFMPO must publish and make available for public review a list of projects for which federal funds have

been obligated in the preceding year. The listing must be consistent with the TIP.

TIP Development Process:

As a small MPO, TIP funds are primarily awarded through the federal grant process. Should the MPO gain authority to award funds, steps 3-6 guide that process.

STEP 1: SFMPO staff shall schedule a date for TPB adoption of each new TIP based on deadlines set by the NMDOT Transportation Planning & Safety Division and NMDOT STIP Unit.

STEP 2: At least one hundred twenty (120) calendar days prior to the scheduled adoption date, SFMPO staff shall issue a Call for Projects and TIP Amendments. The call shall include a deadline for local agencies to submit newly awarded transportation projects or formal TIP amendments. The deadline shall ensure that local agencies have at least fifteen (15) calendar days to respond (federal and state holidays not included).

If the SFMPO is authorized to award funds, steps 3-6 are to be followed, otherwise the process continues in step 7.

STEP 3: Local agencies shall prepare and submit a Project Identification Form (PIF) for each project they propose for inclusion in the TIP. The information contained in the PIF shall include, at a minimum, the project's title, location, description, lead agency, estimated cost, and existing or proposed funding source(s).

STEP 4: SFMPO staff shall compile a tabular summary of the proposals received that includes a preliminary rating and ranking for each project. The rating and ranking shall be based on the project evaluation framework established in the Metropolitan Transportation Plan (MTP).

STEP 5: At least sixty (60) calendar days prior to the scheduled TIP adoption date, SFMPO staff shall submit the tabular summary and copies of all PIFs received to the members of the Technical Coordinating Committee (TCC) for review.

STEP 6: The TCC shall discuss the project proposals, review the project ratings and rankings, and give feedback to SFMPO staff.

STEP 7: The SFMPO staff shall prepare a draft TIP for public review and forward the draft to the TCC.

STEP 8: The TCC shall review the draft TIP and, if no changes are needed, approve its release for public review.

STEP 9: SFMPO staff shall place a newspaper ad in the *Santa Fe New Mexican* announcing the release of the draft TIP for public review. The ad shall include instructions on how to

access the document for review. The SFMPO staff shall also announce the release on the SFMPO website and elsewhere as needed.

STEP 10: The public comment period on the draft TIP shall last for a minimum of thirty (30) days.

STEP 11: During the public comment period, the SFMPO staff shall host at least one formal public input meeting to solicit comments the draft TIP document.

STEP 12: Following the close of the public comment period, the TCC shall meet to review submitted public comments and make a recommendation to the TPB on the final draft.

STEP 13: The SFMPO staff shall present the submitted public comments and proposed final draft to the TPB at a public hearing for their review and adoption.

STEP 14: The SFMPO staff shall make the final document available on the SFMPO website and at the SFMPO office.

TIP Formal Amendment Process:

STEP 1: The TIP amendment process occurs quarterly as necessary and in coordination with the STIP amendment process.

STEP 2: Eligible or regionally significant projects with identified funding may be submitted to the SFMPO staff at any time to be added to the TIP via a change request form.

STEP 3: The SFMPO will develop a draft TIP amendment and present it to the TCC for review and release for public review.

STEP 4: The SFMPO staff shall place a newspaper ad in the *Santa Fe New Mexican* announcing the release of the draft TIP amendment for public review. The ad shall include instruction on how to access the document for review. The SFMPO staff shall also announce the release on the SFMPO website and elsewhere as needed.

STEP 5: The public comment period on the draft TIP amendment shall last a minimum of 15 calendar days.

STEP 6: The TCC shall meet to review submitted public comments and make a recommendation to the TPB on the final draft TIP amendment.

STEP 7: The SFMPO staff shall present the submitted public comments and proposed final draft TIP amendment to the TPB at a public hearing for their review and adoption.

STEP 8: The SFMPO staff shall make the final document available on the SFMPO website and at the SFMPO office.

TIP Administrative Modifications:

The SFMPO staff may make certain changes to the TIP – as specified in the MPO-TIP and NMDOT-STIP Policies and Procedures – via administrative modification. These modifications do not require public input or approval by the TPB but are documented in the TIP document.

<https://santafempo.org/programs/tip/>

PUBLIC PARTICIPATION PLAN (PPP)

The Public Participation Plan (<https://santafemppo.org/programs/ppp/>) is the guide for public access to and involvement with the MPO transportation planning process in the Santa Fe Metropolitan Planning Area. All SFMPO planning work products, as well as major amendments to adopted plans and programs, must follow the notice and procedural requirements outlined in this plan. Public participation procedures will be periodically reviewed by the SFMPO in terms of their effectiveness in assuring that the process provides full and open access and equity to all.

PPP Procedures:

STEP 1: Development of an update to the PPP shall begin at least sixty (60) days prior to the TPB's scheduled adoption of the final document.

STEP 2: An updated draft Public Participation Plan shall first be presented to the NMDOT to verify compliance with federal transportation planning regulations and requirements.

STEP 3: The TCC shall review the draft PPP update and approve its release for public review.

STEP 4: SFMPO staff shall place a newspaper ad in the *Santa Fe New Mexican* announcing the release of the draft PPP for public review. The ad shall include instructions on how to access the document for review. SFMPO staff shall also announce the release on the SFMPO website and Facebook page and via email to its interested parties contact list.

STEP 5: In accordance with federal law, the public comment period shall last for a minimum of forty-five (45) days.

STEP 6: During the public comment period, SFMPO staff shall hold at least one formal public input meeting to solicit comments on the draft PPP document.

STEP 7: Following the close of the public comment period, the TCC shall meet to review submitted public comments and make a recommendation to the TPB on the final draft.

STEP 8: SFMPO staff shall present the submitted public comments and proposed final draft to the TPB at a public hearing for their review and adoption.

PPP Administrative Modification Procedures:

The SFMPO staff may make administrative modifications to the content of the PPP, such as updates to contact information and hyperlinks, without the need for a formal approval. Changes to the procedures identified in the PPP would constitute an update and would require following the PPP Procedures outlined above.

UNIFIED PLANNING WORK PROGRAM (UPWP)

The Unified Planning Work Program (UPWP; <https://santafemppo.org/programs/upwp/>) describes and lists planning activities that SFMPO staff commits to undertake over a one- or two-year period using a combination of local and federal transportation planning funds. Many of the activities and tasks in the UPWP are required under a Memorandum of Agreement between the SFMPO and the NMDOT that was signed in 2022. UPWP activities are grouped into categories that are intended to help SFMPO staff implement the stated goals and objectives of the Metropolitan Transportation Plan. SFMPO staff, in cooperation with the NMDOT and transit operators and following federal guidelines, prepares a UPWP that is reviewed by the TCC and approved by the TPB, the NMDOT, the Federal Highway Administration, and the Federal Transit Administration.

UPWP Components:

- A list and summary of planning tasks that will be conducted over a one- or two-year period.
- A tabular summary of available funding sources.
- An allocation of staff hours and cost for each task.
- A timeline for major activities and milestones.
- Defined work products for each task.

UPWP Procedures:

STEP 1: SFMPO staff shall schedule an adoption date for each new UPWP based on deadlines set by the NMDOT Transportation Planning & Safety Division.

STEP 2: At least one hundred twenty (120) calendar days prior to the scheduled adoption date, SFMPO staff shall begin the development of the draft UPWP in cooperation with NMDOT and through an agenda item at TCC meetings.

STEP 3: The TCC shall review the draft UPWP and make a recommendation to the TPB.

STEP 4: SFMPO staff shall present the final draft to the TPB at a public hearing for their review and adoption.

STEP 5: SFMPO staff shall make the final document available on the SFMPO website and at the SFMPO office

OTHER SFMPO DOCUMENTS, STUDIES, AND PLANS

SFMPO staff shall create and announce procedures to encourage public participation in other SFMPO documents, studies and plans during the initial stages of their development.

PUBLIC ACCESS TO SFMPO PLANS AND DOCUMENTS

Citizens have the right to reasonable public access to technical and policy information. SFMPO plans and documents, including current and archived meeting agendas and minutes, shall be available online for view or download from the SFMPO website (www.santafempo.org). SFMPO documents shall also be available at the SFMPO office for review by appointment. Interested parties may call (505) 955-6614 to schedule a visit. Upon request, and as needed, documents or portions of documents shall be transcribed into alternative formats and languages.

SFMPO shall comply with all requirements of the City of Santa Fe's Request for Public Records Policy, 1900-9-1, and the Inspection of Public Records Act, 14-2-1 NMSA 1978 (available at the City Clerk's office).

TOOLS AND ACTIVITIES TO EDUCATE AND INFORM THE PUBLIC AND ENCOURAGE PUBLIC PARTICIPATION

The SFMPO shall use a variety of tools and activities to educate and inform the general public about MPO activities, MPO work products, and transportation issues in general. SFMPO Staff shall periodically evaluate these to achieve continuous improvements in their quality and efficacy.

Outreach to Interested Parties: Parties with an interest in the transportation planning process include individual citizens, elected and appointed officials, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, neighborhood associations and other community groups, business and professional groups, environmental groups, and others.

In Santa Fe, the list of interested parties includes but is not limited to:

- Planning and engineering staff of SFMPO member agencies
- Planning, engineering, safety, and environmental staff of the New Mexico Department of Transportation
- Staff of transit service providers (i.e., Santa Fe Trails, North Central Regional Transit District, and *New Mexico Rail Runner*)
- Northern Pueblos Regional Transportation Planning Organization
- North Central New Mexico Economic Development District (NCNMEDD)
- Bicycle and pedestrian organizations
- Groups representing persons with disabilities
- Santa Fe School District
- Federal lands and environmental protection agencies
- Santa Fe Airport
- Freight companies
- Native American tribal governments
- Emergency service providers/emergency dispatch

SFMPO staff shall make every reasonable effort to reach out to people and groups affected by any transportation plan, program, or project, including those who may not be aware they are affected. Staff shall pay particular attention to reaching out to traditionally underserved populations such as people with disabilities, low-income people, and racial and ethnic minorities.

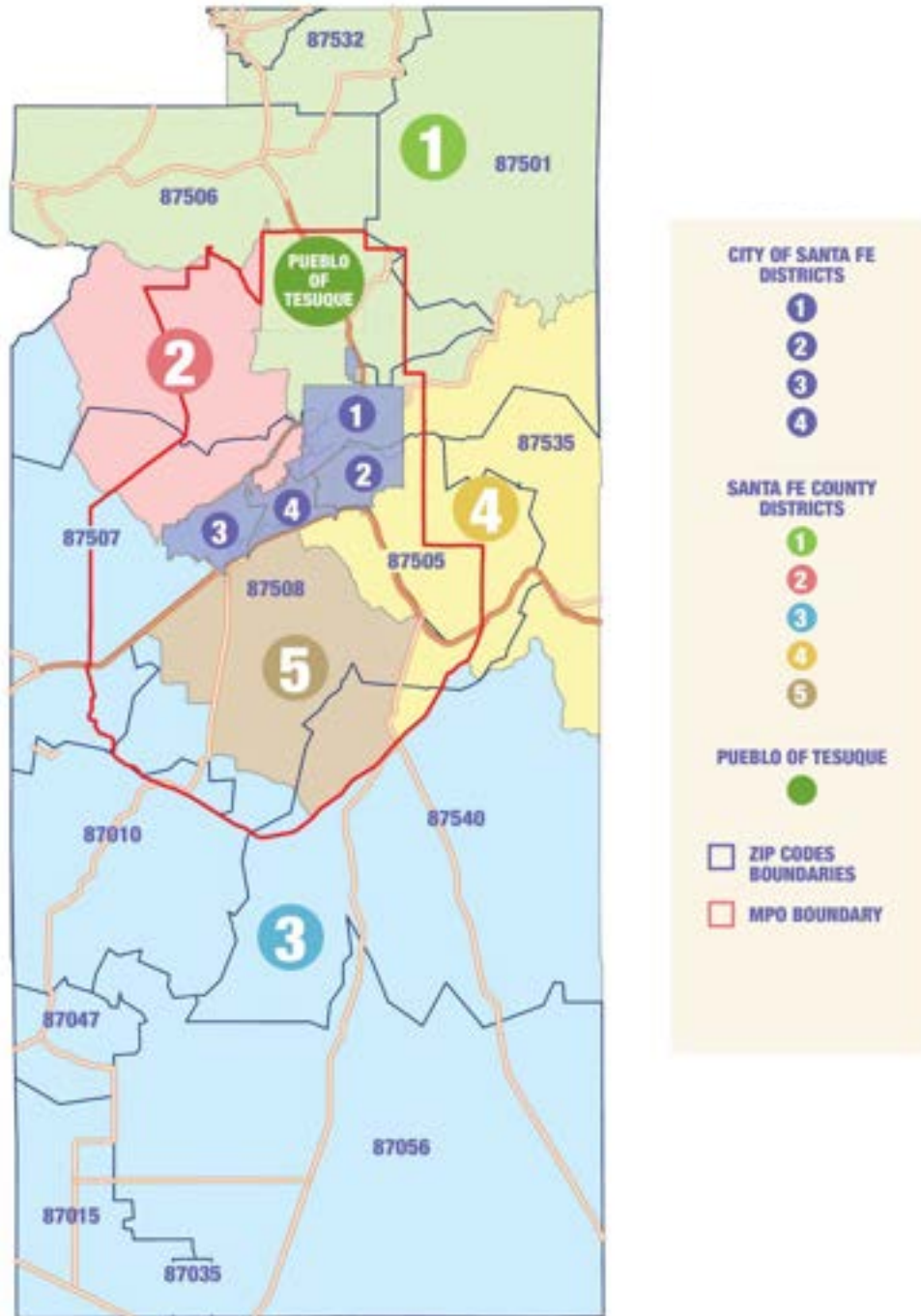
SFMPO staff shall also seek to engage affected public agencies and tribal governments whether or not they are members of the SFMPO.

Figure 1-4: SFMPA Geographic and Political Boundaries demonstrates the complexity of outreach and data collection within the SFMPA. Receiving geographically diverse public feedback requires SFMPO staff to collaborate with member agencies and representatives.

Finally, for the sake of consistency and in order to avoid potential conflicts, SFMPO staff shall consult and compare SFMPO transportation plans and other documents with any available federal, state, county, municipal, or other resource management agencies' transportation plans, land use plans, conservation plans, conservation maps, and inventories of historic or natural resources.

Figure 1-4: SFMPA Geographic and Political Boundaries

Public engagement for SFMPO planning efforts should be geographically representative. Within the SFMPA, there are overlapping City of Santa Fe Districts, Santa Fe County Districts, zip codes, and the Pueblo of Tesuque.



Media Contacts and Advertising: Members of the media are critical in getting information to the public regarding significant transportation activities and issues. The *Santa Fe New Mexican* shall be used as the primary print medium for advertising transportation issues of interest to the general population. Public service announcements and interviews may also be broadcast on local radio stations.

Branding: SFMPO Logo/Letterhead: The SFMPO logo/letterhead shall appear on all SFMPO documents and correspondence. The logo shall be used on promotional items and various events that the SFMPO supports. Examples include the Santa Fe Bikeways and Trails Map, informational brochures, and cards.

Visualization: SFMPO staff shall use maps, diagrams, charts, display boards, and slide presentations to clearly illustrate projects, plans, and programs developed for committee meetings and /or public events.

Archiving of Records: Copies of plans and documents produced by the SFMPO shall be made available for review at the SFMPO office, on the SFMPO website, and by request. Permanent records shall be kept at the SFMPO office and shall also be submitted to the NMDOT Transportation Planning and Safety Division for archiving purposes.

Public Comment and Response to Comments: The SFMPO shall welcome public comments from citizens in a variety of forms, including postal letter, fax, handwritten note, email message, and online posting. SFMPO staff shall also be available to meet and listen to citizen concerns, with all comments documented. Postal submittals may be addressed to: MPO Director, Santa Fe Metropolitan Planning Organization, P.O. Box 909, Santa Fe, NM 87504. Comments by phone or by email can be made to:

Erick Aune
MPO Director
Phone: (505) 955-6664
Email: ejayne@santafenm.gov

Leah Yngve
Transportation Planner
Phone: (505) 955-6614
Email: lyngve@santafenm.gov

Workshops: Informational workshops shall be held on an as-needed basis on topics associated with the metropolitan transportation planning process. The workshops shall be designed to educate participants on specific MPO topics.

Email List of Interested Parties: SFMPO staff shall maintain an email list of persons interested in receiving notice of availability of draft and final work products, notice of public meetings/hearings, and general news and updates about activities of the SFMPO. The list shall include interested citizens, elected and appointed officials, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, neighborhood associations and other community groups, business and professional groups, environmental groups, and others. The list shall be continuously updated.

SFMPO Website: The SFMPO website shall be updated and maintained to provide the most current information available. Contents shall include, at a minimum:

- Meeting calendars and agendas for the Transportation Coordinating Committee and Transportation Policy Board
- Public review drafts of all work products and publications
- Final drafts of all work products and publications
- Contact information for SFMPO staff
- Links to related agencies

SFMPO on Facebook: The SFMPO maintains a Facebook page that includes information related to transportation issues:

www.facebook.com/SantaFeMPO

SFMPO on LinkedIn: The SFMPO maintains a LinkedIn account that includes information related to transportation issues:

www.linkedin.com/company/santa-fe-mpo

SFMPO on Instagram: The SFMPO maintains an Instagram account that includes information related to transportation issues:

www.instagram.com/santafemppo/

APPENDIX

Federal and state laws set certain requirements and guidelines for public notice, public access to information, the provision of timely information, and the inclusion of traditionally underserved segments of the population. The SFMPO will take specific actions to comply with statutory requirements and to promote active public participation in the transportation planning process (re: section §450.316 from Federal Regulations). The MPO's public participation process satisfies the public participation requirements for the Program of Projects in compliance with the Federal Transit Administration.

The SFMPO PPP is guided by the regulations in United State Code (USC) Title 23 Sec 450:

§ 450.316 Interested parties, participation, and consultation.

- *(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.*
- *(1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:*
 - *(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;*
 - *(ii) Providing timely notice and reasonable access to information about transportation issues and processes;*
 - *(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;*
 - *(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;*
 - *(v) Holding any public meetings at convenient and accessible locations and times;*
 - *(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;*

- *(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;*
- *(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;*
- *(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and*
- *(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.*
- *(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.*
- *(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.*
- *(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:*
 - *(1) Recipients of assistance under title 49 U.S.C. Chapter 53;*
 - *(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and*
 - *(3) Recipients of assistance under 23 U.S.C. 201-204.*

- *(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.*
- *(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.*
- *(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.*

Environmental Justice and Title VI

This PPP strives to provide a framework for reaching all interested citizens, including traditionally underserved populations, such as low income and minority households and persons with disabilities.

The needs of those traditionally underserved by the existing system will be sought and considered by the SFMPO.

Environmental Justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The SFMPO will work to ensure that the transportation system considers the needs of all people and that minorities, low income, elderly, and the disabled do not bear a disproportionate share of the negative impacts resulting from the transportation system.

EJ concerns and goals should be considered throughout all public engagement efforts, from project planning through construction and operation. This includes public outreach conducted during transportation planning and during the environmental reviews required by the National Environmental Policy Act (NEPA).

Through its public involvement efforts, the SFMPO will strive to achieve the following goals:

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

Title VI states that no person shall, on the ground of race, color, or national origin, be excluded from participation in, denied benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. The SFMPO will ensure that the input and feedback from all people will be considered in the development of SFMPO planning documents and activities.

The following actions are meant to promote equity and reduce the barriers for participation in the decision-making process by low income, minority or disabled individuals.

1. When possible, public meetings will be held in locations that are convenient to low- and moderate-income neighborhoods. Such locations include community centers, senior centers and schools. When possible, the SFMPO staff will meet at the locations of businesses, neighborhood groups, stakeholders, and other agencies.
2. Upon request, all SFMPO work products and documents will be made available in alternative formats, including Braille, large type, and languages other than English.
3. The following statement will be included in all SFMPO documents:

The SFMPO does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in the provision of services. This document can be made available in alternative formats by calling the SFMPO office at 955-6614 or 955-6664.

4. The following statement will be included in all meeting announcements:

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6520, five (5) working days prior to the meeting date.

5. Agencies and organizations that represent low income, minority and disabled populations will be identified and included in SFMPO mailings.
6. The SFMPO will periodically evaluate Environmental Justice actions and Title VI requirements to ensure effectiveness of public involvement.

Americans with Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) is a civil rights statute which prohibits discrimination against people with disabilities in all aspects of life. ADA therefore calls for transportation facilities to be accessible to persons with disabilities. People with disabilities are encouraged to get involved in the development and improvement of transportation and para-transit plans and services. All public meetings conducted by the SFMPO will take place at locations which are accessible facilities so as to accommodate persons with mobility limitations.

Limited English Proficiency Plan

Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," requires agencies that receive substantial federal funding to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them.