



# Mid-Region Metropolitan Planning Organization of the Albuquerque Metropolitan Planning Area

## Metropolitan Transportation Planning

## In the Albuquerque Metropolitan Planning Area

Leadership Sandoval

November 4, 2009



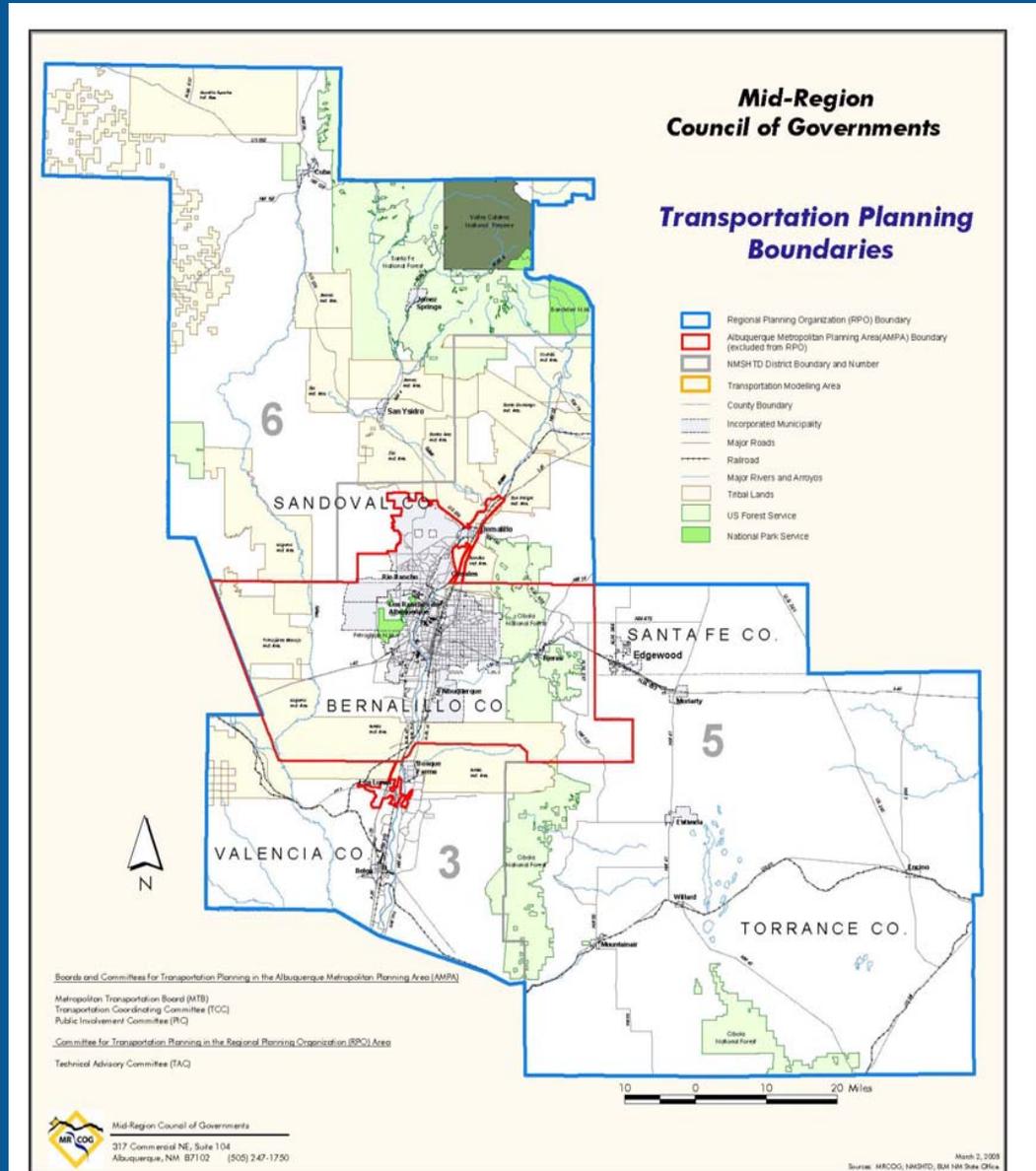
# What We'll Talk About

- ◆ The Mid-Region Council of Governments (MRCOG)
- ◆ The Mid-Region Metropolitan Planning Organization (MRMPO)
- ◆ Metropolitan Transportation Plan

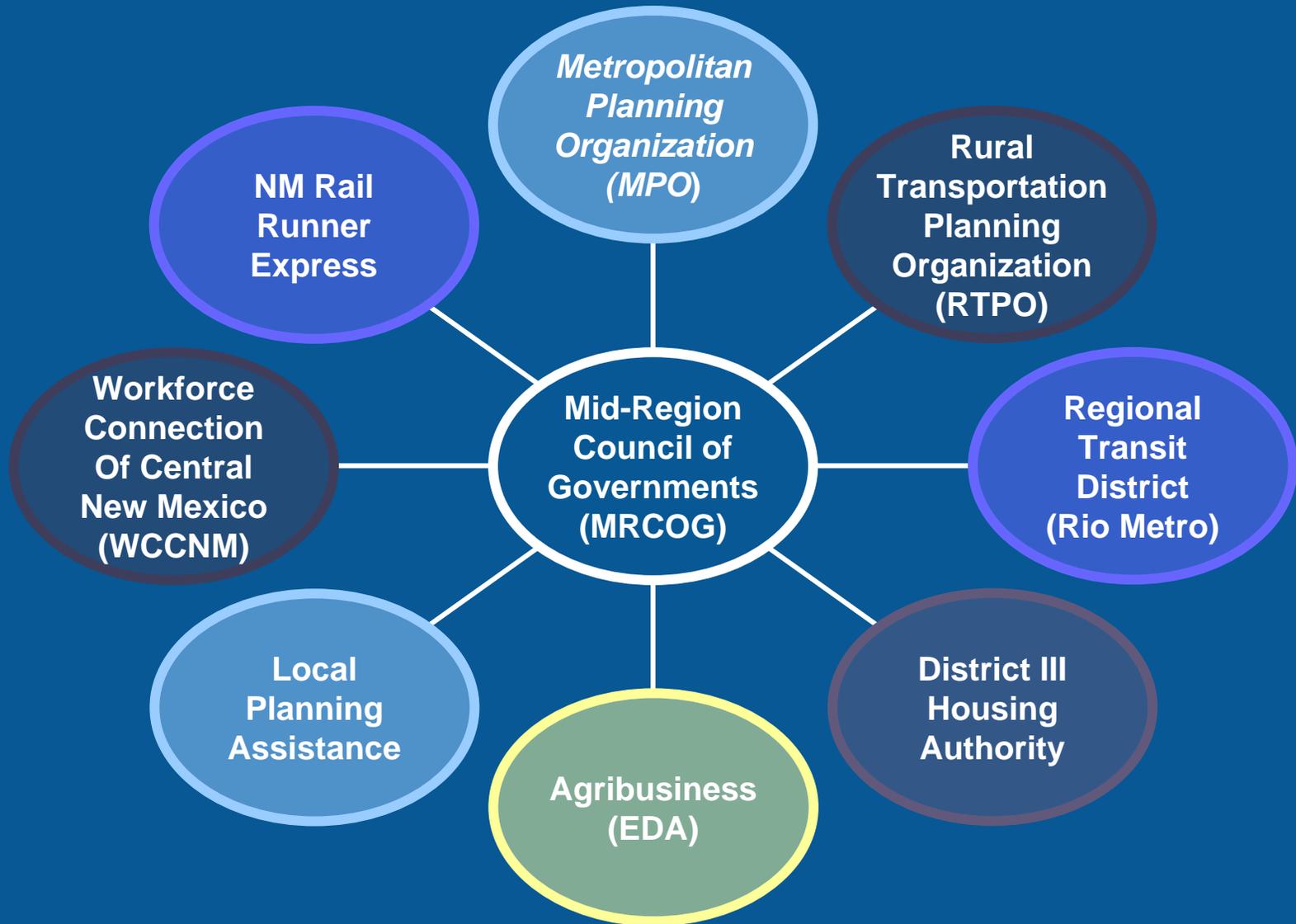


# Mid-Region Council of Governments

## MRCOG Planning Area



# MRCOG Program Areas



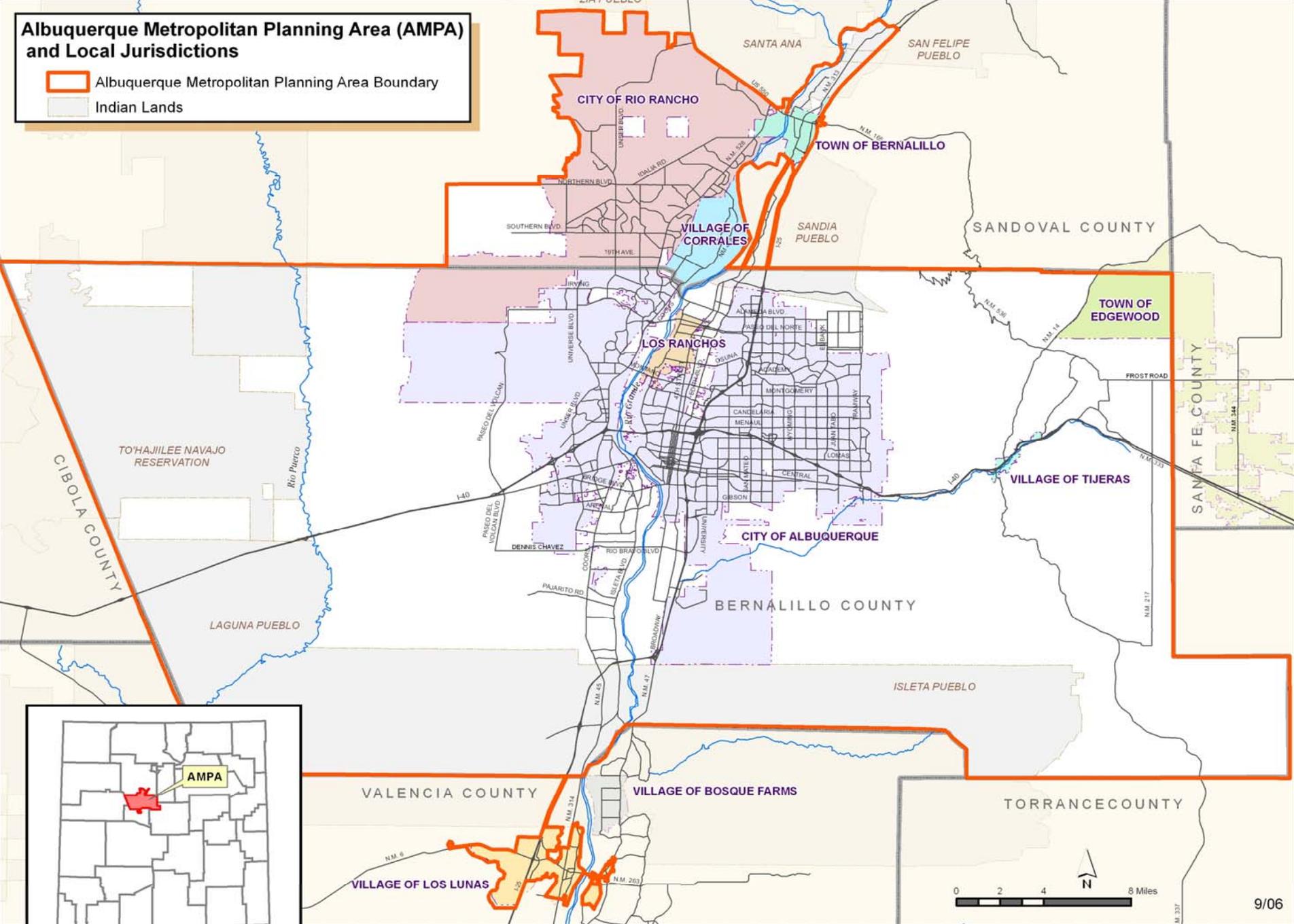
# Metropolitan Planning Organizations

- ◆ Created and defined by *federal law* (Title 23 of the US Code)
- ◆ Defined as “The policy board of an organization created and designated to carry out the metropolitan transportation planning process”
- ◆ All 381 MPOs serve their respective Metropolitan Planning Areas as the forum for *cooperative* transportation *decision-making*



# Albuquerque Metropolitan Planning Area (AMPA) and Local Jurisdictions

-  Albuquerque Metropolitan Planning Area Boundary
-  Indian Lands



# MPO Participants

- ◆ Federal agencies
  - ◆ Federal Highway Administration (FHWA)
  - ◆ Federal Transit Administration (FTA)
  - ◆ Environmental Protection Agency (EPA)
- ◆ State agencies
  - ◆ NMDOT
  - ◆ NM Environment Department
- ◆ Local agencies
- ◆ Native American Tribes and Pueblos
- ◆ Stakeholders
- ◆ The Public



# MPO Decisions

- ◆ Metropolitan Transportation Board (MTB)
  - ◆ Elected officials, officials of agencies that administer/operate major modes, appropriate State officials
  - ◆ Advisory committees
    - Transportation Coordinating Committee (TCC)
      - Provides technical advice to the MTB
    - Public Involvement Committee (PIC)
      - Provides an interface between MTB and the public
  - ◆ Approve transportation plans and programs in the AMPA; establish regional transportation policy



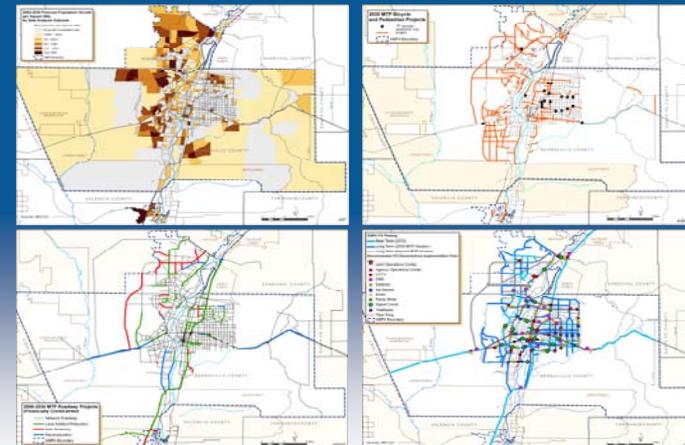
# MPO Functions

- ◆ What does an MPO do?
  - ◆ *Metropolitan Transportation Plan*
  - ◆ Transportation Improvement Program
  - ◆ Public Involvement
  - ◆ Unified Planning Work Program
  - ◆ Congestion Management Process
  - ◆ Transportation Conformity
  - ◆ Certification



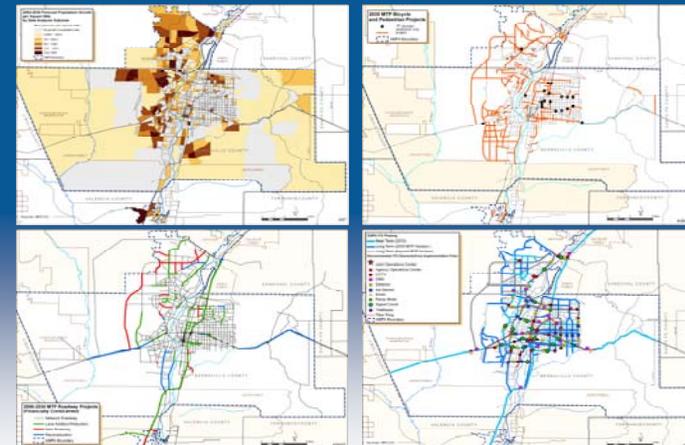
# MTP Basics

- ◆ Long-range, 20-year time frame
- ◆ Effective date is date of Conformity Determination
- ◆ Include short and long range strategies/actions
- ◆ Multimodal
- ◆ Update every 4 years
- ◆ Based on latest available assumptions for population, land use, travel, employment, congestion, and economic activity



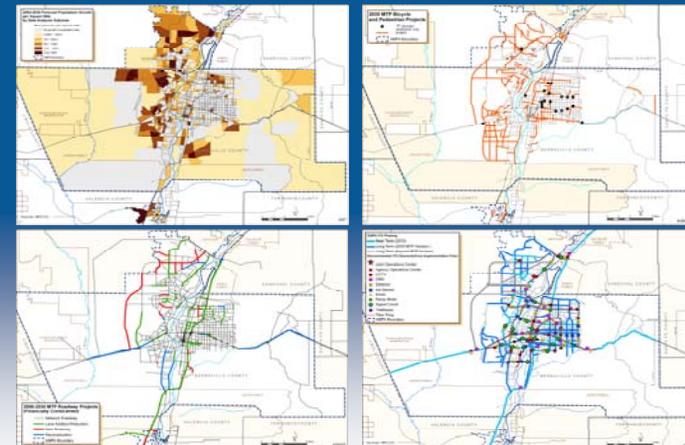
# MTP Basics (continued)

- ◆ Projected transportation demand
- ◆ Existing and proposed facilities that function as an integrated system
- ◆ Operations and management strategies
- ◆ Consideration of results from a Congestion Management Process (CMP)
- ◆ Design concept and scope sufficient for conformity
- ◆ Potential environmental mitigations



# MTP Basics (continued)

- ◆ Financial plan
- ◆ Coordination with appropriate agencies
- ◆ Safety
- ◆ Security
- ◆ Public involvement
- ◆ Conformity determination



# MTP Basics (continued)

## ◆ Issues & Challenges

- ◆ Rapid Population Growth & Land Development Patterns
- ◆ Congested Roadways
- ◆ “Crossing the River”
- ◆ Transit service: quality & convenience
- ◆ Bicycle facilities and connectivity
- ◆ Pedestrian access
- ◆ Crashes and safety
- ◆ Air quality
- ◆ Limited transportation funding
- ◆ *Climate Change*



# MTP Basics (continued)

- ◆ Goals (recommended for 2035 MTP)
  - ◆ Preserve and Improve Quality of Life
  - ◆ Mobility of People and Goods
  - ◆ Support Economic Activity and Growth



# MTP Basics (continued)

- ◆ The 2035 MTP
  - ◆ Agency and public kickoff meetings
  - ◆ MTP Steering Committee
  - ◆ 2008 base-year conditions largely complete
  - ◆ Currently working on interim and horizon-year analyses
  - ◆ Articulating objectives and performance measures for goals
  - ◆ MTB briefings through June 2011

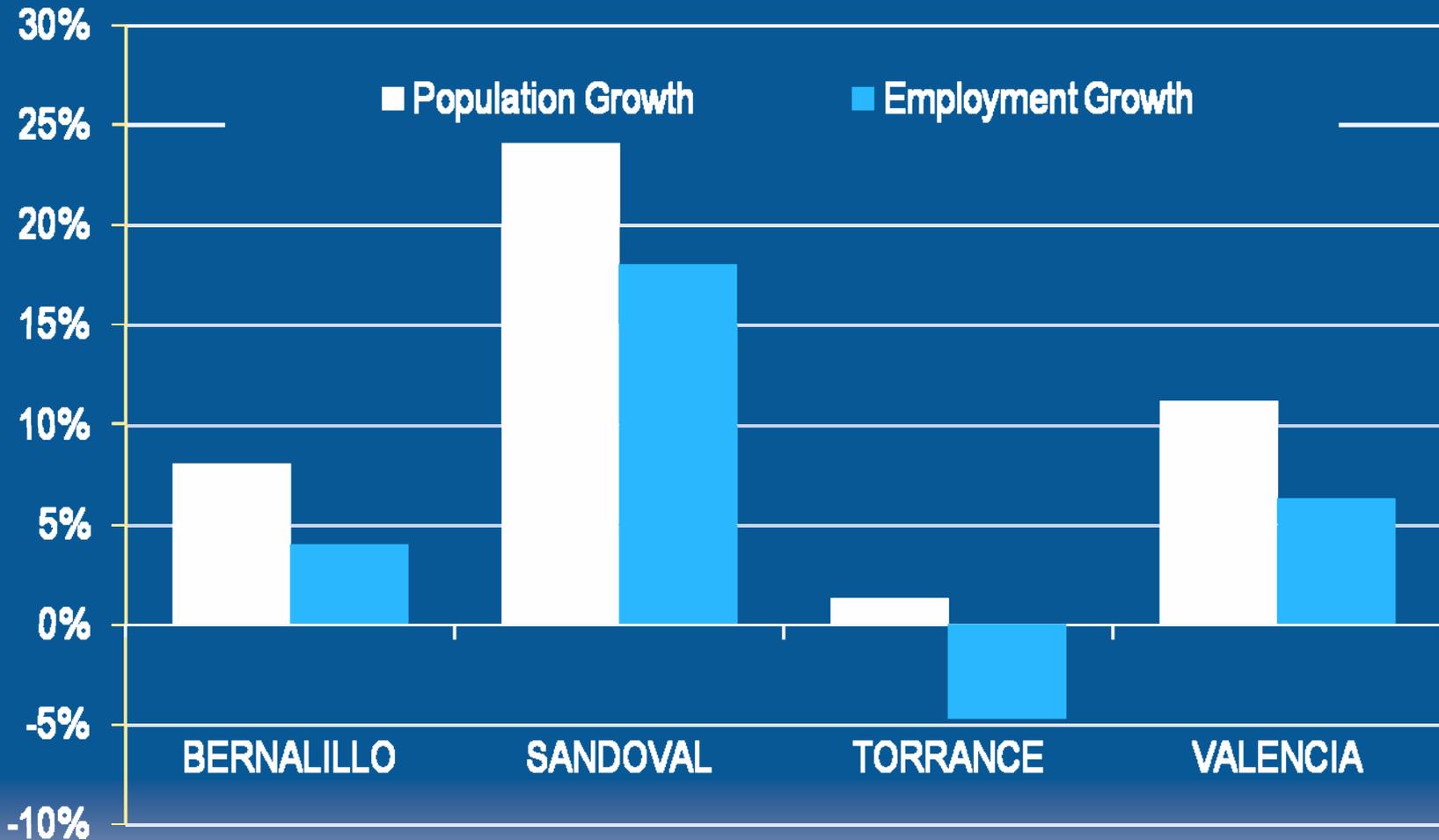


# County Snapshot, 2008

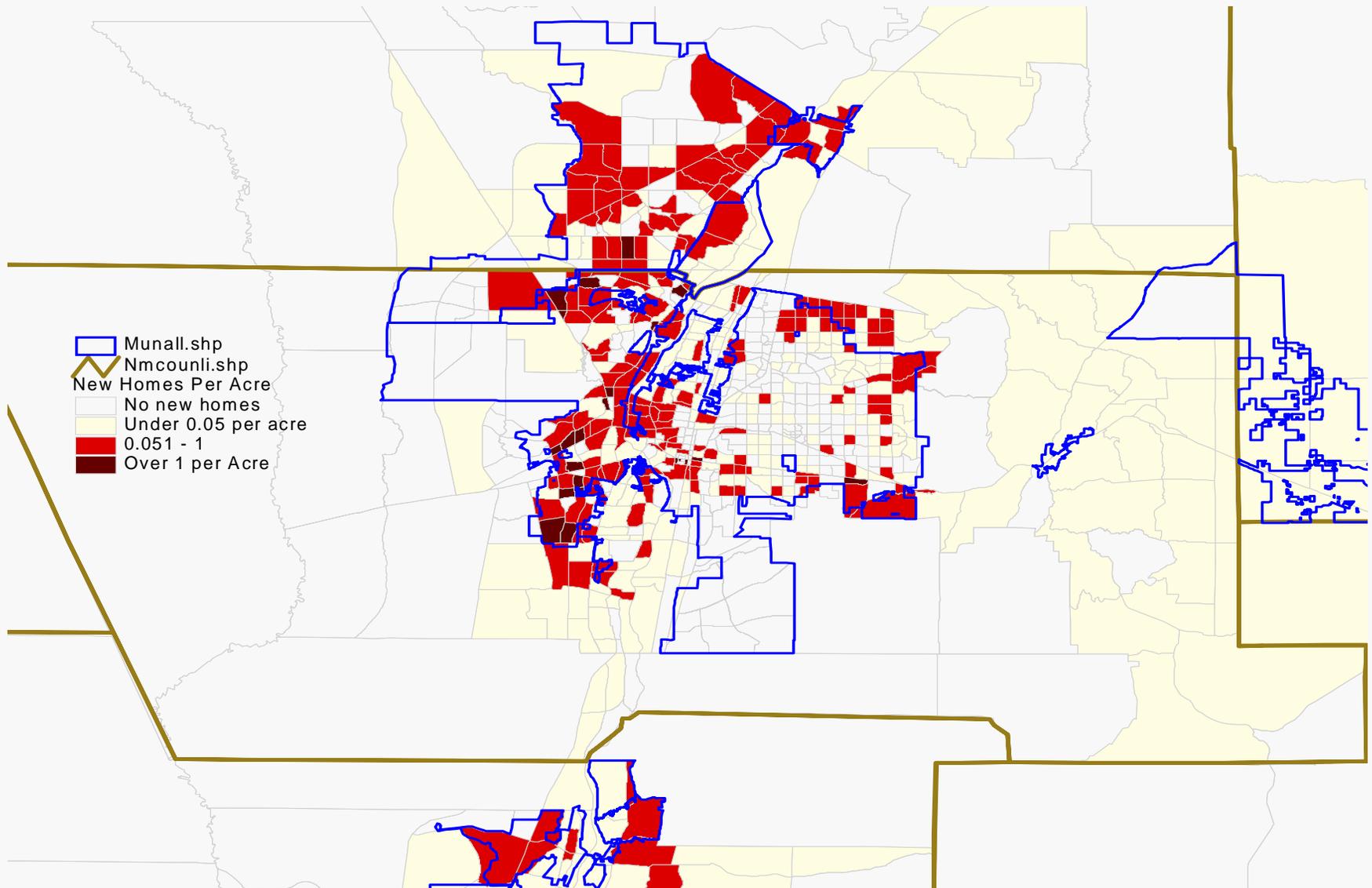
2008	POPULATION	EMPLOYMENT
BERNALILLO	649,916	361,456
SANDOVAL	127,928	36,082
TORRANCE	17,923	4,333
VALENCIA	77,545	18,548
TOTAL	873,312	420,419



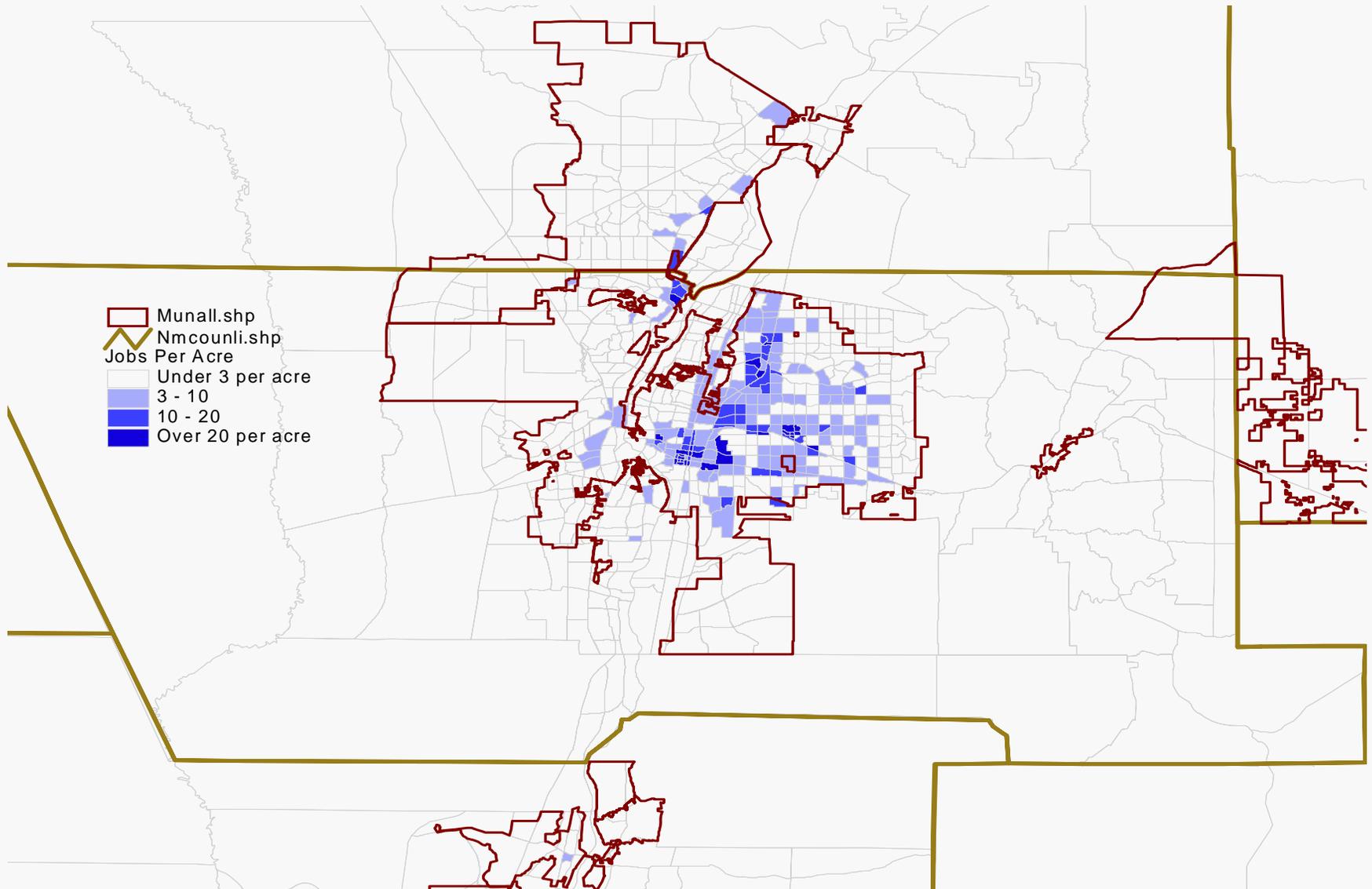
# County Growth, 2004 - 2008



# New Housing, 2004 - 2008



# 2008 Employment Distribution



# New Population Projection

	2005	2015	2025	2035	% Growth 2005 - 2035
Bernalillo	614,508	811,861	993,650	1,166,590	90%
Sandoval	107,104	144,087	182,592	217,806	103%
Torrance	18,282	22,184	26,990	31,007	70%
Valencia	71,459	89,045	107,294	123,212	72%
4-County Area	821,202	1,079,691	1,325,935	1,538,616	87%

The 4-County Area is projected to top 1 million by 2015.  
Key contributors to this growth are both migration  
and an aging population.



# Compared with the 2030 MTP Population Projection

	2030 Old	2030 New	Difference
Bernalillo	759,000	1,080,297	321,297
Sandoval	197,182	200,822	3,640
Torrance	27,479	29,132	1,653
Valencia	128,922	115,416	-13,506
4-County Area	1,112,583	1,425,668	313,085



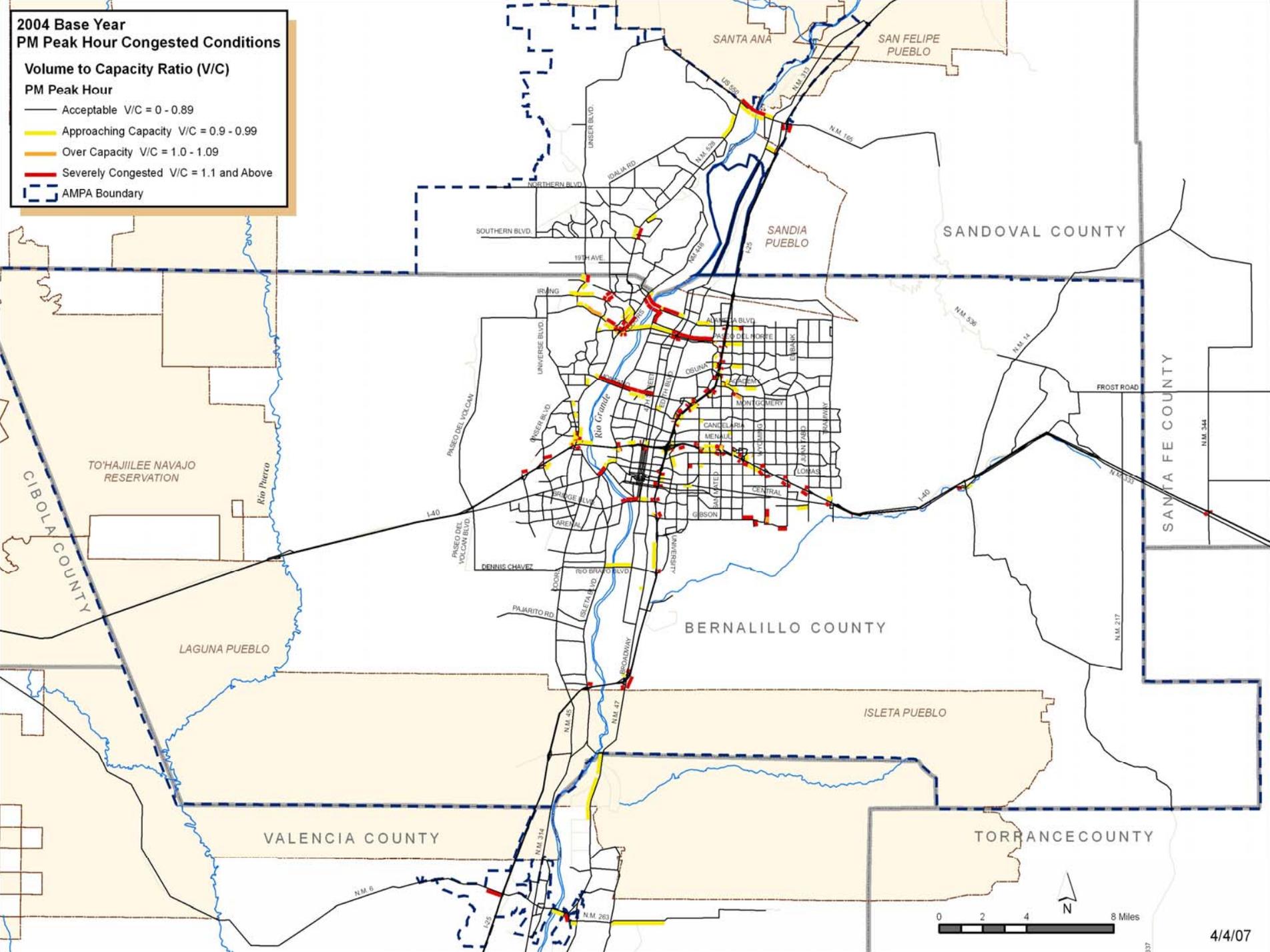
# Roadway Measures

## PM Peak Hour and Daily Measures

PM Pk Hr	2004	2008	% Change	Annual Growth Rate
VMT	1,446,673	1,631,621	12.8%	3.1%
VHT	38,048	45,944	20.8%	4.8%
VHD	6,819	10,602	55.5%	11.7%
Lane Miles Congested	122	192	57.6%	12.1%
<b>Daily</b>				
VMT	16,130,468	18,136,752	12.4%	3.0%
VMT/Capita	23.67	23.9	0.8%	0.2%
<b>Socioeconomics/Model Input</b>				
Population	683,494	758,769	11.0%	2.6%
Employment	380,132	397,619	4.6%	1.1%

**2004 Base Year  
PM Peak Hour Congested Conditions**

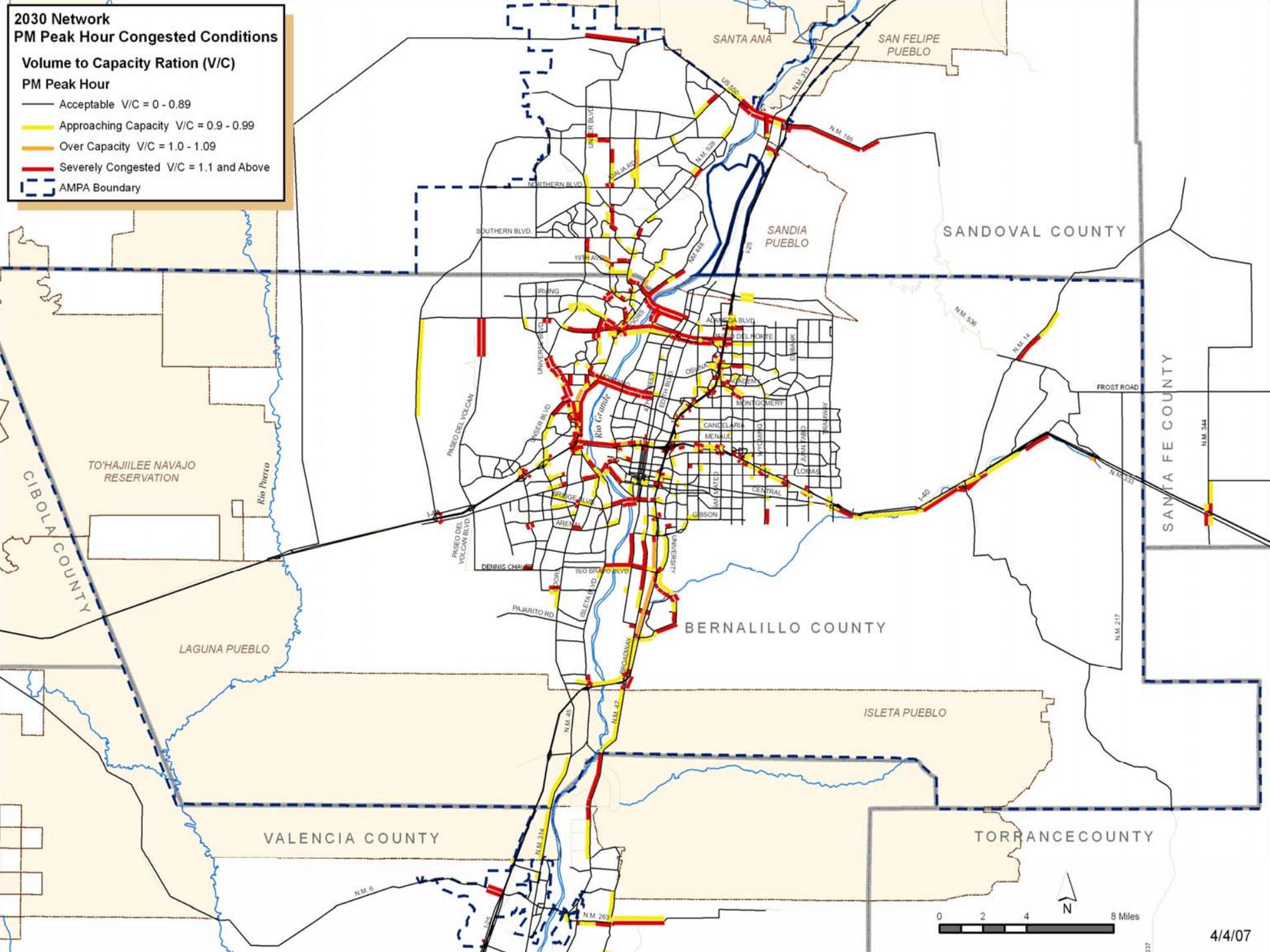
- Volume to Capacity Ratio (V/C)**  
**PM Peak Hour**
- Acceptable V/C = 0 - 0.89
  - Approaching Capacity V/C = 0.9 - 0.99
  - Over Capacity V/C = 1.0 - 1.09
  - Severely Congested V/C = 1.1 and Above
  - AMPA Boundary



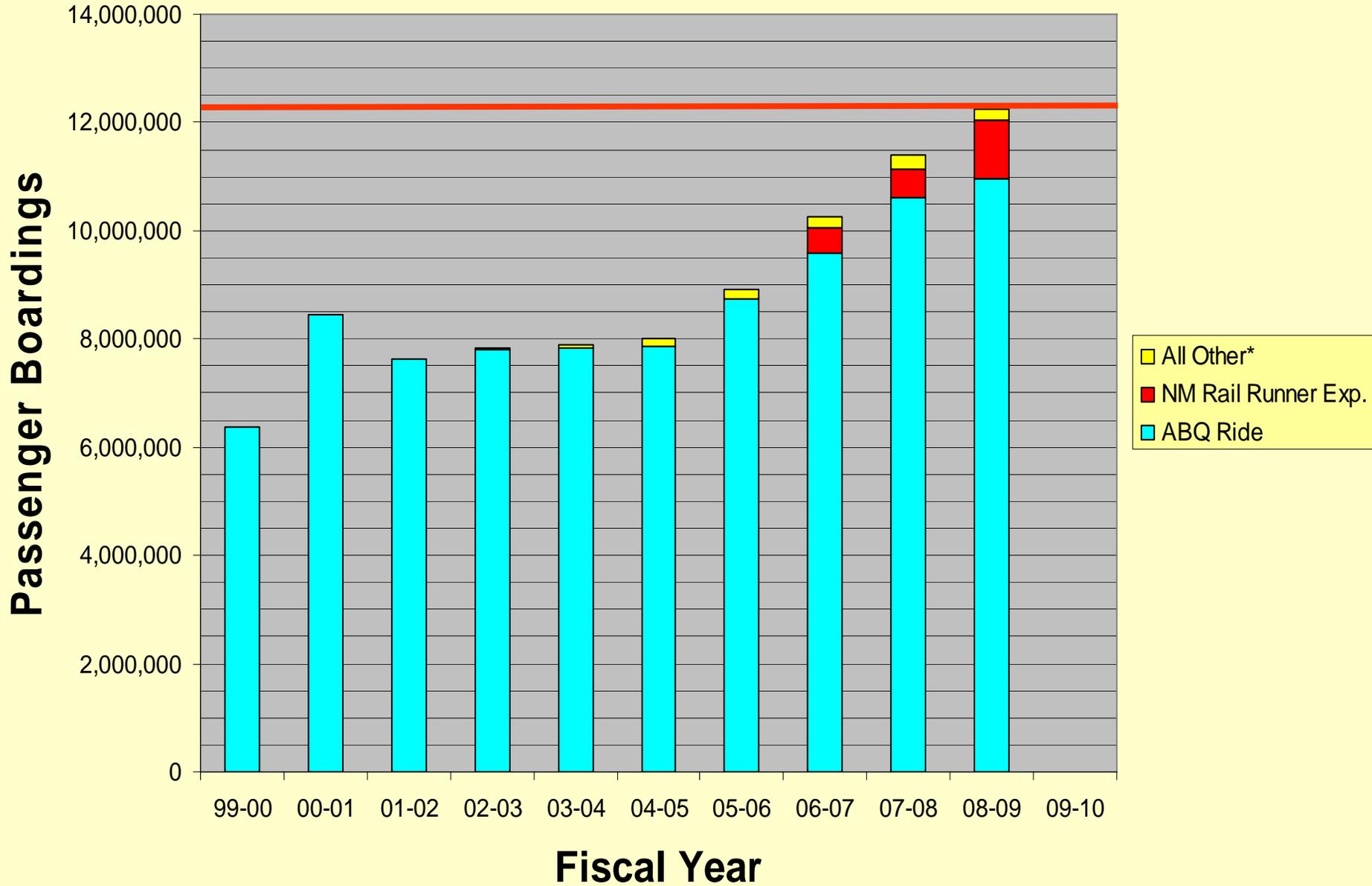
**2030 Network  
PM Peak Hour Congested Conditions**

**Volume to Capacity Ratio (V/C)**  
PM Peak Hour

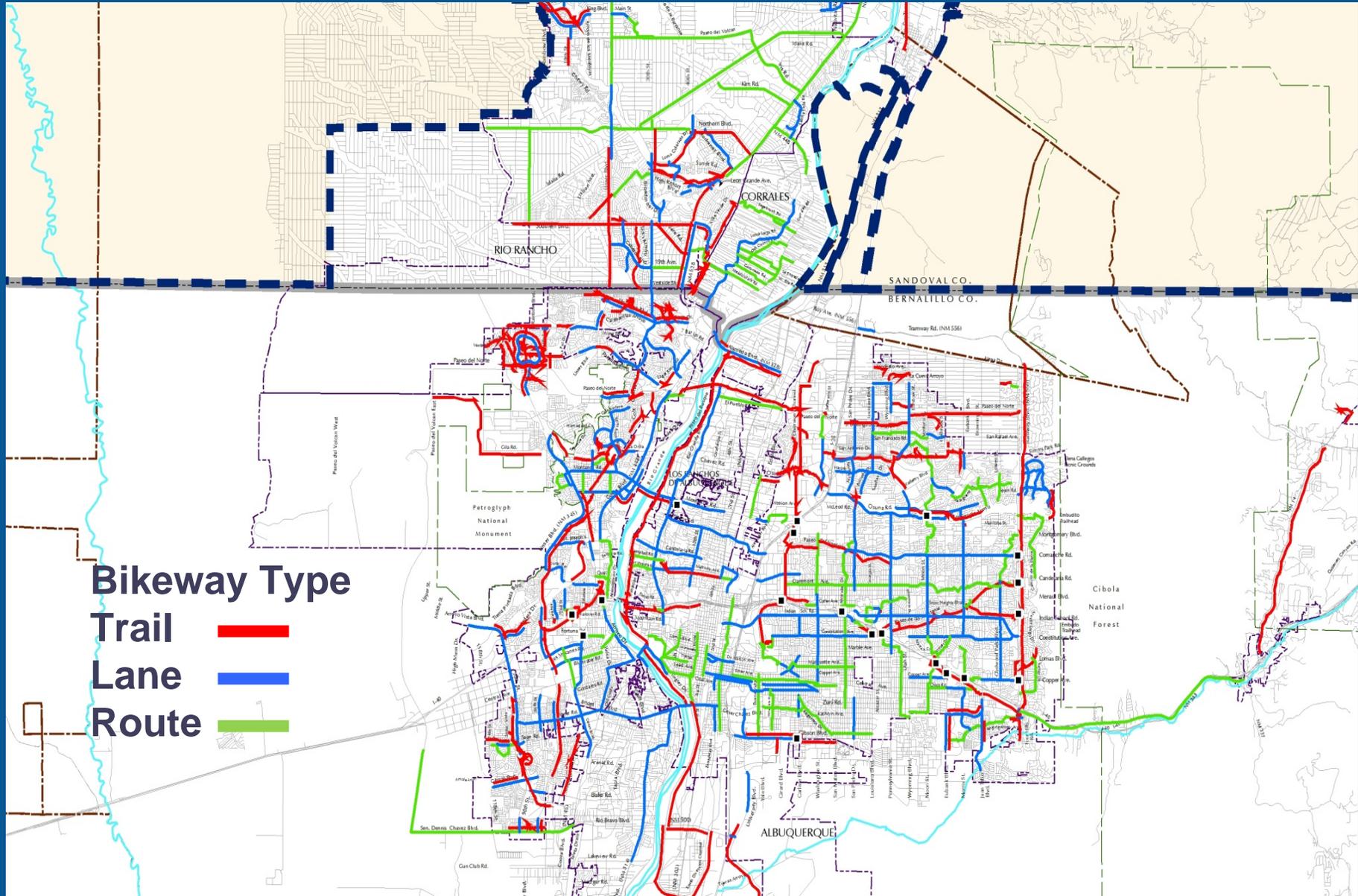
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# Transit Ridership in the Albuquerque Metropolitan Statistical Area



# 2008 Bikeway Facilities

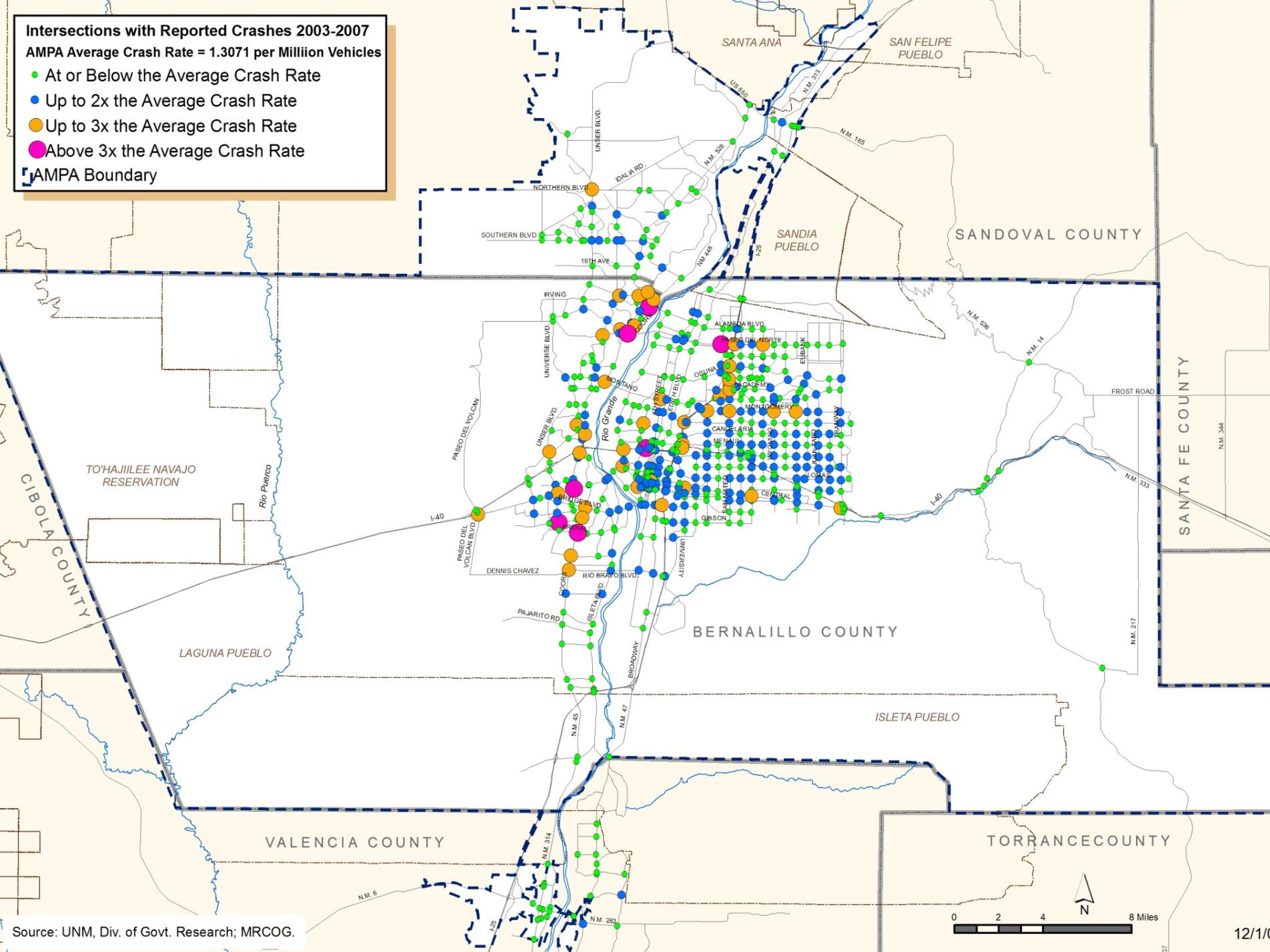


### Intersections with Reported Crashes 2003-2007

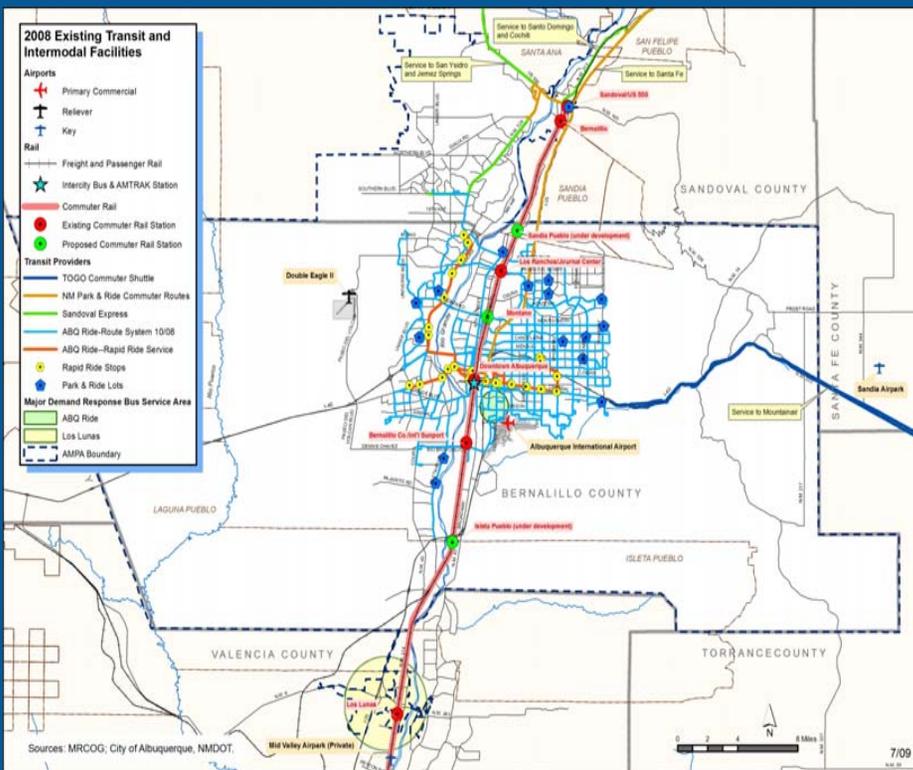
AMPA Average Crash Rate = 1.3071 per Million Vehicles

- At or Below the Average Crash Rate
- Up to 2x the Average Crash Rate
- Up to 3x the Average Crash Rate
- Above 3x the Average Crash Rate

▭ AMPA Boundary

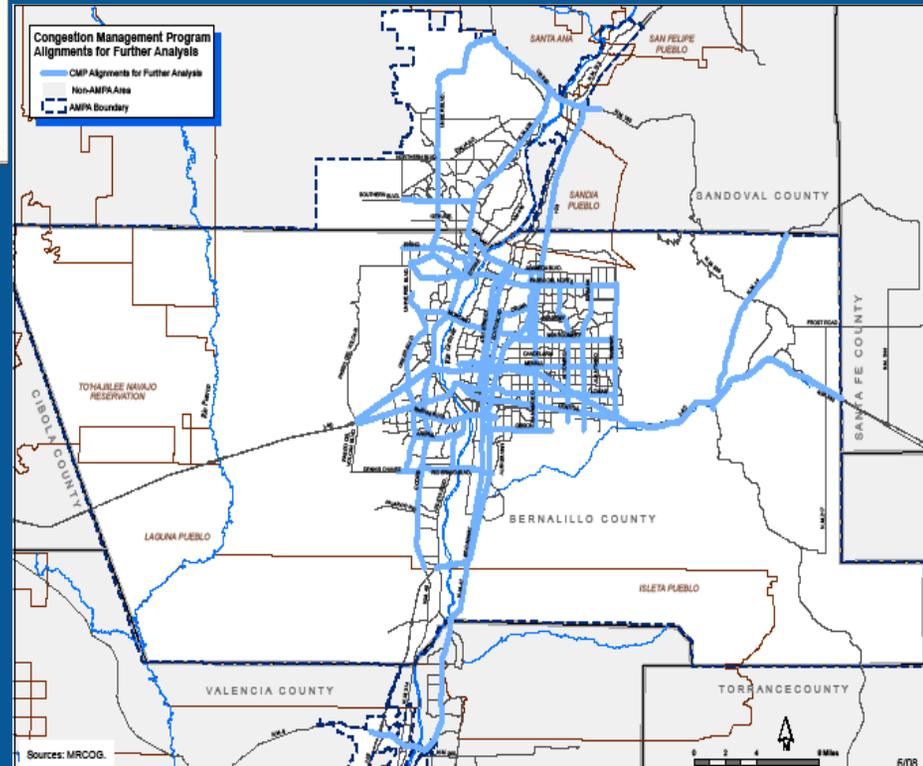


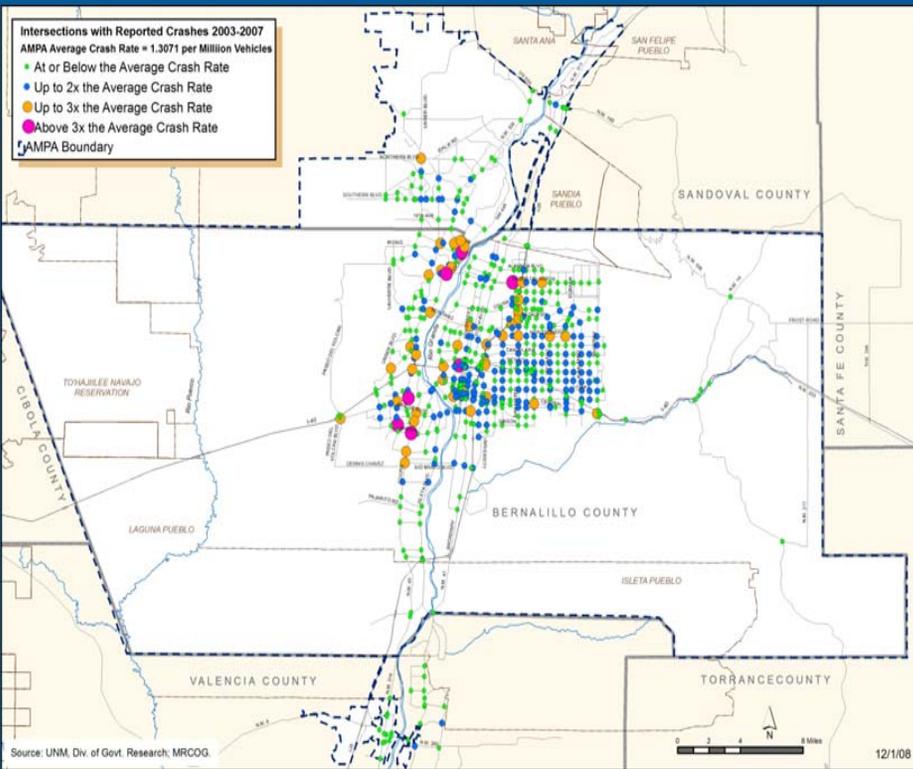
Source: UNM, Div. of Govt. Research; MRCOG.



# Transit Facilities

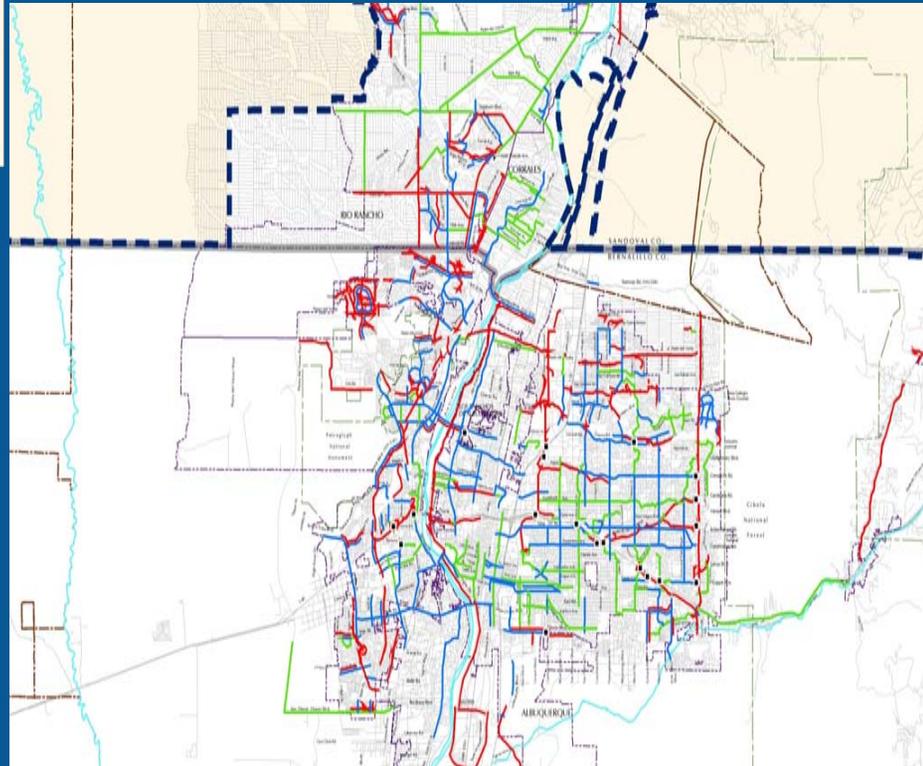
# Congested Roadways





## Crash Data

## Bicycle Facilities





# Questions/Comments

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