



CONNECTIONS 2040

Metropolitan Transportation Plan

Presented by the Mid-Region Metropolitan Planning Organization
(MRMPO)
January 2020



Welcome! Thanks for Being Here.

This evening's presentation will include the following:

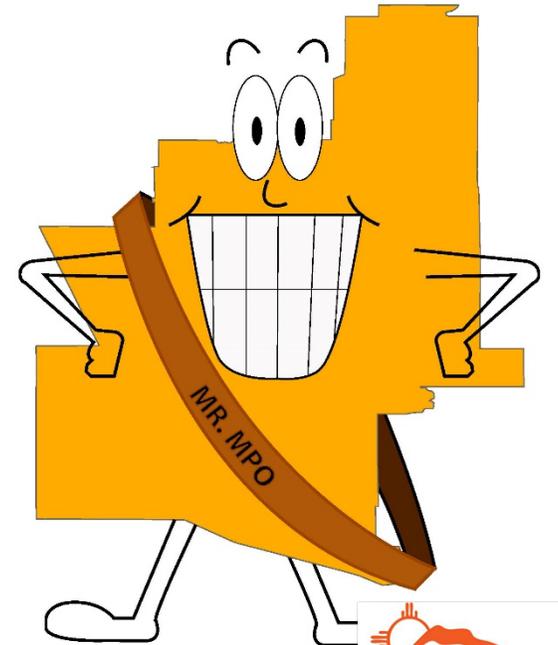
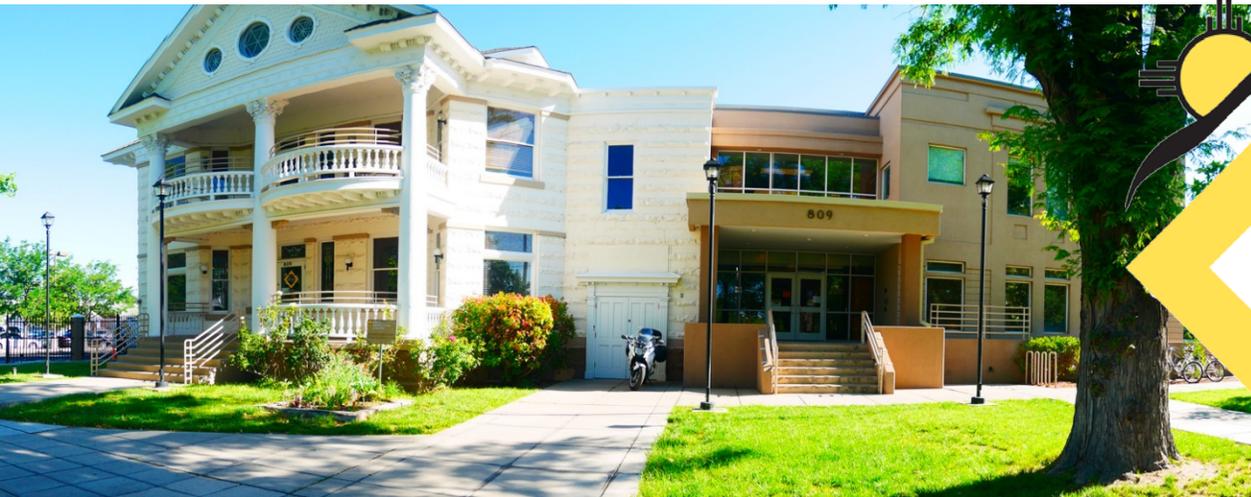
- Brief intro on MRMPO and the MTP
- Projected Conditions and Recent Trends
- MTP Key Findings
- Proposed Strategies to Meet Future Needs
- Next Steps in the Process

After that, please check out our boards and activities, and feel free to ask us any questions or share any thoughts.



What is MRMPO?

- The Mid-Region Metropolitan Planning Organization, or MRMPO, is a government agency responsible for the long-range transportation planning in the region. MRMPO is a division of the Mid-Region Council of Governments, or MRCOG.



Mid-Region Metropolitan
Planning Organization (MRMPO)
Transportation Planning Boundaries

Albuquerque Metropolitan Planning Area (AMPA)

- MRMPO's planning area
- Sq. miles: 3,101

- AMPA
- County Boundaries
- Interstates
- Railroad
- Major Roads
- US Forest Service
- Tribal Lands
- National Park Service
- Large Urban Area
- Small Urban Area
- Urban Cluster

AMPA = Albuquerque Metropolitan
Planning Area



MRMPO Works with Local Governments and Agencies and the Public on the Long-Range Planning Process



- ABQ RIDE
- Albuquerque Public Schools
- AMAFCA
- Belen Consolidated Schools
- Bernalillo County
- Bernalillo Public Schools
- City of Albuquerque
- City of Belen
- City of Rio Communities
- City of Rio Rancho
- Cochiti Pueblo
- Isleta Pueblo
- Laguna Pueblo
- Los Lunas Public Schools
- Middle Rio Grande Conservancy District
- Navajo Nation-To'hajiilee
- New Mexico Department of Transportation
- Rio Metro Regional Transit District
- Rio Rancho Public Schools
- Sandia Pueblo
- Sandoval County
- San Felipe Pueblo
- Santa Ana Pueblo
- Santo Domingo Pueblo
- SSCAFCA
- Town of Bernalillo
- Town of Peralta
- Valencia County
- Village of Bosque Farms
- Village of Corrales
- Village of Los Lunas
- Village of Los Ranchos
- Village of Tijeras

What is an MTP?

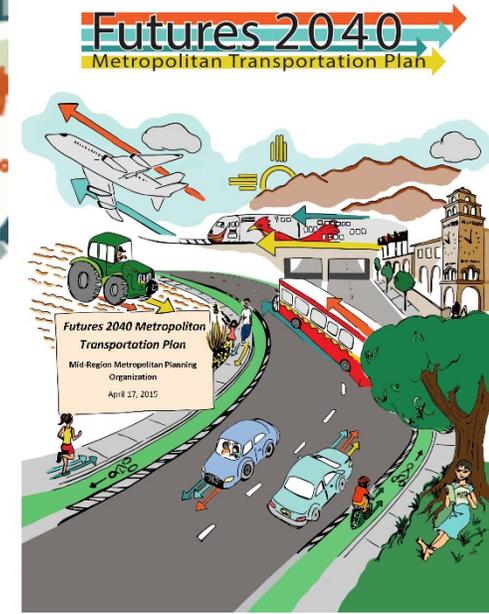
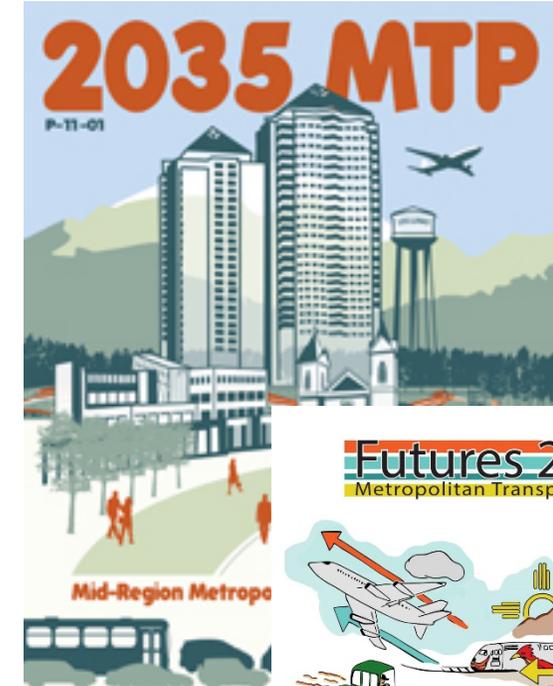
The MTP (short for Metropolitan Transportation Plan) is the region's long-range transportation plan.

- Looks at projected population and employment growth
- Looks out to what our transportation needs will be in the next 20 years
- Includes strategies and projects to help the region meet our transportation needs



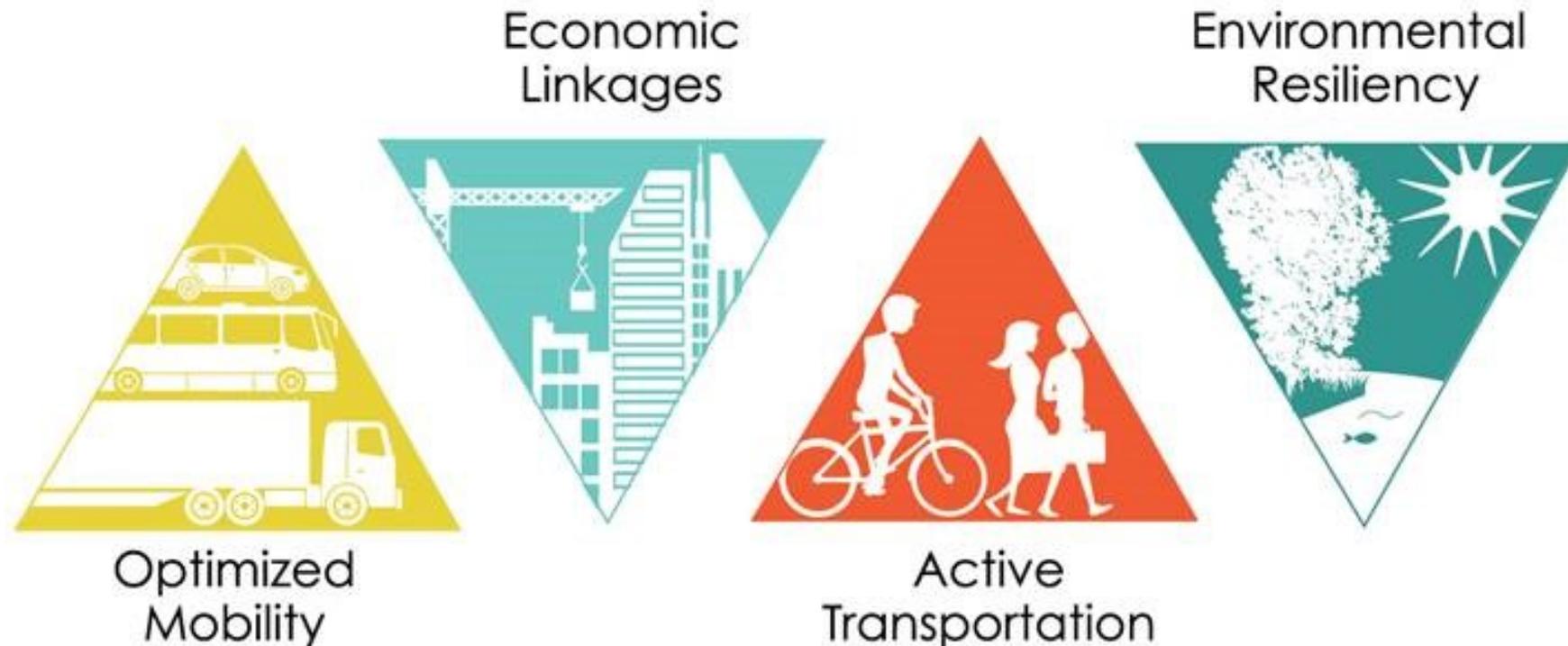
Key things to know about the MTP

- Updated every 5 years
- Includes all modes of transportation
- MRMPO does not construct projects
- Collaboratively program federal funds



Key things to know about the MTP

- The MTP is guided by the following goals which incorporate the National Goals:



Key things to know about the MTP

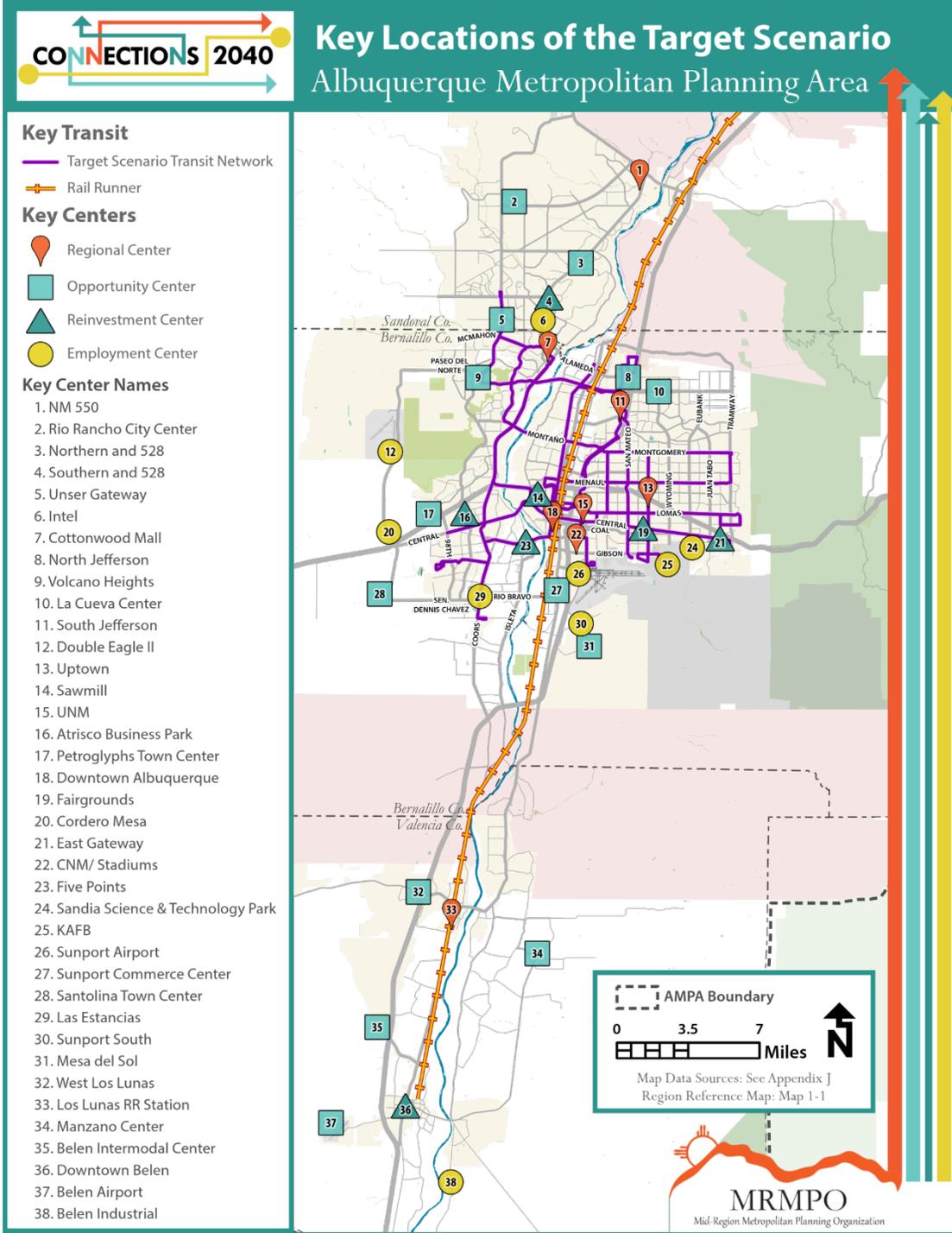
2040 MTP Project Listing by Project Type, then Project Title - PUBLIC Funds (Federal, State & Local)								
MPO #	Project Title	From	To	Project Description	Project Type	Lead Agency	MTP Project Cost	Time Frame
Time Frame: "Funded" = programmed with federal, state or local funding between 2012-2021; "Near Term" = project completion anticipated 2015-2025; "Late Term" = project completion anticipated 2025-2040								
845.0	10th St Bike Lanes	Lead Ave	Marquette Ave	Implement Bike Lanes	Bike/Ped	City of Albuquerque-DMD	742,500	Late Term
866.0	2nd St Bike/Ped Facilities	County Line	Woodward Rd	Construct bicycle/pedestrian facilities.	Bike/Ped	County of Bernalillo	4,500,000	Late Term
96.3	2nd St SW (Vale de Oro) Trail Phase 2	Sandia Salida	South Diversion Channel	Construct multi-use trail. Project may be phased.	Bike/Ped	County of Bernalillo	3,000,000	Near Term
96.4	2nd St SW (Vale de Oro) Trail Phase 3	Prosperity Avenue	Woodward	Construct multi-use trail. Project may be phased.	Bike/Ped	County of Bernalillo	3,000,000	Near Term

- One of the key products of the MTP is a project list guided by the MTP goals.
- In order for transportation projects around the region to receive federal funding, they must be listed in the MTP.
- The project list must be fiscally constrained, meaning that project costs can not exceed expected revenues.



Key things to know about the MTP

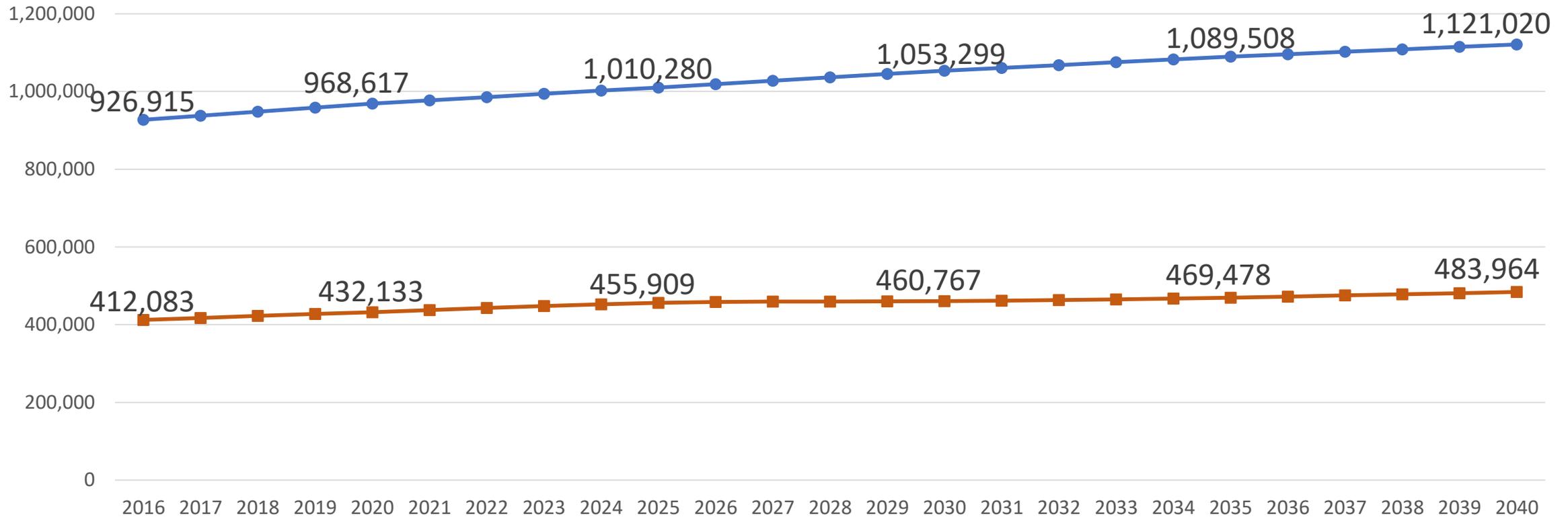
- The Target Scenario is a preferred growth scenario.
- It was developed collaboratively over the course of 2 years and responds to identified challenges in the region.
- It was approved by our Metropolitan Transportation Board as a regional target for growth.
- It promotes targeting growth to key centers, expanding transit, and preserving open spaces.



Socioeconomic Forecast for the MTP

Population and Employment Forecast in the MRCOG Region: 2016 - 2040

Population Employment



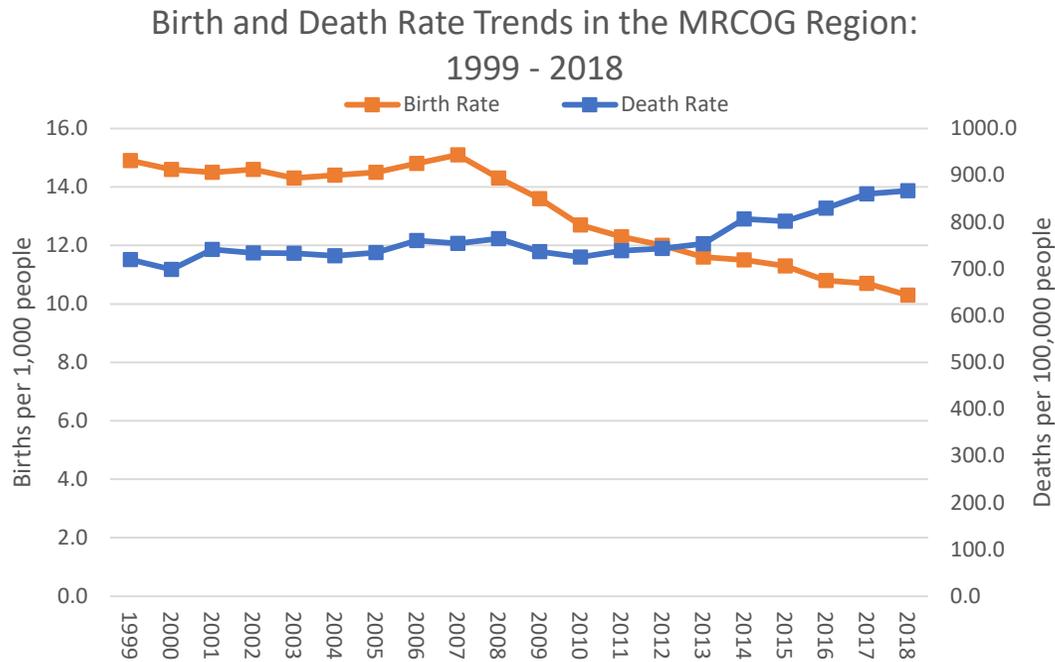
* Source: UNM-GPS, MRMPO



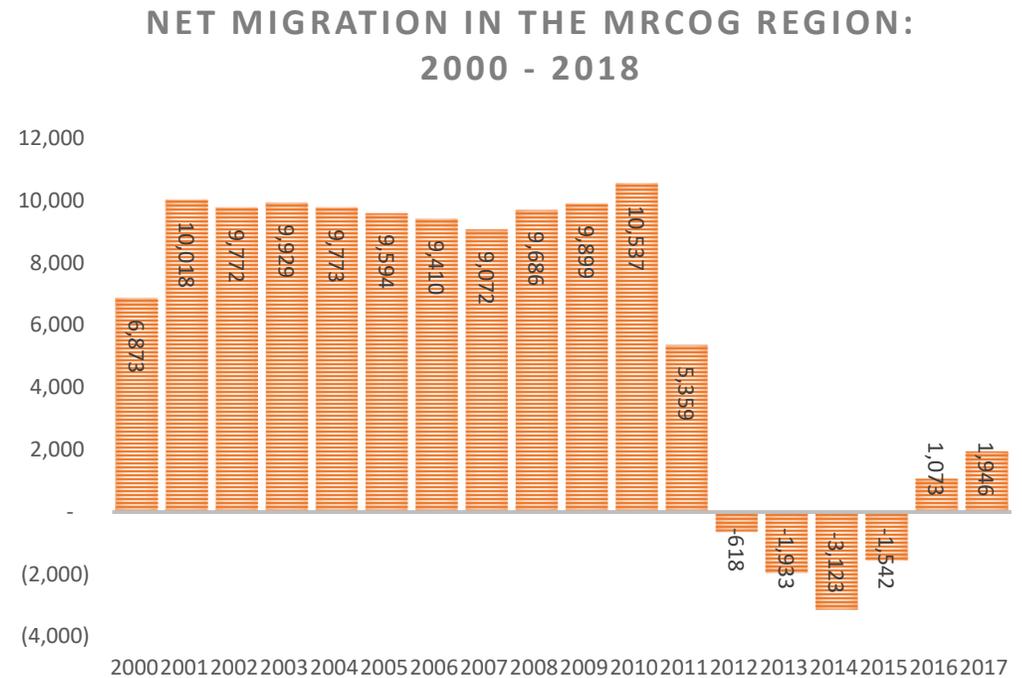
Socioeconomic Forecast for the MTP

Components of Population Change

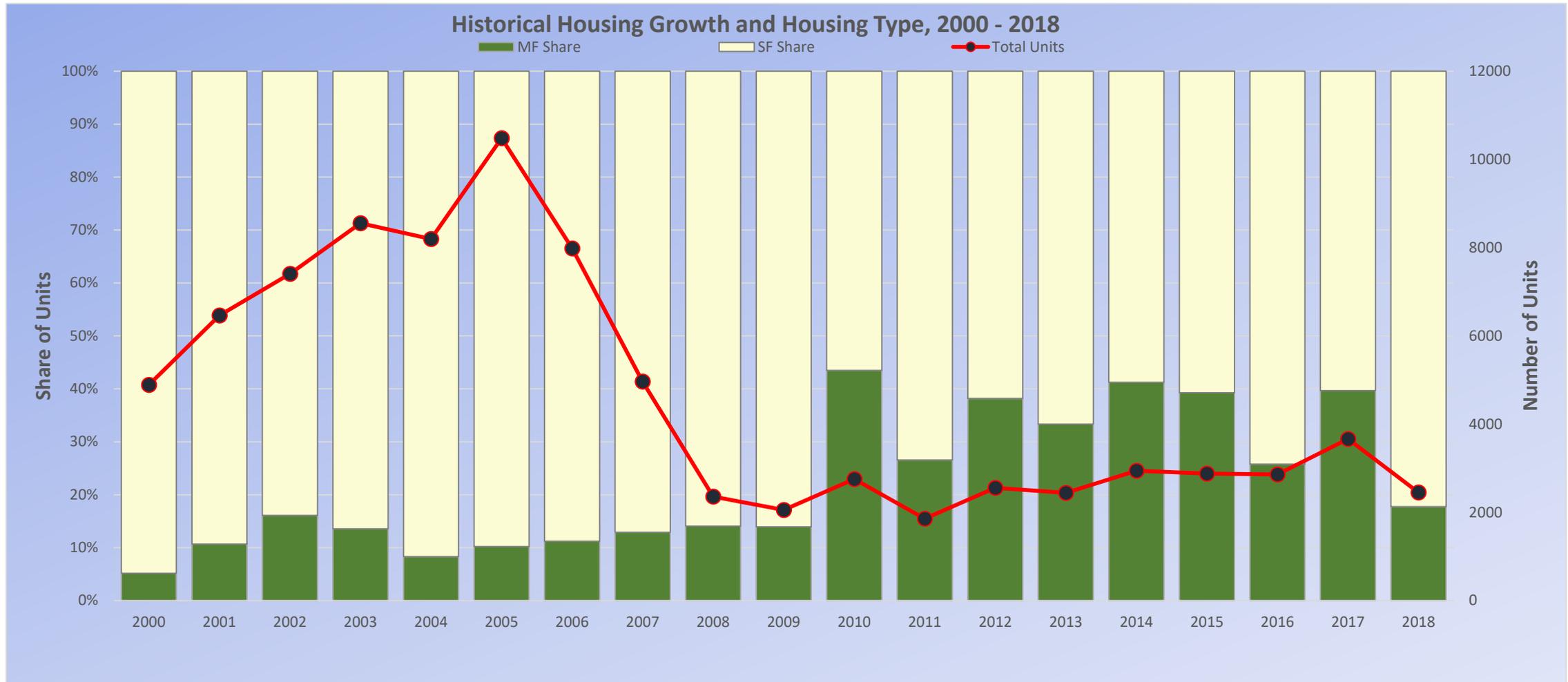
Natural Increase



Migration



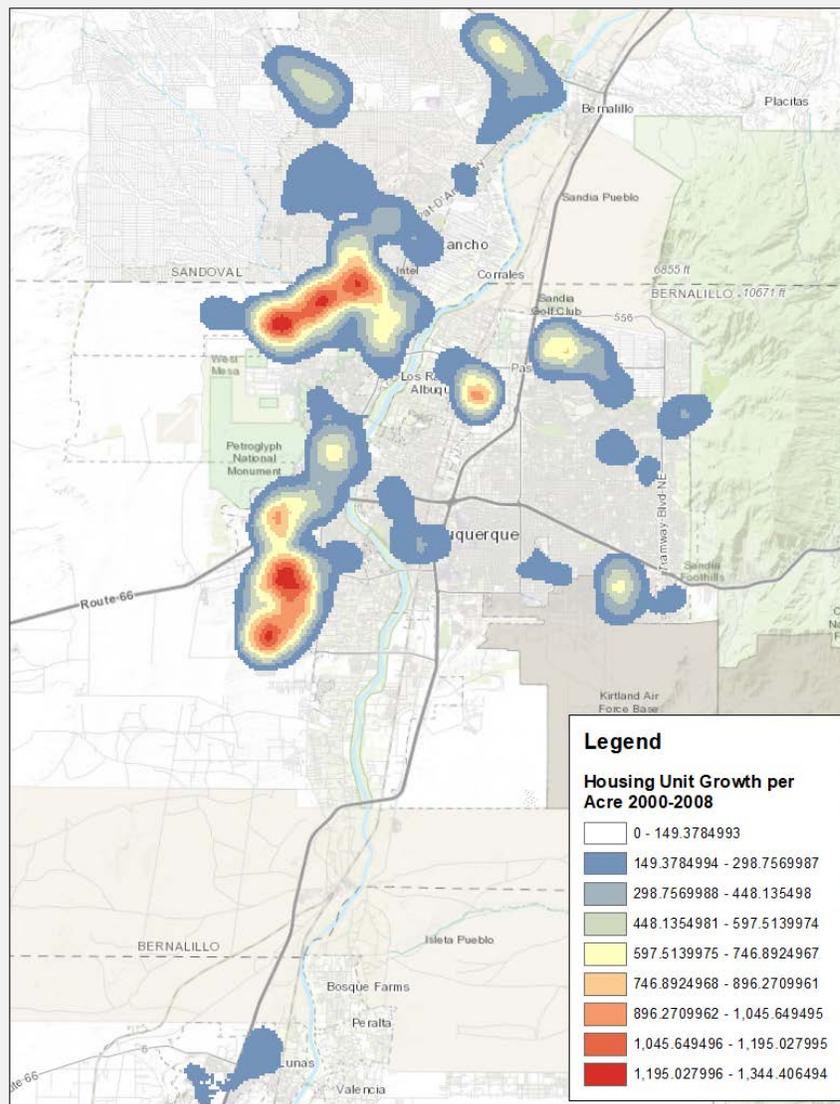
Housing Trends: Shift towards Multi-family Housing



Housing Patterns: More Centralized

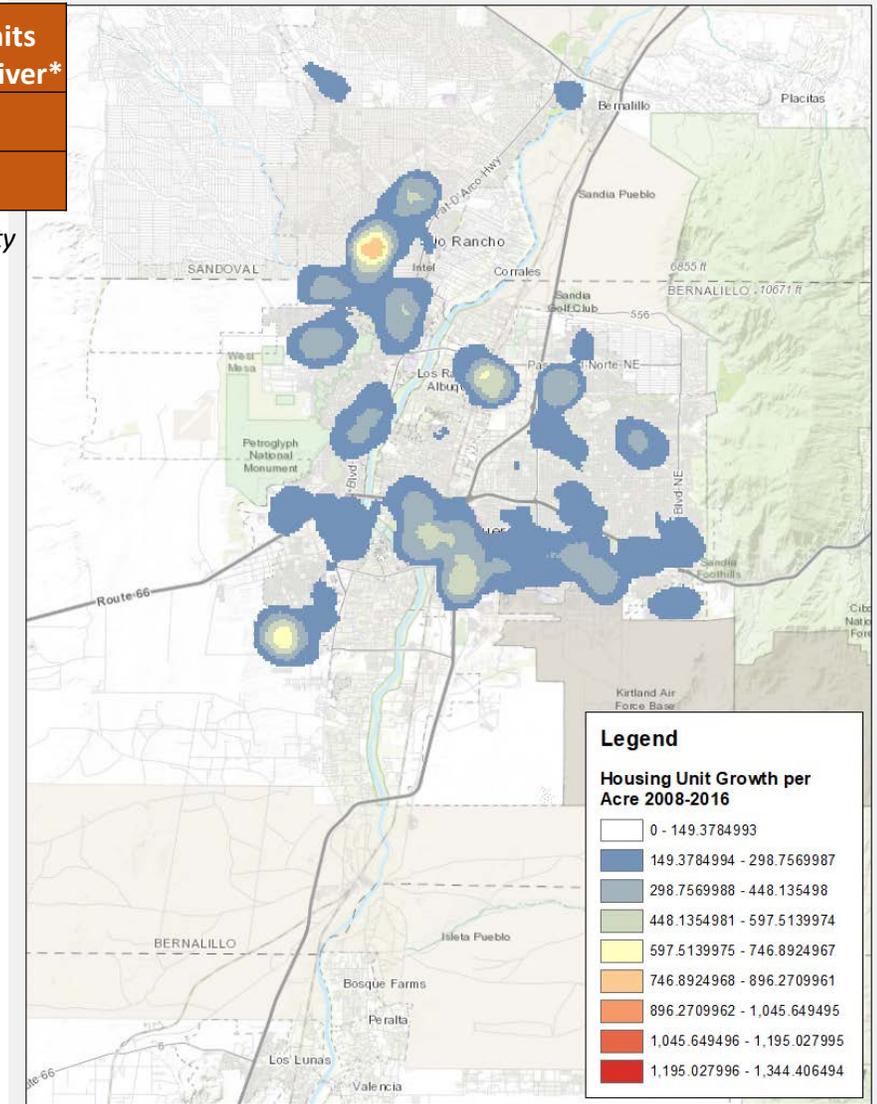
2000 - 2008

2008 - 2016



Time Period	New Units West of River*
2000 - 2008	72%
2008 - 2016	59%

*excludes Valencia County

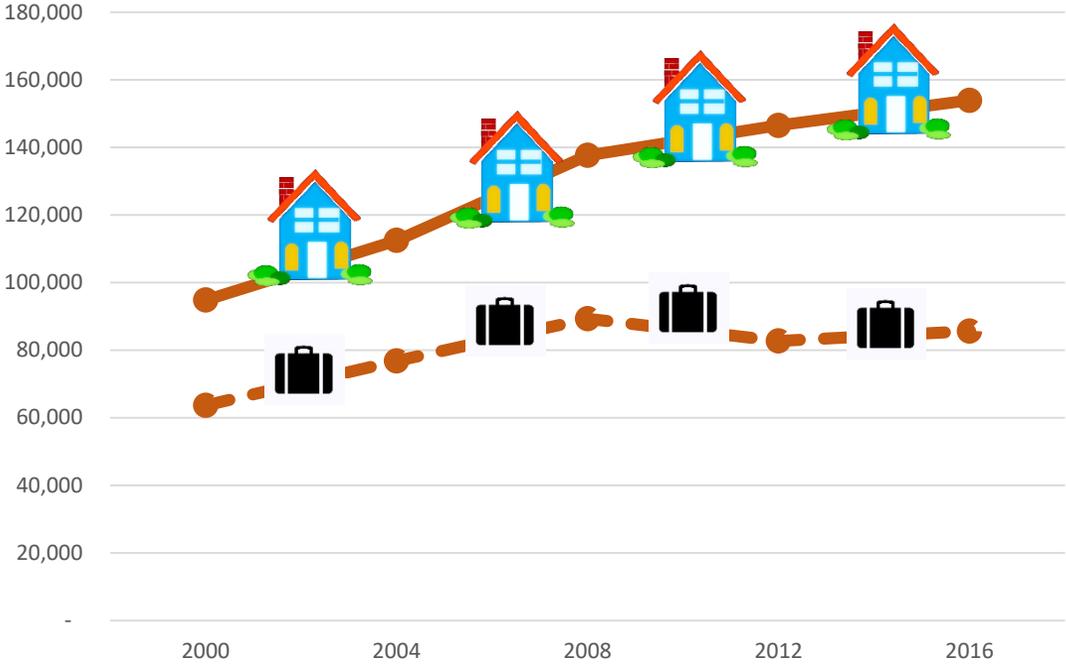


Continued Jobs/Housing Imbalance



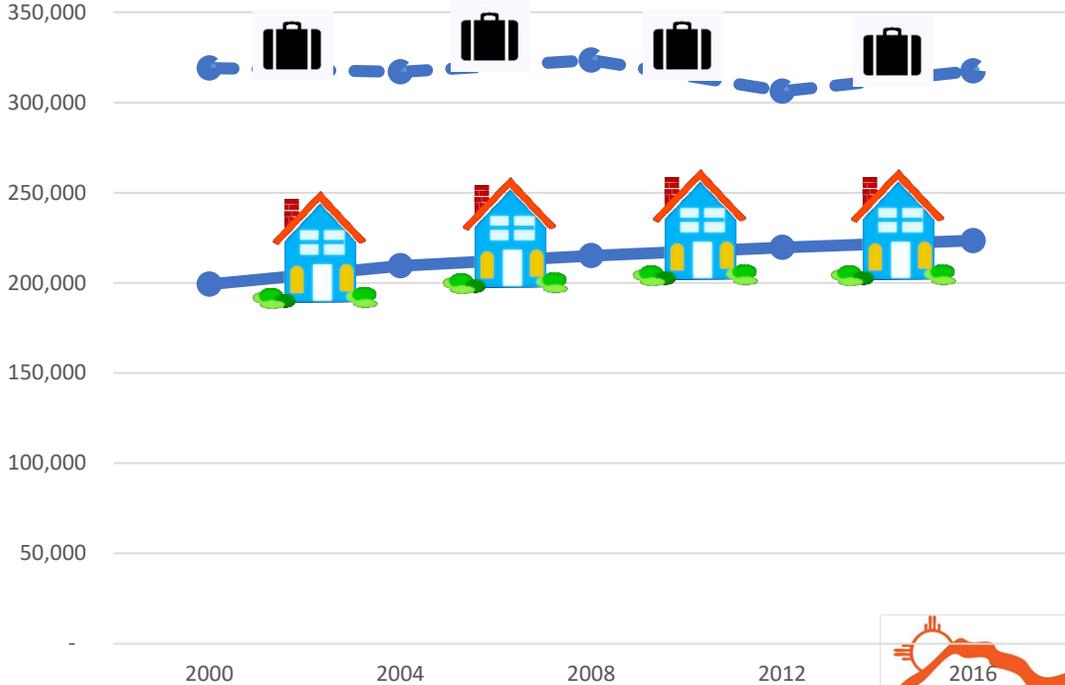
Westside

Jobs / Housing Ratio = 0.56



Eastside

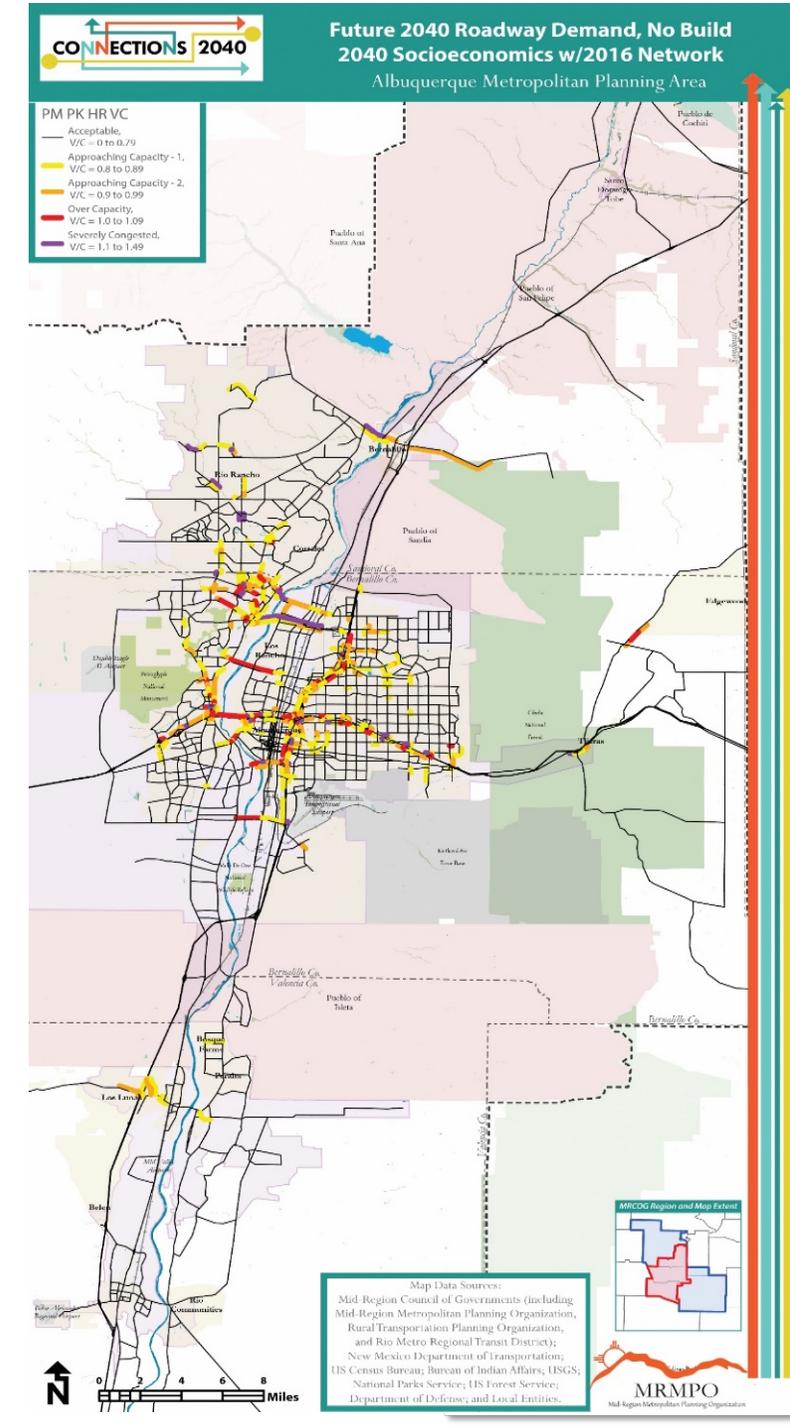
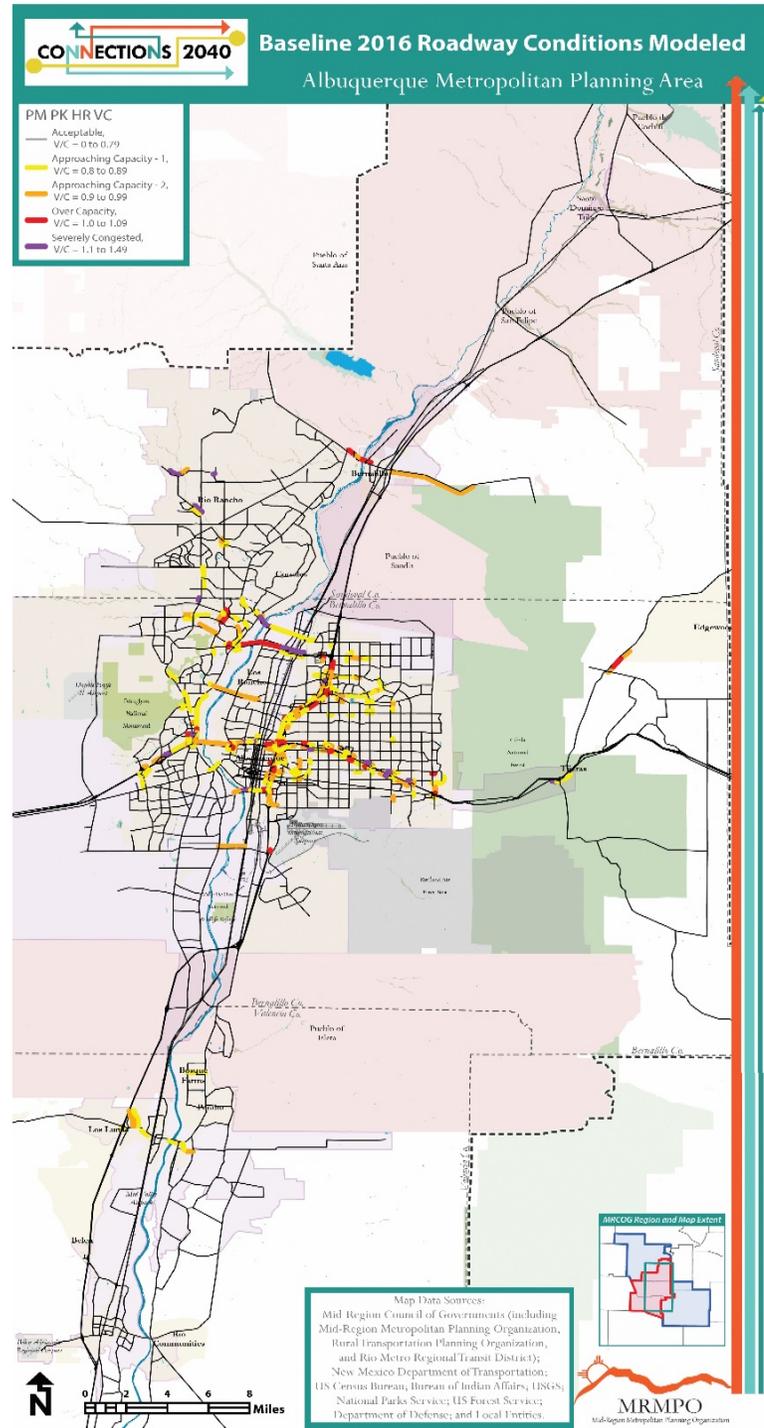
Jobs / Housing Ratio = 1.42



Travel Demand: More Congestion

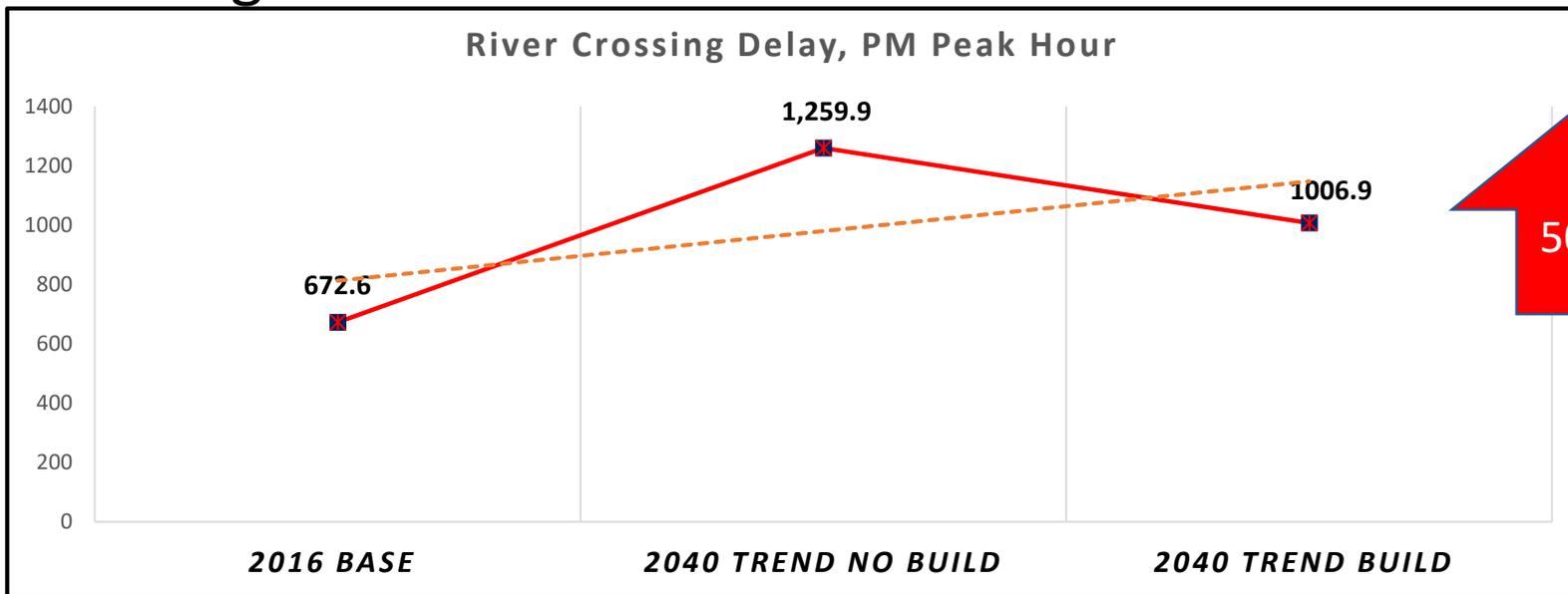
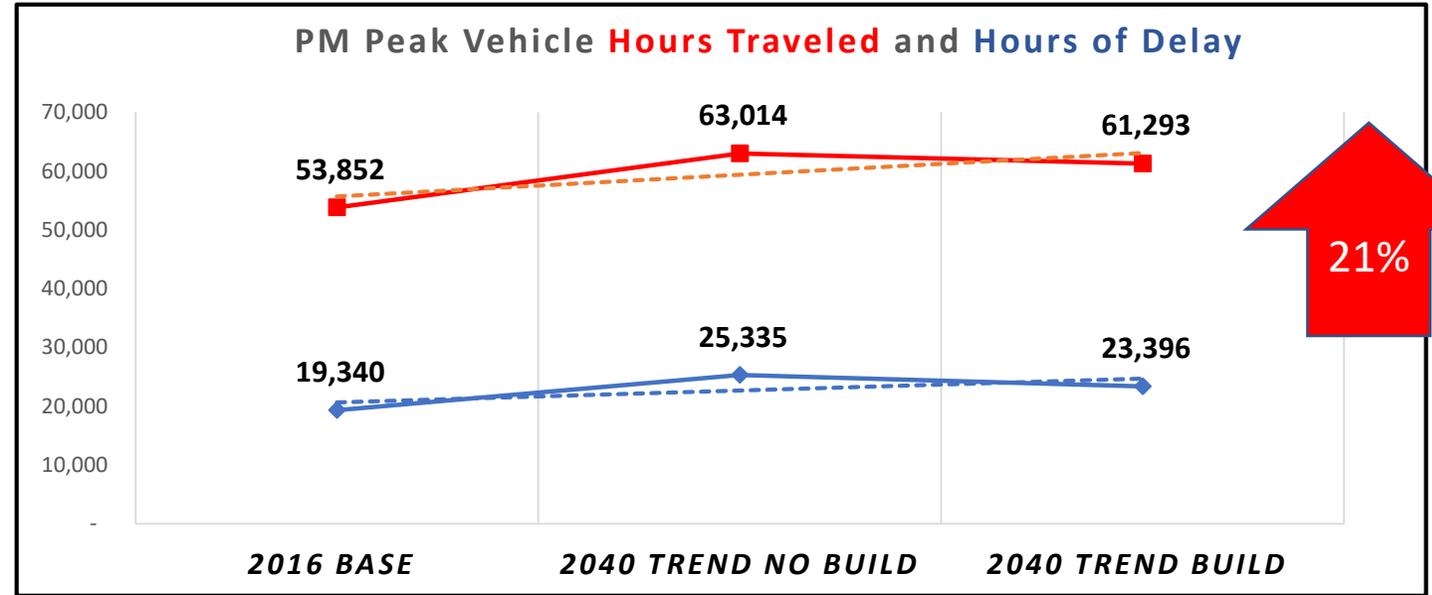
- Key areas of congestion
 - River Crossings
 - Select activity centers:
Cottonwood area
Journal Center
Coors north of I-40

DRAFT



Travel Demand: More Time Spent in our Vehicles

- Hours of vehicle travel and delay will also increase for the entire network and river crossings.
- Investing in new infrastructure is an improvement over a “do-nothing” scenario

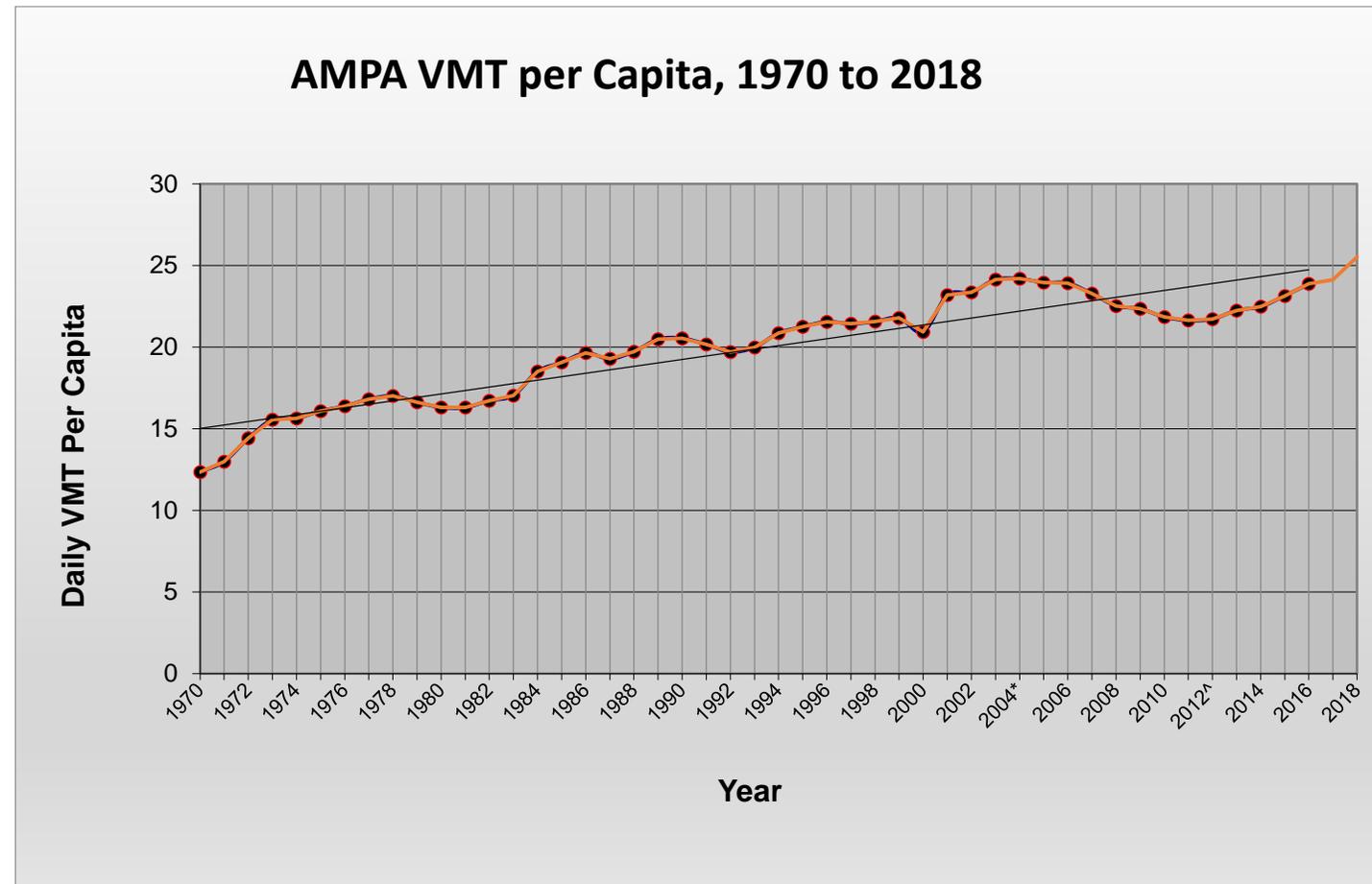


MTP Key Findings

- Overall VMT and per capita VMT are growing again after dipping during the recession and are expected to continue growing.

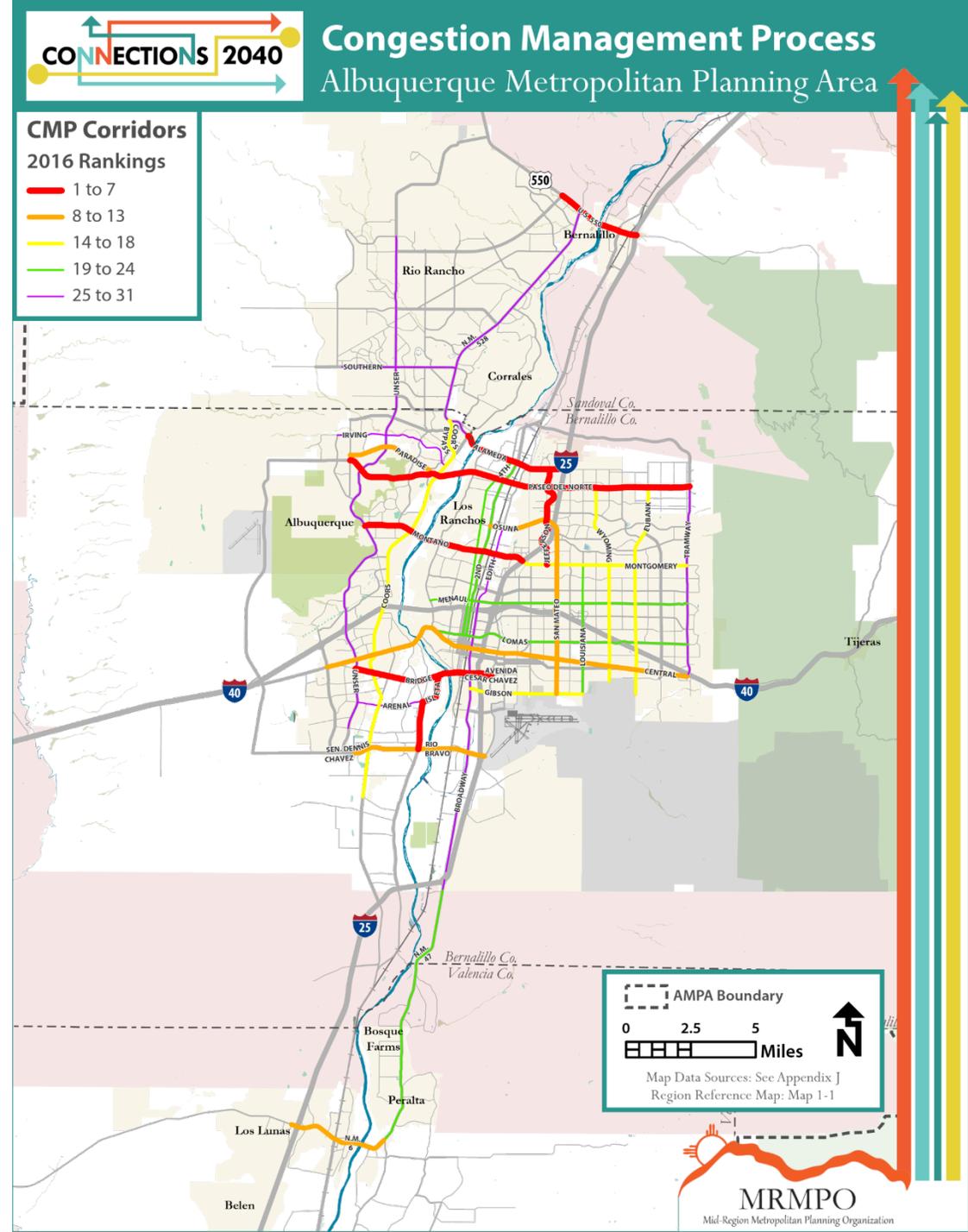


Optimized
Mobility



MTP Strategies

- MRMPO has a Congestion Management Process (CMP) Committee that monitors congestion in the region.
- Once congested conditions are identified, strategies are proposed, such as:
 - Traffic signal “synchronization”
 - Bike/walk/transit networks expansion
 - Capacity expansion (more lanes)

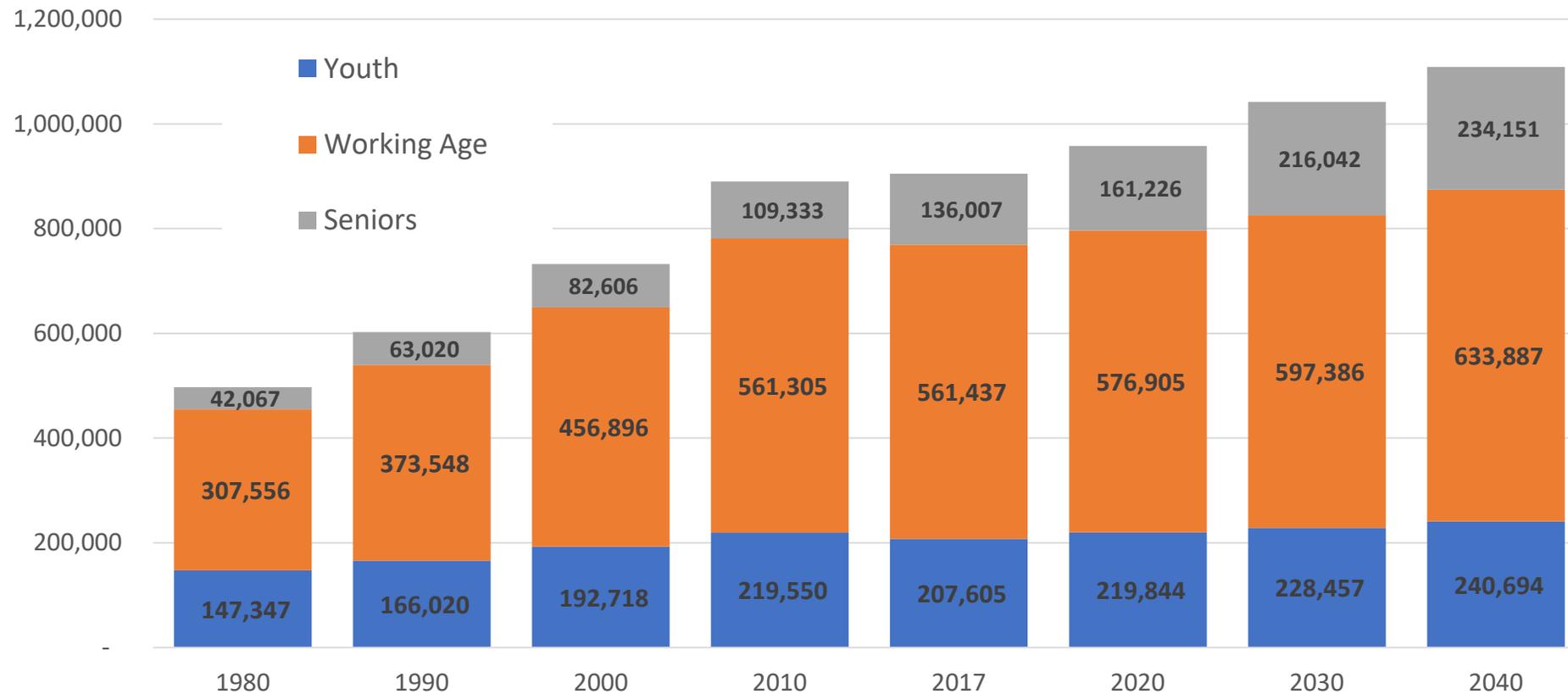


MTP Key Findings and Strategies



Place-making as a strategy to attract working age people

Shifting Age Composition

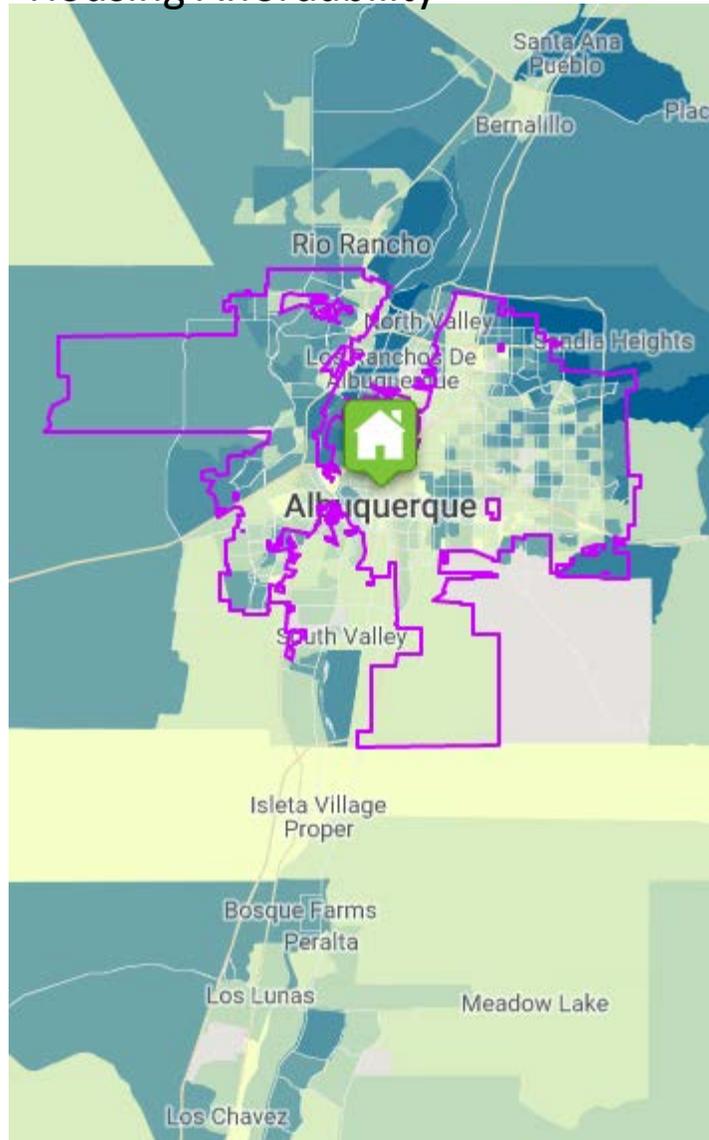


MTP Key Findings and Strategies

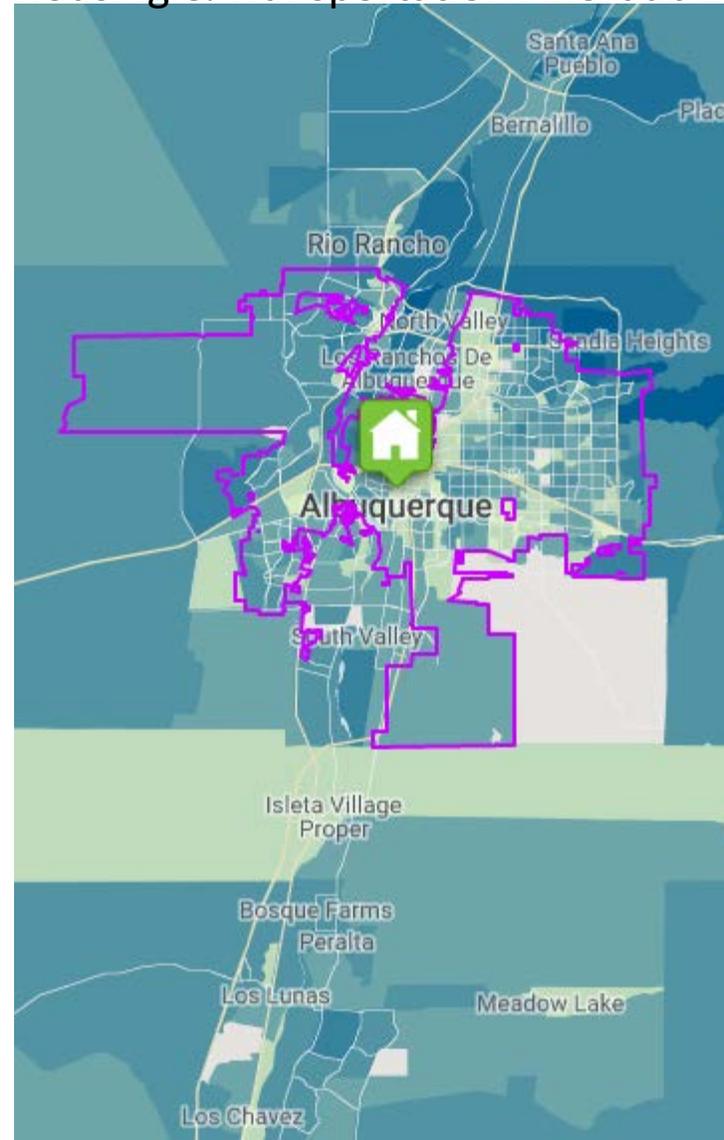


Considering transportation costs as a strategy towards affordability

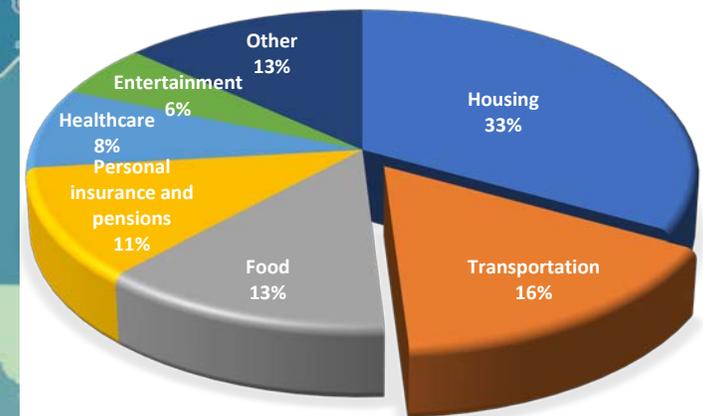
Housing Affordability



Housing & Transportation Affordability



HOUSEHOLD EXPENDITURES, 2017



MTP Key Findings

- Compared to driving, bicycling and walking are not as commonly used modes of travel (7% for walking and 2% for bicycling according to a 2014 Mid-Region Household Travel Survey) BUT there are indications that they could be used more frequently:

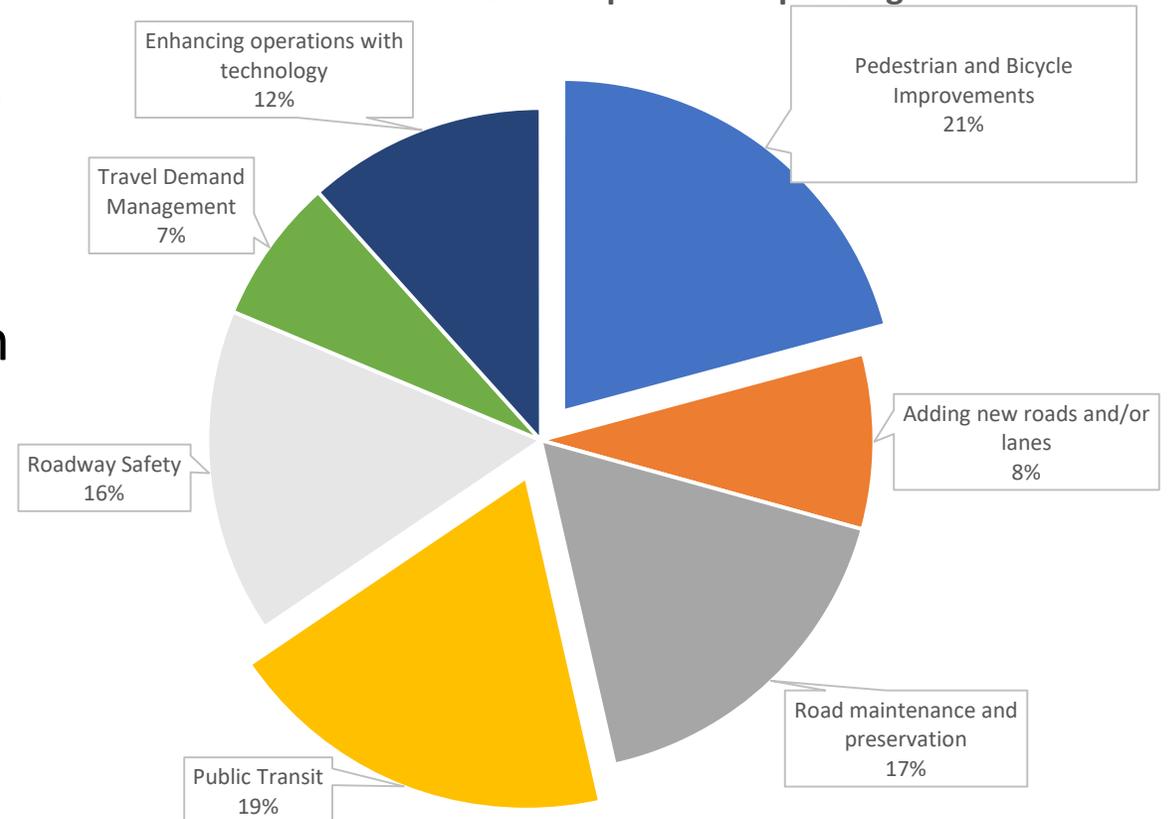
-desire by the public to spend more money on bike and ped projects than current spending levels

-many trips (19%) made with vehicles are short distance (less than 2.5 miles)



Active
Transportation

Total Bean Votes for Transportation Spending



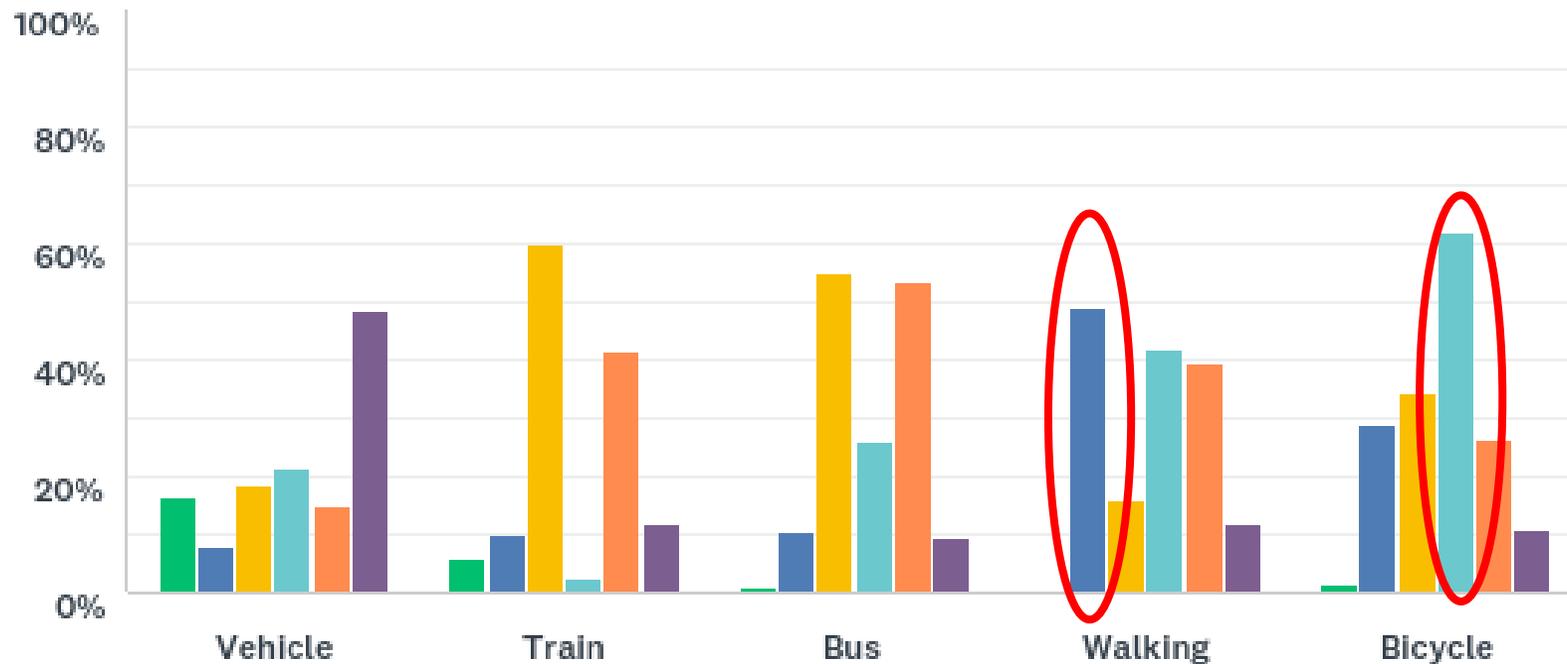
MTP Key Findings

Top barriers identified for walking and biking include distances being too great and travel safety concerns.



Active
Transportation

Q8 What (if any) are barriers in your personal travel?



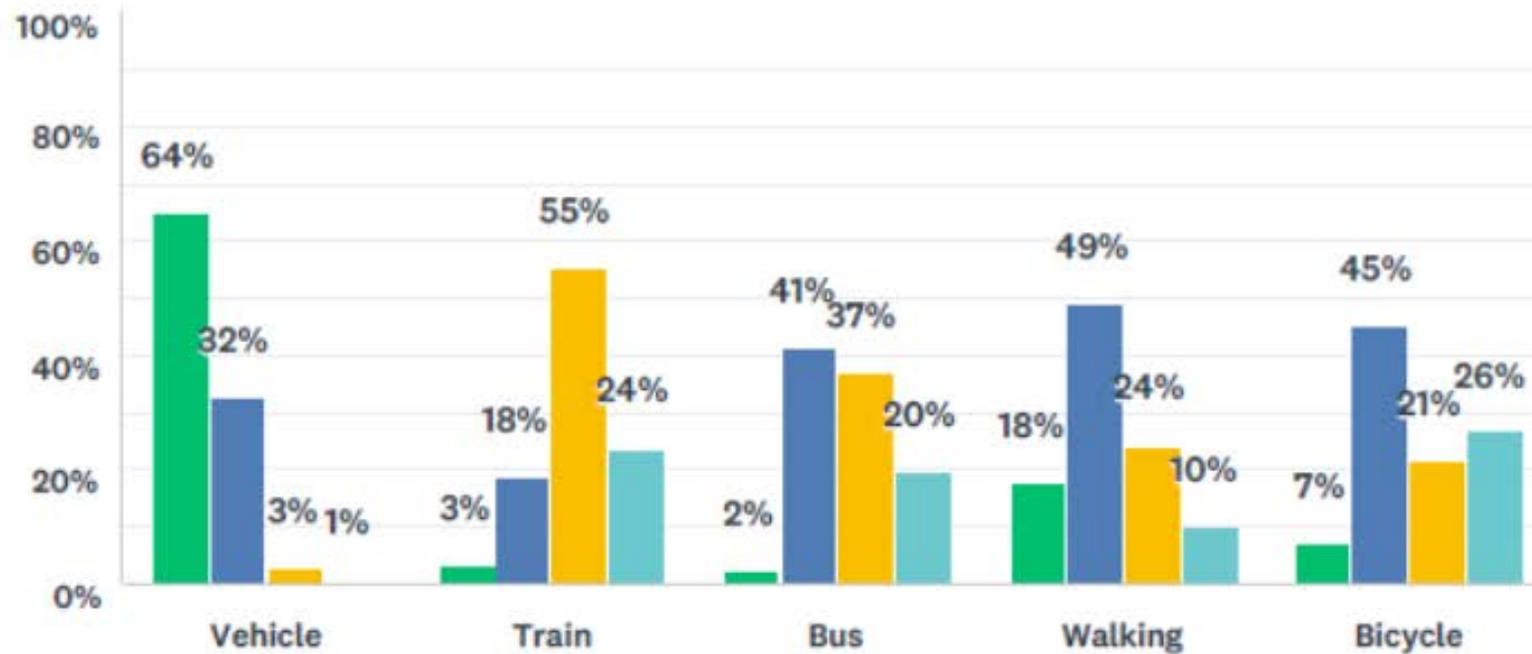
Affordability Distance is too great Lack of good routes Safety
Travel time is too long There are no barriers or significant barriers

MTP Key Findings

Also, respondents report they do not find networks complete for biking, walking and transit.



on



- Very complete - I can travel around easily and get where I need to go
- Somewhat complete but there are difficult areas to traverse
- Not complete - I cannot travel around using this mode
- Do not know

MTP Strategies

- Strategies for improving active transportation include:
 - **Implementing our Regional Transportation Safety Action Plan (RTSAP) and supporting Vision Zero efforts.**
 - **Working with local government partners to address gaps in the bicycle and pedestrian networks identified in the MTP development process to improve connectivity which supports healthier communities.**
 - **Using the Long Range Bicycles System map to help develop an “all ages and abilities” bicycle network.**



Active
Transportation

MTP Key Findings

Transportation primarily impacts the environment through:

1. Habitat fragmentation
2. Wildlife movement conflicts including vehicle collisions
3. Altered hydrology and water contaminants
4. Air pollution and greenhouse gas emissions

Measures that improve environmental resiliency also help mitigate hazards associated with climate change, including:

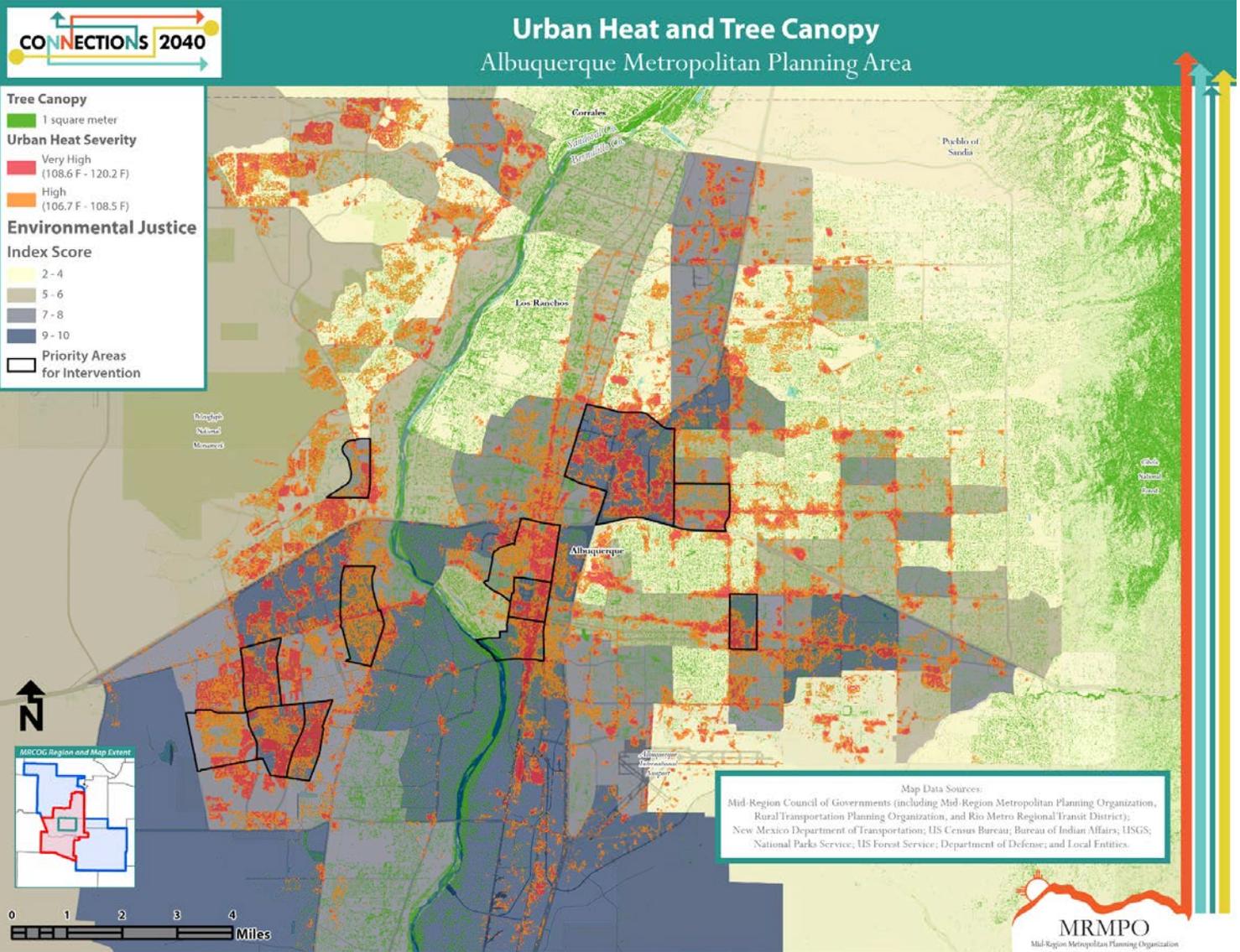
- Drought
- Wildfires
- Flooding
- Extreme heat

Environmental
Resiliency



MTP Key Findings and Strategies

Environmental Resiliency



“Urban Heat Islands” are areas within a city that are hotter than others due to the uneven distribution of heat-absorbing buildings and pavement. Cooler areas are those with more trees and greenery.

The map to the left shows areas where heat severity and vulnerable (high poverty) populations overlap to identify priority locations for impact mitigation.



MTP Strategies: “Green Streets”

Environmental
Resiliency



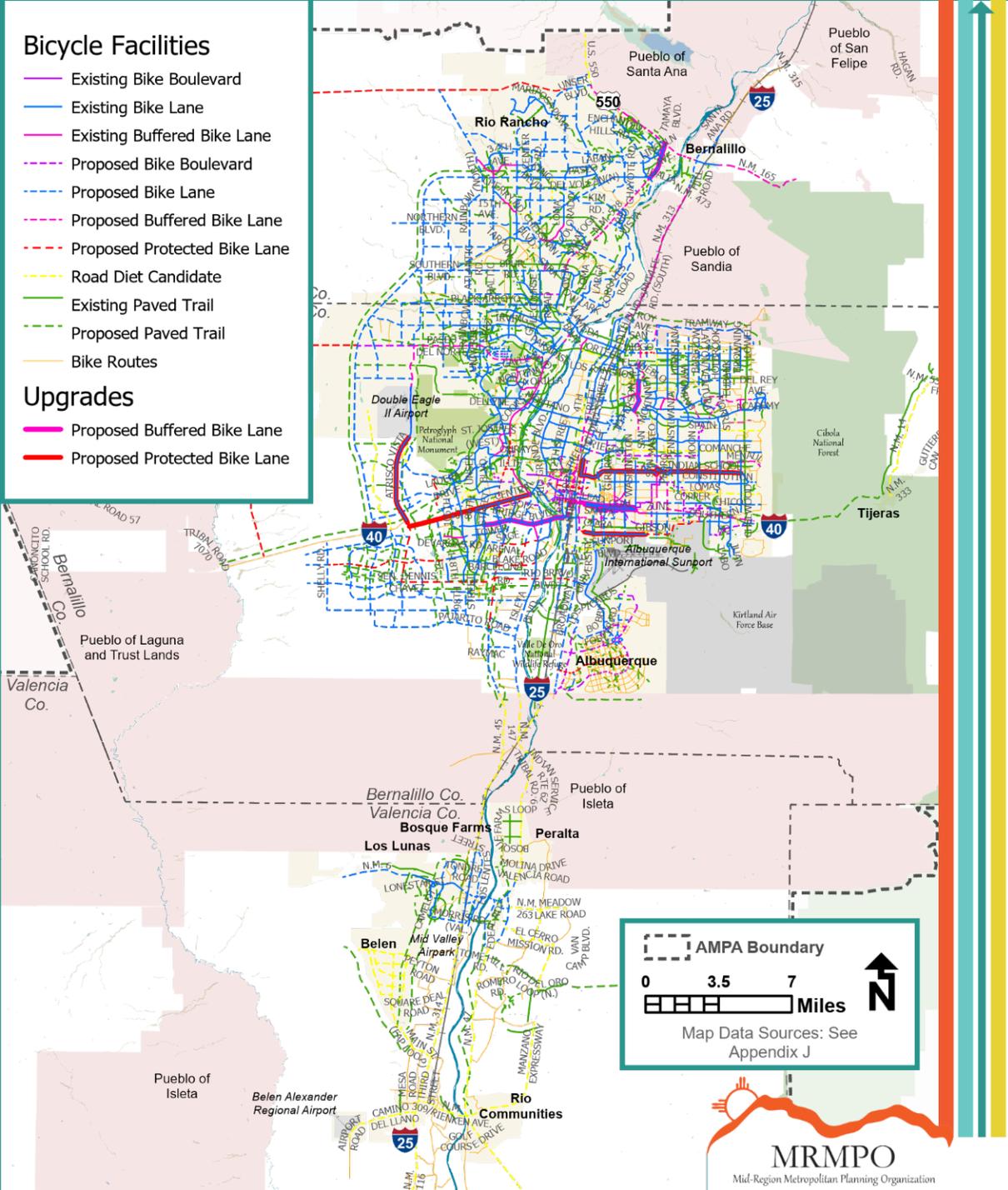
Green Streets are a strategy for working with natural processes to mitigate impacts and produce multiple benefits, including:

- **Managing stormwater** - keeping pollutants out of waterways and reducing urban flooding
- Capturing CO₂, producing oxygen, and **cleaning the air**
- **Cooling city streets** – reducing heat-related illness and mortality
- Protecting biodiversity – **providing habitat for wildlife**
- Can reduce infrastructure and maintenance costs



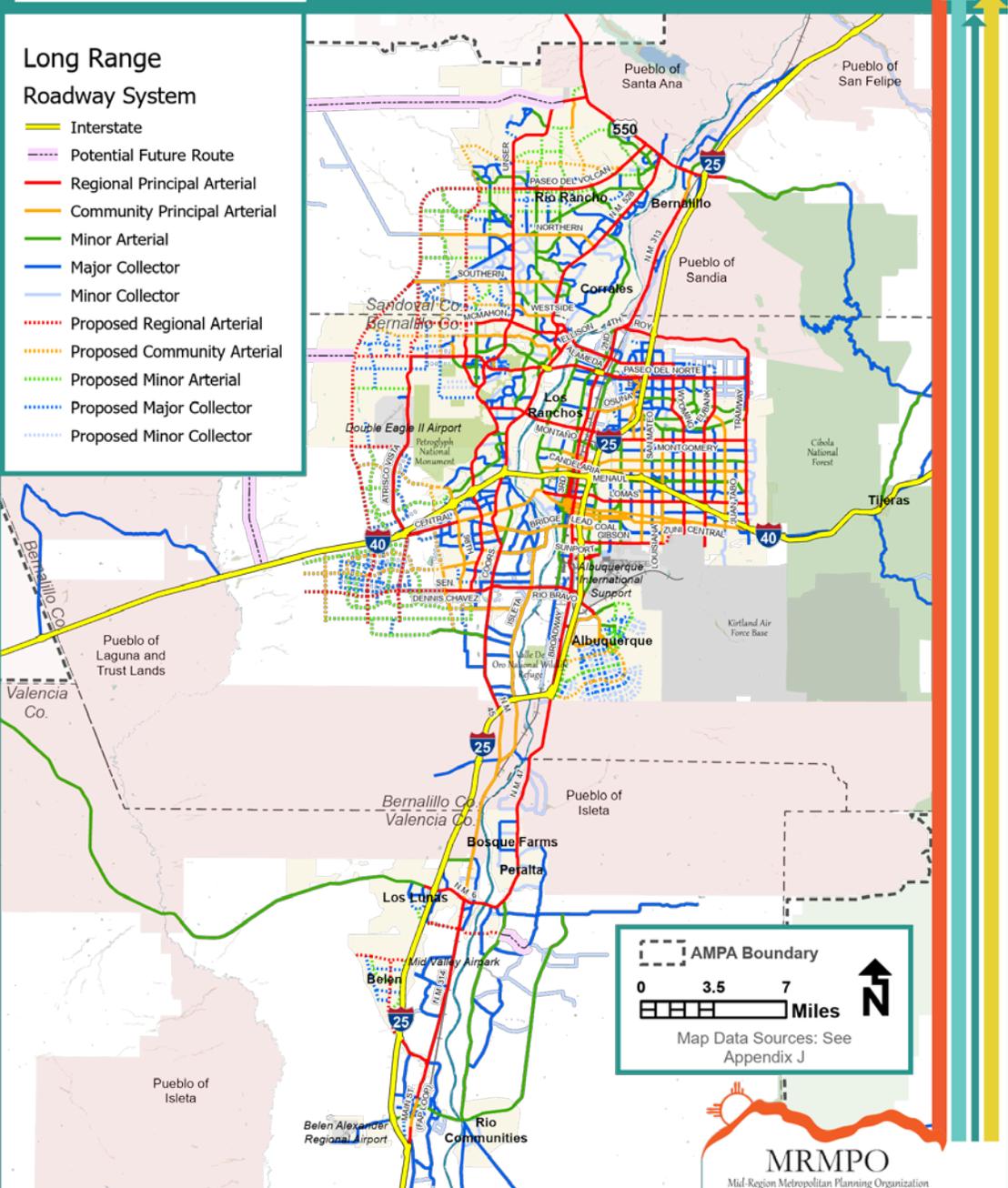
Long Range Systems Maps-Bicycle Facilities

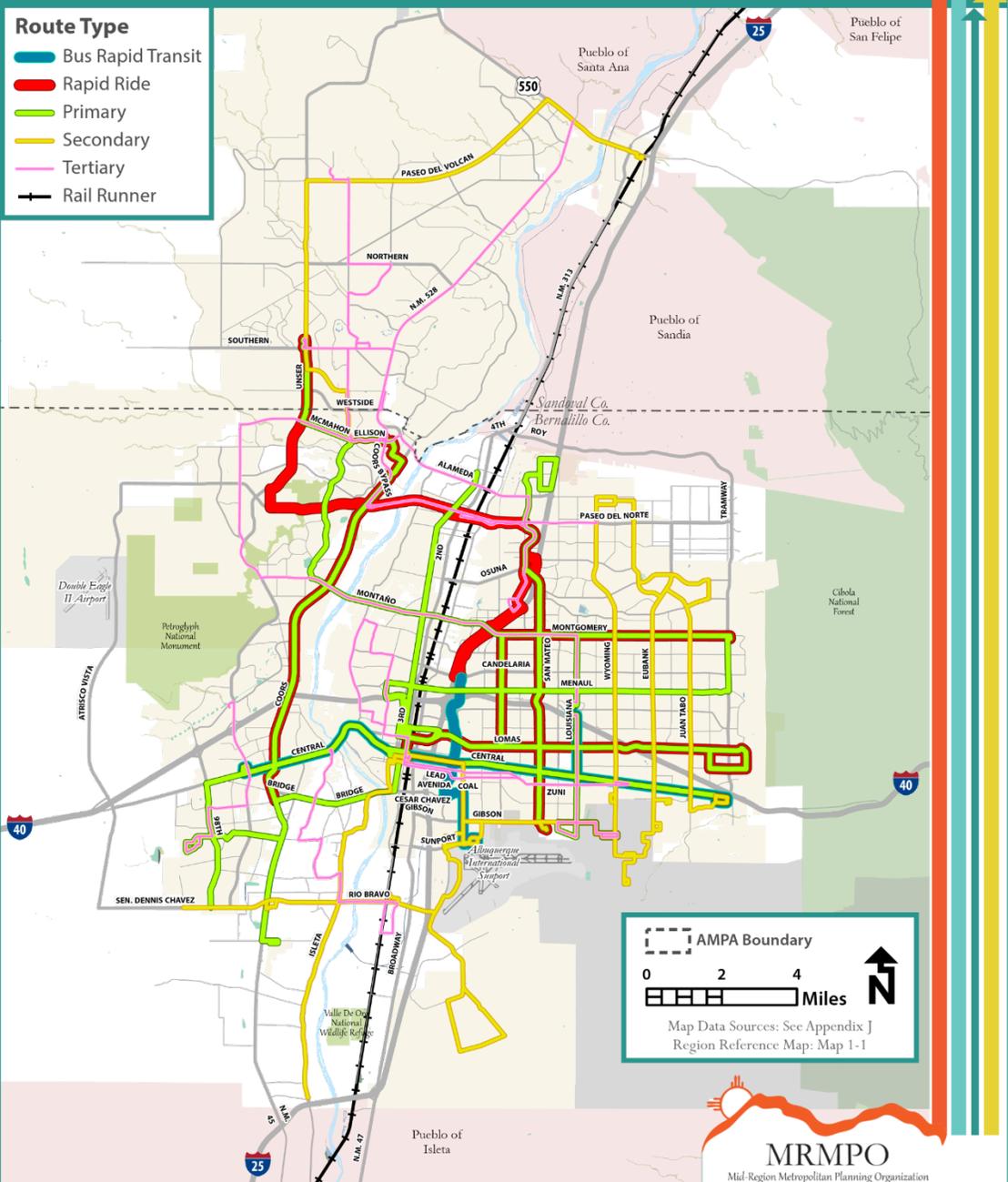
Aspirational networks
developed for 2040 and beyond



Long Range Systems Maps - Roadways

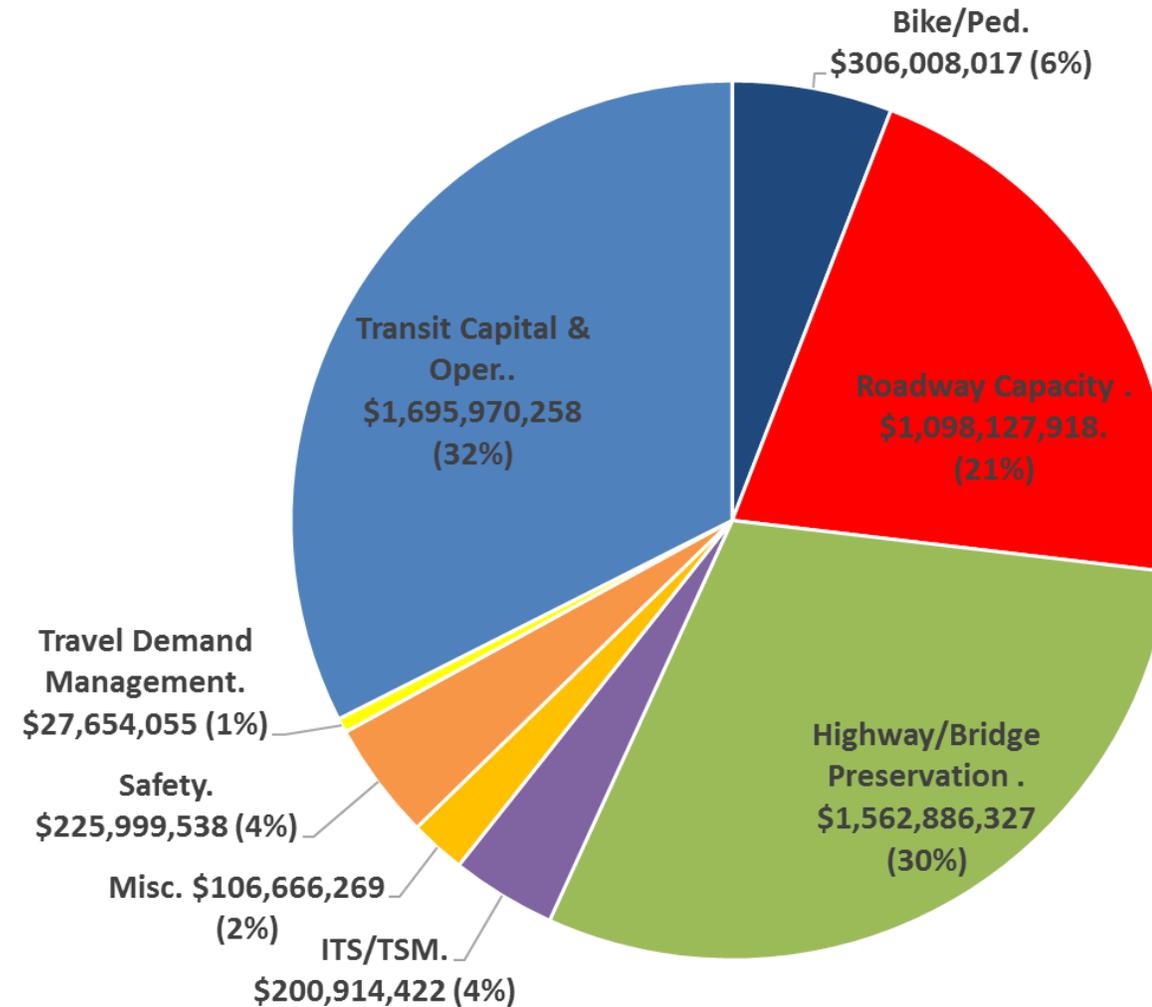
- Long Range Roadway System**
- Interstate
 - Potential Future Route
 - Regional Principal Arterial
 - Community Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Proposed Regional Arterial
 - Proposed Community Arterial
 - Proposed Minor Arterial
 - Proposed Major Collector
 - Proposed Minor Collector



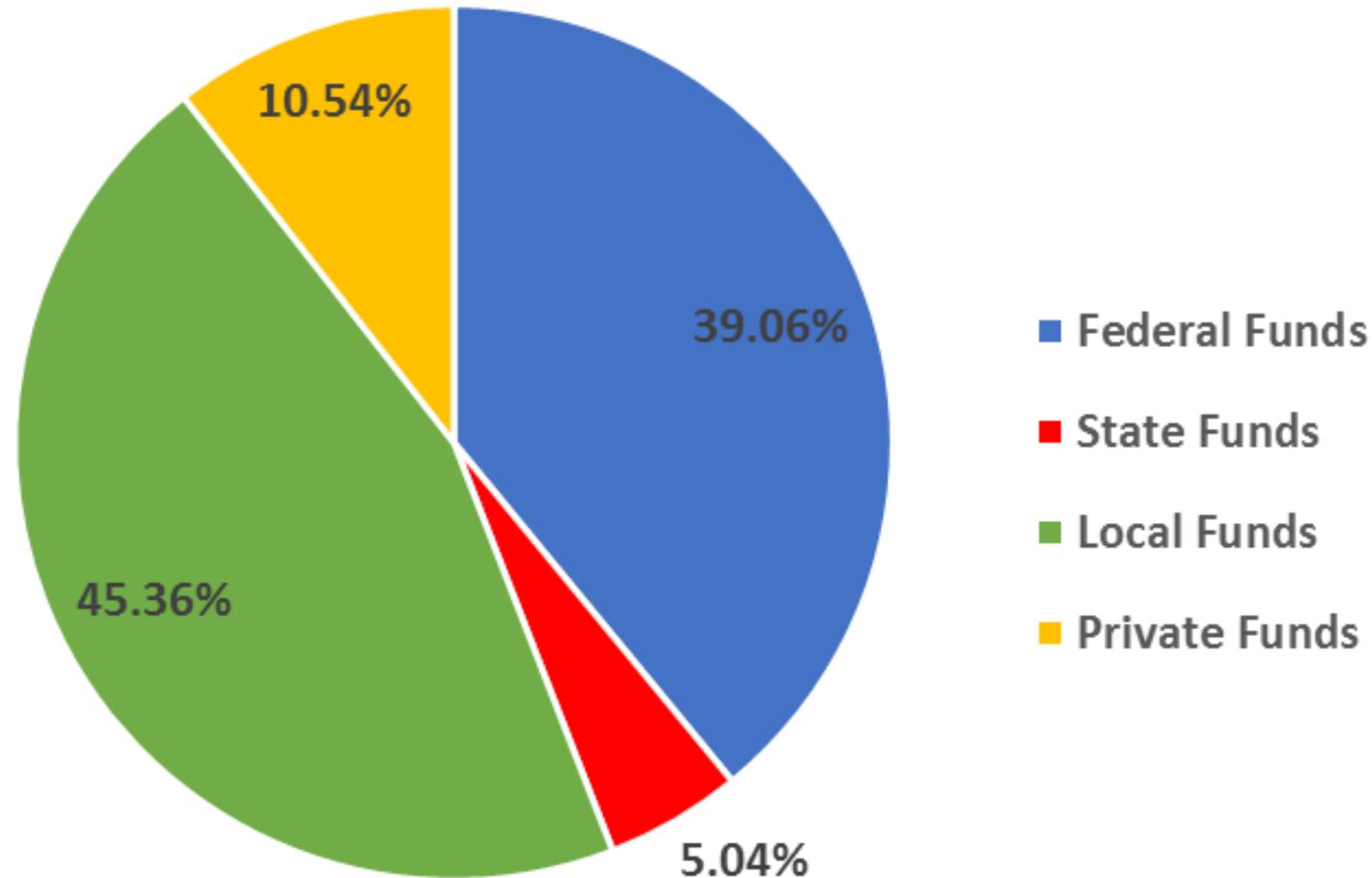


Long-Range Systems Maps - Transit

MTP Financial Analysis: Total Funds by Project Type



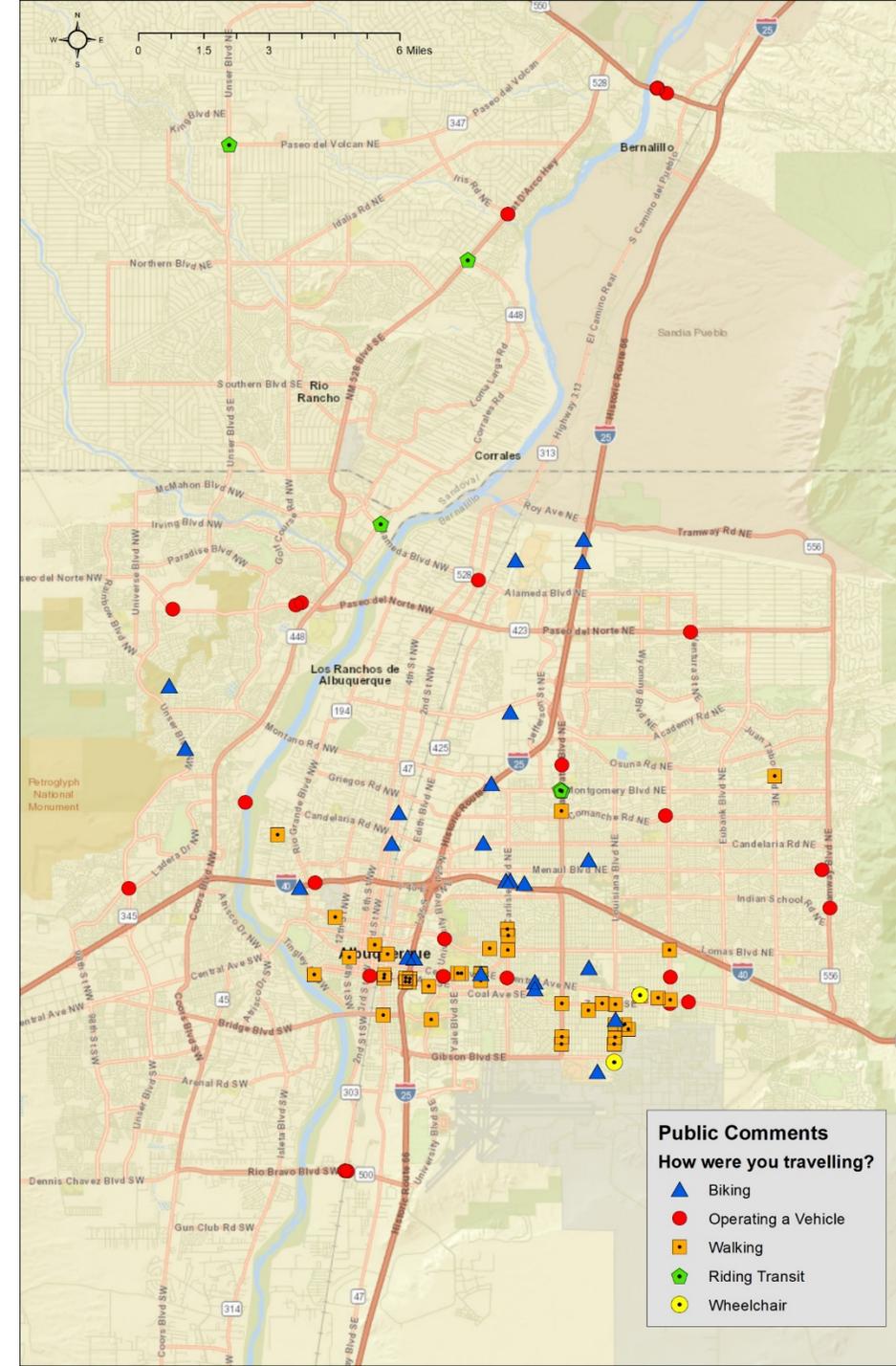
MTP Financial Analysis: Percentage of Funds by Funding Source



- \$11.7 Billion total estimated for transportation maintenance, operations, and capital projects

Feedback Heard

- **31 meetings held, community events and meetings attended**
- Heard back from **630** people in our 2040 MTP Questionnaire (2018) with **695 write-in comments** and responses provided
- **105 comments** were given in our online “gaps map” (2019); 40% were about walking, 29% were about driving; 22% were about biking, 7% were about transit, and 3% were about wheelchair travel
- Approximately **368 people voted** in our bean jar voting exercise
- We have received **28** comments via email and in person at community events and public meetings



Next Steps

- The initial Draft Plan is posted for public review until **Feb. 6**
- Incorporate feedback on the Draft Plan from the public and agencies
- The Final Draft Plan will be posted for a second review period in **early March**
- Comments from the first draft will be incorporated into the Final Draft Plan and presented to the Metropolitan Transportation Board for proposed adoption on **Friday, April 17, 2020**
- Pending the Plan's adoption, the Plan must be approved by the Federal Highway Administration and Federal Transit Administration by June 2020

Next Steps

- Submit any comments on the *Draft 2040 MTP* here at the meeting using a comment sheet or send them to us at mtpcomments@mrcog-nm.gov. Comments on this Draft must be received by Fri., Feb. 6th
- This presentation and full Draft MTP document is posted on our website: www.mrcog-nm.gov/Connections2040
- Questions?
- Again, THANKS for your interest in the *Connections 2040 MTP*!

