

APPENDIX A

Abbreviations & Definitions

Used in the

Metropolitan Transportation Plan (MTP)

and the

Transportation Improvement Program
(TIP)

and other planning documents

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Appendix A

ABBREVIATIONS & DEFINITIONS

ADA – Americans with Disabilities Act

Administrative Modification – A minor revision to a TIP, STIP or MTP. Criteria differentiating amendments from administrative modifications are established by Federal regulations and the MPO. (Refer to section XI, *TIP Revisions*)

Amendment – A major revision to a TIP, STIP or MTP. Criteria differentiating amendments from administrative modifications are established by Federal regulations and the MPO. (Refer to section XI, *TIP Revisions*)

AMPA – Albuquerque Metropolitan Planning Area (boundary coincides with the Transportation Management Area (TMA) for the Albuquerque area).

ARRA – American Reinvestment and Recovery Act of 2009 (Economic Stimulus)

Available funds – funds derived from an existing fund source dedicated to or historically used for transportation purposes. For Federal funds, authorized and/or appropriated funds and the extrapolation of formula and discretionary funds at historic rates of increase are considered “available”. A similar approach may be used for State and local funds that are dedicated to or historically used for transportation purposes.

AWDT – Average Weekday Traffic

BIA – U. S. Bureau of Indian Affairs

BLM – Bureau of Land Management of the U. S. Department of the Interior

BRR – Bridge Rehabilitation & Replacement program which is a category of Federal aid to states

BRT - Bus Rapid Transit which is a level of bus service which copies several characteristics of light-rail. ABQ Ride's Rapid Ride is a "starter" BRT system.

Carry-over Projects – Projects that have not had funds obligated, are in the current federal fiscal year, have experienced an unavoidable delay, and are authorized to move into the next fiscal year.

CFR – Code of Federal Regulations

CMAQ – Congestion Mitigation/Air Quality which is a category of Federal aid to states

CMP – Congestion Management Process

CO – Carbon monoxide which is one of the pollutants generated by vehicle emissions

CO₂ – Carbon dioxide which is one of the greenhouse gases suspected of accelerating

climate change

Committed funds – funds that have been dedicated or obligated for transportation purposes. For State funds that are not dedicated to transportation purposes, only those funds over which the Governor has control may be considered “committed.” Approval of a TIP by a Governor is considered a commitment of those funds over which the Governor has control. For local funds or private sources of funds not dedicated to or historically used for transportation purposes (including donations of property), a commitment in writing (e.g. letter of intent) by the responsible official or body having control of the funds may be considered a commitment. For projects involving 49 U.S.C. 5309 funding, execution of a Full Funding Grant Agreement (or equivalent) or a Project Construction Grant Agreement with the USDOT shall be considered a multi-year commitment of Federal funds.

Conformity – a Clean Air Act (42 U.S.C. 7506(c)) requirement that ensures that Federal funding and approval are given to transportation plans, programs and projects that are consistent with the air quality goals established by a State Implementation Plan (SIP). Conformity, to the purpose of the SIP, means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. The transportation conformity rule (40 CFR part 93) sets forth policy, criteria, and procedures for demonstrating and assuring conformity of transportation activities.

Consideration – means that one or more parties takes into account the opinions, action, and relevant information from other parties in making a decision or determining a course of action.”

Consultation – means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken.”

Cooperation – means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.”

CRDC – Central Region Design Center of NMDOT

D3 or D-3 – NMDOT District 3

DAR – Defense Access Road (ex. roads on Kirtland Air Force Base)

DE – Design phase of project development. It is also an abbreviation for District Engineer, the director of a NMDOT District.

DMD – Department of Municipal Development of the City of Albuquerque

EA – Environmental Assessment

ED – Environmental Document also refers to the phase of project development

EIS – Environmental Impact Statement

EPA – U. S. Environmental Protection Agency.

FAA – Federal Aviation Administration

FAST Act – Fixing America’s Surface Transportation Act transportation legislation

FH – Forest Highway program which is a subcategory of the FLTP.

FHWA – Federal Highway Administration

Financially Constrained or Fiscal Constraint – means that the metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are “available” or “committed.”

FLAP - Federal Lands Access Program (Access Program) was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.

FLTP – Federal Lands Transportation Program which is provides funding for highways on Federal lands including national parks and monuments, national forests, Indian reservations, wildlife refuges, and Bureau of Land Management lands.

FONSI – Finding of No Significant Impact, an environmental determination.

FRA – Federal Railroad Administration

FTA – Federal Transit Administration

FTA 5303 – refers to 49 U.S.C. Section 5303 which provides funding for metropolitan planning for transit.

FTA 5307 – refers to 49 U.S.C. Section 5307 which provides funding for transit for large urban areas (ABQ Ride is the designated recipient).

FTA 5308 – refers to 49 U.S.C. Section 5308 which provides funding for transit projects utilizing clean fuels.

FTA 5309 – refers to 49 U.S.C. Section 5309 which provides funding for projects for transit vehicles and facilities.

FTA 5310 – refers to 49 U.S.C. Section 5310 which provides funding for human services transit.

FTA 5311 – refers to 49 U.S.C. Section 5311 which provides funding for small urban transit programs such as Los Lunas Transit and Sandoval Easy Express. These funds are further broken down into Administration, Capital and Operating funds.

FTA 5311 (c) – refers to 49 U.S.C. Section 5311(c) which provides funding for transit on Indian Reservations, this is often referred to as “Tribal Transit”.

FFY – Federal Fiscal Year. In this document, unless otherwise noted, FY refers to the Federal Fiscal Year which begins October 1st and ends September 30th.

Governor’s Designee – the person authorized to act on behalf of the Governor to approve a metropolitan area’s TIP pursuant to 23 CFR 450. In accordance with a letter dated January 22, 2003, that person is the New Mexico Secretary of Transportation.

HOV – High Occupancy Vehicle

HOT – High Occupancy Toll lane

HPMS – Highway Performance Monitoring System

HPP – High Priority Project, also know as “ear marks”, these projects are specified by Congress to utilize designated Federal funds. The funds designated are usually set-aside from the overall amount of Federal funds coming into the region; they are not money above and beyond what is already designated for the metro area.

HSIP – Highway Safety Improvement Program, a federal funding category often referred to as Safety funds.

IJR – Interchange Justification Report which is an analysis used to indicate whether a new interchange on the Interstate system should be built and, if so, when.

IRR – Indian Reservation Roads program which is a subcategory of the FLHP. This has been replaced by the Tribal Transportation Program (TTP) under MAP-21.

ISTEA – Intermodal Surface Transportation Efficiency Act of 1991 which is one of two landmark bills preceding SAFETEA-LU guiding surface transportation planning.

ITS – Intelligent Transportation System which is defined as electronics, photonics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.

KAFB – Kirtland Air Force Base

LMP – Limited Maintenance Plan which refers to an air quality plan for implementation within a geographic area designated to be in limited maintenance for a specific pollutant (e.g. carbon monoxide).

LOS – Level of Service, one tool used for categorizing highway congestion

Maintenance Area – any geographic region of the United States that the EPA previously designated as a nonattainment area for one or more pollutants pursuant to the Clean Air Act Amendments of 1990, and subsequently redesignated as an attainment area subject to the requirement to develop a maintenance plan under section 175A of the Clean Air Act, as amended.

MAP – Municipal Access Program, a state funding category.

MAP-21 – Moving Ahead for Progress in the 21st Century the 2012 transportation bill.

MPO – Metropolitan Planning Organization which is defined by Federal regulation as the policy board of an organization created and designated to carry out the metropolitan transportation planning process.

MRCOG – Mid-Region Council of Governments

MRMPO – Mid-Region Metropolitan Planning Organization

MTB – Metropolitan Transportation Board which is the policy making, governing body of an MPO.

MTP – Metropolitan Transportation Plan which is the official multimodal transportation plan addressing no less than a 20-year planning horizon that is developed, adopted, and updated by the MPO through the metropolitan transportation planning process. All TIP projects must conform to the MTP. In some metro areas an MTP is referred to as a Long-Range Transportation Plan.

NAAQS – National Ambient Air Quality Standards

NEPA – National Environmental Policy Act

NHS – National Highway System. This refers to highways officially classified as part of the “National Highway System” and it also refers to an older category of Federal funding.

NMAC – New Mexico Administrative Code

NMDOT – New Mexico Department of Transportation

NPS – National Park Service

NPS – Non-Point Source, which refers to sources of air pollution not attributed to a particular location (motor vehicles fall within this category).

O₃ – Ozone a pollutant attributed to both point source and non-point source pollution generators

Obligated Projects – strategies and projects funded under title 23 U.S.C. and title 49 U.S.C. Chapter 53 for which the supporting Federal funds were authorized and committed by the State or designated recipient in the preceding program year, and authorized by the FHWA or awarded as a grant by the FTA.

Out-of-Cycle Amendment – A rare amendment to the TIP for which circumstances require it to be processed outside of the TIP *quarterly amendment cycle*.

PBTAG – Pedestrian and Bicycle Technical Advisory Group

PdN – Paseo del Norte, NM 423

PdV – Paseo del Volcan, NM 347

PE – Preliminary Engineering phase of project development

PIC – Public Involvement Committee of the Albuquerque Metropolitan Planning Organization

PMT – Person Miles Traveled, the cumulative miles traveled by people in a certain time period on a selected route. This measure accounts for the actual number of people a highway, route or transit system moves. It is helpful comparing various modes of transportation and/or HOV and HOT lanes.

PRP – Park Roads and Parkways program which is a subcategory of the FLHP.

PS – Point Source, which refers to sources of air pollution which are attributed to a particular location (such as a smokestack).

Quarterly Amendment Cycle – The timeframe established to process TIP amendments which coincides with the New Mexico Transportation Commission Quarterly Amendment Cycle.

Regionally Significant Project refers to transportation projects that are not necessarily funded with Federal funds yet has a major impact on the transportation system of the metropolitan area. Refer to section V of the *TIP Policies and Procedures* for a more detailed definition.

Revision – A change to a TIP or STIP that occurs between periodic updates (every two years in NM). A major revision is an “amendment” while a minor revision is an “administrative modification”.

ROW – Right-of-Way or Rights-of Way

RTP – Recreational Trails Program

SAFETEA-LU – Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users which is the name of the previous Federal bill signed into law on August 10, 2005.

Section 130 – a federal funding category for Railroad Crossing Hazard Elimination and Railroad Protective Devices (ex. crossing gates)

SIP – State Implementation Plan, a statewide plan that addresses air quality nonconformance issues in order to implement requirements of the Clean Air Act.

SOV – Single Occupant Vehicle

SRTS – Safe Routes to Schools, projects specifically aimed to improve safety of school children.

State GF– State General Funds

State ST – State Severance Tax funds

STIP – Statewide Transportation Improvement Program which is a statewide prioritized list of transportation projects covering a four year period. A STIP incorporates metropolitan TIPs “without modification” per Federal regulations.

STP – Surface Transportation Program which is a category of Federal aid to states

STP - Disc – Surface Transportation Program-Discretionary. A former subcategory of STP funds also known as “ear marks”, these projects are specified by Congress to utilize designated Federal funds. The funds designated are usually set-aside from the overall amount of Federal funds coming into the region; they are not money above and beyond what is already designated for the metro area.

STP-Flex – Surface Transportation Program-Flex. A subcategory of STP funds with greater flexibility.

STP-S – Surface Transportation Program-Small Urban. A subcategory of STP funds for small urban areas and urban clusters (in the AMPA they are Los Lunas UZA and the Santo Domingo Urban Cluster).

STP-U or **STP-LU** – Surface Transportation Program-Large Urban. A subcategory of STP funds for large urban areas (in the AMPA that is the Albuquerque UZA).

TAP – Transportation Alternatives Program which has several subcategories for rural, small urban, and large urban areas and flexible funds.

TCC – Transportation Coordinating Committee, a committee of the MTB.

TCM – Transportation Control Measures, any measure that is specifically identified and committed to in the applicable SIP that is either one of the types listed in section 108 of the Clean Air Act or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the above, vehicle technology-based, fuel-based, and maintenance-based measures that control the emissions from vehicles under fixed traffic conditions are not TCMs.

TCTC – Transportation Conformity Technical Committee

TDM – Travel Demand Management

TEA-21 – Transportation Equity Act for the 21st Century which is one of two landmark bills preceding SAFETEA-LU guiding surface transportation planning.

TIP – Transportation Improvement Program which is a prioritized list of transportation

projects for a metropolitan planning area covering a minimum four year period. All TIP projects must conform to the MTP. A TIP is to be incorporated into the STIP “without modification” per Federal regulations.

TIP Revisions – these are any change made to a TIP; they fall into two categories: *TIP Amendments* and *TIP Administrative Modifications*. (Refer to section X, *TIP Revisions*)

T/LPA – Tribal/Local Public Agency

TMA – Transportation Management Area (in Albuquerque its boundary coincides with the AMPA) is an urbanized area over 200,000 population designated by the Bureau of Census and Secretary of Transportation.

TPU – same as STP-U

TPTG – Transportation Program Technical Group, a subgroup of the TCC.

TTP– Tribal Transportation Program is a formula-driven program providing transportation funds to tribal governments. This program replaces the previous Indian Reservation Roads program.

UPWP – Unified Planning Work Program which establishes the planning work that will be undertaken utilizing Federal planning funds.

Urban Area – A geographic area defined by the US Census Bureau. Urban areas are classified according to population. The large urban area comprising the Albuquerque Urbanized Area (UZA) does not coincide with the boundaries of the Albuquerque Metropolitan Planning Area (AMPA). The AMPA includes all of the Albuquerque UZA and all of the Los Lunas UZA in addition to rural areas beyond the two UZAs.

USDOT – United States Department of Transportation which includes both the FHWA and FTA.

USF&WS – United State Fish and Wildlife Service

USFS – United States Forest Service

UZA – Urbanized Area as defined by the US Census Bureau (see above).

V/C – Volume/Capacity, which is the ratio of a roadway’s (or transit route’s) total usage compared to its maximum carrying ability in a defined time period.

VMT – Vehicle Miles Traveled, the cumulative miles traveled by all vehicles in a certain time period on a selected route.

WIPP/DOE – Waste Isolation Pilot Program/Dept. of Energy, a federal funding category for very specialized projects.

APPENDIX B

TIP Info Graphic

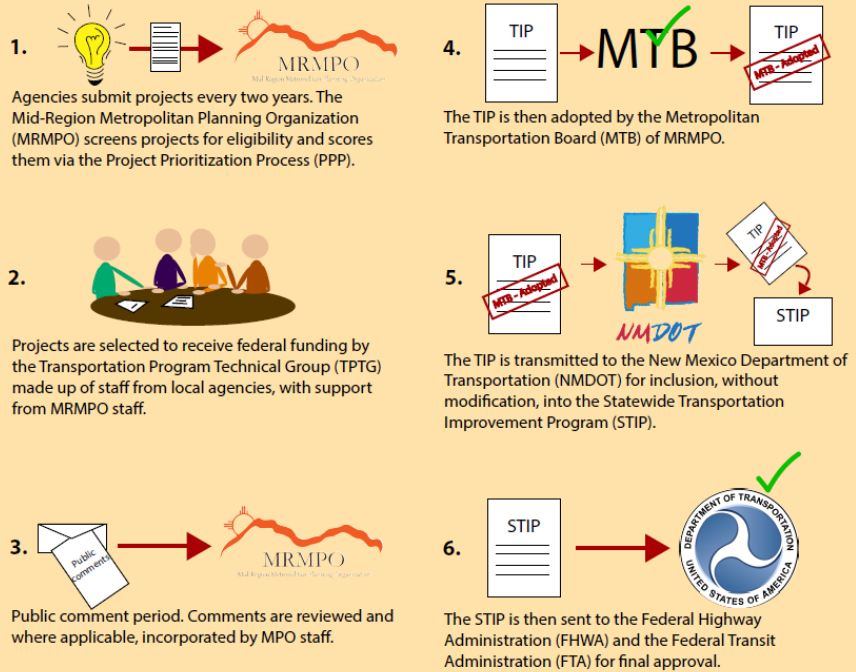
Transportation Improvement Program

Transportation Improvements Program

The TIP is a federally mandated short-term plan that programs funding for transportation projects in a metropolitan region.

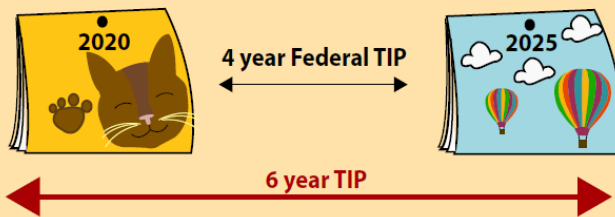
The TIP document functions as the region's mechanism for allocating limited funding resources among various transportation needs and tracks the use of local, state, and federal transportation dollars and non-federally funded projects that are regionally significant.

TIP Development Process

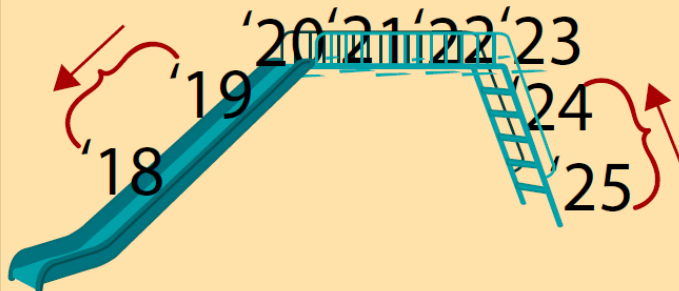


Timeframe

The TIP covers a 6 year period. The first 4 years constitute the "Federal TIP" and the last two years are informational.



A "new" TIP is developed every two years by adding the next two subsequent fiscal years.



Relationship Between the TIP and the MTP

The Metropolitan Transportation Plan (MTP) is a minimum twenty-year multimodal long-range transportation plan that provides a framework for development of the associated TIP.



The MTP guides transportation investments and decisions regarding transit enhancements and expansions, bicycle and pedestrian improvements, transportation demand management strategies, Intelligent Transportation System enhancements, and roadway improvements.



The TIP translates those needs into implementable projects programmed for federal, state and local funds. While the MTP establishes the goals and framework, the TIP serves as a tool for project implementation.

APPENDIX C

TIP Development Schedule

Appendix C

TIP DEVELOPMENT SCHEDULE

Please refer to section VII, *TIP Development Process* in the main document. The step numbers referred to in this appendix are further explained in section VII.

Step	Item	Timeframe/Comments	FFY 2020-2025 TIP Development Cycle
1	Review TIP Development Process with various groups and committees	approx. at start of development cycle	August/Sept 2018
2a	Obtain Project Status for All Existing TIP Projects	ongoing monthly at TPTG	monthly
3a	Issue Call for Project Proposals and Distribute TIP Policies & Procedures and Forms	Mid-September	Sept. 24, 2018
2a	MPO Staff Analysis of Existing TIP Projects' Status	Mid-September	Sept. 15 th
2b	Complete Analysis of Current TIP Projects & Existing Project Information	for October TPTG & TCC meetings	Sept. 30 th
4a	Establish Funding Estimates	in cooperation with NMDOT & public transit operators	on or before Oct 1 st
3c	Deadline for Submission of TIP Project Proposals	min. 60 days after solicitation	Friday Nov. 30, 2018
3d	Initial Screening by MPO Staff	allow approx. 2 weeks after submission deadline	Dec. 14, 2018
5a	ITS Comm. Review of Proj. Proposals	January ITS Comm. mtg.	Jan. tbd, 2019
5b	CMP Comm. Evaluation of Projects	January CMP mtg.	Jan. 25, 2019
5	Begin Evaluation of Projects	regular TPTG mtg.	Jan. 8, 2019
5	Continue/Finish Evaluation of Projects	special TPTG mtg.	Jan. 15, 2019
5-6	Finish Evaluation of Project Submittals & Begin TIP Development	special TPTG mtg.	Jan. 22, 2019
6	Finish Evaluation of Project Submittals & Begin TIP Development	regular TPTG mtg.	Jan. 29, 2019
6	Prepare 1 st Draft TIP	special TPTG mtg.	Feb. 5, 2019
6	Prepare 1 st Draft TIP	special TPTG mtg.	Feb. 12, 2019
6	Prepare 1 st Draft TIP	special TPTG mtg.	Feb. 19, 2019
7	Analyze/Refine/Prepare Final Draft TIP	regular TPTG mtg.	Feb. 26, 2019
7	Analyze/Refine/Prepare Final Draft TIP	March 2019 weekly TPTG Mtgs. if needed	March 2019
7a	Final Draft TIP for Public Review	on or before March. 31	March 31, 2019
8a	ITS Committee Review & Comment	March or April ITS Comm. mtg.	March/April. tbd 2019
8b	CMP Committee Review & Comment	March or April CMP Comm. mtg.	March/April 2019
8c	TCC Review & Initial Recommendation	April TCC mtg.	April 5, 2019

Step	Item	Timeframe/Comments	FFY 2020-2025 TIP Development Cycle
*9c	Begin Formal Public Comment Period	minimum 30 days prior to adoption	April 2, 2019
9c	Public Written Comment Period Ends (verbal comments may be made at MTB mtg.)	Minimum 30 days after start of public comment	May 3, 2019
9d	TCC Final Review & Recommendation	After close of public comment period	May 3, 2019
10a	Final TIP Approval by MTB	MTB meeting in May	May 17, 2019
10b	Send TIP to NMDOT for Approval and incorporation into the STIP	within one week following MTB approval	on or before May 30 th
11a	Approval of TIP by Governor's Designee	in June or July	June/July 2019
11b	TIP Incorporated into STIP	Immediately following approval in June/July	June/July 2019
11c	STIP (with TIP incorporated) is presented to the NMSTC for review	at the May NM State Transp. Comm. mtg.	July/August-tbd-2019
11d	NMDOT sends STIP (with TIP) to FHWA and FTA for Approval	Immediately following NMSTC review in July or August	July/August 2019
12	FHWA & FTA Approval of STIP/TIP	In conjunction with STIP after submission to FHWA & FTA by NMDOT	August/September 2019
13	Effective Date of Amended TIP	By Beginning of FY Quarter	July 1, 2019
13a	Incorporate any Necessary TIP Amendment into the Current TIP	By Beginning of FY Quarter	July 1 st
13a	Distribution of Amended TIP	Beginning of FY Quarter	July 1 st
14	Amendments to Pending "New" TIP Requested Before October 1	Hold until 1st TIP Amendment for New FFY	---
15	Effective Date of "New" TIP	Beginning of Federal FY	Oct. 1, 2019
15a	Distribution of "New" TIP	Beginning of Federal FY	Oct. 1 st

* In addition to public involvement steps 9a & 9b, public involvement is to be occurring simultaneously with the entire TIP development process and throughout the project development process by lead agencies.

APPENDIX D

TIP Management: Project Status Update Schedule

Appendix D

TIP MANAGEMENT and PROJECT STATUS UPDATE SCHEDULE

Please refer to section IX, *TIP Management and Interim Years* in the main document. The step numbers referred to in this appendix are further explained in section IX.

Step	Item	Time Frame
TM1-a	MRMPO Staff: Discuss TIP Projects' Status at Each Transportation Program Technical Group (TPTG) Meeting	monthly
TM1-a	Lead Agencies: Provide TIP Projects' Status Updates	monthly and as necessary (Via email if no TPTG)
TM1-b	MRMPO Staff adjusts TIP and/or prepares TIP Amendment accordingly	Administrative Modifications will be done monthly & Amendments will be processed Quarterly per TIP Amendment Schedule
TM2-a	Implement Project Selection for the next Federal Fiscal Year.	April - August TPTG meetings
TM2-b	MRMPO Staff adjusts TIP and/or prepares TIP Amendment accordingly	Administrative Modifications will be processed monthly and TIP Amendments per Schedule

APPENDIX E

TIP Quarterly Amendment Cycles Timeline

TIP QUARTERLY AMENDMENT CYCLES – Timeline through 4th Quarter of Federal Fiscal Year 2020
Mid- Region Metropolitan Planning Organization - Albuquerque, NM

Amendment Event	1 st Cycle for FFY 2019	2 nd Cycle for FFY 2019	3 rd Cycle for FFY 2019	4 th Cycle for FFY 2019	1 st Cycle for FFY 2020	2 nd Cycle for FFY 2020	3 rd Cycle for FFY 2020	4 th Cycle for FFY 2020
Lead Agencies' Deadline for Submission of TIP Amendments Proposals	10-15-2018 By 5:00pm	01-15-2019 By 5:00pm	04-15-2019 By 5:00pm	07-15-2019 By 5:00pm	10-15-2019 By 5:00pm	01-14-2020 By 5:00pm	04-13-2020 By 5:00pm	07-13-2020 By 5:00pm
TPTG - Review & Recomm.	10-30-2018	01-29-2019	04-30-2019	07-30-2019	10-29-2019	02-04-2020	04-28-2020	08-04-2020
MPO Post Amend for Public Revw.²	10-31-2018	01-30-2019	05-01-2019	07-31-2019	10-30-2019	02-05-2020	04-29-2020	08-05-2020
TCC - Review & Recomm.	11-02-2018	02-01-2019	05-03-2019	08-02-2019	11-01-2019	02-07-2020	05-01-2020	08-07-2020
30 Day NMDOT Public Review.³	11-15-2018	02-14-2019	05-16-2019	08-15-2019	11-14-2019	02-20-2020	05-14-2020	08-20-2020
MTB Approval	11-16-2018	02-15-2019	05-17-2019	08-16-2019	11-15-2019	02-21-2020	05-15-2020	08-21-2020
Final Export Files	After MTB	After MTB	After MTB	After MTB	After MTB	After MTB	After MTB	After MTB
Final Public Comment	12-13-2018	03-14-2019	06-13-2019	9-12-2019	12-12-2019	03-12-2020	06-11-2020	09-10-2020
Approval by Secretary of Transp.¹	December 2018	March 2019	June 2019	September 2019	December 2019	March 2020	June 2020	September 2020
FHWA & FTA Approval of TIP Amend.	January 2019	April 2019	July 2019	October 2019	January 2020	April 2020	July 2020	October 2020

AMPA = Albuquerque Metropolitan Planning Area
 FFY = Federal Fiscal Year (which runs from Oct. 1st through Sept. 30th)
 FHWA = Federal Highway Administration
 FTA = Federal Transit Administration
 MPO = Metropolitan Planning Organization
 MRMPO – Mid-Region Metropolitan Planning Organization

MTB = Metropolitan Transportation Board
 NM Transp. Comm. = New Mexico State Transportation Commission
 TCC = Transportation Coordinating Committee
 TIP = Transportation Improvement Program
 TPTG = Transportation Program Technical Group

¹ The Governor's designee is the New Mexico Secretary of Transportation.

² Begins MRMPO 15 day minimum public comment period.

³ Begins NMDOT 30 day minimum public comment period.

For further clarification and information please refer to the *Transportation Improvement Program Policies and Procedures*. This is available on the MRCOG website www.mrcog-nm.gov, click on the Transportation tab, then the Metro Planning tab and then the Short Range TIP tab. If further assistance is required please contact Steven Montiel at (505) 247-1750 email smontiel@mrcog-nm.gov email or TIPcomments@mrcog-nm.gov.

Date: September 20, 2018

APPENDIX F

Air Quality Conformity Determination

Appendix F

AIR QUALITY CONFORMITY DETERMINATION

Expired Limited Maintenance Plan

Under the recently expired LMP (June 2016), the MTP had conformed to other requirements, including interagency consultation, financial constraint, a minimum 30-day public comment period for the plan, and other federal planning requirements. The FHWA, in consultation with the EPA, had determined that the current 2040 MTP for the Albuquerque Metropolitan Area met those requirements and therefore is in conformance with the former Limited Maintenance Plan. Should the region fall into non-attainment for other regulated air pollutants in the future, MRMPO will work closely with all stakeholders and outline all necessary steps and requirements it must perform to obtain conformity within this document and subsequent MTPs and any applicable State Implementation Plan (SIP).

Transportation Conformity with Air Quality Plans

Air quality is an important transportation-related issue, especially for health and economic development purposes. The Federal Clean Air Act Amendments (CAAA) of 1990 require that Federally funded transportation plans, programs and projects in non-attainment or maintenance areas conform to the State Implementation Plans (SIP) for air quality. Bernalillo County was designated as a limited maintenance area for carbon monoxide (CO) until June 2016. As part of the development of the MTP, the MPO coordinated transportation planning with the SIP for air quality with the City of Albuquerque Environmental Health Department and other federal, state and local agencies.

The Bernalillo County Maintenance Area

Bernalillo County was redesignated to attainment status for carbon monoxide in 1996. After attaining air quality standards, an area is required to commit to and implement a twenty-year maintenance plan in two ten-year parts. Bernalillo County began its second ten-year maintenance period on August 22, 2005, and had fully implemented what is referred to as a "Limited Maintenance Plan" (LMP). To qualify for limited maintenance plan status, an area must show that the air quality be at levels less than 85% of the relevant National Ambient Air Quality Standards (NAAQS). Bernalillo County qualified for this standard and received local, state and federal approvals of its Limited Maintenance Plan.

Transportation plans, programs, and projects were required to demonstrate conformity with Limited Maintenance Plans. Under the initial 10 year part of the maintenance plan, the MPO was required to demonstrate that mobile source emissions would not violate the carbon monoxide budgets established in the SIP. This required rigorous analysis of transportation networks and resulting travel to model anticipated vehicle emissions on a regional basis. The total emissions were then compared to the budgets, and if less than the budget, part of transportation conformity was achieved. Other conformity requirements included appropriate consultation, planning and public involvement activities necessary under federal planning rules, and decisions by the air quality technical committee on which "regionally significant" projects to include in air quality

analysis.

An important change occurred as of August 22, 2005 in transportation conformity. Since the Limited Maintenance Plan did not contain emissions budgets, it was not possible to compare emissions from specific federal plans or projects to an upper emissions limit. For the second ten-year part of the LMP, in this case 2005-2016, emissions were not capped. The U. S. Environmental Protection Agency (EPA) believed that it was unreasonable to expect that so much growth will occur in an area during a maintenance period as to cause a violation of the air quality standards. Recall that to qualify to undertake a LMP, an area must start with a demonstration that the air quality levels are less than 85% of the standard.

The fact that regional emissions analysis was no longer required brought about two significant changes with respect to the interagency consultation process. The MPO did not have to perform an air quality emissions analysis to demonstrate that emissions produced by projects in the MTP were less than the air quality budgets for CO. An LMP is based on monitored emission levels rather than modeling.

In lieu of the prior regional emissions modeling to determine conformity, the MPO received letters from the Federal Highway Administration (FHWA) verifying that the most recent CO levels at air quality monitors remained below 85% of the standard. The FHWA received this information from the Environmental Health Department. An example of the letter can be found in the 2040 MTP. Provided that CO levels remained at or below 85% of the standard, regional emissions analyses would not be required for future transportation conformity determinations. If CO levels exceed 85% of the standard at monitors, the Limited Maintenance Plan would become invalid and the requirements of the full maintenance plan would apply once again, including regional emissions analyses.

APPENDIX G

CMP Corridors

(Congestion Management Process)

Map

The *CMP Corridors* Map is available at MRCOG Offices and on the website at www.mrcog-nm.gov click on "Transportation Planning" tab, then click "Metro Planning" tab, then click on "Congestion Management Process" tab

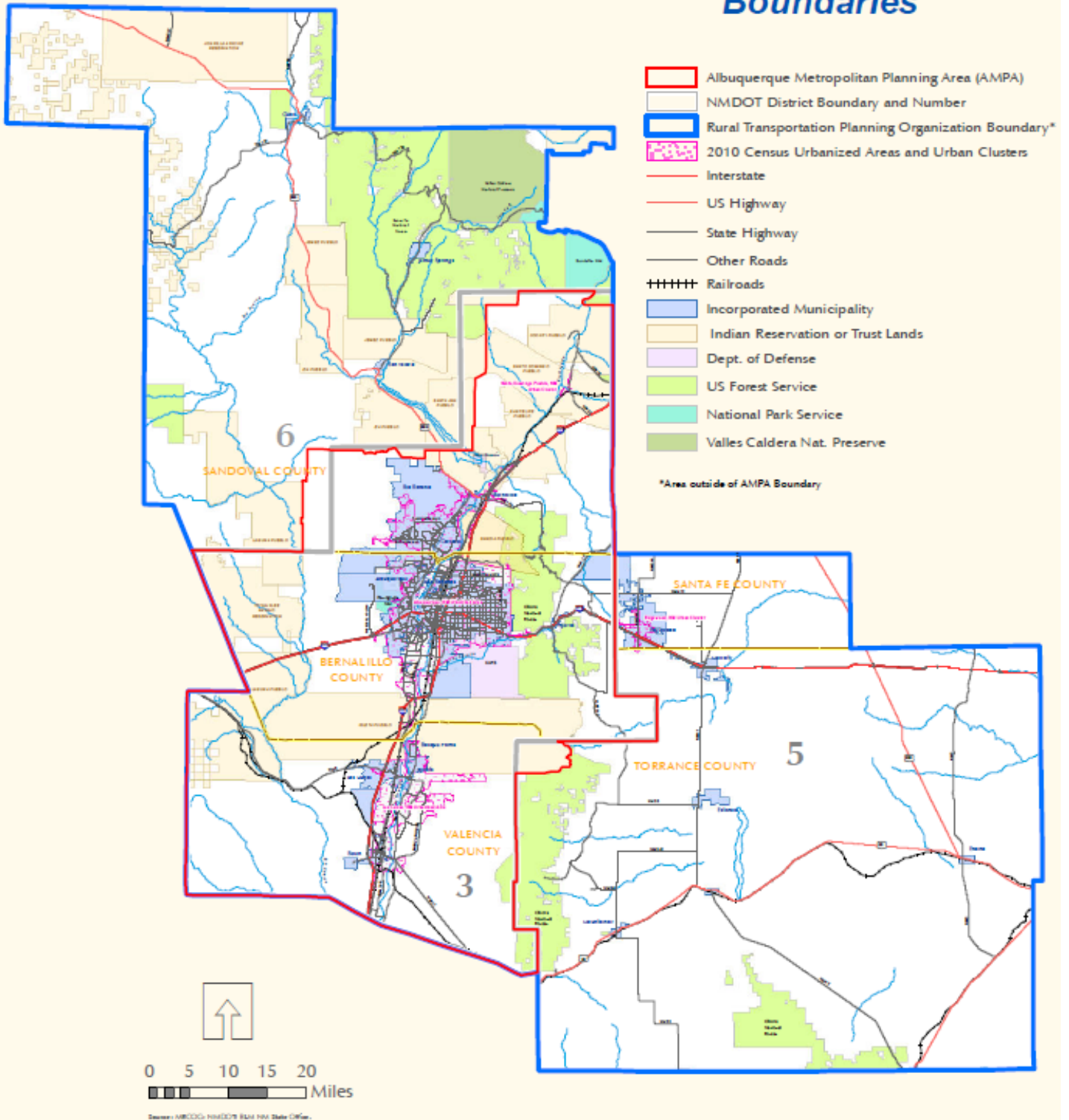
APPENDIX H

AMPA

(Albuquerque Metropolitan Planning Area)

Mid-Region Council of Governments

Transportation Planning Boundaries



APPENDIX I

Map of the NHS
(National Highway System)

Mid-Region Council of Governments
**Functional Classification in the
 Albuquerque Metropolitan Planning Area**

Approved by Metropolitan Transportation Board on April 25, 2014
 Approved by Federal Highway Administration on February 5, 2015
 Update Approved by Federal Highway Administration on March 15, 2015

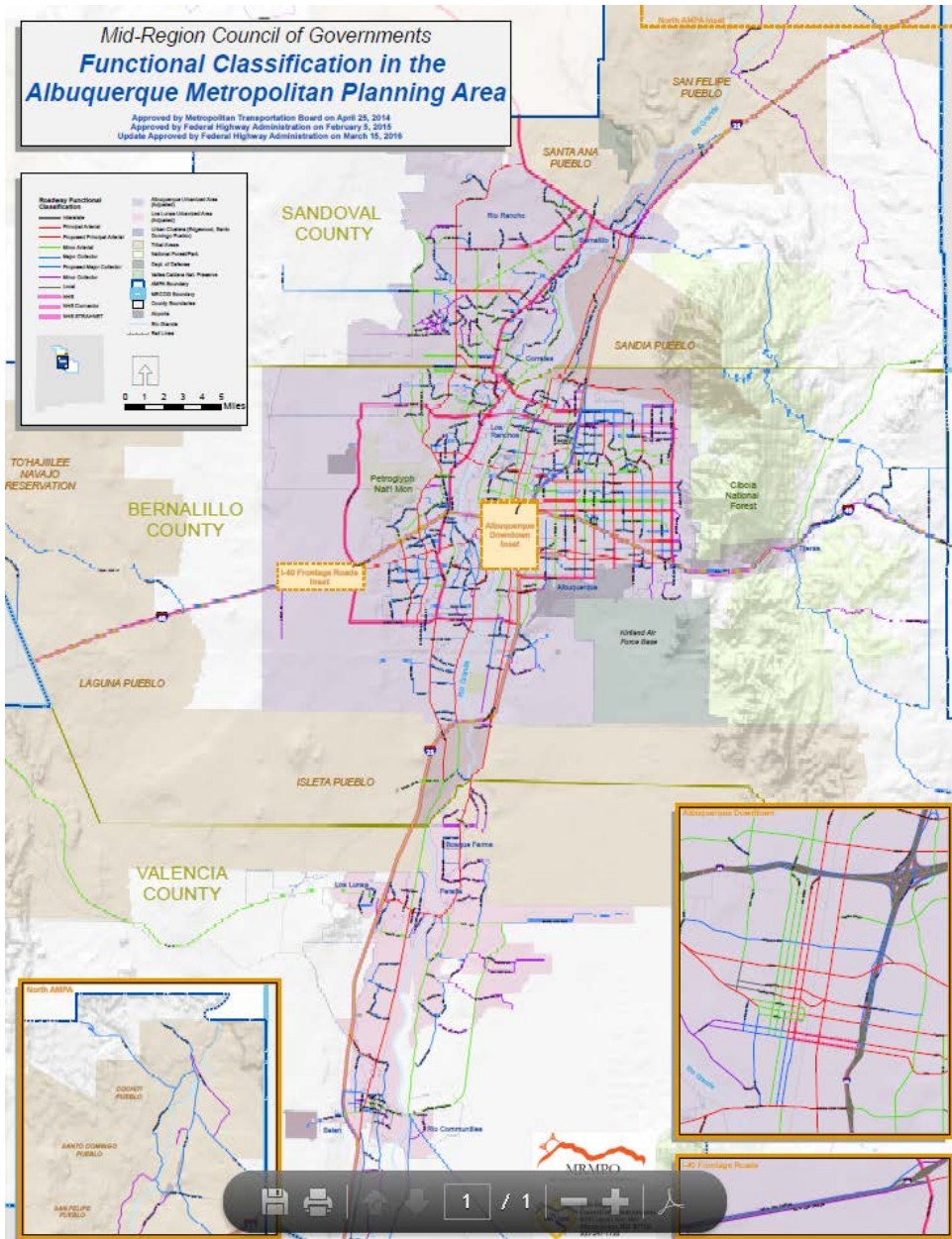
Roadway Functional Classification

- Interstate
- Principal Arterial
- Principal Collector
- Minor Arterial
- Minor Collector
- Proposed Major Collector
- Local
- USFS
- USFS Connector
- USFS Roadway

Other Features

- Albuquerque Downtown Area (ADA)
- Local Center (LCA) / Downtown District (DD)
- Local Center (LCA) / Regional Center (RC)
- Transit Station
- Local Roadway
- Dist. of Culture
- Metropolitan Planning Area (MPA) Boundary
- County Boundary
- City Boundary
- Alameda
- City Limits

Scale: 0 1 2 3 4 5 Miles



APPENDIX J

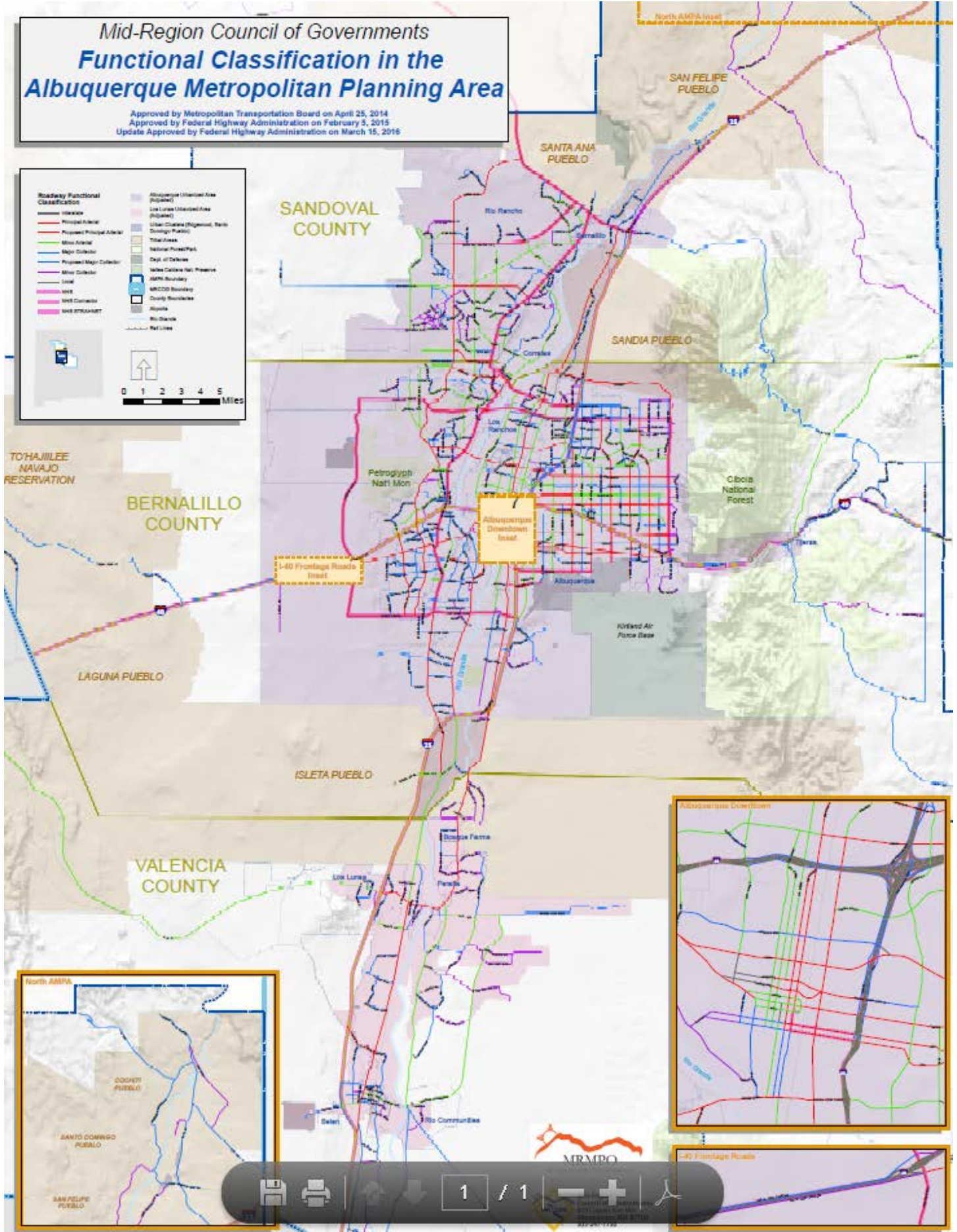
2016 Highway Functional Classification System Map

Mid-Region Council of Governments Functional Classification in the Albuquerque Metropolitan Planning Area

Approved by Metropolitan Transportation Board on April 25, 2014
Approved by Federal Highway Administration on February 5, 2015
Update Approved by Federal Highway Administration on March 15, 2016

Roadway Functional Classification	
Interstate	Albuquerque Intermodal Area (Airport)
Proposed Principal Arterial	Los Lunas Intermodal Area (Airport)
Minor Arterial	Urban Corridor (Engineered, Right-of-Way)
Major Collector	Total Area
Proposed Major Collector	National Forest/Park
Minor Collector	Dept. of Defense
Local	State Capital Nat. Preserve
SR	MTCO Boundary
SR Corridor	County Boundary
SR STRAIGHT	Alameda
	No Service
	Not Used

Scale: 0 1 2 3 4 5 Miles



SANDOVAL COUNTY

SAN FELIPE PUEBLO

SANTA ANA PUEBLO

SANDIA PUEBLO

BERNALILLO COUNTY

LAGUNA PUEBLO

ISLETA PUEBLO

VALENCIA COUNTY



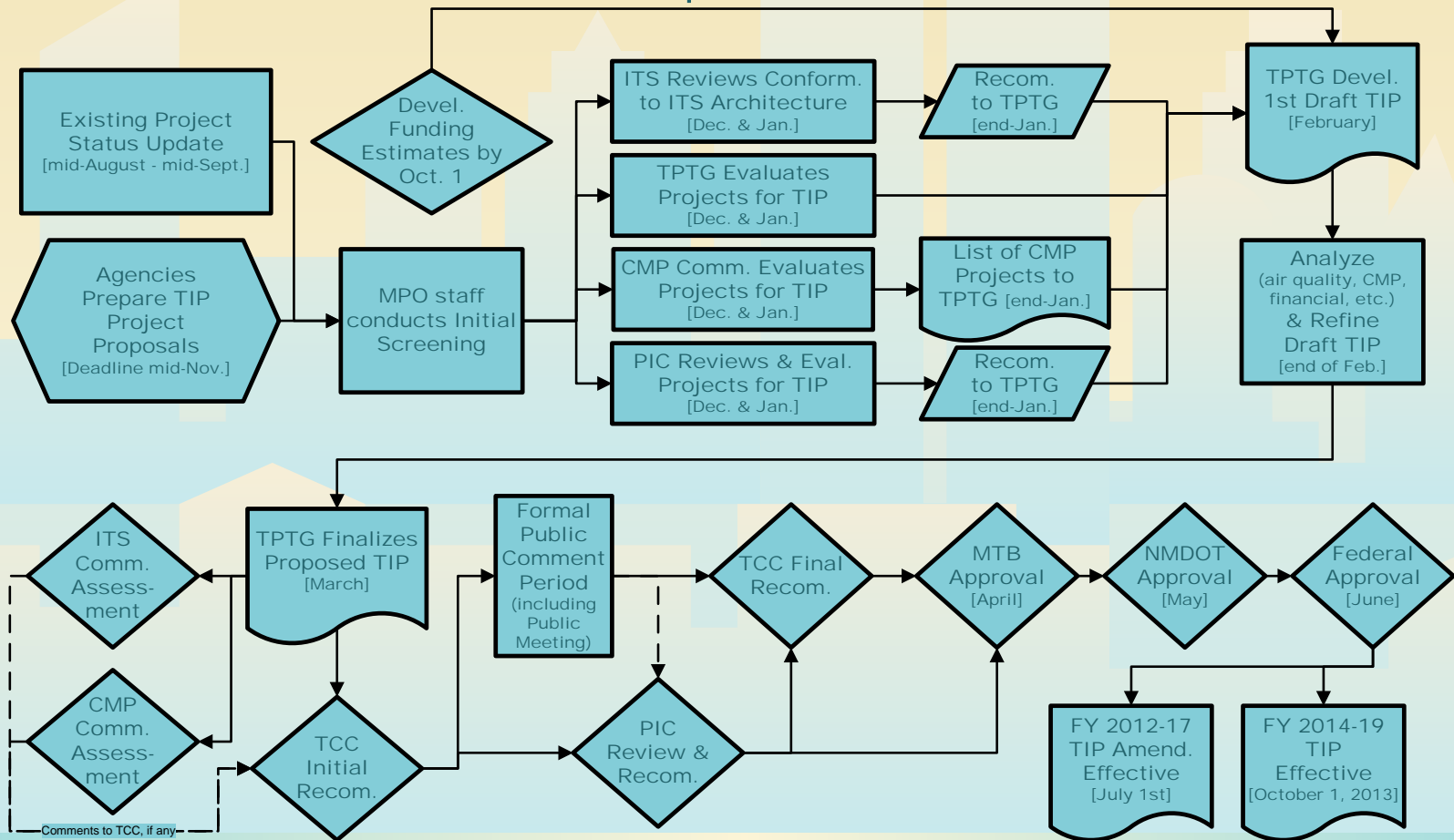
Navigation controls including a printer icon, a page indicator showing '1 / 1', and zoom in/out (+/-) buttons.

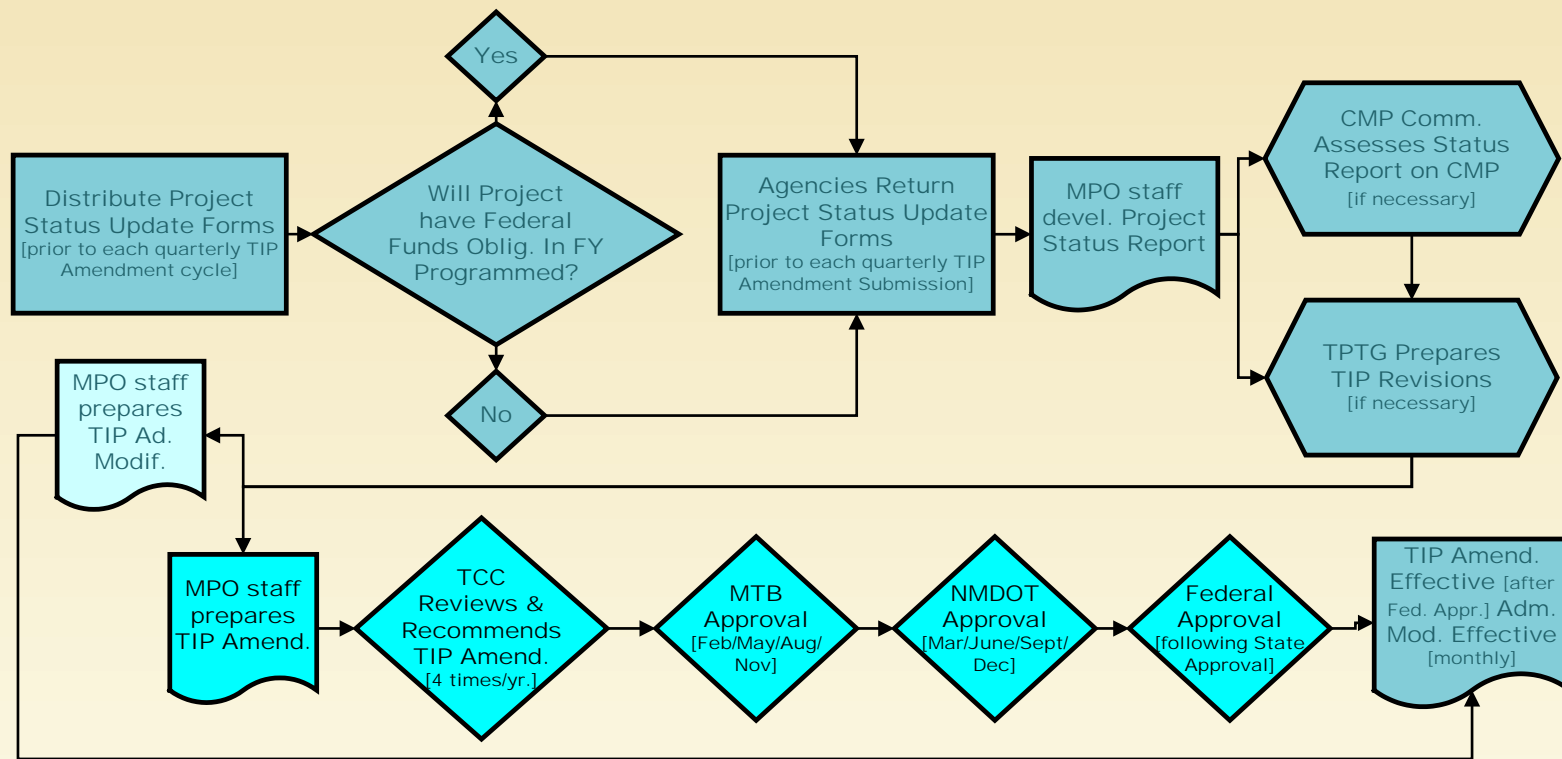
APPENDIX K

Process Flow Charts

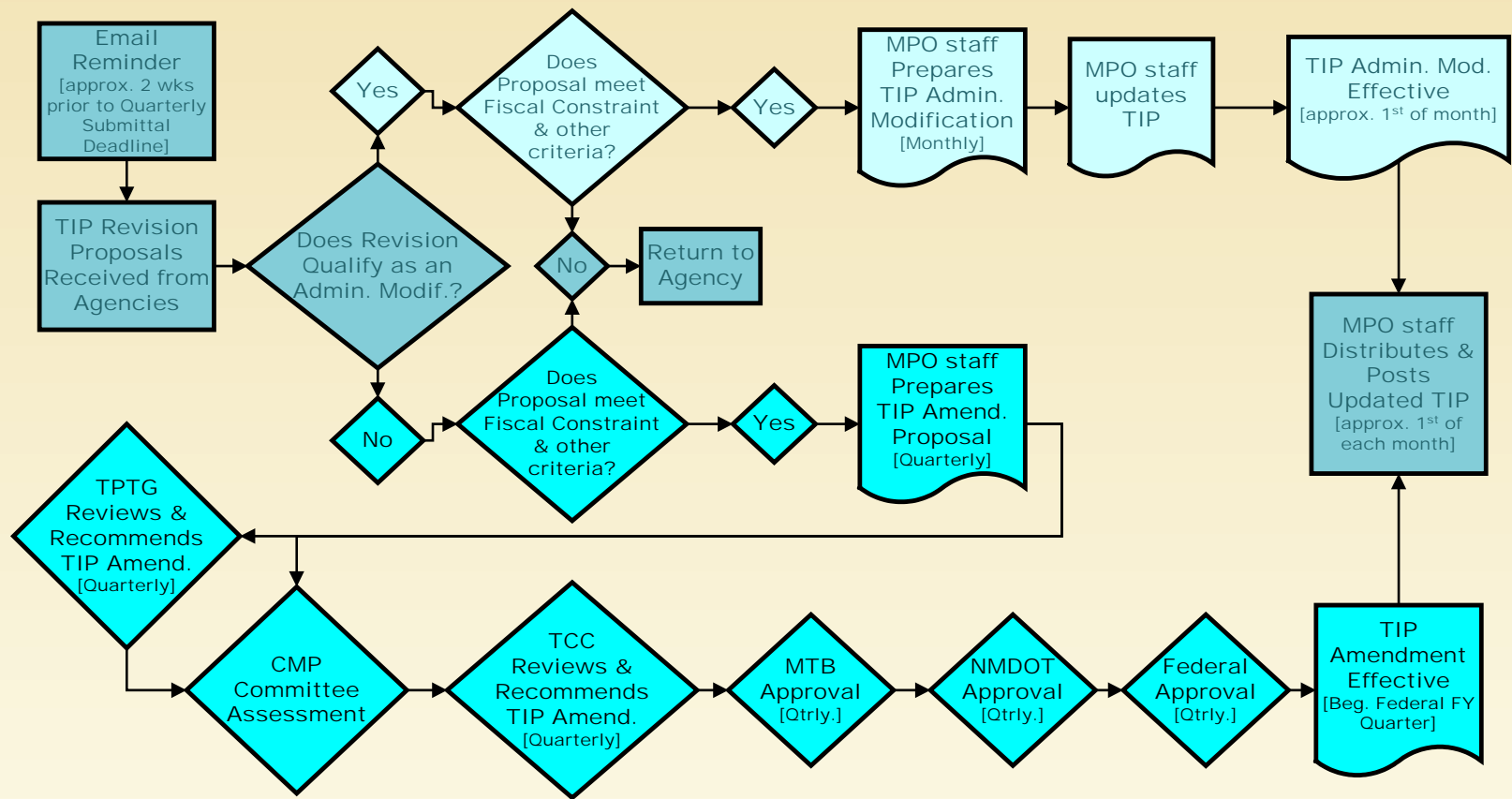
- **TIP Development Process**
- **TIP Management & Project Update Process**
- **TIP Revision Process for Amendments and
Administrative Modifications**

Mid-Region Metropolitan Planning Organization TIP Development Process





Mid-Region Metropolitan Planning Organization TIP Management - Project Status Update Process



Mid-Region Metropolitan Planning Organization
 TIP Revision Process
 for
 TIP Amendments & Administrative Modifications

APPENDIX L

TIP Revision Proposal Forms

for
TIP Amendments
and
TIP Administrative Modifications

The *2016 TIP Revision Forms A, B & C* are available at MRCOG Offices and on the website at www.mrcog-nm.gov click on “Transportation Planning” tab, then click “Metro Planning” tab, then click on “Short Range-TIP” tab.

APPENDIX M

Project Prioritization Process Guidebook

The *Project Prioritization Process Guidebook* is incorporated by reference into this appendix.

The *Project Prioritization Process Guidebook* is available at MRCOG Offices and on the website at www.mrcog-nm.gov click on “Transportation Planning” tab, then click “Project Prioritization Process” tab.

1 RESOLUTION

2 of the

3 name of legislative body

4 of the

5 name of jurisdiction

6 (Resolution number _____)

7 **COMMITTING PROGRAMMED FUNDS IN THE**
8 **FY 20xx-20xx TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
9 **FOR THE ALBUQUERQUE METROPOLITAN PLANNING AREA**
10 **TO PROVIDE REPAYMENT OF THE FINANCIAL OBLIGATION CREATED FOR**
11 **THE ADVANCE LARGE-SCALE DESIGN, RIGHTS-OF-WAY PURCHASE AND**
12 **CONSTRUCTION OF**
13 **name of project**
14

15 WHEREAS, the FFY 20xx-20xx Transportation Improvement Program (TIP) is
16 the TIP for the Albuquerque Metropolitan Planning Area (AMPA) and has been
17 reviewed for conformity in conjunction with the 20xx Metropolitan Transportation Plan
18 and became effective October 1, 20xx; and

19 WHEREAS, the adopted TIP includes federal highway funds programmed for the
20 City/County/Town/Tribal Gov of _____ to design, purchase rights-of-way and
21 construct [enter brief project description and termini] (CN A000000, MPO Record # 00);
22 and

23 WHEREAS, the City/County/Town/Tribal Gov of _____ has an opportunity to
24 obtain non-federal financing to advance the construction and/or rights-of-way purchase
25 and/or design of this project (CN A000000) earlier than the Federal Fiscal Year (FFY) in
26 which funds are programmed in the TIP/STIP; and

27 WHEREAS, obtaining such financing is contingent upon a commitment from the
28 Metropolitan Transportation Board of the Mid-Region Metropolitan Planning

29 Organization of the Mid-Region Council of Governments under resolution R-xx-xx MTB,
30 to use federal highway funds programmed for this project in Federal Fiscal Years 20xx,
31 20xx and 20xx to reimburse the City/County/Town/Tribal Gov of _____; and

32 WHEREAS, the

33 WHEREAS, the funds programmed for this project in the TIP are:

34 FFY 20xx

35 [category] funds of \$_____ with required match of \$_____ = \$_____ total

36 FFY 20xx

37 [category] funds of \$_____ with required match of \$_____ = \$_____ total

38 FFY 20xx

39 [category] funds of \$_____ with required match of \$_____ = \$_____ total

40 This results in a total of \$_____ of federal highway funds with a total required
41 match of \$_____ and a combined total of \$_____.

42 NOW THEREFORE BE IT RESOLVED by the name of legislative body of the
43 name of jurisdiction that the funds programmed for A000000 name of project as noted
44 above are committed to remain programmed in the TIP to provide for the repayment of
45 the non-federal financial obligations incurred for the project by the
46 City/County/Town/Tribal Gov of _____; and

47 BE IT FURTHER RESOLVED, the City/County/Town/Tribal Gov of _____
48 shall pay for the construction and/or rights-of-way purchase and/or design of this project
49 and acknowledges that reimbursement will not occur until the federal funds become
50 available in succeeding federal fiscal years; and

51 BE IT FURTHER RESOLVED, the rescheduling of such funds among the
52 Federal Fiscal Years of the TIP and changes to the category of federal funding

53 programmed may be undertaken by the Mid-Region Metropolitan Planning Organization
54 with the concurrence of the City/County/Town/Tribal Gov of _____ Division of Public
55 Works, in order to fiscally manage the TIP and/or to coordinate the funding to match the
56 project's development schedule; and

57 BE IT FURTHER RESOLVED, the City/County/Town/Tribal Gov of _____
58 acknowledges the commitment of funds established in this resolution and resolution R-
59 xx-xx MTB, is dependent upon the continued availability of federal funds provided by the
60 U.S. Congress and the continued eligibility of this project to receive federal funds,
61 therefore, the City/County/Town/Tribal Gov of _____ assumes all financial liability if
62 the federal funding category(ies) is eliminated and/or the project ceases to be eligible to
63 receive federal funds; and

64 BE IT FURTHER RESOLVED, the City/County/Town/Tribal Gov of _____
65 commits to providing the funds required to match the federal funds programmed for this
66 project.

67 PASSED, APPROVED, AND ADOPTED this ___ day of _____ 20xx by the name
68 of legislative body of the City/County/Town/Tribal Gov of _____.

69

70

71

72

73 Add signatures appropriate for the jurisdiction

74

75

76

77

78

79

80

81

82

83

Jane Q. Councilor, Chair

ATTEST:

John Q. Bigdawg, Chief Municipal Officer

1 RESOLUTION

2 of the

3 METROPOLITAN TRANSPORTATION BOARD

4 of the

5 MID-REGION COUNCIL OF GOVERNMENTS

6 of the

7 MID-REGION COUNCIL OF GOVERNMENTS

8 (R-XX-XX)

9 **COMMITTING PROGRAMMED FUNDS IN THE**
10 **FY 20xx-20xx TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
11 **FOR THE ALBUQUERQUE METROPOLITAN PLANNING AREA**
12 **TO PROVIDE REPAYMENT OF THE FINANCIAL OBLIGATION CREATED FOR THE**
13 **DESIGN, RIGHTS-OF-WAY PURCHASE AND CONSTRUCTION OF**
14 **name of project**
15

16 WHEREAS, the FY 20xx-20xx Transportation Improvement Program (TIP) is the
17 TIP for the Albuquerque Metropolitan Planning Area (MPA) and has been reviewed for
18 conformity in conjunction with the 20xx Metropolitan Transportation Plan and became
19 effective October 1, 20xx; and

20 WHEREAS, the TIP must contain all federally-funded transportation projects in
21 the metropolitan transportation planning area prior to the distribution of funds to those
22 projects; and

23 WHEREAS, the TIP must contain all regionally significant projects in the
24 metropolitan transportation planning area regardless of the source of funding; and

25 WHEREAS, the adopted TIP includes federal highway funds programmed for the
26 City/County/Town/Tribal Gov of _____ to design, purchase rights-of-way and
27 construct [enter brief project description and termini] (CN A000000, MPO Record # 00);

28 and

29 WHEREAS, the City/County/Town/Tribal Gov of _____ has an opportunity to
30 obtain financing to advance the construction and/or rights-of-way purchase and/or
31 design of this roadway; and

32 WHEREAS, obtaining such financing is contingent upon a commitment from the
33 name of transportation board to use federal highway funds programmed for this project
34 in Federal Fiscal Years 20xx, 20xx and 20xx to reimburse the City/County/Town/Tribal
35 Gov of _____; and

36 WHEREAS, the funds programmed for this project in the TIP are:

37 FFY 20xx

38 [category] funds of \$_____ with required match of \$_____ = \$_____ total

39 FFY 20xx

40 [category] funds of \$_____ with required match of \$_____ = \$_____ total

41 FFY 20xx

42 [category] funds of \$_____ with required match of \$_____ = \$_____ total

43 This results in a total of \$_____ of federal highway funds with a total required
44 match of \$_____ and a combined total of \$_____.

45 NOW THEREFORE BE IT RESOLVED by the Metropolitan Transportation Board
46 of the Mid-Region Metropolitan Planning Organization of the Mid-Region Council of
47 Governments that the funds programmed for A000000 name of project as noted above
48 are committed to remain programmed in the TIP to provide for the repayment of the
49 financial obligations incurred for the project by the City/County/Town/Tribal Gov of
50 _____.

51 AND BE IT FURTHER RESOLVED, the rescheduling of such funds among the

52 Federal Fiscal Years of the TIP and changes to the category of federal funding
53 programmed may be undertaken by the Mid-Region Metropolitan Planning Organization
54 with the concurrence of the City/County/Town/Tribal Gov of _____ Division of Public
55 Works, in order to fiscally manage the TIP and/or to coordinate the funding to match the
56 project's development schedule.

57 AND BE IT FURTHER RESOLVED, the City/County/Town/Tribal Gov of
58 _____ is hereby notified and acknowledges the commitment of funds established in
59 this resolution is dependent upon the continued availability of federal funds provided by
60 the U.S. Congress and the continued eligibility of this project to receive federal funds,
61 therefore, the City/County/Town/Tribal Gov of _____ assumes all financial liability if
62 federal funding is eliminated and/or the project ceases to be eligible to receive federal
63 funds.

64 PASSED, APPROVED, AND ADOPTED this ___ day of _____ 20xx by the
65 Metropolitan Transportation Board of the Mid-Region Metropolitan Planning
66 Organization of the Mid-Region Council of Governments.

67
68
69 _____
70 Jane Q. Boardmember
71 Chairperson, Metropolitan Transp. Board
72

73 ATTEST:
74
75
76 _____
77 John Q. Mpoguy,
78 Executive Secretary, Metropolitan Transportation Board
79 Executive Director, Mid-Region Council of Governments