

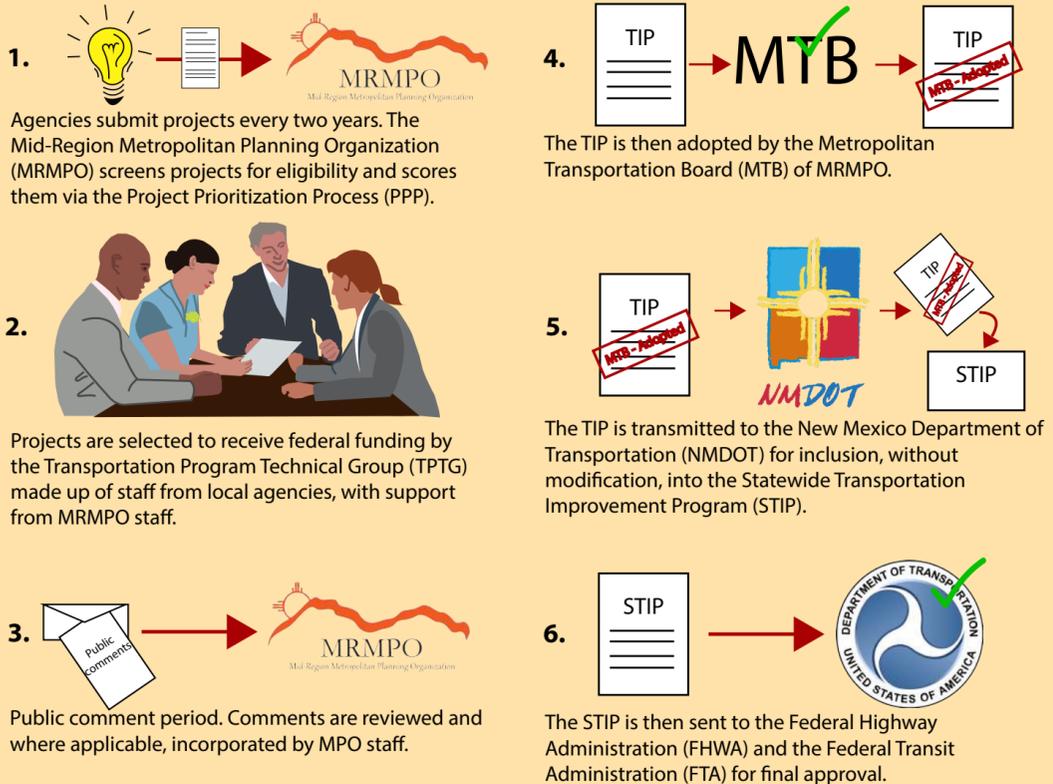
# Transportation Improvement Program

## TIP Development Process

**Transportation Improvement Program**

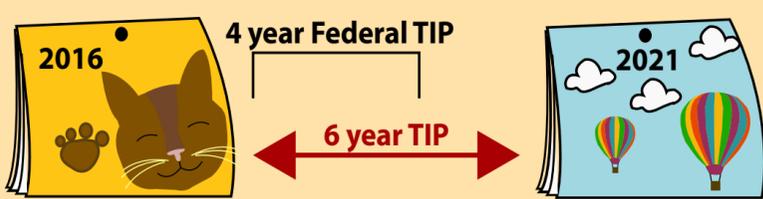
The TIP is a federally mandated short-term plan that programs funding for transportation projects in a metropolitan region.

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.

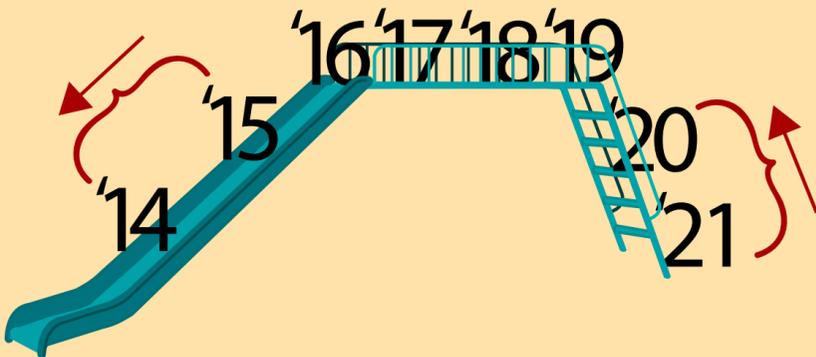


## Timeframe

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.

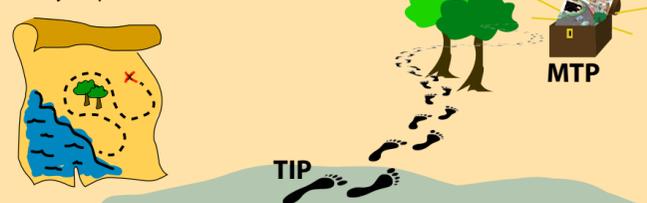


## Relationship Between the TIP and the MTP

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 2040 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.



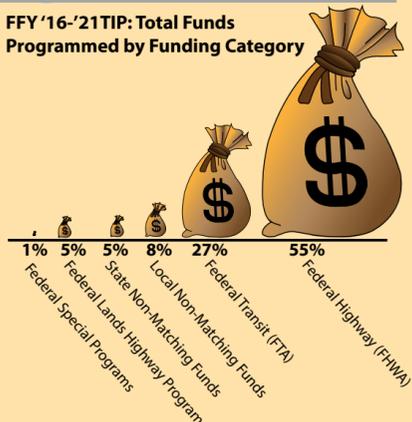
The 2016-2021 TIP translates those needs into implementable projects programmed for federal, state and local funds. While the MTP establishes the goals and framework, the TIP serves as a tool for project implementation.

## Air Quality Conformity/ Fiscal Constraint

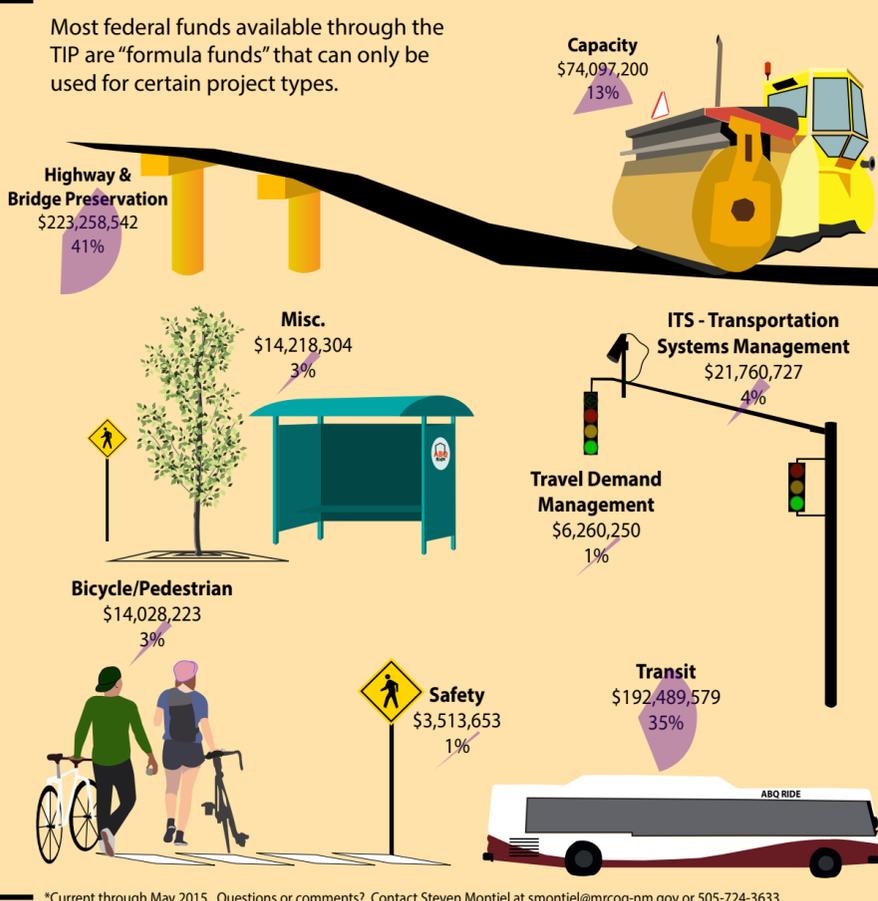
Each Federal Fiscal year must be fiscally constrained, meaning that the amount of funds programmed must not exceed the amount of funds estimated to be available in each year.

Also, adoption of the TIP must be accompanied by a determination of air quality conformity by the Albuquerque-Bernalillo County Air Quality Control Board and other agencies to ensure projects programmed in the current TIP will not negatively impact current air quality standards.

## Summary Statistics, FFY 2016-2021\*



Most federal funds available through the TIP are "formula funds" that can only be used for certain project types.

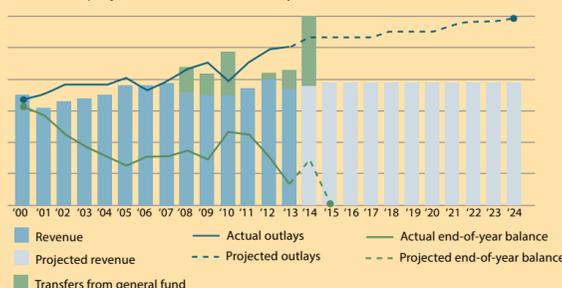


\*Current through May 2015. Questions or comments? Contact Steven Montiel at smontiel@mrco-nm.gov or 505-724-3633.

## Funding Limitations Lead to an Emphasis on Maintenance

As demand for maintenance and new infrastructure increases, there is a growing gap between revenue streams and transportation expenditures.

Federal Highway Trust Fund Faces Growing Shortfalls Actual and projected revenue and outlays, 2000-2024\*\*



A decrease in VMT (Vehicle Miles Traveled) results in less gas purchases and lower tax revenue.

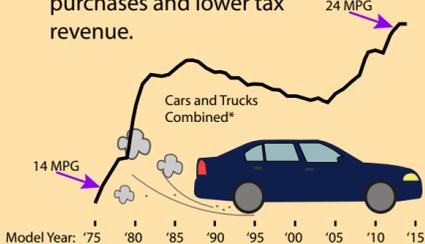
Inflation has increased the cost of projects resulting in lower "purchasing power."

Limited funding is generating a priority shift to highway and bridge preservation improvements.

Federal and state gas taxes have not been increased since 1993.



The increased fuel efficiency in vehicles results in less gas purchases and lower tax revenue.



## Increases in Transit Expenditures and Available Transit Funding Allocations

Additional FTA funds have been allocated to the region as a result of increased ridership and the presence of the New Mexico Rail Runner Express. This amounts to over \$12.5 million in FFY 2015 alone with an increase expected in FFY 2016. These funds can be used for transit purposes only.



\*http://www.epa.gov/oms/fetrends.htm  
 \*\*From: "Intergovernmental Challenges in Surface Transportation Funding" Pew Research Center, Washington, D.C. (September, 2014)  
 http://www.pewtrusts.org/~media/Assets/2014/09/SurfaceTransportationIntergovernmentalChallengesFunding.pdf?la=en, Accessed May 28, 2015.