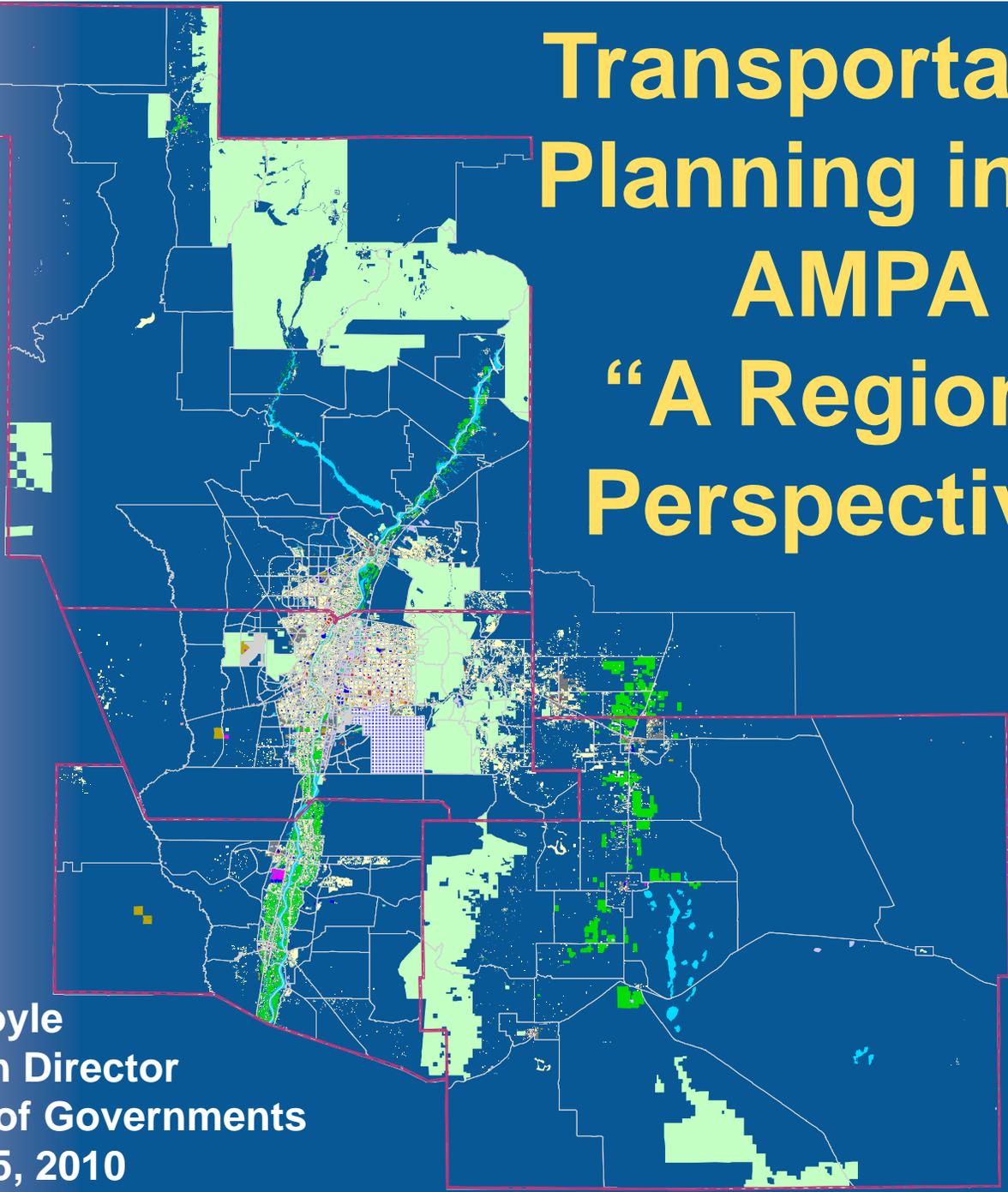




# Transportation Planning in the AMPA “A Regional Perspective”



Terry Doyle  
Transportation Director  
Mid-Region Council of Governments  
November 5, 2010

# Goals for Today

- ◆ Take a look at the 2035 socioeconomic forecast for New Mexico's Mid-Region and the resulting challenges
- ◆ Introduce the HUD/DOT/EPA Federal Partnership for Sustainable Communities
- ◆ Take a look at regional planning in New Mexico's Mid-Region and the role of livability and sustainability as we move forward



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# MRCOG's County Population Forecast

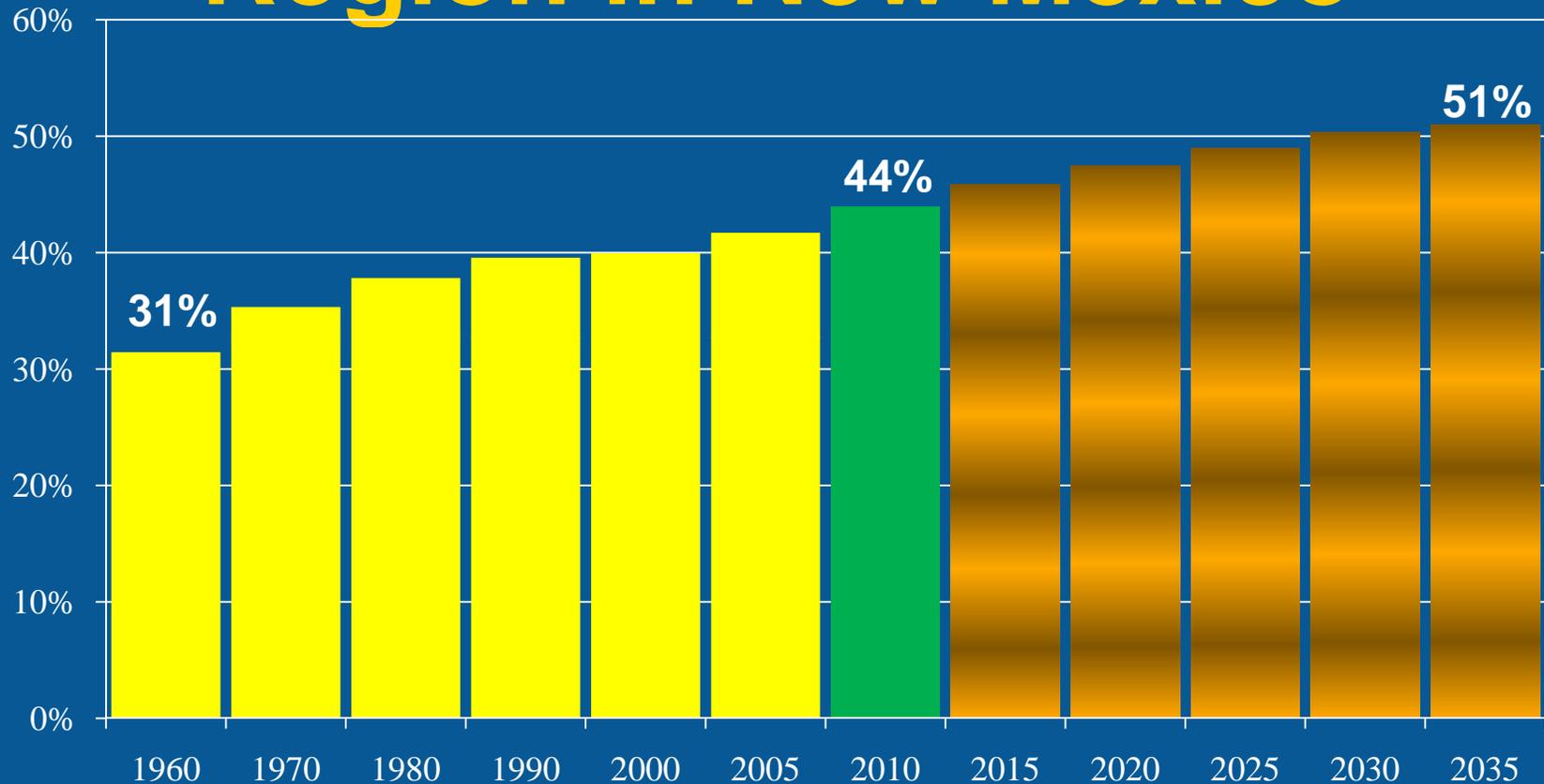
	2008 Population	2035 Population	Numeric Growth	Pace of Growth
<b>MRCOG Region</b>	<b>883,901</b>	<b>1,552,125</b>	<b>668,224</b>	<b>75.6%</b>
Bernalillo County	649,916	1,037,719	387,803	59.7%
Sandoval County	127,928	309,356	181,428	141.8%
Torrance County	17,923	27,836	9,913	55.3%
Valencia County	77,545	160,532	82,987	107.0%
Southern Santa Fe	10,589	16,682	6,093	57.5%

Maintains the integrity of the cohort component technique at the regional level while allowing land use constraints, plans, and policies to determine County level population distribution. BBER staff have been consulted throughout this process.



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# Growing Presence of the Mid-Region in New Mexico

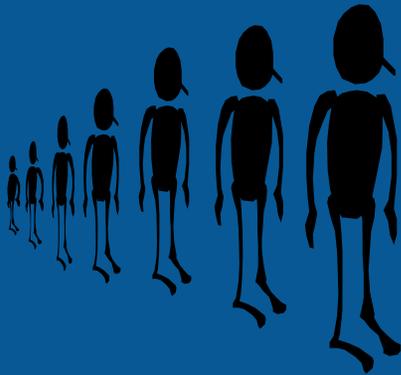


The projection shows a continued return to metropolitan areas  
The over 65 population goes from 12% to 20% over the next 25 years



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# Growth Outlook for The Region



**668,000 new people**



**310,000 new homes**



**210,000 new jobs**



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# 2035 Projection...

*Putting it all Together*

Where are we going to grow?

Where will people live?

Where will people work?



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**2008-2035 Population and Employment Growth by DASZ**

**Employment Growth 2008-2035**

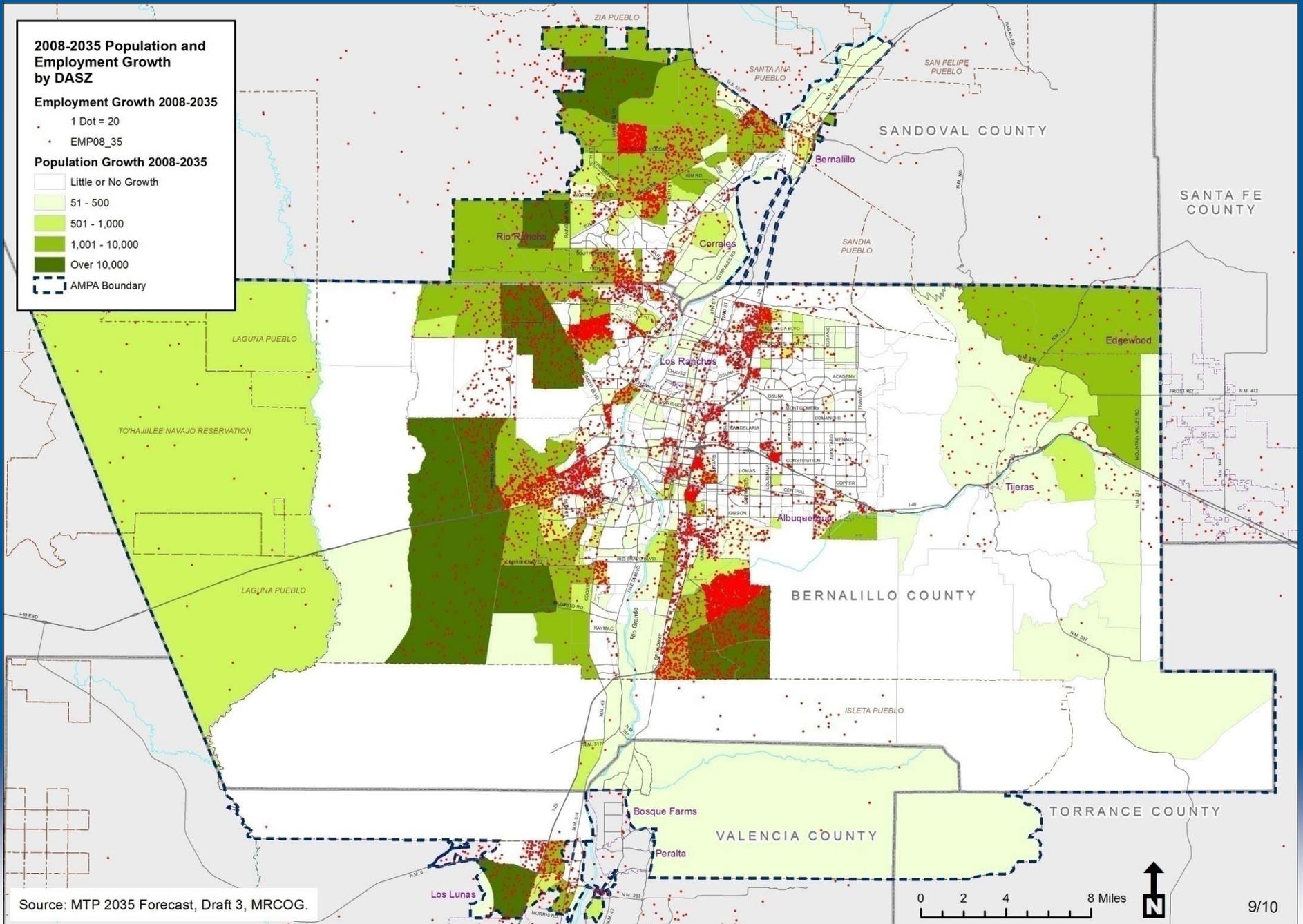
1 Dot = 20

EMP08\_35

**Population Growth 2008-2035**

- Little or No Growth
- 51 - 500
- 501 - 1,000
- 1,001 - 10,000
- Over 10,000

AMPA Boundary



Source: MTP 2035 Forecast, Draft 3, MRCOG.

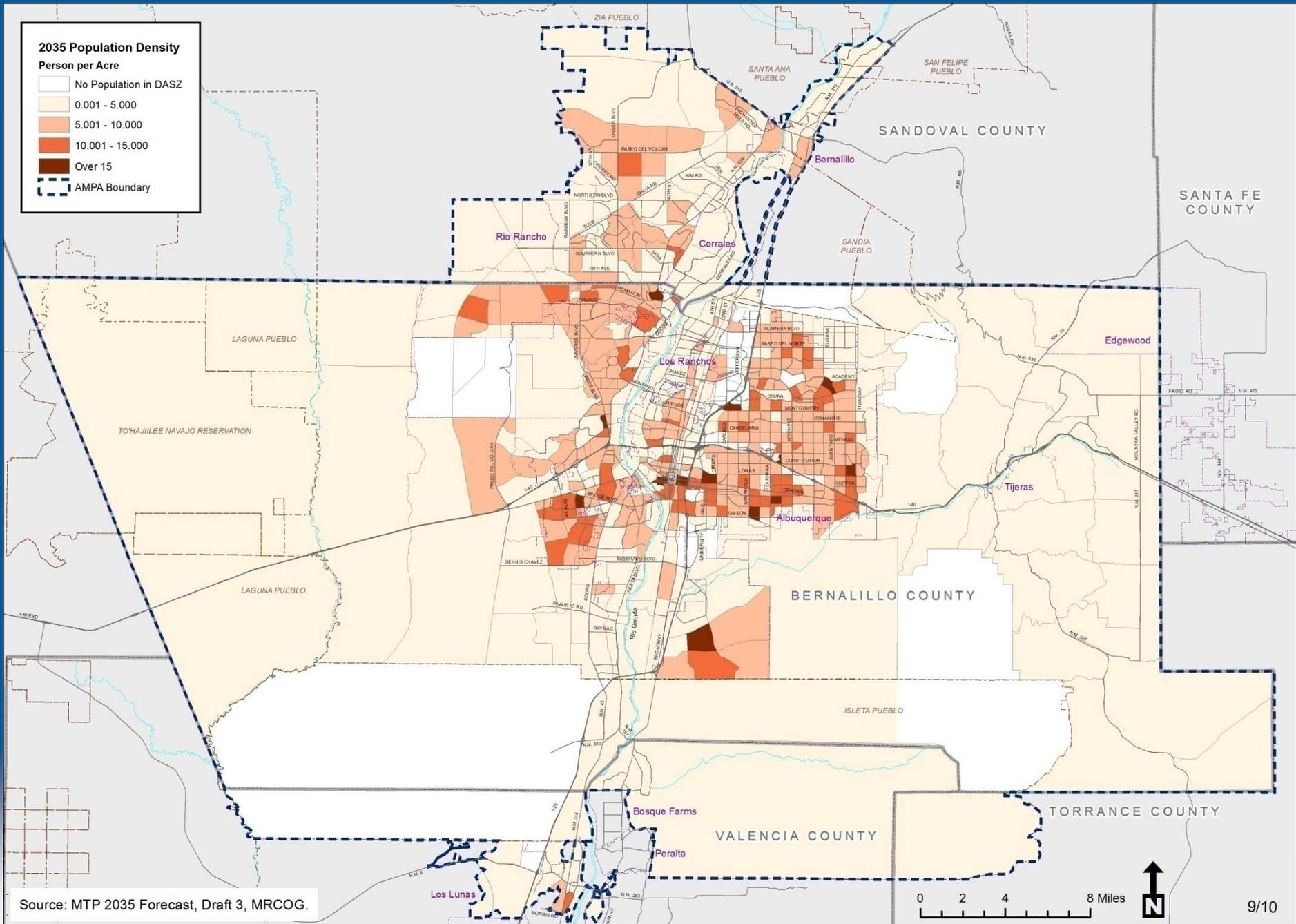
0 2 4 8 Miles



**2035 Population Density**

Person per Acre

-  No Population in DASZ
-  0.001 - 5.000
-  5.001 - 10.000
-  10.001 - 15.000
-  Over 15
-  AMPA Boundary

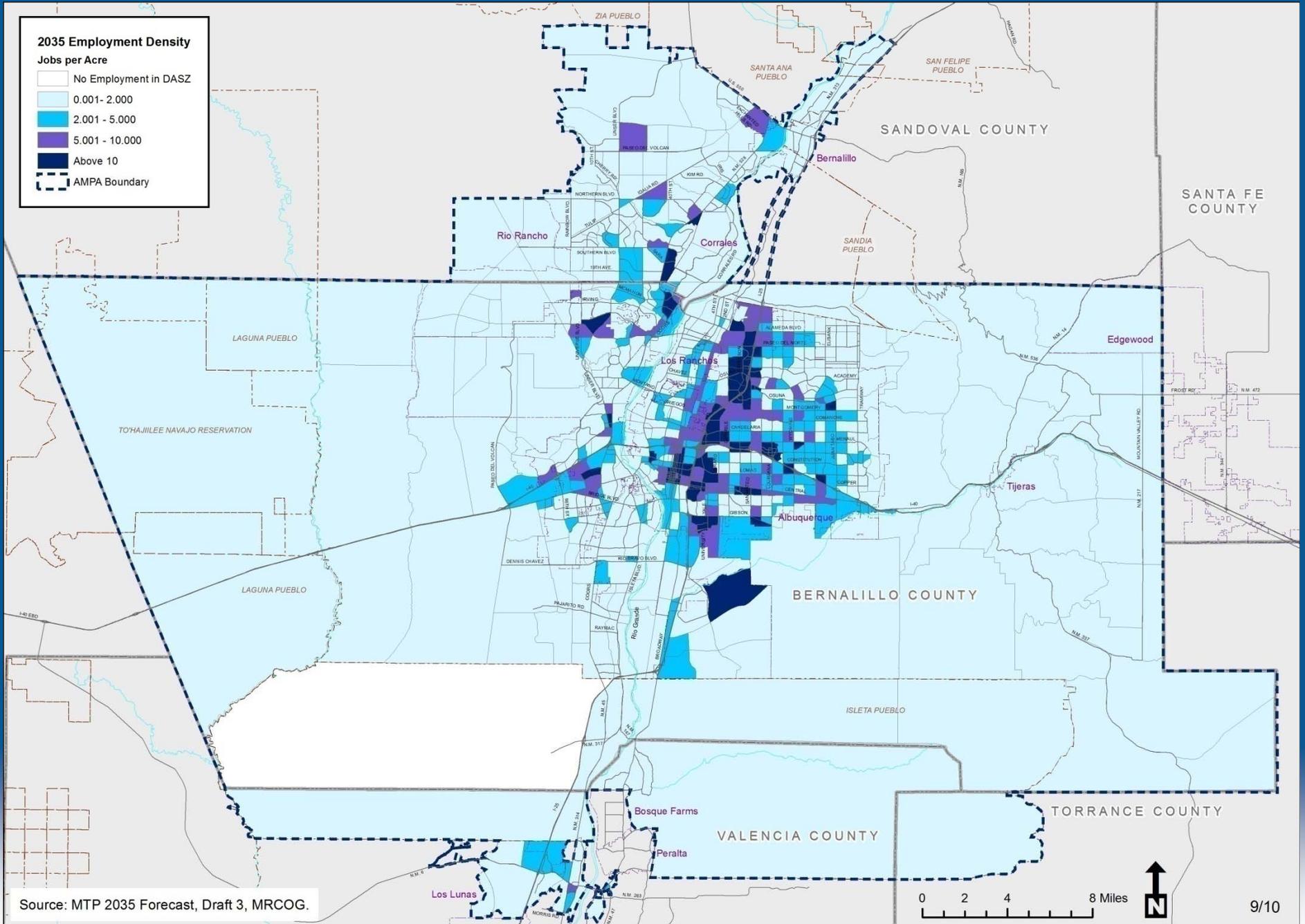


Source: MTP 2035 Forecast, Draft 3, MRCOG.

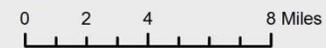
**2035 Employment Density**

Jobs per Acre

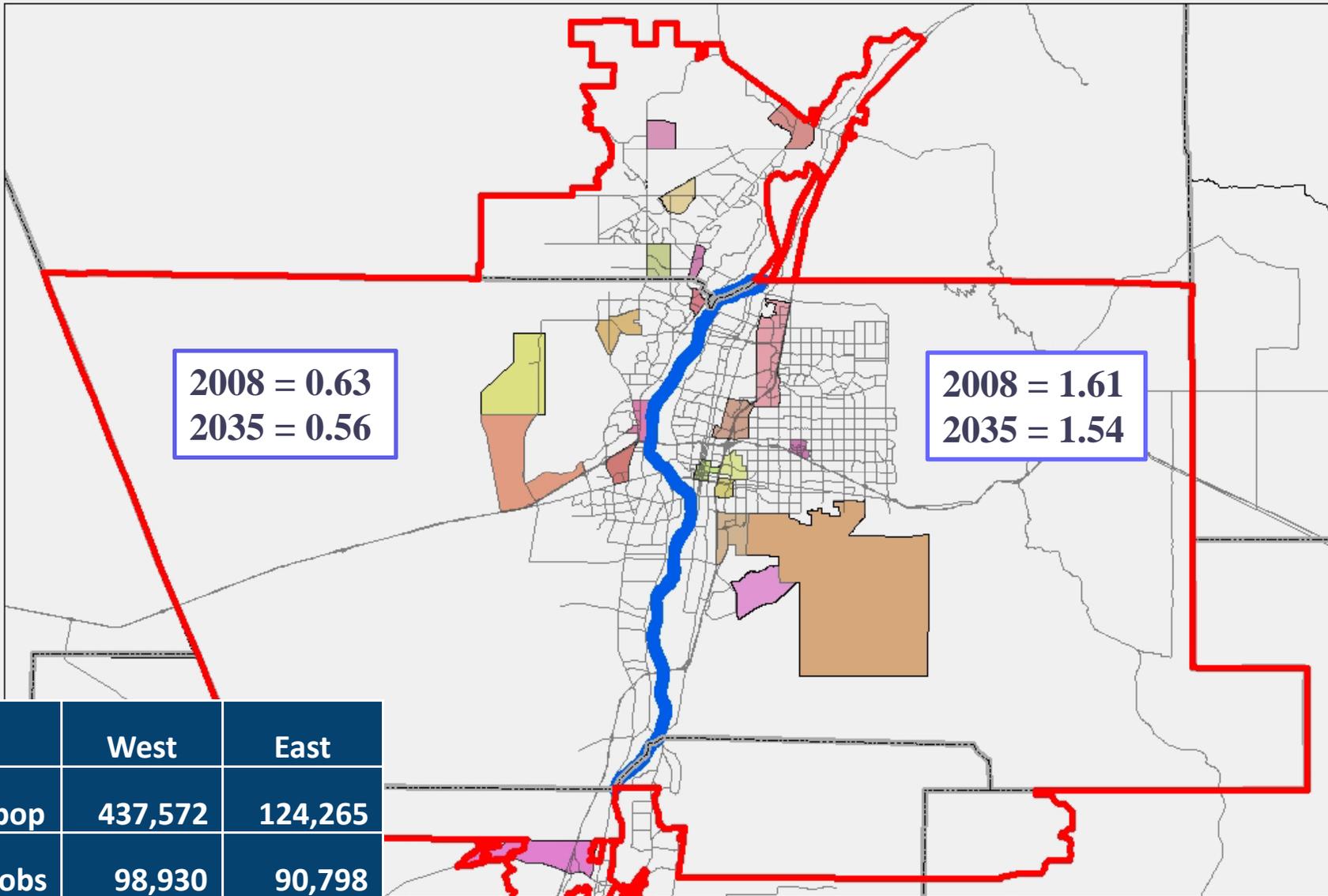
- No Employment in DASZ
- 0.001 - 2.000
- 2.001 - 5.000
- 5.001 - 10.000
- Above 10
- AMPA Boundary



Source: MTP 2035 Forecast, Draft 3, MRCOG.



# Jobs to Housing Balance?



	West	East
New pop	437,572	124,265
New jobs	98,930	90,798

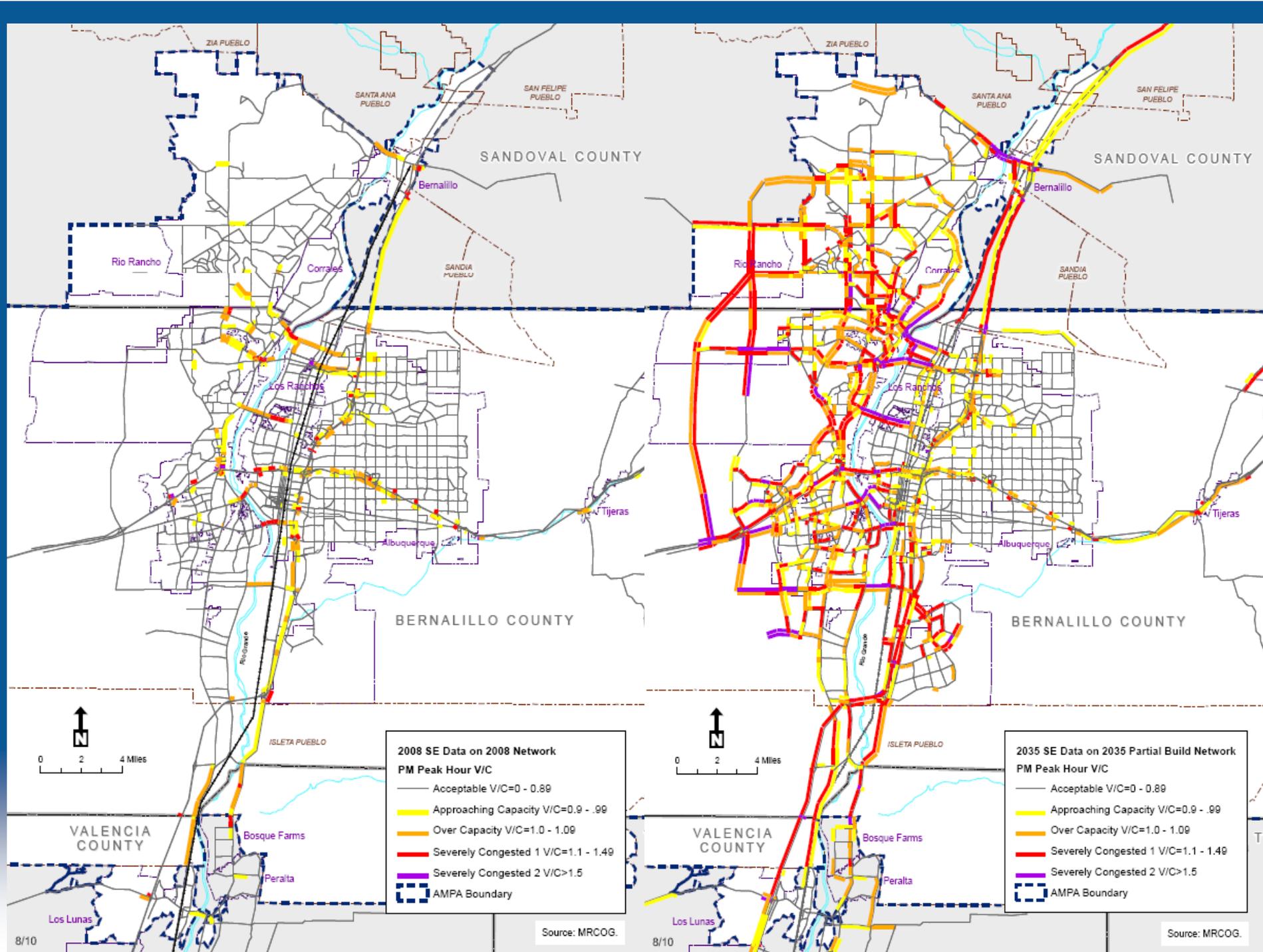
One Million Daily River Crossings in 2035!

# The Bottom Line...

- ◆ Bernalillo County will continue to serve as the regional hub, however growth is increasingly a regional issue as people cross jurisdictional lines for work, to buy homes, and for services.
- ◆ Given current development patterns and plans, the region is projected to dramatically increase its developed land area.
- ◆ The level of growth we anticipate will lead to much more congestion on our roadways (Daily vehicle miles travelled doubles from today!).
- ◆ Connecting land use planning and transportation investments will be a key factor towards addressing congestion.



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**2008 SE Data on 2008 Network**  
**PM Peak Hour V/C**

- Acceptable V/C=0 - 0.89
- Approaching Capacity V/C=0.9 - .99
- Over Capacity V/C=1.0 - 1.09
- Severely Congested 1 V/C=1.1 - 1.49
- Severely Congested 2 V/C>1.5
- AMPA Boundary

**2035 SE Data on 2035 Partial Build Network**  
**PM Peak Hour V/C**

- Acceptable V/C=0 - 0.89
- Approaching Capacity V/C=0.9 - .99
- Over Capacity V/C=1.0 - 1.09
- Severely Congested 1 V/C=1.1 - 1.49
- Severely Congested 2 V/C>1.5
- AMPA Boundary

Source: MRCOG.

Source: MRCOG.

# The Federal Sustainability Partnership

U.S. Department of Transportation  
Housing and Urban Development  
Environmental Protection Agency



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# Overview - The Sustainable Communities Partnership

---

## Growth is Coming:

- Between 2000 and 2025, U.S. population will add 61 million people and 24 million households
- 1/3 of all currently developed land has been built on since 1976
- By 2030, we will build half as much again as we have to date



[WWW.ICLEIUSA.ORG](http://WWW.ICLEIUSA.ORG)



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# Overview - The Sustainable Communities Partnership

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## Growth Patterns Influence Community Goals:

Public health

Housing affordability

Economic development

Efficient use of tax dollars

Open space and farmland preservation

Traffic congestion

Greenhouse gas emissions

Air and water quality

Revitalization of downtowns & existing neighborhoods

Community character

Quality of life



[WWW.ICLEIUSA.ORG](http://WWW.ICLEIUSA.ORG)



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# Overview - The Sustainable Communities Partnership

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## Growth Trends Have Been 50 Years in Making:

Employment and population growth heavily favored medium and large metropolitan regions over nonmetropolitan areas.

Within metropolitan regions, most growth occurred in low-density development at the fringe of urbanized areas.

Emphasis on automobile travel at the expense of other modes.



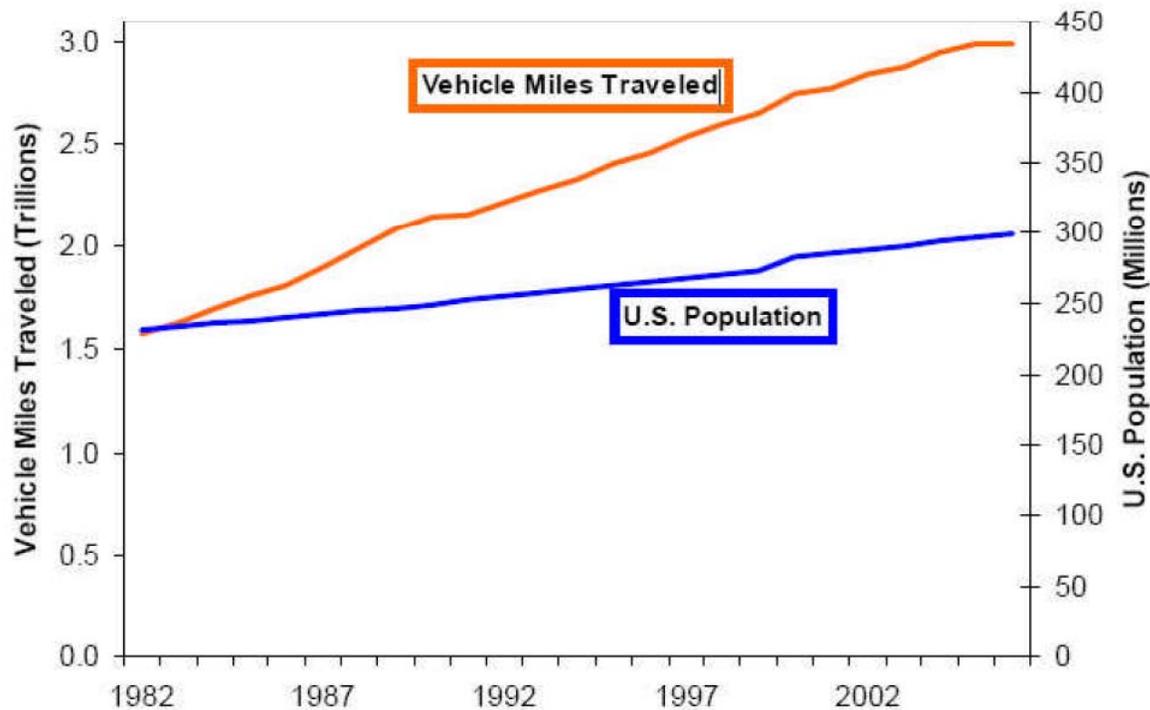
[WWW.ICLEIUSA.ORG](http://WWW.ICLEIUSA.ORG)



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# Overview - The Sustainable Communities Partnership

## Impact: Rise in VMT Per Capita



[WWW.ICLEIUSA.ORG](http://WWW.ICLEIUSA.ORG)



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# The Partnership Livability Principles



Provide more **transportation choices**



Expand location- and energy-efficient **housing choices**



Improve **economic competitiveness** of neighborhoods by giving people reliable access to employment centers, educational opportunities, and other basic services.



Target Federal funding toward **existing communities** – through transit-oriented development and place-based policies



**Align federal policies** and funding to remove barriers to collaboration, leverage funding and increase the effectiveness of existing programs.

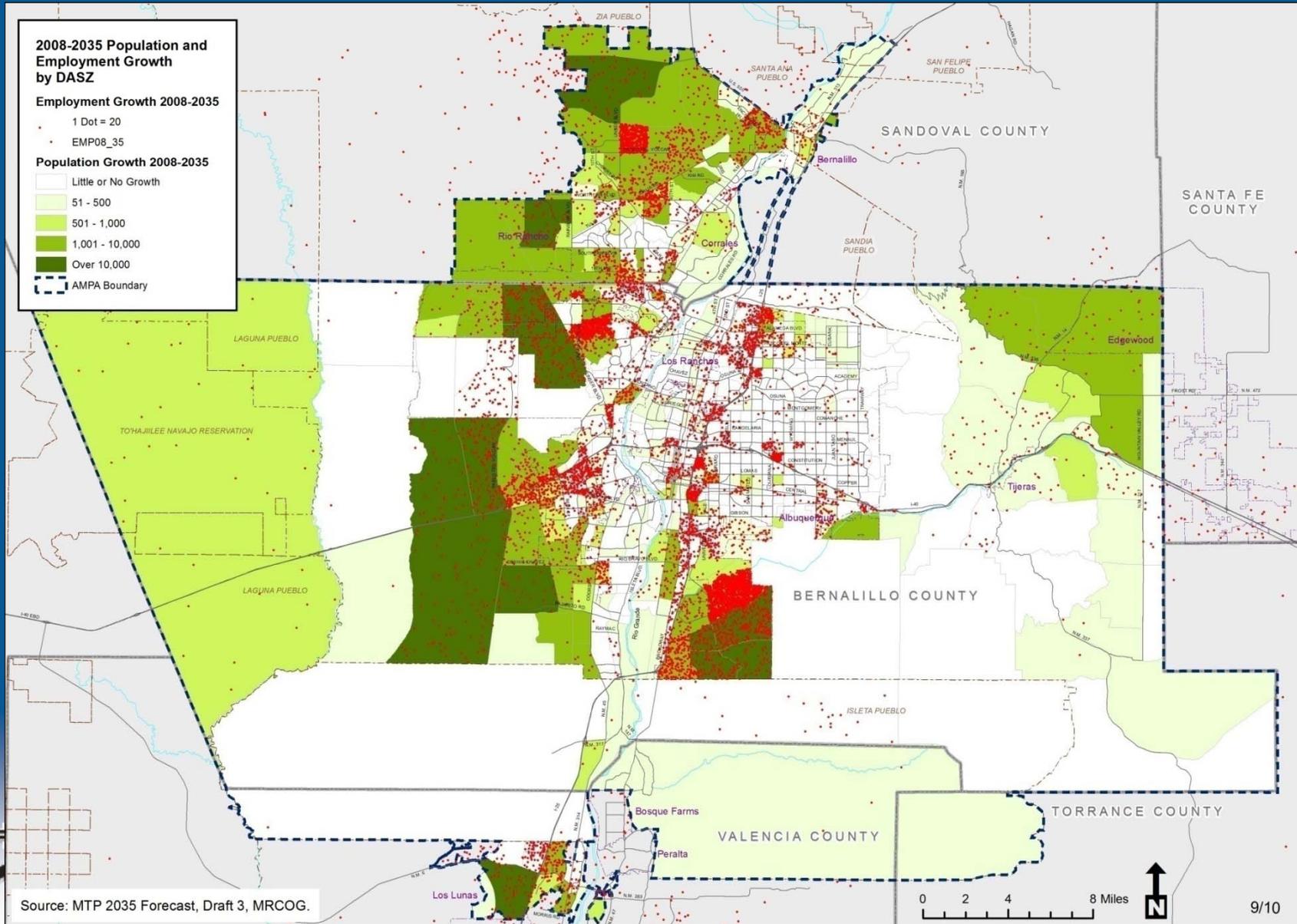


Enhance the **unique characteristics** of all communities, whether rural, suburban or urban.

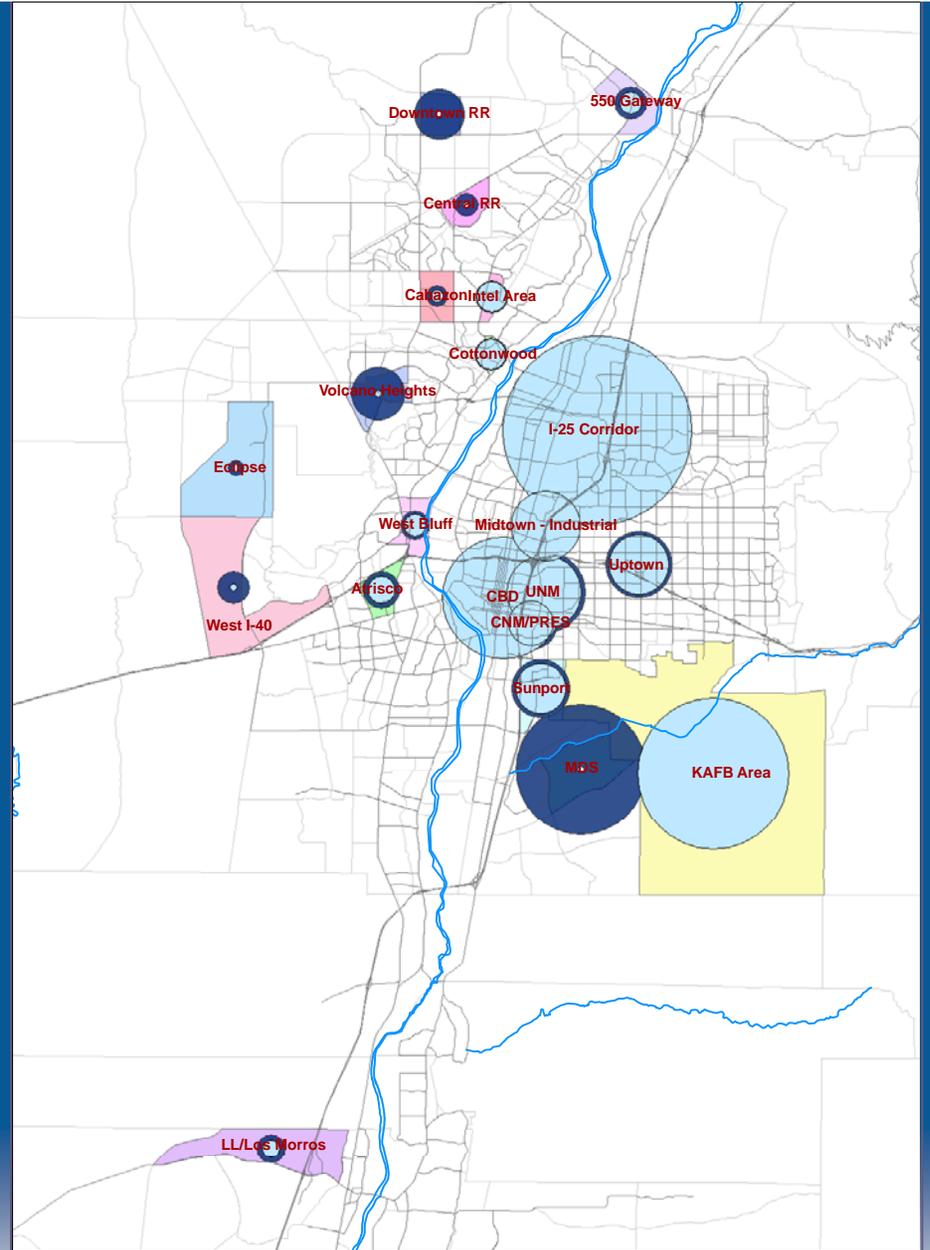
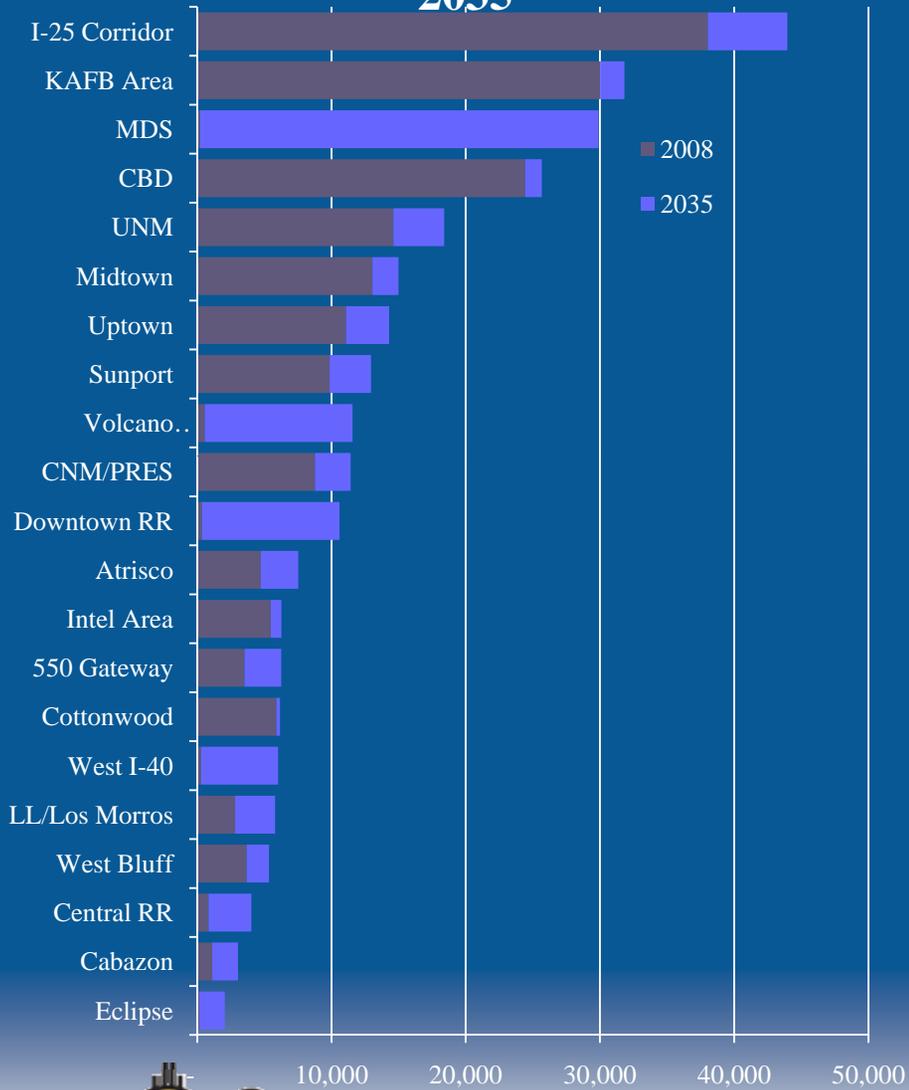


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# Back to the Mid-Region



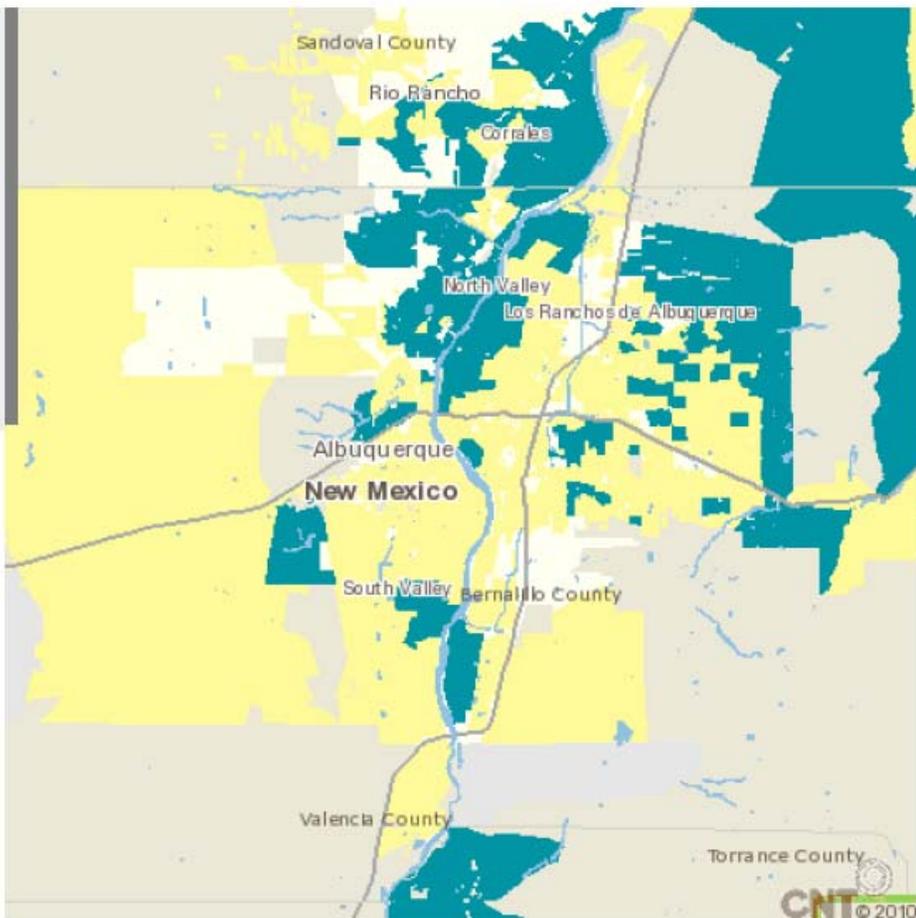
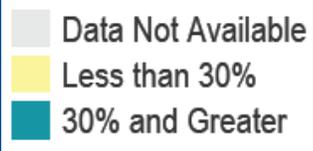
# Employment by Center, 2008 & 2035



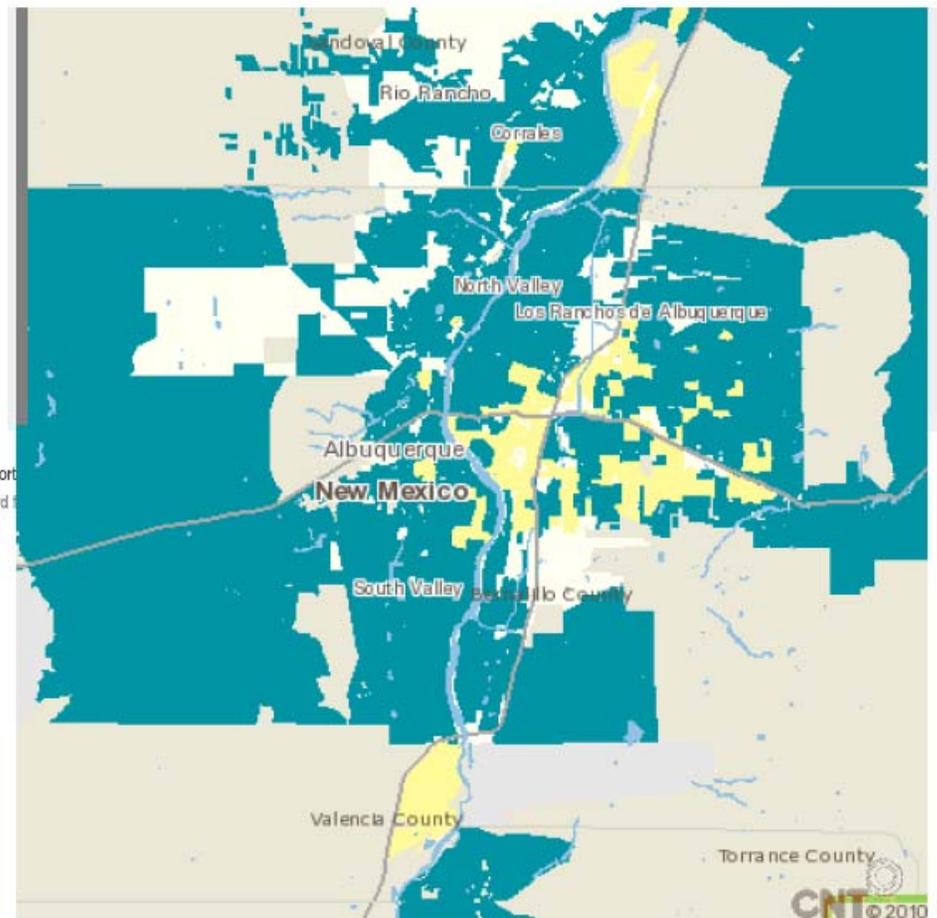
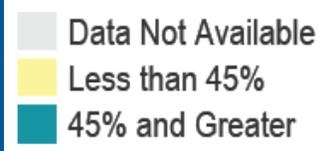
# Housing Affordability and Transportation

Typical Household: Regional Median Income: \$39,088    Size: 2.5 People    Commuters: 1.2 Workers

## Housing Cost - % Income



## Housing & Transportation Cost - % Income



# 2035 MTP Can We Adapt

## ◆ Metropolitan Transportation Plan Considerations

- ◆ Mobility crossing the river (speeds degrade to under 5 mph)
- ◆ Building our way out for SOV not realistic
- ◆ Premium Transit Network (Bus Rapid Transit) connecting the region with Rail Runner
- ◆ Land-Use
  - Transit oriented development
  - Higher density housing where appropriate
  - Mixed Use Development
  - Establishing Job Centers on the Westside



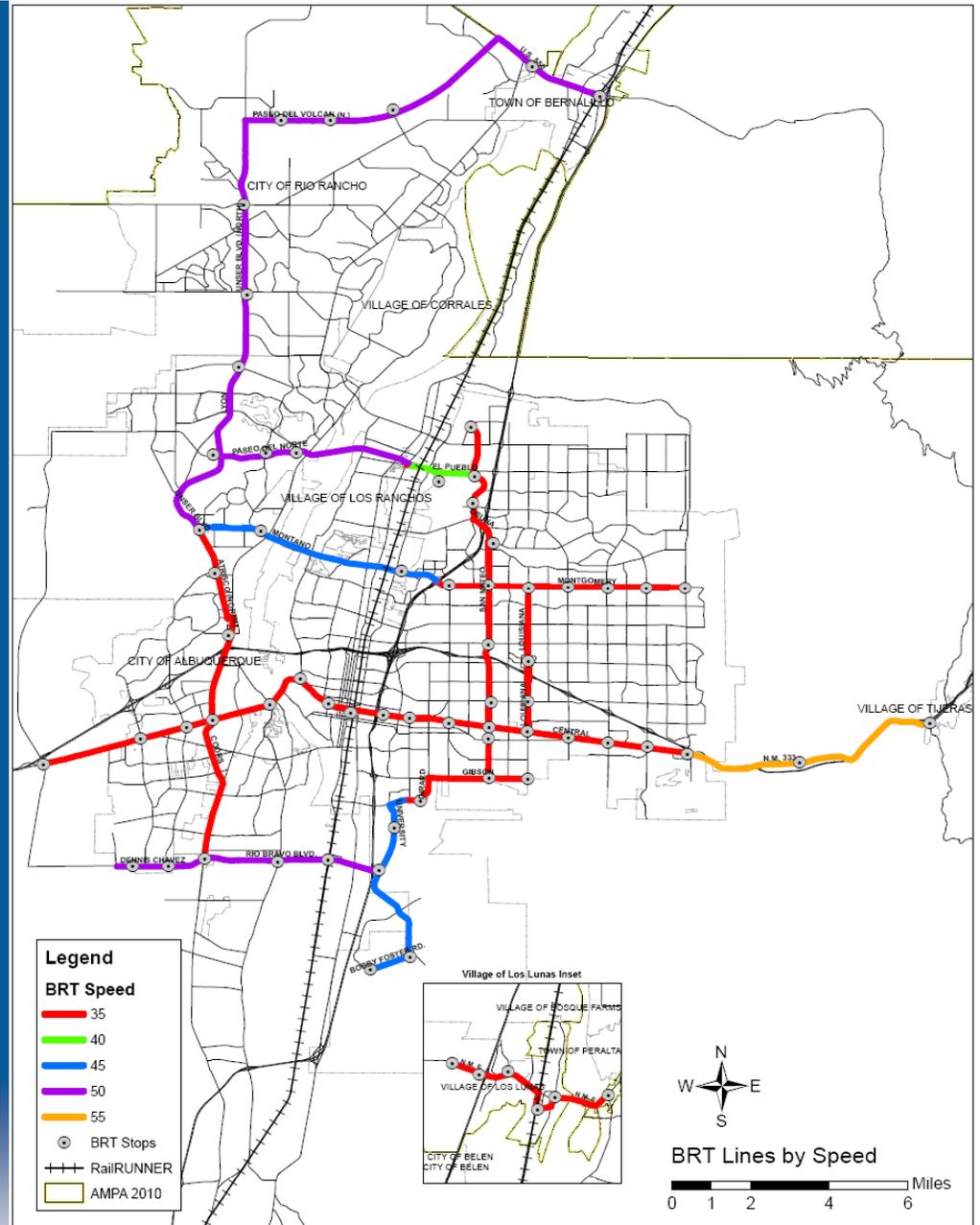
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# Mid-Region Long Range Rapid Transit Plan –

- Included in 2035 MTP
- Bus Rapid Transit (future LRT ???)
- Metropolitan Transportation Board Recently set 2035 MTP Transit Mode Share Goals for River Crossings

*(10% by 2025, 20% by 2035)*

*And committed 25% of the AMPA sub-allocated funds beginning in 2016 toward meeting the goals*



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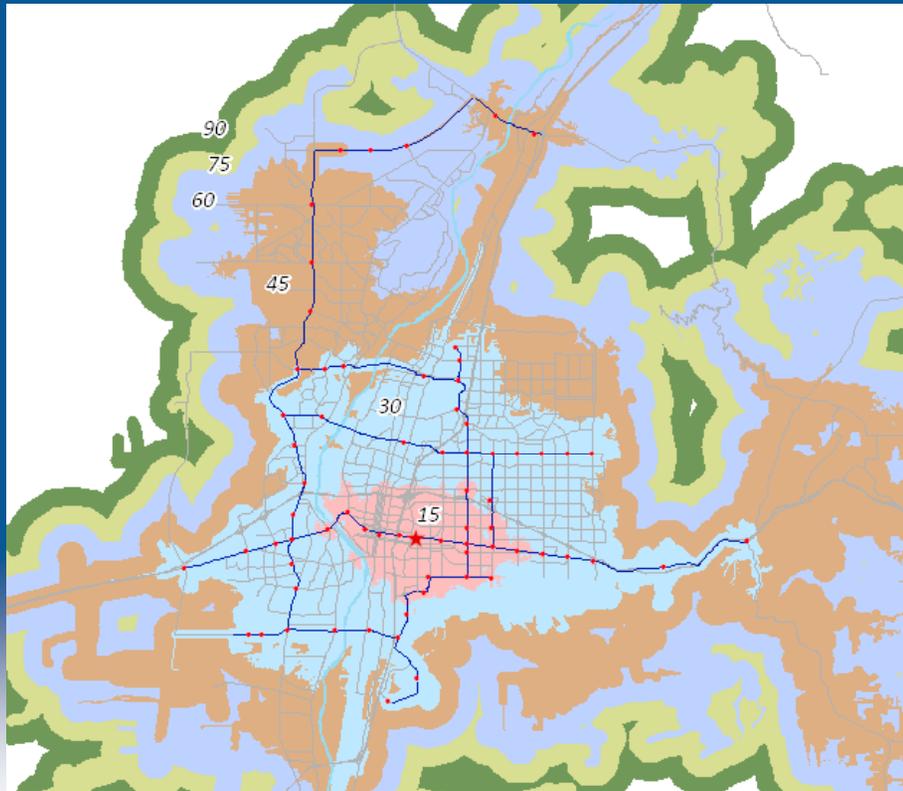


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# BRT Park and Ride vs. Auto From Central Business District

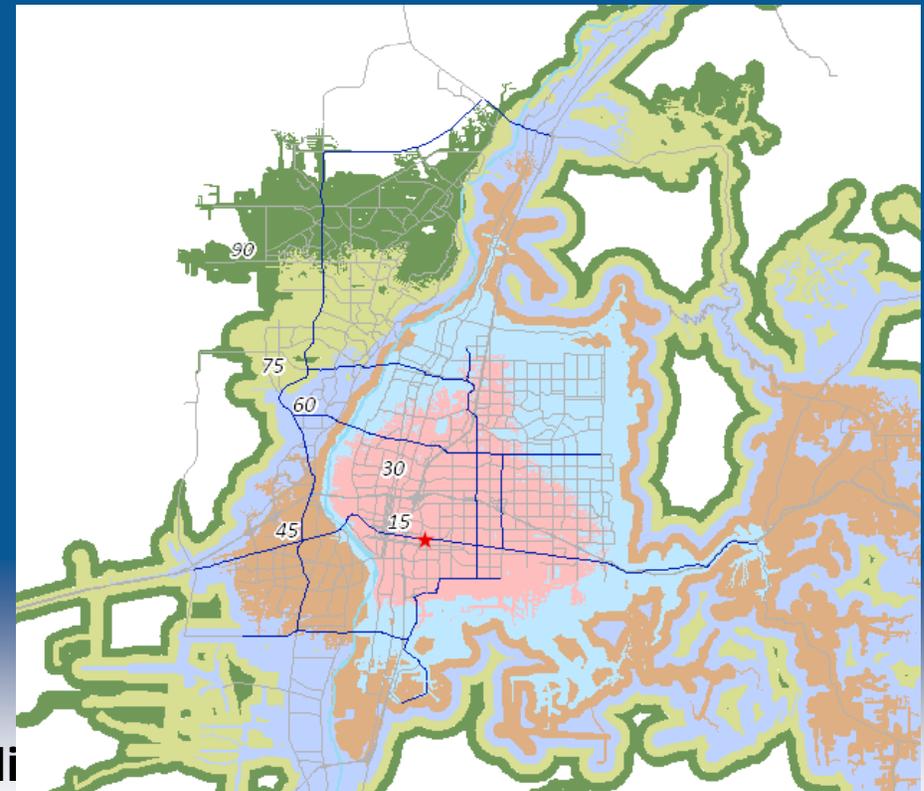
BRT Park and Ride Access

- ! BRT Stations
- BRT Lines



2035 PM Auto Access

- PM Pk. Auto Speeds based on 2035 TDM Congested Speed



# Questions/Comments

Web – [www.mrcog-nm.gov](http://www.mrcog-nm.gov)

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[MTPcomments@mrcog-nm.gov](mailto:MTPcomments@mrcog-nm.gov)



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