

Appendix K

MTB Resolution (R-15-01 MTB)- Revised Transit Mode Share Goals for the 2040 MTP

1 RESOLUTION

2 of the

3 METROPOLITAN TRANSPORTATION BOARD

4 of the

5 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

6 (R-15-01 MTB)

7 **Revising Transit Mode Share Goals for the 2040 Metropolitan Transportation Plan**
8 **and Allocating Twenty-Five Percent of the Sub-Allocated Federal Funds Received**
9 **by the Metropolitan Planning Organization to Projects Contributing to**
10 **Achievement of the Goals**

11 WHEREAS, 23 CFR Part 450 requires Metropolitan Planning Organizations
12 (MPOs) to develop a long range, multimodal, financially constrained transportation plan
13 for each metropolitan area; and

14 WHEREAS, the Metropolitan Transportation Board (MTB) of the Mid-Region
15 Council of Governments (MRCOG) is the MPO for the Albuquerque Metropolitan
16 Planning Area (AMPA); and

17 WHEREAS, the 2040 Metropolitan Transportation Plan (2040 MTP) is currently
18 being developed in accordance with applicable federal planning regulation; and

19 WHEREAS, the Metropolitan Transportation Board approved on November 19,
20 2010, resolution R-10-16 MTB which established mode-share goals for daily travel
21 demand over the Rio Grande in which ten percent of all river crossing trips would be
22 achieved by transit by 2025 and twenty percent by 2035; and

23 WHEREAS, resolution R-10-16 MTB mandated twenty-five percent of the
24 metropolitan area's suballocated funds (STP-U, STP-E and CMAQ-Mandatory) be
25 programmed to projects that result in achieving the goals; and

26 WHEREAS, in the last four years numerous transit studies have taken place and
27

28 identified high priority transit corridors; and

29 WHEREAS, additional analyses have been conducted on the distribution of
30 transit riders and the conditions needed to support successful transit service, leading to
31 a better understanding of transit priority routes; and

32 WHEREAS, since 2010, the AMPA has substantially expanded to a much larger
33 geographic area and now includes additional river crossings where high capacity transit
34 service is neither feasible or appropriate; and

35 WHEREAS, the federal transportation bill, Moving Ahead for Progress in the 21st
36 Century (MAP-21) consolidated several funding categories; and

37 WHEREAS, regional planning scenarios have identified activity centers and
38 transit corridors that should be target areas for further development; and

39 WHEREAS, new river crossings and new arterial roadways are unlikely to be
40 constructed due to high costs and limited funding availability, environmental issues, and
41 locational drawbacks; therefore, future investment of public funds requires less
42 expensive, alternative modes of transportation to accommodate increased travel
43 demand; and

44 WHEREAS, not all river crossings are good candidates for additional transit
45 service and consist of parallel corridors that do not promote transit connectivity or result
46 in a meaningful regional transit system; therefore, significant investment in transit along
47 these corridors would not be consistent with the regional priorities under development in
48 the 2040 MTP's preferred scenario; and

49 WHEREAS, the development of the 2040 MTP has identified a high priority
50 transit network in which mode share goals should be applied to ensure consistency with
51 recent studies and regional priorities being developed in the 2040 MTP's preferred

52 scenario; and

53 WHEREAS, targeting a portion of the sub-allocated federal funds received by the
54 Metropolitan Planning Organization to projects that result in a reduction of single
55 occupancy vehicle trips along the high priority transit corridors and an increase in transit
56 trips will help achieve the transit mode share goals.

57 NOW THEREFORE BE IT RESOLVED by the Metropolitan Transportation Board
58 of the Mid-Region Council of Governments of New Mexico that:

59 1. The *Priority Transit Network* established in Attachment A is adopted as part of
60 the MTP preferred scenario (as may be amended in subsequent plans).

61 2. Twenty percent (20%) of the aggregate trips along the corridors of the *Priority*
62 *Transit Network* are to be achieved via transit by 2040.

63 3. Beginning in federal fiscal year 2016 and continuing each subsequent year,
64 25% of the sub-allocated federal funds programmed by the MPO (STP-Large Urban
65 and CMAQ-Mandatory funds) be allocated to transit projects, or portions of projects
66 with substantial dedicated transit infrastructure, that contribute to achieving the goal
67 stated above.

68 4. Resolution R-10-16 MTB is superseded by this resolution.

69 PASSED, APPROVED, AND ADOPTED this 16th day of January 2015 by the
70 Metropolitan Transportation Board of the Mid-Region Council of Governments of New
71 Mexico.

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73 ATTEST:

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77 Dewey V. Cave

78 Executive Director, Mid-Region Council of Governments
79 Executive Secretary, Metropolitan Transportation Board


Debbie O'Malley, Chair
Metropolitan Transportation Board