



## TIP Section XI Transportation Improvement Program (TIP) Relationship to 2040 Metropolitan Transportation Plan (MTP) - Goals and Performance Measures

### *TIP and MTP Relationship*

The MTP is a minimum twenty-year multimodal long range transportation plan that provides a framework for development of the associated TIP (in this case, the FFY 2016-2021 TIP). The *2040 MTP* will serve as the AMPA's roadmap to guide transportation investments and decisions regarding transit enhancements and expansions, bicycle and pedestrian improvements, transportation demand management strategies, Intelligent Transportation System enhancements, and roadway improvements. Those needs are translated into implementable projects and programmed for federal funds by means of the TIP. While the MTP establishes the goals and framework, the TIP serves as a tool for program and project implementation.

### *MAP-21 and FAST Act TIP Requirements*

The previous federal transportation authorization bill, MAP-21, listed requirements for a TIP and the current federal transportation authorization bill, FAST Act, continues these following requirements:

- A TIP shall contain projects consistent with the current metropolitan transportation plan
- A TIP shall reflect the investment priorities established in the current metropolitan transportation plan
- A TIP, once implemented, is designed to make progress toward achieving the performance targets
- A TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets

FAST Act, which became effective December 4, 2015, continued the performance measures and targets established by MAP-21 that are meant to guide the programming of federal funds. However, performance measures and targets are not expected to be established and finalized by the U.S. DOT and NMDOT before the *Futures 2040 MTP* and the FFY 2016-2021 TIP are both formally adopted. Nevertheless, MRMPO has taken proactive steps in anticipation of this upcoming guidance; more information can be found on how the region is addressing MAP-21 performance goals in Chapter 4.3 of the *Futures 2040 MTP*.

## ***Project Prioritization Process and Project Selection***

In developing a new TIP, agencies submit project proposals to MRMPO staff to be scored and ranked through the Project Prioritization Process (PPP), which is an objective, quantitative-based method for evaluating and comparing proposals for inclusion in the TIP. Each project is evaluated and receives a prioritization score depending on how well the proposed project supports the goals and regional directions outlined in the *2040 MTP*. Multifaceted projects that address a number of regional needs and target key geographic areas identified in the MTP generally receive higher scores. Additionally, each agency proposing projects may provide further qualitative information to aid in the assessment of the various project proposals (e.g., the value of the project to the region, the community, or potential impacts) and to help determine which projects should be ultimately programmed into the TIP.

Overall, the PPP helps transportation stakeholders establish a short-range TIP that implements the long-range transportation plan's goals and objectives while adhering to and linking investment priorities to forthcoming national performance goals.

## ***MAP-21 and FAST Act National Performance Goals, Planning Factors, MRMPO Integration, and Project Development***

MAP-21 identified seven national performance goals and related performance measures as well as eight planning factors that govern the transportation planning process (continued under the FAST Act). At the time of the development of this TIP, final guidance from the Federal Highway Administration is still being issued. However, MRMPO is anticipating these requirements and is addressing them in various ways. Table 4-4 defines the seven national target areas and indicates how MRMPO efforts are consistent with national performance goals.

Many of the MAP-21 and now FAST Act National Performance Goals are reflected in the Project Prioritization Process for TIP selection, as well as the procedures employed by MRMPO. Following are the specific ways in which each goal is currently accounted for in the project selection and project management process. MRMPO expects to take further steps to incorporate these goals as guidance is issued from the Federal Highway Administration.

**National Performance Goal – Safety:** Achieve a significant reduction in traffic fatalities and serious injuries on all public roads

- Projects are awarded points under MRMPO's Project Prioritization Process for the following:
  - A project addresses a high crash rate location
  - A project contains a proven safety strategy (taken from the FHWA list of proven safety countermeasures and the Iowa Comprehensive Highway Safety Plan)
- MAP-21 and Fast Act priorities shared by MRMPO:
  - Projects should address a systemic safety concern as identified in a governmental agency report or a government mandated measure
  - Projects should maintains or improves the security of the transportation system
  - Study and analyze safety concerns to determine the preferred mitigation measure(s) to be implemented

**National Performance Goal-Infrastructure Condition:** Maintain the highway infrastructure asset system in a state of good repair

- Projects are awarded points under MRMPO's Project Prioritization Process for the following:
  - Percentage of the project dedicated to maintaining the existing infrastructure
- MAP-21 and FAST Act priorities shared by MRMPO:
  - Projects should contain strategies identified in the performance based asset management plan for the state's National Highway System
  - Projects should address one or more deficiencies of a facility on the Deficient Bridge List
  - Projects should provide for the collection of data to monitor the transportation system and/or develop and maintain an asset management plan

**National Performance Goal – Congestion Reduction:** Achieve a significant reduction in congestion on the National Highway System

- Projects are awarded points under MRMPO's Project Prioritization Process for the following:
  - A project addresses a congested location as identified through the Congestion Management Process
  - Project includes a recognized congestion management strategy
- MAP-21 and FAST Act priorities shared by MRMPO:
  - Projects should provide or enhance alternate modes of transportation other than single occupancy vehicle (SOV) travel
  - Study and analyze an identified congested corridor to determine various strategies to reduce congestion

**National Performance Goal – System Reliability:** Improve the efficiency of the surface transportation system

- MRMPO Priorities:
  - A project includes or features a strategy identified in the Congestion Management Process
  - A project increases the volume and/or speed of people moved on a facility without adding additional through traffic lanes or adversely affecting the other six goals

**National Performance Goal – Freight Movement and Economic Vitality:** Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

- Projects are awarded points under MRMPO's Project Prioritization Process for the following:
  - A project maintains or improves movement of freight along the primary freight network
  - A project explicitly aims to improve freight movement
- MAP-21 and FAST Act priorities shared by MRMPO:
  - Study and analyze an identified freight movement issue in order to determine various strategies to improve freight movement
  - Projects should provide additional infrastructure to promote economic development

- Projects should serve areas with high employment and population density
- Projects should address a primary freight corridor as identified in the MTP

**National Performance Goal – Environmental Sustainability:** Enhance the performance of the transportation system while protecting and enhancing the natural environment.

- Projects are awarded points under MRMPO's Project Prioritization Process for the following:
  - Reduces mobile emissions as an effort to maintain or improve air quality
- MAP-21 and FAST Act priorities shared by MRMPO:
  - Projects should mitigate adverse environmental effects of the transportation system. (Examples are: erosion, diminished water quality, adverse effects to wildlife, etc.)
  - Projects should maintain or improve the availability of transportation services to a disadvantaged population
  - Projects should implement a strategy identified in an approved planning document (comprehensive plan, sector plan, etc.) to improve the quality of life in a community, the region, or the state

**National Performance Goal – Reduce Project Delivery Delays:** Reduce the 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.

- MRMPO TIP Management Strategies:
  - MRMPO shall, to the extent of its ability, work with lead agencies, the NMDOT, the Federal Highway Administration, Federal Transit Administration, and other agencies to obligate funds in a timely manner and assist lead agencies in meeting project development milestones
  - MRMPO shall periodically assess projects as to their status
  - The TIP shall be managed to maximize the amount of funds obligated or used for projects each fiscal year in order to utilize 100 percent of the funds available (or as close to 100 percent as practical). Projects will be advanced or switched among the first four federal fiscal years of the TIP based on a project's readiness to complete the development phase for which its funds are programmed. By utilizing all funding available to the region in a fiscal year, it maximizes the amount of money flowing to the construction industry, design services, etc.

## National Performance Goals and MRMPO Efforts

MAP-21 Goal Area	National Performance Goal	National Performance Measure	MRMPO Integration
<b>Safety</b>	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads	Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads	Data collection, analysis and crash reports; Crash rates are criterion in the Project Prioritization Process for TIP selection; support of Complete Streets and other policies that enhance multi-modal safety
<b>Infrastructure Condition</b>	To maintain the highway infrastructure asset system in a state of good repair	Pavement condition on the Interstate System and on remainder of the National Highway System (NHS); Bridge condition on the NHS	MRMPO is working with member governments to determine existing pavement inventory systems; MRMPO is awaiting delivery of on an Asset Management Plan from NMDOT; MRMPO relies upon NMDOT and BIA for bridge inventory and inspection systems
<b>Congestion Reduction</b>	To achieve a significant reduction in congestion on the National Highway System	Traffic congestion	Data collection, analysis, and travel demand modeling; Congestion levels is a criterion in the Project Prioritization Process for TIP selection
<b>System Reliability</b>	To improve the efficiency of the surface transportation system	Performance of the Interstate System and the remainder of the NHS	Data collection - analysis of travel time, delay, and reliability Interstates and arterials in the AMPA
<b>Freight Movement and Economic Vitality</b>	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	Freight movement on the Interstate System	Data collection; Identification of priority freight corridors; Freight movement is a criterion in the Project Prioritization Process for TIP selection; Economic Vitality is a goal of the 2040 MTP
<b>Environmental Sustainability</b>	To enhance the performance of the transportation system while protecting and enhancing the natural environment	On-road mobile source emissions	Emissions analysis and consideration of GHG emissions reduction strategies in Futures 2040 MTP; Consideration of extent of development in floodplains and Wildland-Urban Interface areas through Central NM Climate Change Scenario Planning Project; Multi-modal planning efforts
<b>Reduced Project Delivery Delays</b>	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion	None provided	TIP management includes monthly status reports and technical assistance to jurisdictions during project development; Federal funds obligation report is issued annually, with obligations rates exceeding 95% in recent years