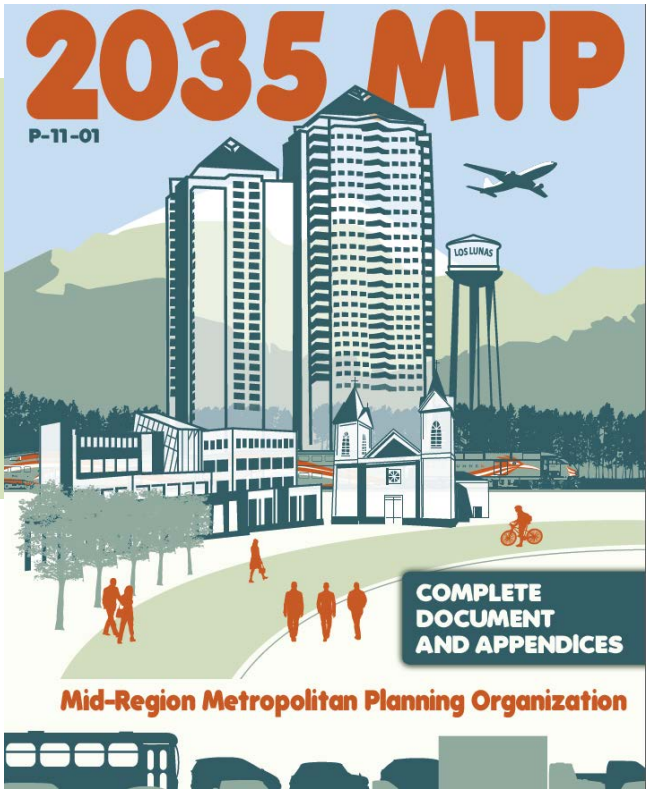
Monitoring the Progress of the 2035 MTP

Second Monitoring Report of the *2035 MTP*



Mid-Region Metropolitan Planning Organization

April 2015

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Second Report on the Progress of the *2035 MTP*

Mid-Region Metropolitan Transportation Planning Organization

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Introduction

The *2035 Metropolitan Transportation Plan (MTP)* was the Albuquerque Metropolitan Planning Area's long-range transportation plan between July 2011 and June 2015 (the update to the *2035 MTP* is the *Futures 2040 MTP*, slated for adoption in April 2015 and federal approval in June 2015). Adopted by the Metropolitan Transportation Board (MTB) in April 2011 and approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in June 2011, the *2035 MTP* included an objective to measure progress being made toward achieving regional transportation goals. To assess progress toward the plan's three goals—Quality of Life, Mobility of Goods and People, and Economic Activity and Growth—performance-related data has been analyzed against baseline measures and work completed toward meeting goals and objectives has been reviewed and assessed. Monitoring the plan on a regular basis allows for a continuous evaluation and for a change in approach to be made if the plan is not achieving its desired outcomes. Results from the latest assessment are presented in this report, the second round of monitoring the progress of the MTP. The first assessment was done in 2013.

Because much of the data and information used to monitor the progress of the *2035 MTP* does not significantly change in the course of a single year, MRMPO monitored the plan on a cycle of every other year. The first monitoring report was released in 2013, and this second report update published as an appendix in the *Futures 2040 MTP*. Through the exercise of completing the first report, MPO staff learned that certain performance measures and action items needed to be altered to better understand the degree of change occurring between the rounds of reporting. This may be due to changing data sources or the discovery of more accurate methodologies, etc. In addition, it became clear that certain monitoring items included those over which MRMPO has no control. Nevertheless, those items are still reported to give readers a sense of how the region is doing toward meeting goals of the *2035 MTP*.

With the new federal surface transportation law, MAP-21, performance measures are now being emphasized to a greater degree for long-range transportation planning. Federal guidance and requirements for performance measures and targets under MAP-21 may replace the performance targets and action items developed for the *2035 MTP*. In other words, this may be the final iteration of the *2035 MTP* Monitoring Report, but that is not to say monitoring the region's progress toward the goals of the MTP will end, rather it will likely be performed in a different manner and in accordance with MAP-21 guidance.

Results of the Second *2035 MTP* Monitoring Report

Progress toward meeting the quality of life, mobility, and economic activity and growth performance targets and action items to date has been mixed, although mostly positive. Out of 34 indicators, five were assessed as having no progress or negative progress made toward the goals. Nine indicators were assessed as neutral, meaning any progress toward the goal is unable to be determined. The remaining 20 indicators showed progress being made toward the goals. Results are summarized in the matrix below.

In looking at the results, it should be emphasized that the purpose of this monitoring exercise is not to track the progress of MRMPO in pursing and achieving the goals of the MTP. Rather, the purpose is to help track the region's progress toward achieving the goals and objectives of the MTP. It is not the responsibility of MRMPO alone to implement the *2035 MTP*; it is the collective task of the agencies and jurisdictions that comprise the Albuquerque Metropolitan Planning Area. This document summarizes the efforts that have been made around the region toward reaching the MTP's goals and highlights MRMPO's role in those efforts. Ultimately, achieving the desired outcomes identified in the *2035 MTP* will require ongoing coordination and commitment from a range of parties. As this document describes, a number of important steps toward these desired outcomes have been made.

Figure E-1: Performance Summary Matrix

Performance Targets	**Progress**	**Quality of Life Action Items**	**Progress**	**Mobility of People and Goods Action Items**	**Progress**	**Economic Activity and Growth Action Items**	**Progress**
Quality of Life Performance Targets		Support plans for implementation of alternative fuels and infrastructure	=	Encourage increased transit services on Primary Transit Improvement Corridors	↑↑	Coordinate regional growth strategies with the transportation network	↑↑
Air Quality-Maintain VMT per capita rates at or below 2008 levels	↑↑	Develop strategies/plans for prioritizing safety improvements	↑↑	Complete Bus Rapid Transit study for the Northwest Metro Area	↑↑	Assess economic impacts of transportation projects & TOD	↑↑
Increase accessibility to transit for environmental justice areas	=	Develop livable/sustainable community measures	↑↑	Analyze levels of people movement (peds, transit riders, motorists & passengers) rather than vehicle traffic alone	↑↑	Support development of Transportation Demand Management activities	↑↑
Reduce fatal and injury crashes by 2.3% per year	↓↓	Pursue the use of built environment health impact assessments	=	Increase involvement in Safe Routes to School programs and school siting	=	Assess economic impacts of various land use scenarios	↑↑
Improve bridge and pavement conditions compared to 2008 levels	=	Identify locations for improved pedestrian facilities using the PCI	↑↑	Assess & improve connectivity of thoroughfare system & local streets to improve walkability & better distribute vehicle traffic	↑↑	Work on measuring and evaluating the combined housing and transportation costs for the region	↑↑
Mobility of People and Goods Performance Targets		Support incorporation of complete streets principles into plans & policies; develop roadway design document	↑↑	Close gaps in the regional bicycle network	↑↑	Identify transportation projects to be constructed through arrangements with private sector parties	↓↓
Increase transit mode share along river crossings	=	Support the convenience and safety of non-motorized modes of travel	↑↑	Support the expansion of park and ride facilities	↑↑	Support incorporation of TOD principles into local development plans, policies	↑↑
Increase non-single occupancy vehicle trips	↓↓	Investigate regional strategies for mitigating/adapting to climate change	↑↑	Identify locations for dedicated transit facilities, ROW acquisition & signal improvements	↑↑	Assist local gov'ts in reviewing truck restrictions, policies for efficient movement of goods	=
Implement high priority CMP strategies	↓↓						
Economic Activity & Growth Performance Targets							
Target transportation investments that improve connectivity and mobility in high activity density areas	↓↓						
Increase transit services and thoroughfare connections to locally-designated activity centers and rail station areas	=						
Reduce average household combined cost of housing and transportation compared to costs in 2010	=						

Key: = ↑↑ Progress being made; ↓↓ = Decline in progress; = = No progress being made/unable to determine progress

Monitoring the Progress of the *2035 MTP*

The *2035 MTP* introduced a performance monitoring element into the region's long range transportation plan to measure progress being made toward achieving regional transportation goals. Progress is evaluated by assessing current performance-related data against baseline measures (from 2008), and by reviewing work completed on specific tasks relating to overall MTP goals and identified action items.

Monitoring the plan on a regular basis allows for a continuous evaluation and for changes in approach to be made if the plan is not achieving its desired outcomes. The *2035 MTP* set specific performance targets and action items against which to measure and monitor the progress of the plan and determine whether or not the three primary goals—*preserve and improve quality of life*, *mobility of people and goods* and *support economic activity and growth*—are being met.

Performance Targets and Action Items

Two types of performance measures were developed for the *2035 MTP*: performance targets and action items.

1. **Performance targets** directly link to the goals and objective statements of the *2035 MTP* and consider the transportation system as a whole. The performance targets for the MTP are primarily quantitative.
2. **Action items** are qualitative objectives identified to measure progress made toward MTP goals. They are task-oriented and were derived from commitments made in the MTP.

Following is the assessment of how each of the performance targets and action items for the *2035 MTP* goals are being met and, then, a description of progress made toward these performance measures. Action items and a brief report about work completed on the action item is provided next.

Note that this is the second iteration of monitoring. The first monitoring report was released in 2013 as a stand-alone report and this second report is released with the *Futures 2040 MTP* in its appendix.

Quality of Life Indicators

Quality of Life Performance Targets

Objective Statement

Enhance the livability, safety, and environmental conditions of the region through proactive, responsible, equitable and sustainable transportation decisions.

Performance Targets

Performance Target	2015 Progress Toward Performance Target
1. Maintain VMT per capita at or below 2008 levels	

Performance Target	2015 Progress Toward Performance Target
2. Increase accessibility to transit for environmental justice areas	

Performance Target	2015 Progress Toward Performance Target
3. Reduce fatal and injury crashes by 2.3% per year	

Performance Target	2015 Progress Toward Performance Target
4. Improve bridge and pavement conditions compared to 2008 levels	

Key:  =Progress being made;  = Decline in progress;  = No progress being made/unable to determine progress

1. Maintain vehicle miles traveled (VMT) per capita at or below 2008 levels

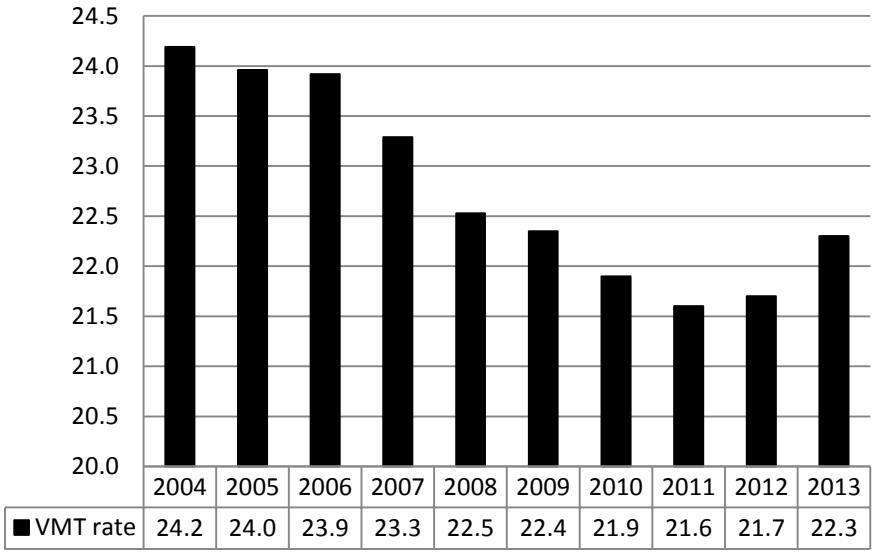
PROGRESS MADE TOWARD PERFORMANCE TARGET 

Between 2008 and 2011, vehicle miles traveled (VMT) rates in the AMPA declined from 22.5 to 21.1 vehicle miles traveled per capita, which represents a 6.2 percent decrease. Although rates increased in 2012 (22.3), rates have remained at or below 2008 levels, which was the performance target.

Reducing VMT is a key strategy for maintaining air quality in the region. For the purpose of monitoring the *2035 MTP*, VMT is used as a proxy to gauge progress made toward air quality maintenance and improvement.

Numerous factors contribute to reductions in VMT, including gas prices and the economy. The decline in regional VMT per capita is attributed in part to the economic recession that started in 2007, but not fully since the decline started before the recession. Another factor is changing travel mode preferences among the travelling public. Although MRMPO and its member governments and partner agencies have no control over economic conditions or gas prices, MRMPO can work on maintaining and even reducing VMT by improving the transportation system for all modes, through transportation demand management (TDM) efforts, and supporting smart growth efforts and policies.

Figure 1-1: AMPA VMT Per Capita Rates, 2004-2013



	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
VMT rate	24.2	24.0	23.9	23.3	22.5	22.4	21.9	21.6	21.7	22.3

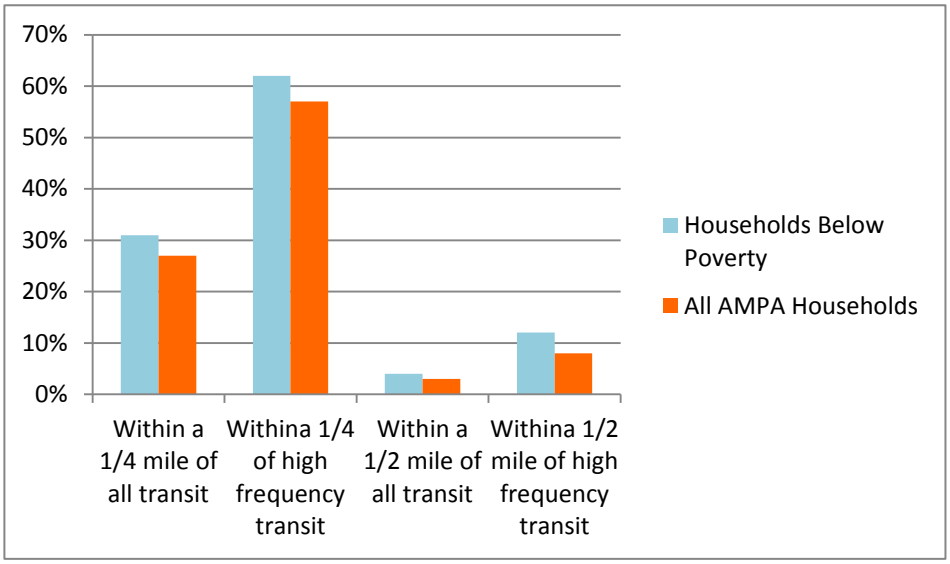
Source: DGR, MRCOG

2. Increase accessibility to transit for Environmental Justice areas

PROGRESS MADE TOWARD PERFORMANCE TARGET =

This performance target examines the accessibility of environmental justice populations (minority and households below the poverty level) to transit. The percentage of identified minority and low-income populations in the region that lives within ¼ mile and ½ mile of all transit and high frequency transit, respectively, was measured. The methodology for measuring this performance target has changed twice since the original calculation was made in the *2035 MTP*. Part of this was a result of new data from the 2010 U.S. Census (in 2008, 2000 U.S. Census data was used; in 2012, 2010 U.S. Census data was used; in 2015 American Community Survey Data was used for the revised 2012 analysis) and the other part was simply because of changes in the preferred methodology over the years. Therefore, the 2008, 2012 and updated 2012 numbers do not offer an accurate comparison. Revised 2012 numbers as presented in the *2040 MTP* are shown here and are not compared to previous calculations. Nevertheless, where new communities were identified, environmental justice populations and their proximity to transit (including new transit service) was calculated[1]. The transit network for 2013 was used. According to the most recent analysis done for the *2040 MTP*, access to transit service for environmental justice communities compared to the overall AMPA population was mixed. The percent of minority populations within both ¼ and ½ mile of transit in 2012 was slightly lower than for the AMPA population as a whole. On the other hand, for households below the poverty level, a higher percentage of those households had access to transit compared to the overall AMPA population. The household poverty level metric is arguably the more telling one since the AMPA has such a relatively high number of minority residents. In other words, with the AMPA's very diverse ethnic make-up, income status tells us more about challenges faced by a group compared to their minority status. In this regard, then, whether intentional or not, the region is doing fairly well in providing good access to transit for low-income populations.

Figure 1-2: Low Income Household Access to Transit Service Compared to AMPA as a Whole, 2012



In addition to transit accessibility for environmental justice communities, MRCOG's Job Access Reverse Commute program is partnering with the Esperanza Community Bike Shop to help low-income residents earn a bike to improve transportation options and mobility for those residents.

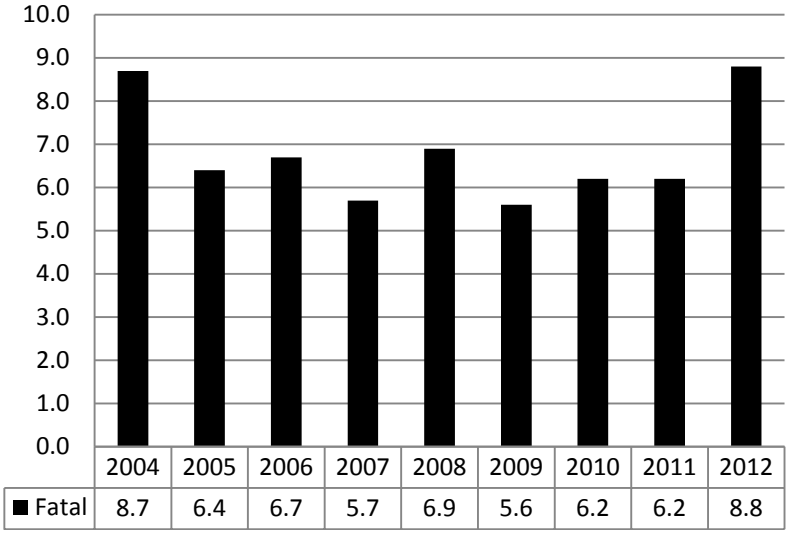
[1] Environmental justice communities were identified using minority status and household poverty data along with population density to identify where there are concentrations of environmental justice populations.

3. Reduce fatal and injury crashes by 2.3 percent per year

PROGRESS MADE TOWARD PERFORMANCE TARGET

Fatal crash rates have increased in the AMPA since 2008, and therefore the safety performance target of reducing fatal crashes by 2.3 percent per year has not been met. Injury crash rates have increased between 2008 and 2011 but dropped between 2011 and 2012. The injury crash rate in 2012 is close to where it would be had a goal of 2.3 percent reduction per year been met, but is still slightly short of where that would have placed the injury crash rate in 2012 (490 crashes per 100,000 population). Strategies on how to further improve safety in the region should continue to be pursued.

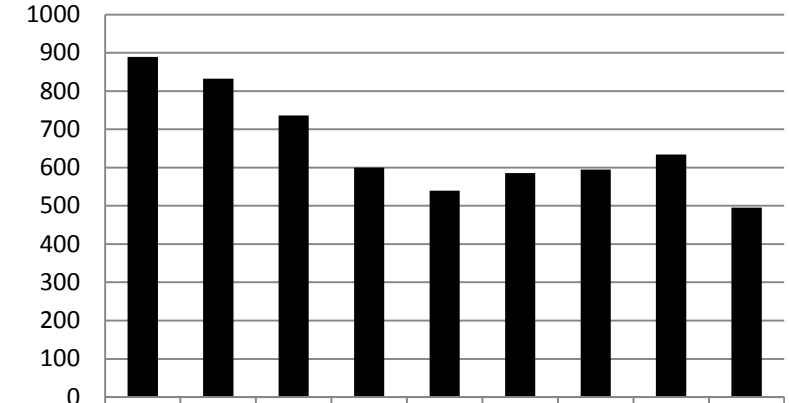
Figure 1-3: Fatal Crash Rates (per 100,000 population) in the AMPA, 2004-2012



	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal	8.7	6.4	6.7	5.7	6.9	5.6	6.2	6.2	8.8

Source: DGR, MRCOG

Figure 1-4: Injury Crash Rates (per 100,000 population), 2004-2012



	2004	2005	2006	2007	2008	2009	2010	2011	2012
Injury	889	832	736	600	540	586	595	634	495

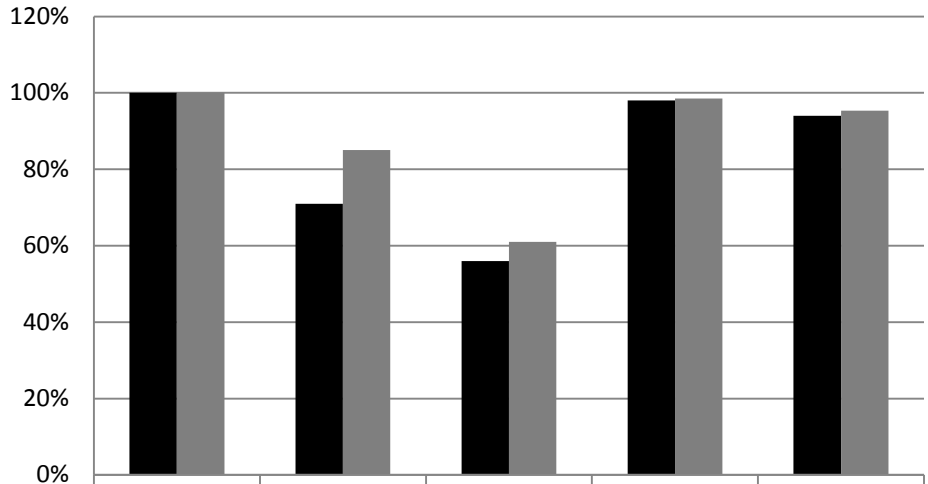
Source: DGR, MRCOG

4. Improve bridge and pavement conditions compared to 2008 levels

PROGRESS MADE TOWARD PERFORMANCE TARGET =

According to updated pavement condition data from Bernalillo County, the City of Albuquerque, the City of Rio Rancho, and District 3 of the New Mexico Department of Transportation, pavement conditions in the region have for the most part improved, particularly in Albuquerque and Rio Rancho. Conditions reported here are the same as the ones reported in the 2013 monitoring report (no new data has been obtained since 2012 as member data consolidation is still in process and tied to the NMDOT's Asset Management Program, which is still in development).

Figure 1-5: Pavement Conditions, 2008 and 2012



	Bernalillo County	City of Albuquerque	City of Rio Rancho	District 3 Interstate	District 3 Non-Interstate
% Fair and Above 2008	100%	71%	56%	98%	94%
% Fair and Above 2012	100%	85%	61%	99%	95%

**Note that Bernalillo County ranks all of its roadways as "Fair" or "Good"*

Quality of Life Action Items

Q1) Support plans for implementation of alternative fuels and infrastructure 

MRMPO staff has coordinated with PNM staff regarding the installation of electric-vehicle (EV) charging stations. PNM has installed a small but growing number of stations and is exploring the installation of additional charging facilities. PNM is working with individual companies and private sector parties who wish to install electric-vehicle charging stations across the AMPA. At this time electrical connections are provided by PNM based on individual demand rather than comprehensive regional effort at this stage. Opportunities exist to expand EV charging station infrastructure and to support a more formal and comprehensive set of facilities.

Q2) Develop strategies/plans for prioritizing safety improvements 

A regional safety plan with strategies for improving conditions and safety for travelers is currently under development. MRMPO has been involved in two Road Safety Audits as well as other safety training workshops, including one that dealt with multi-modal level of service. Knowledge and skills being gleamed from these audits and safety-related workshops and training are being applied in the regional safety plan.

Q3) Develop livable/sustainable community measures 

In the midst of the development of the *2035 MTP*, the HUD/DOT/EPA Partnership for Sustainable Communities introduced six principles of livability as part of a multi-agency effort geared toward creating more livable and sustainable places. MRMPO considered the incorporation of these measures into the goals and objectives of the *2040 MTP* but rather than explicitly incorporating these measures, they are all included in the *2040 MTP* in various ways as shown in brackets in the list below of the six principles of livability:

1. ***Provide more transportation choices***. [Included as a Mobility goal objective: "Expand Transportation Options."]
2. ***Promote equitable, affordable housing***. [Combined costs of housing and transportation affordability in the region are investigated and tracked through both the MTP and the MTP monitoring process.]
3. ***Enhance economic competitiveness***. [Economic Vitality is one of the four key goals of the MTP, and along with it are three economic-related objectives. The *2040 MTP* also includes a section that looks at the ties between the economy and transportation, including the economic implications of increased network efficiency, savings gained from maximizing existing infrastructure, and targeted investments to attract and retain young professionals.]
4. ***Support existing communities***. ["Maintain existing infrastructure" is an objective under the Mobility goal and supports existing communities. This principle is also promoted in the Preferred Scenario, which encourages more compact development patterns that take advantage of existing infrastructure and reduce service expansion costs, among other benefits.]
5. ***Coordinate policies and leverage investment***. [The MTP Scenario Planning effort calls for coordinating policies among the various jurisdictions to help achieve the principles of the Preferred Scenario. The *2040 MTP* encourages leveraging transportation investments to benefit the economy and prioritizing transportation investments that will help promote a more vital economy.]
6. ***Value communities and neighborhoods***. [The Preferred Scenario encourages the development of activity centers that reflect community values and have unique attributes. The *Long-Range Transportation System Guide* encourages roadways to be developed in a way that matches the surrounding land uses.]

Although not developed explicitly in response to the FHWA's livability measures, the *2035 MTP* and *2040 MTP* did include performance targets and action items that address livability/sustainable community measures (i.e., reducing the combined household costs of housing and transportation; increasing non-single occupancy vehicle trips to work; closing gaps in the regional bicycle network; increasing transit to activity centers and rail stations; and increasing transit mode share on river crossings).

In addition, the Project Prioritization Process used to help select projects for federal funding includes livability and sustainability-related performance measures, including incentivizing projects that do the following: reduce emissions; include new bicycle or pedestrian facilities; improve transportation options for low-income and minority communities; preserve and enhance existing infrastructure; address congested corridors and corridors with high levels of people movement; serve areas with high population and employment activity; provide connections to transit facilities; and address heavily-used pedestrian areas. Finally, performance measures used to assess the scenarios developed through the scenario planning process included measures that could be considered "livable and sustainable community measures." These included: proximity to activity centers, transit, bicycle facilities and schools, jobs/housing mix in activity centers, amount of new land developed, average commute time, safety, emissions levels, water consumption and development in flood, fire and crucial habitat areas.

Q4) Pursue the use of built environment health impact assessments 

MRMPO staff is considering changing and broadening the intended focus of the health impact assessments.

In a related effort, MRMPO staff has been working on the Community Transformation Grant with Bernalillo County in an effort to reduce disparities and improve health. This effort includes study into how the built environment plays a role in that.

Q5) Identify locations for improved pedestrian facilities using the Pedestrian Composite Index 

The Pedestrian Composite Index (PCI) is a tool that helps communities evaluate pedestrian needs on a regional scale. The Index evaluates factors that attract pedestrians and factors that make walking difficult in a given area. The PCI is also used to show the factors that push local areas into the "high regional priority" classification for pedestrian improvements.

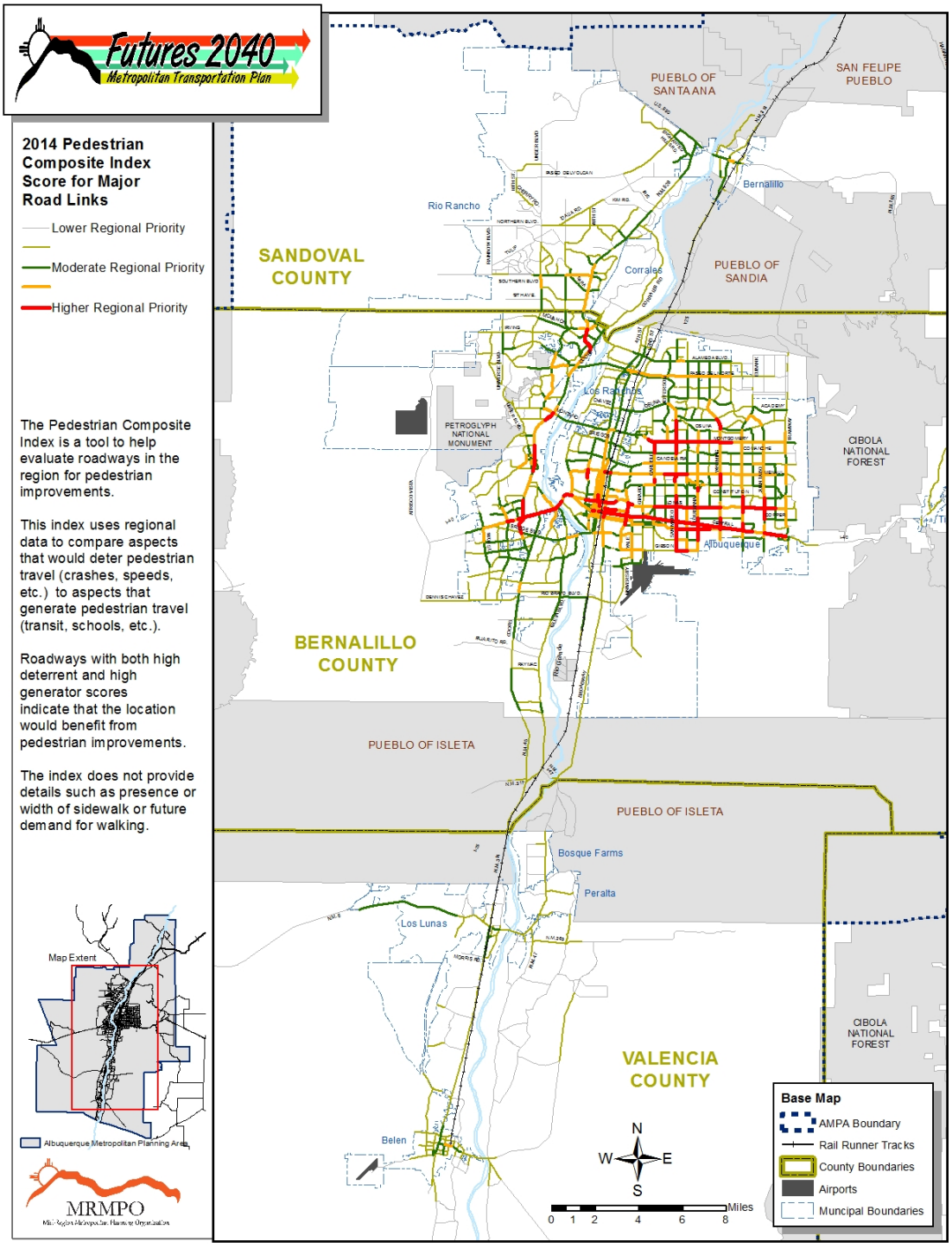
Since the 2012 Metropolitan Transportation Plan Monitoring Report, the Pedestrian Composite Index has been updated to include more recent data and local agencies have used the PCI to evaluate pedestrian issues in local areas. The following areas have been evaluated using the PCI:

1. Central Ave (*Central Ave Complete Street Plan: 2st to Girard Blvd*, 2013)
2. Coors Corridor (*Coors Corridor Study,* 2013)
3. East San Jose Pedestrian Analysis (2013)
4. 50-Mile Loop (2014)
5. Uptown area (*Uptown Pedestrian Study*, 2014)
6. Downtown area (*Downtown Walkability Analysis*, 2014)
7. TIP Projects (2015)

The PCI only provides a broad view of pedestrian conflicts. It helps identify the need, but it does not provide recommendations on how to improve the roadside or intersections for pedestrians. In order to bridge this gap

to provide more detailed analysis of the pedestrian environment at specific locations MRMPO organized and held a course on multi-modal level of service in August 2014. This course takes fine-grained information about the roadway (e.g., presence of a sidewalk, sidewalk width, presence of street trees, average weekday traffic, etc.) and approximates the level of pedestrian comfort on the roadway. This model allows practitioners to evaluate how best to accommodate pedestrians in a constrained right-of-way.

Map 1-1: 2014 Pedestrian Composite Index for Major Road Links

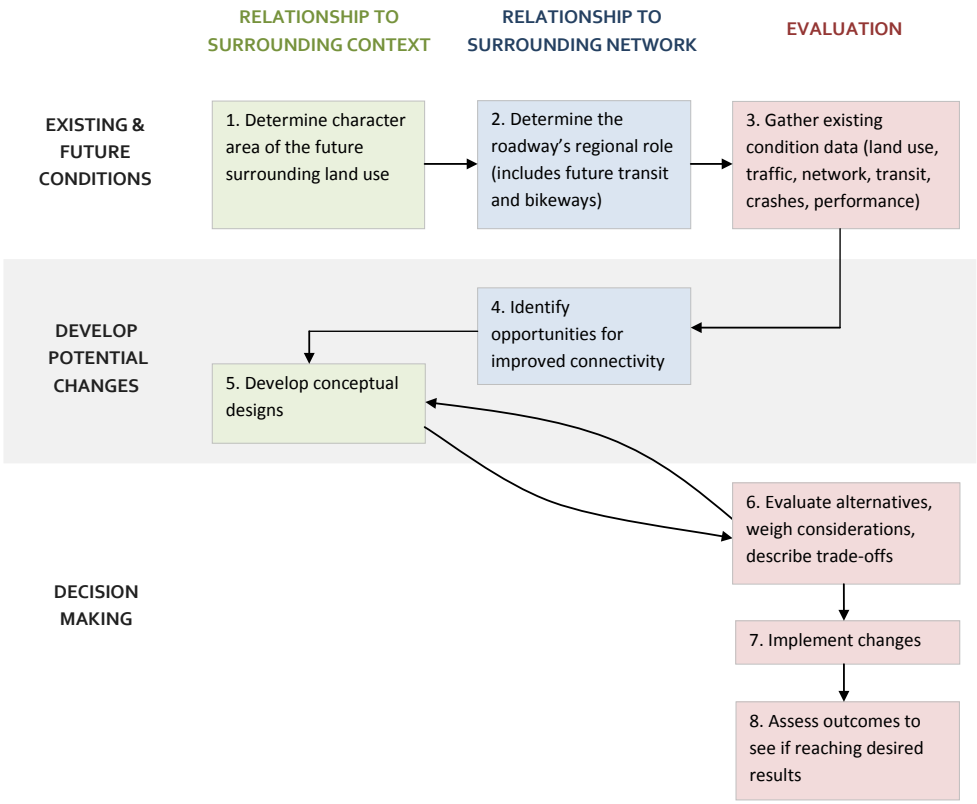


Q6) Support the incorporation of complete streets principles into MPO and local plans and policies and develop a regional roadway design document based on complete streets and context sensitive design elements 

The *Long Range Transportation System Guide* (*LRTS Guide*) is a document developed by MRMPO to incorporate Complete Streets principals into local practices and policies. The *LRTS Guide* uses five guiding principles: 1) Transportation and land use integration, 2) Complete Streets, 3) Connectivity, 4) Support the principles of the preferred scenario, 5) Support other plans and policies. Instead of creating a parallel effort, the *LRTS Guide* identifies a range of opportunities and considerations for the incorporation of the guiding principles into current plans and practices. By taking advantage of current processes, the *LRTS Guide* seeks to provide a more efficient means of integrating Complete Streets into local efforts.

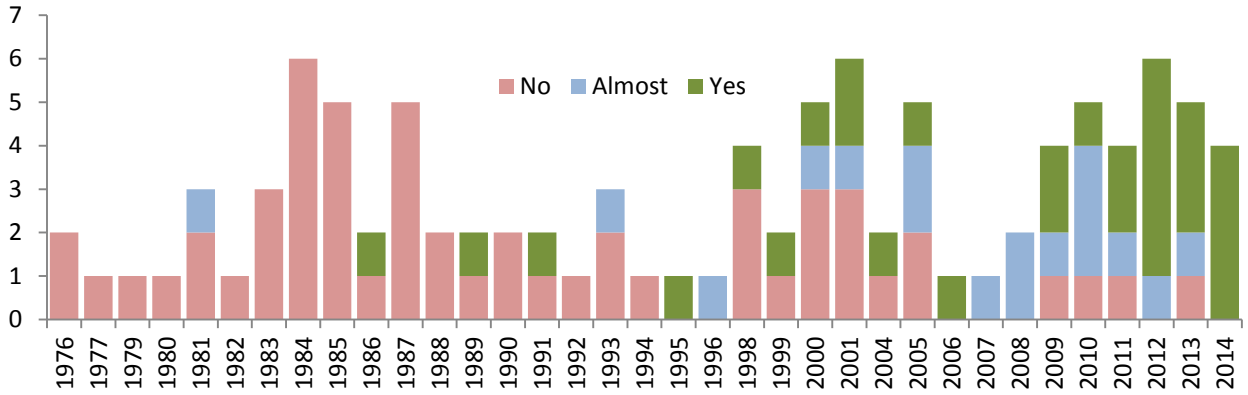
Part of developing the *LRTS Guide* involved looking at practices from other metropolitan planning organizations for best practices. This review helped the development of the *LRTS Guide* in many ways. It was particularly helpful in developing performance measures and a Complete Streets checklist. This comparison can be found at: http://www.mrcog-nm.gov/transportation/metro-planning/health-and-safety?showall=&start=4

Figure 1-6: Complete Streets Decision Making Flow Chart



One of the guiding principles of the *LRTS Guide* is supporting locally adopted plans and policies. A review of the incorporation of Complete Streets principles in locally adopted plans was also completed as part of the guide's development. This effort resulting in an interesting finding: the number of adopted plans including Complete Streets principles has grown substantially over time.

Figure 1-7: Number of Locally Adopted Plans that Include the Accommodation of All Roadway Users by Year



Finally, the most notable support of Complete Streets is the City of Albuquerque's adoption of the Complete Streets Ordinance. This ordinance includes many aspects involving Complete Streets:

- Incorporating the accommodation of all roadway users in capital projects and maintenance projects,
- Traffic calming,
- Mid-block crossing accommodation,
- Multi-modal level of service measures,
- Direction to use Institute of Transportation Engineers Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, National Association of City Transportation Officials Urban Bikeway Design Guide,
- Removal of abandoned curb cuts.

Q7) Support the convenience and safety of non-motorized modes of travel as commuting alternatives ⇧⇧

This action item is being addressed through a variety of efforts described below.

- In August 2014, MRMPO organized and held a course on the use of multi-modal level of service to accommodate all modes in constrained rights-of-way. This course provided an in-depth look at the various trade-off that can be made to improve a roadway's multi-modal performance and it provided methods to measure the effectiveness of these trade-offs.
- MRMPO held a series of *Designing for Pedestrian Safety* workshops led by Federal Highway Administration's Safety Resource Center. These workshops targeted three different high pedestrian crash locations in the region that also have near-term projects planned.
- MRMPO developed the Bernalillo County Pedestrian & Bicyclist Crash Data Analysis report that takes an in-depth look at pedestrian and bicyclist crashes in Bernalillo County. This report helps to call out several major issues. Pedestrian and bicyclist crash maps are also available online.
- MRMPO staff has been involved in several local efforts involving safety from the Loma Larga Road Safety Audit to the Uptown Pedestrian Safety Study and Downtown Albuquerque Walkability Analysis.
- MRMPO participates in the New Mexico Strategic Highway Safety Plan.

Q8) Investigate regional strategies for mitigating/adapting to climate change 

The Central New Mexico Climate Change Scenario Planning Project identified ways the region could adapt to climate change impacts – largely through reducing the region's footprint and by minimizing growth in at-risk locations – and strategies to mitigate climate change through greenhouse gas emissions reduction. Mitigation strategies include measures to encourage alternative modes, improve roadway efficiency and reduce delay, as well as a number of land use related strategies. Many of these strategies were incorporated into the Preferred Scenario of the *2040 MTP*, as the Central New Mexico Climate Change Scenario Planning Project Final Report is now available on the MRCOG website.

Mobility of People and Goods Indicators

Mobility of People and Goods Performance Targets

Objective Statement

Enable the efficient movement of people and goods within and through the region and provide residents with a range of viable transportation options.

Performance Targets

Performance Target	2015 Progress Toward Performance Target
1. Increase transit mode share along river crossings to 10% by 2025 and 20% by 2035	

Performance Target	2015 Progress Toward Performance Target
2. Increase non-single occupancy vehicle trips to 25% by 2025 and 30% by 2035	

Performance Target	2015 Progress Toward Performance Target
3. Implement high priority congestion management process strategies from the CMP toolkit	

Key:  =Progress being made;  = Decline in progress;  = No progress being made/unable to determine progress

1. Increase transit mode share along river crossings to 10 percent by 2025 and to 20 percent by 2035

PROGRESS MADE TOWARD PERFORMANCE TARGET =

The overall transit mode share along the region's river crossings is 1.21 percent (approximately 6,500 transit river crossing trips out of almost 533,000 person trips). While the overall mode share is low, one bright spot is that eight percent of all river crossing trips along Central Avenue are made via transit. The second highest corridor by percentage is Bridge Boulevard (1.8 percent), but the second highest corridor in terms of number of transit users is Interstate 40 which carries more than 2,100 riders per day, mostly on the Rapid Ride Blue Line.

Data was compiled for the first time at a regional level in 2011 (which is now the baseline year), so it is difficult to make any assessments on changes or improvements over time. On an anecdotal level, transit mode share on Central Avenue has improved. An initial survey in 2008 found a six percent mode share in 2008 while the 2011 regional survey found an eight percent mode share in 2011.

Figure 1-8: Transit Mode Share on River Crossings 2011 and 2012

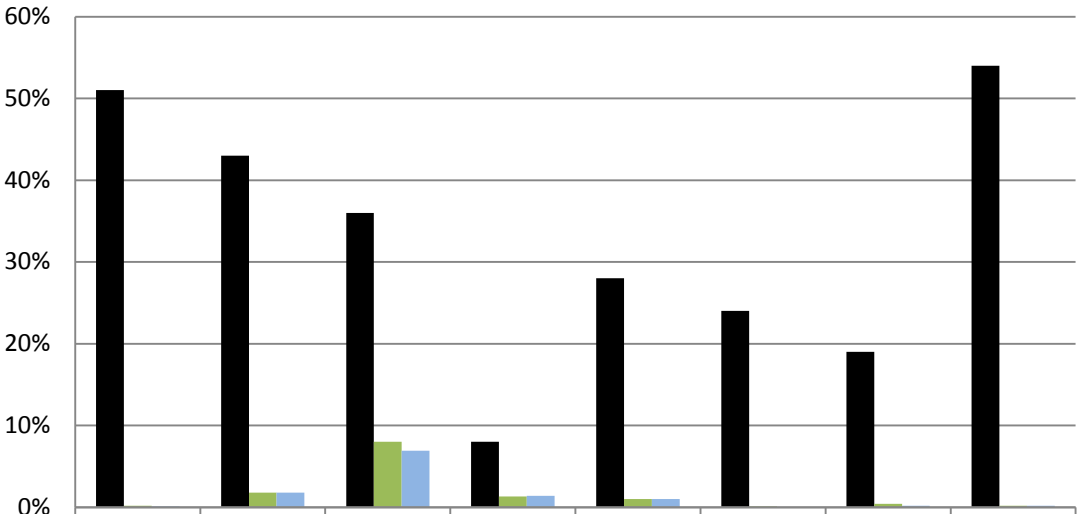
River Crossing	Transit Routes	2012 Ridership	2012 Vehicle Users	2012 Mode Share	2011 Mode Share
US 550	RM 201, 204	*75	49428	0.2%	0.2%
Alameda Blvd	98	70	58943	0.1%	0.2%
Paseo del Norte	251, 551	26	94949	0.0%	0.1%
Montaño Rd	157	335	33091	1.0%	1.0%
Interstate 40	790, 92, 94, 96	2295	166046	1.4%	1.3%
Central Ave	66, 766	2966	40093	6.9%	8.0%
Bridge Blvd	53, 54	805	42776	1.8%	1.8%
Rio Bravo Blvd	51, 222	93	40475	0.2%	0.4%
NM 6	0	0	30845	0%	0.0%
Total		6665	556646	1.18%	1.22%

Note: the percent share on Central Ave is lower in 2012 than 2011 despite an increase in ridership over the previous year.

The change in mode share is the result of a higher traffic count taken in 2012 than in previous years. Overall ridership on river crossings is estimated to be 2.2% higher in 2012 than in 2011; however, the overall mode share for the river crossings decreases from year to year.

This reflects the challenge in increasing the transit mode shares along corridors primarily used by private vehicles; an increase in driving can easily obscure any increases made in transit ridership.

Figure 1-9: Transit Mode Share: 2011 and 2012 Share and Future Need



	Alameda Blvd	Bridge Blvd	Central	I-40	Montano Blvd	Paseo Del Norte	Rio Bravo	US 550
Future Need	51%	43%	36%	8%	28%	24%	19%	54%
2011 Share	0.2%	1.8%	8.0%	1.3%	1.0%	0.1%	0.4%	0.2%
2012 Share	0.1%	1.8%	6.9%	1.4%	1.0%	0.0%	0.2%	0.2%

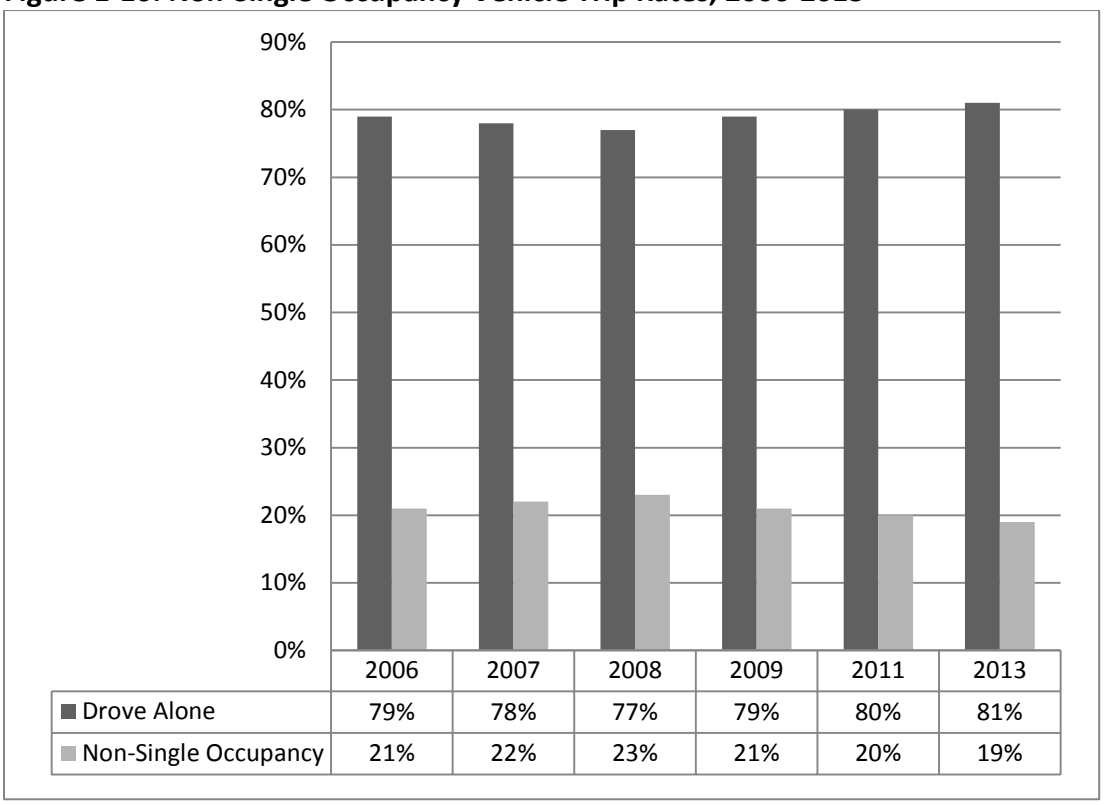
2. Increase non single-occupancy vehicle trips to work to 20 percent by 2025 and 30 percent by 2035

PROGRESS MADE TOWARD PERFORMANCE TARGET

In 2013, slightly more commute trips in the region were single occupancy vehicle trips compared to recent years according to data from the American Community Survey. That means workers in the region are still primarily continuing to travel to work in their own personal vehicles rather than carpooling, walking, riding bicycles or telecommuting (non-single occupancy trips), and are doing so at a slightly higher rate.

Although this measure represents personal decisions and can be difficult to change, improving transit service and bicycle and pedestrian infrastructure and supporting Transportation Demand Management (TDM) in the region can promote higher rates of non-single occupancy vehicle trips to work. Progress made in this regard would indicate a higher number of transportation choices in the region.

Figure 1-10: Non-Single Occupancy Vehicle Trip Rates, 2006-2013



	2006	2007	2008	2009	2011	2013
Drove Alone	79%	78%	77%	79%	80%	81%
Non-Single Occupancy	21%	22%	23%	21%	20%	19%

Source: American Community Survey 3-Year Estimates (Note: 2004-2006 data = '2006', etc.)

3. Implement high priority Congestion Management Process strategies from the Congestion Management Process Toolkit

PROGRESS MADE TOWARD PERFORMANCE TARGET

At this time, MRMPO does not have an inventory of projects that have been implemented which include congestion management strategies. MRMPO is, however, looking into the possibility of tracking this, keeping in mind the merits of doing so.

Mobility of People & Goods Action Items

M1) Encourage increased transit services on Primary Transit Improvement Corridors (key corridors for transit)

Three major BRT studies have been completed in the last few years. The Central Ave BRT Feasibility demonstrated that such a service would indeed succeed along Central Ave, and led to the identification of a route for service implementation, stop locations, infrastructure improvements including dedicated lanes and other fixed guideways, and other supporting improvements such as pedestrian connections and streetscaping. The Albuquerque Rapid Transit project is expected to break ground in 2016 and begin operations in 2017.

The Paseo del Norte High Capacity Transit Study and the UNM/CNM/Sunport Transit Study identified locally preferred alternatives for future service implementation. Although these studies are now complete, no timetables have been set for implementation. It is important to note that the recently identified Transit Priority Network includes both of these facilities, and the transit set-aside in the Transportation Improvement Program allocates additional resources to project that support service expansion along the priority network.

M2) Complete Bus Rapid Transit study for the Northwest Metro Area

As previously mentioned, three major BRT studies have been completed in the last few years, including the study for the northwest metro area.

The *Paseo del Norte High Capacity Transit Study Alternatives Analysis Report* highlights the third BRT project under consideration. The Paseo del Norte project arose from the Metropolitan Transportation Board's aforementioned mode share goals for river crossings and seeks to connect housing in northwest Albuquerque and southern Rio Rancho with employment east of the Rio Grande. Notably, neither the Paseo del Norte nor UNM/CNM projects assumed that BRT would be the preferred mode from the onset. Rather, the selection of BRT in both cases was based on a variety of needs and evaluation criteria. The locally preferred alternative originates in Rio Rancho at the intersection of Southern and Unser Boulevards, travels south on Unser Blvd to Paseo del Norte, and continues east on Paseo del Norte until reaching Jefferson St. The route then turns south on Jefferson St before continuing to UNM and CNM via I-25 frontage roads and University Blvd (i.e., interlining with the UNM/CNM BRT). Headways are estimated to range between 10 and 15 minutes along the 24-mile corridor but could be reduced as ridership grows. Like the UNM/CNM BRT, the Paseo del Norte BRT will require new operational funding. Capital costs are estimated at $105 million.

M3) Analyze levels of people movement (pedestrians, transit passengers, vehicle drivers and passengers) rather than vehicle traffic alone to better understand how people are traveling along a corridor

MRMPO is expanding the trail count program by participating in the Rails-to-Trails Conservancy's Trail Monitoring and Assessment Platform. MRMPO has recently expanded the current trail count program from seven permanent count locations to nine. In 2012 Bernalillo County installed five permanent count stations to count trail users at critical locations. Part of the agreement in the installation was MRMPO collaboration in data collection and reporting. In 2013, the Bernalillo County installed permanent counters in two more locations. Finally, in 2014 the program was

expanded by two more locations through a collaborative effort with the Rails-to-Trails Conservancy. This collaboration has allowed MRMPO to test out pedestrian and bicyclist count technology that is specific to these users with improved data collection and reporting communications.

Beginning in 2013, MRMPO has begun collecting and analyzing short-duration video counts to help inform projects on pedestrian and bicyclist behavior. As the region works on accommodating pedestrians and bicyclists, it is important to understand how they are navigating the current system. These counts help to show a variety of pedestrian and bicyclist behavior from the number of mid-block crossings to see if the pedestrian volumes warrant a signal to how people navigate difficult areas.

1. Spain and Tramway (2013 & 2014)
2. Permanent Trail Counter Verification (2013, 2014)
3. West Central Road Safety Audit – Mid-block vs Intersection crossings at Atrisco and Coors (2013)
4. University & Randolf (2013)
5. Uptown Mid-Block Crossings – Target on Indian School, City Center on Louisiana, Total Wine on Uptown Blvd (2014)
6. 50 Mile Loop – Lomas & Alvarado, San Pedro & Hains (2014)
7. Unser and I-40 – Pedestrian and Bicyclist negotiation of Unser Northbound Off-Ramp (2014)
8. Mile-High District – San Pedro at Mountain (2014)

Cyclist Riding Past Trail Counter

Example of Observing and Counting a Mid-Block Crossing

M4) Increase involvement in Safe Routes to School programs and school siting =

MRMPO has developed tools to give priority to investments that improve walking and bicycling to schools. The Project Prioritization Process assigns more points to pedestrian and bicycle projects that improve access to schools over projects that do not provide this access. The most notable Safe Routes to School project in the Transportation Improvement Program is not a project, but a program: the City of Albuquerque's Bicycle and Pedestrian Safety Program run out of the City's Parks & Recreation Esperanza Community Bike Shop. This program provides education courses in bicycle and pedestrian safety throughout the region. Each year, approximately 10,000 youths participate in bicycle safety courses and 2,000 in pedestrian safety courses. Esperanza Community Bike Shop is located in one of the Albuquerque's low-income, high-minority areas. In addition to providing a variety of courses, Esperanza Community Bike Shop has become a community hub that has provided some unexpected benefits to youth in the community. One such surprising positive interaction has been between the local youth and law enforcement that use the community shop to maintain their bicycle fleet. Esperanza Community Bike Shop and the City's Bicycle and Pedestrian Safety Program provide a highly economical and effective means to address Safe Routes to School. Although the Transportation Improvement Program is set up primarily to support capital projects, MRMPO works to ensure that valuable programs are also funded.

In addition, the Pedestrian Composite Index assigns higher pedestrian generator scores to roadways that are within a half mile of school over other roadways, which leads to increasing the roadway's regional priority for pedestrian improvements.

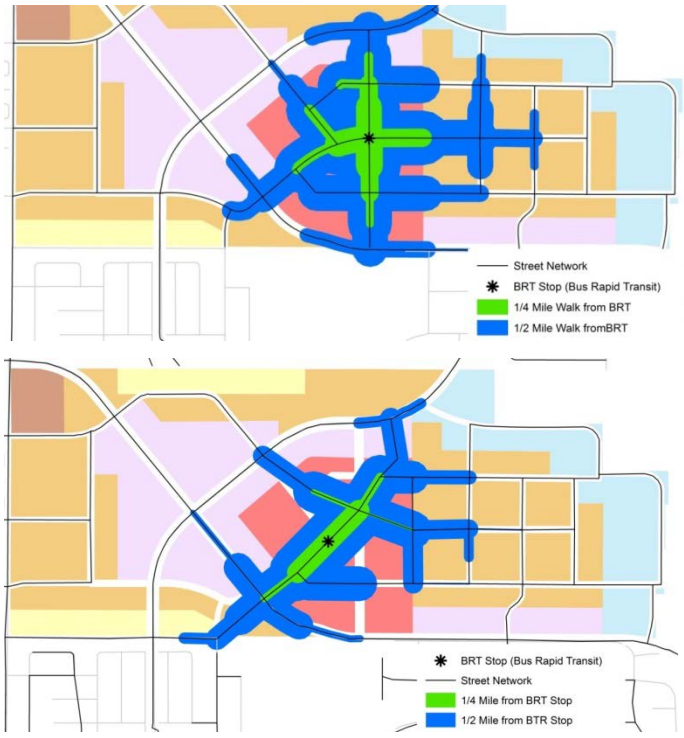
M5) Assess and improve connectivity of thoroughfare system and local streets to improve walkability and better distribute vehicle traffic ↑↑

The *Long Range Transportation System Guide* (*LRTS Guide*) includes a section to improve roadway connectivity at a variety of levels from master plan development of new roadways to site development plans. These connectivity recommendations have been developed based on analysis through the development review process. Over the past two years the following plans have been reviewed and comments have been provided on ways to improve network connectivity:

1. Volcano Heights Sector Development Plan access requirements (COA & NMDOT)
2. Santolina Master Plan (Bernalillo County)
3. US 550 (NMDOT)
4. Coors Corridor Study (COA & NMDOT)
5. Unser Access Management Request (NMDOT)
6. Master Bikeways and Trails Facility Plan (COA)
7. 50 Mile Loop (COA)
8. Sevilla @ Andalucia Development (COA)
9. Neighborhood Traffic Management Program (COA)

The connectivity measure and recommendations in the *LRTS Guide* have helped prepare MRMPO to incorporate

Figure 1-11: Example of Walking Access based on Different Roadway Schemes for Volcano Heights



these recommendations into the City of Albuquerque's update of the Comprehensive Plan and the Uniform Development Ordinance.

M6) Close gaps in the regional bicycle network 

The major incentive MRMPO provides to connect gaps in the regional bicycle network is through the Project Prioritization Process. Prioritization points are awarded to projects if they close a gap in the bicycle network. Oftentimes a trail segment is proposed, but a small, critical point gap at an intersection is not included in the project. These critical gaps are often very problematic and pose large barriers to walking or bicycling. This process provides an incentive to address not only large gaps, but critical and difficult small ones as well.

This gap closure measure in the project prioritization process has led agencies to provide projects that close a variety of gaps in the network. Currently, there is a proposed grade-separated crossing that would provide the improved access to homes and jobs at Paseo del Norte and Coors Blvd. This area is included in the current Transportation Improvement Program as a study of the area to bridge this gap.

M7) Support the expansion of park and ride facilities 

Work related to identifying locations for dedicated facilities and park and rides has been conducted through the three major transit studies (Central Ave BRT, Paseo del Norte High Capacity Transit Study Alternatives Analysis, and the UNM/CNM/Sunport Transit Study Alternative Alignments Identification and Assessment) that have taken place in the last few years.

In addition, the development of new park and ride facilities is supported through the Project Prioritization Process as points are awarded to new park and ride facilities because they support intermodal connectivity.

M8) Identify specific locations for dedicated transit facilities, right-of-way acquisition and signal improvements 

Work related to identifying locations for dedicated facilities has been conducted through the three major transit studies (Central Ave BRT, Paseo del Norte High Capacity Transit Study Alternatives Analysis, and the UNM/CNM/Sunport Transit Study Alternative Alignments Identification and Assessment) that have taken place in the last few years. Right-of-way needs have been identified as part of the Paseo del Norte and UNM/CNM/Sunport studies.

Economic Activity and Growth Indicators

Economic Activity and Growth Performance Targets

Objective Statement

Develop a transportation system that promotes economic activity in the region achieved through decisions that provide an affordable, efficient, and accessible multimodal transportation network.

Performance Targets

Performance Target	2015 Progress Toward Performance Target
1. Target transportation investments that improve connectivity and mobility for all modes within high Activity Density Areas	

Performance Target	2015 Progress Toward Performance Target
2. Increase transit services and appropriate thoroughfare connections to locally-designated Activity Centers and rail station areas	

Performance Target	2015 Progress Toward Performance Target
3. Reduce the average household combined cost of housing and transportation compared to costs in 2010	

Key:  =Progress being made;  = Decline in progress;  = No progress being made/unable to determine progress

1. Target transportation investments that improve connectivity and mobility for all modes within 2008 Activity Density Areas

PROGRESS MADE TOWARD PERFORMANCE TARGET 

MRMPO does not have a good inventory on projects implemented by member agencies, including whether transportation investments that improve connectivity and mobility have been made in high activity density areas.

The Preferred Scenario does support the implementation of such projects in activity centers. Ways to help achieve this principle will be investinvestigated in the coming months along with other Preferred Scenario principles implementation strategies development.

2. Increase transit services and appropriate thoroughfare connections to locally-designated activity centers and rail station areas

PROGRESS MADE TOWARD PERFORMANCE TARGET 

There were no significant increases in transit service to activity centers or rail station areas, although there were minor improvements in service frequency on a number of ABQ Ride routes. In the last two years, three important bus rapid transit studies have taken place that are intended to improve connections to major activity centers or rail stations, including the Paseo del Norte High Capacity Transit Study, the UNM/CNM/Sunport Transit Study, and the Central Avenue BRT Feasibility Study. The Central Ave Study has led to the development of the Albuquerque Rapid Transit, which is scheduled to begin operations along Central Ave in 2017.

3. Reduce the average household combined cost of housing and transportation compared to costs in 2010

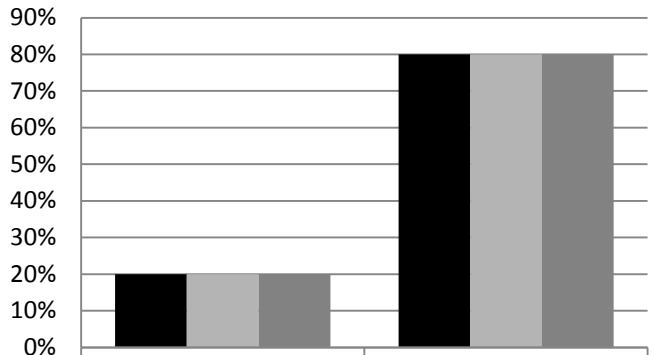
PROGRESS MADE TOWARD PERFORMANCE TARGET 

The Center for Neighborhood Technology (CNT) has brought attention to the concept of combining transportation and housing costs to paint a true picture of housing affordability since transportation costs are the second highest household expense and are related to housing location. When combined housing and transportation costs are less than 45 percent of household income, they are defined as affordable by the CNT. Between 2010 and 2012 the percentage of population in the region with affordable housing and transportation costs (less than 45 percent of household income) has remained the same at 20 percent of the population according to the CNT. As of 2015, the tool indicates the same figures on housing and transportation affordability in the region as in previous years (in fact, the tool may not have been updated since 2012, but the CNT does not make that information available).

Regional progress on this measure can be made by smarter and more compact land use development, improvements to transit, bicycle and pedestrian infrastructure, and coordinated land use and transportation planning. Although MRMPO lacks land use authority, the organization can work with partners with land use jurisdiction on coordinating land use and transportation planning. In addition, a clearer understanding of this

measure will be possible in future analyses because household income data can now be looked at a finer geographic level.

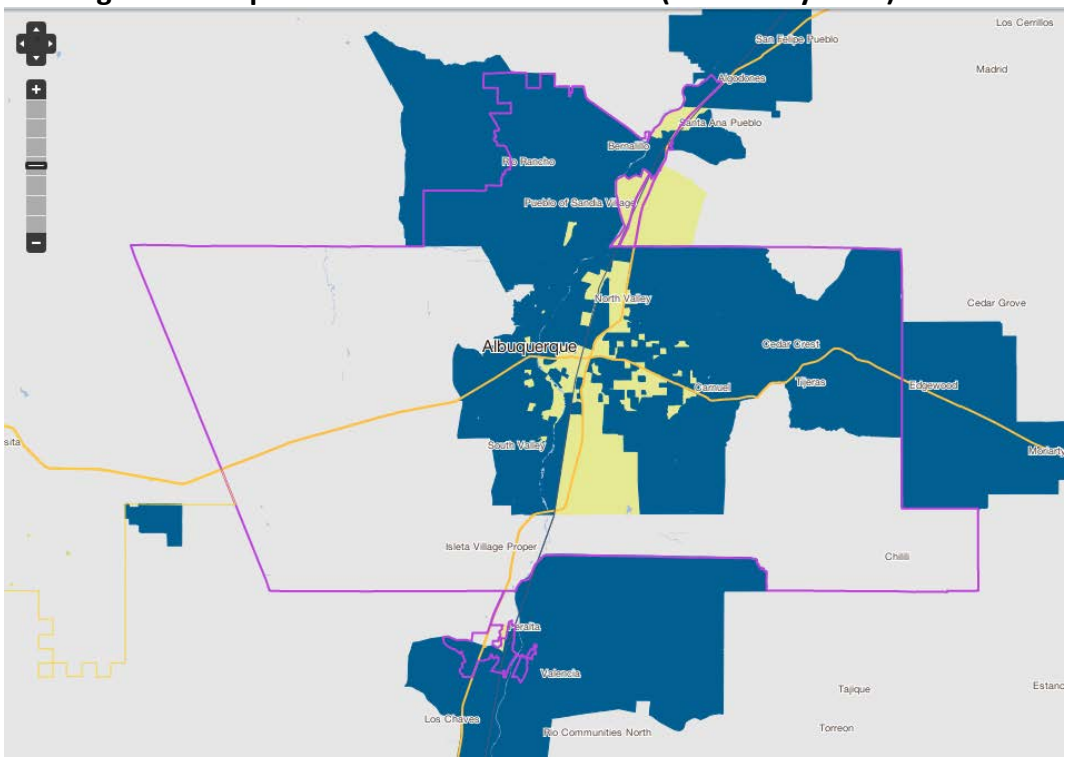
Figure 1-12: Affordable Housing and Transportation Costs, 2010, 2012 and 2015



	Less than 45%	45% and Greater
% of Population 2010	20%	80%
% of Population 2012	20%	80%
% of Population in 2015	20%	80%

Source: Center for Neighborhood Technology

Map 1-2: Map from the Center for Neighborhood Technology Showing Areas in the Region where Housing and Transportation Costs are Affordable (shown in yellow)



Source: Center for Neighborhood Technology, 2015

Note: Areas shown in blue have combined housing and transportation costs that are more than 45 percent of household income (and are therefore considered unaffordable). Areas shown in yellow have combined housing and transportation costs that are 45 percent or less of household income (and are considered affordable).

Economic Activity & Growth Action Items

E1) Work with member agencies on coordinating regional growth strategies with the transportation network

The scenario planning effort that was part of the MTP involved extensive collaboration with member agencies and other regional partners and stakeholders on the development of a Preferred Scenario for growth in the region. This effort has now formed a shared framework for desired growth and development outcomes and identified land use and transportation policies and strategies to support this preferred scenario. Next steps include working closely with member agencies and other partners on the realization of the principles of the Preferred Scenario. The scenario planning process represented an important move in the direction of coordinated land use and transportation planning in the region.

Other ways this coordination is occurring is through MRMPO's continued involvement reviewing local development plans. MRMPO provides comments from a transportation perspective on all major proposed development projects for the City of Albuquerque and Bernalillo County.

E2) Assess economic impacts of transportation projects and transit-oriented development

The TranSight model was used to analyze the roadway capacity and expansion projects associated with the *2040 MTP*. Economic impacts to the MRMPO region of building out the projects are included in Chapter 3.11 of the MTP. As stated in the MTP, the analysis indicates "…that improvements to the transportation network will result in approximately 13,350 new jobs by 2040 that would not otherwise have been created. The 25-year cumulative impact of the MTP projects results in an increase in GDP of $16 billion. Personal Incomes are projected to rise by $12.4 billion, the majority which will re-enter the economy in the form of increased expenditures on goods and services. These results demonstrate the role of transportation projects as an important aspect of the regional economy and a huge driver of economic activity."

E3) Support development of Transportation Demand Management (TDM) activities

The Final Draft 2016-2021 TIP includes funds for City of Albuquerque-ABQ Ride and Rio Metro TDM programs for fiscal years 2016 through 2021. Funds programmed for these programs total over $7.3 million dollars, reflecting support of TDM activities in the region.

Other ways TDM is encouraged is through the Project Prioritization Process. Projects with transportation demand management (TDM) components are prioritized and awarded points in the Project Prioritization Process as they are considered beneficial for supporting system wide pedestrian/bicycle network improvements under the mobility goal.

MRMPO encourages expanding TDM in the region as discussed in the *2040 MTP*. Possible ways to expand include consolidating various TDM activities in the region and creating a regional TDM program; the formation of transportation management associations (associations of employers in areas with congestion or limited

parking that encourage alternatives to single-occupancy vehicle travel); and individual employer programs. Other potential strategies and programs that could be pursued in the region include using ride-sharing or ride-matching software to help commuters find carpools, supporting Safe Routes to School and developing a regional SRTS program; supporting events and programs that encourage alternative modes of transportation.

Since the *2035 MTP*, MRMPO has funded TDM programs through the TIP, has collaborated on an open streets event in the City of Albuquerque that promoted non-motorized modes of transportation, and has worked to improve the safety for all modes, especially bicyclists and pedestrians.

E4) Assess economic impacts of various land use scenarios 

Economic impacts of the Preferred and Trend Scenarios were analyzed through the performance measures "Proximity to Employment Sites" and "Average Commute Time." Other performance measures that are related to economic impacts and were used to assess the scenarios (though not included in the "Economic Competiveness Cluster") were: vehicle hours delay, roadway network congestion and freight network congestion.

E5) Work on measuring and evaluating the combined housing and transportation costs for the region 

MRMPO completed an analysis on the combined housing and transportation costs for the region to highlight the important concept of location affordability in the *2040 MTP*. While housing affordability has traditionally been considered in terms of housing cost as a percent of income, it is now becoming clear that a household's second highest cost, transportation, should also be used determine overall affordability. Affordability is a barrier to creating livable communities, therefore location affordability is presented in Futures 2040. The overall objective of the work is to integrate housing and transportation index principles into the MPO planning process to allow residents, planners and policy makers to better understand the costs and implications of personal and collective decisions ranging from where to buy a house to where to open up new land for development. Data from HUD's Location Affordability Index is used for this analysis and the results from this analysis are included in Chapter 3 (3.13 Livable Communities) of the *2040 MTP*. According to the analysis, many "block groups that may seem affordable when looking only at housing or only at transportation costs are revealed as unaffordable when the costs are combined." For example, according to the analysis, when household and transportation costs are combined for a median-income, four person household with two commuters only five percent of this household type are considered affordable and fall within the 45 percent combined cost guideline.

E6) Identify transportation projects to be constructed through financial and project implementation arrangements with private sector parties 

This action item refers to what are known as Public Private Partnerships (PPPs), which are beneficial for funding transportation projects since the private party provides the funding and assumes the risks associated with the project (and in return may receive revenue from the project, tax breaks, revenue subsidies, the transfer of assets, etc.). This method of funding projects can be useful when funds for projects are limited, particularly for projects with very high costs.

In the region no PPPs have been implemented, let alone identified, to date.

MRMPO will make an effort to help identify potential candidates for PPP implementation in the future.

E7) Support incorporation of transit-oriented development (TOD) principles into local development plans and policies 

MRMPO has formed the Land Use and Transportation Integration (LUTI) Committee among local agencies to discuss ideas for growth in the region. This committee shares information about land use and transportation issues including TOD, zoning and density. Through this committee, MPO staff has become more involved in ensuring new sector plans incorporate TOD and balance local transportation needs with the regional nature of thoroughfare roadways.

TOD principles are also supported in the *2040 MTP*. TOD is mentioned as a strategy in reducing emissions in the MTP and is a recommended strategy for the implementing the principles of the Preferred Scenario. It is therefore a consideration that informs the development review process. MRMPO has encouraged that transit be coordinated with land use planning early in the process, and that it be used as a proactive rather than a reactive measure to guide and spur development.

The Preferred Scenario that was developed with the *2040 MTP* emphasized TOD, as concentrated development in proximity to key transit nodes was one of the guiding principles of the scenario. MRMPO worked with member governments to define the inputs to this scenario, and in this way, the concept of TOD is a shared priority in the region with demonstrated benefits as quantified by the performance measures of the Preferred Scenario.

E8) Assist local governments in reviewing truck restrictions and policies to allow for the more efficient movement of goods 

Truck restrictions have been updated on a GIS map produced for the *2040 MTP*. The recurring effort by MRMPO ensures that agencies keep their data up to date as often times, the urgency of acquiring and summarizing/reporting this data is not a priority. In some cases, such as with Bernalillo County, MRMPO helped the County identify gaps in their GIS data regarding clarification of truck restrictions segmentation and termini and updated the GIS data accordingly.

Conclusion

According to this second look at how the region is doing in terms of reaching the *2035 MTP* goals of *preserve and improve quality of life*, *mobility of people and goods* and *support economic activity and growth*, progress is being made. Notable bright spots include maintaining vehicle miles traveled per capita below 2008 levels, the use of the Pedestrian Composite Index for identifying locations for improved pedestrian facilities, support of Complete Streets principles into plans and policies, analysis of people movement (rather than just vehicle movement), economic impact assessment of projects, and coordinating regional growth strategies with the transportation network.

Areas where there has been a decline in progress include reducing fatal and injury crashes, increasing non-single occupancy vehicle trips, and identifying transportation projects for financing through arrangements with private sector parties. These areas, therefore, merit additional thought and consideration as to how the region might address these issues and activities.

Appendix A: Performance Targets and Action Items Summary Tables

Quality of Life Performance Targets

Performance Target	2015 Progress Toward Performance Target
Maintain VMT per capita at or below 2008 levels	

Performance Target	2015 Progress Toward Performance Target
Increase accessibility to transit for environmental justice areas	

Performance Target	2015 Progress Toward Performance Target
Reduce fatal and injury crashes by 2.3% per year	

Performance Target	2015 Progress Toward Performance Target
Improve bridge and pavement conditions compared to 2008 levels	

Quality of Life Action Items

Action Item	2015 Progress Toward Action Item
Support plans for implementation of alternative fuels and infrastructure	

Action Item	2015 Progress Toward Action Item
Develop strategies/plans for prioritizing safety improvements	

Action Item	2015 Progress Toward Action Item
Develop livable/sustainable community measures	

Key:  =Progress being made;  = Decline in progress;  = No progress being made/unable to determine progress

Action Item	2015 Progress Toward Action Item
Pursue the use of built environment health impact assessments	=

Action Item	2015 Progress Toward Action Item
Identify locations for improved pedestrian facilities using the Pedestrian Composite Index	↑↑

Action Item	2015 Progress Toward Action Item
Support the incorporation of complete streets principles into MPO and local plans and policies and develop a regional roadway design document based on complete streets and context sensitive design elements	↑↑

Action Item	2015 Progress Toward Action Item
Support the convenience and safety of non-motorized modes of travel as commuting alternatives	↑↑

Action Item	2015 Progress Toward Action Item
Investigate regional strategies for mitigating/adapting to climate change	↑↑

Mobility of People and Goods Performance Targets

Performance Target	2015 Progress Toward Performance Target
Increase transit mode share along river crossings to 10% by 2025 and 20% by 2035	=

Key: ↑↑ =Progress being made; ↓↓ = Decline in progress; = = No progress being made/unable to determine progress

Performance Target	2015 Progress Toward Performance Target
Increase non-single occupancy vehicle trips to 25% by 2025 and 30% by 2035	

Performance Target	2015 Progress Toward Performance Target
Implement high priority congestion management process strategies from the CMP toolkit	

Mobility of People and Goods Action Items

Action Item	2015 Progress Toward Action Item
Encourage increased transit services on Primary Transit Improvement Corridors (key corridors for transit)	

Action Item	2015 Progress Toward Action Item
Complete Bus Rapid Transit study for the Northwest Metro Area	

Action Item	2015 Progress Toward Action Item
Analyze levels of people movement (pedestrians, transit passengers, vehicle drivers and passengers) rather than vehicle traffic alone to better understand how people are traveling along a corridor	

Action Item	2015 Progress Toward Action Item
Increase involvement in Safe Routes to School programs and school siting	

Key:  =Progress being made;  = Decline in progress;  = No progress being made/unable to determine progress

Action Item	2015 Progress Toward Action Item
Assess and improve connectivity of thoroughfare system and local streets to improve walkability and better distribute vehicle traffic	⇑⇑

Action Item	2015 Progress Toward Action Item
Close gaps in the regional bicycle network	⇑⇑

Action Item	2015 Progress Toward Action Item
Support the expansion of park and ride facilities	⇑⇑

Action Item	2015 Progress Toward Action Item
Identify specific locations for dedicated transit facilities, right-of-way acquisition and signal improvements	⇑⇑

Economic Activity and Growth Performance Targets

Performance Target: Investment Areas	2015 Progress Toward Performance Target
Target transportation investments that improve connectivity and mobility for all modes within high Activity Density Areas	⇓⇓

Performance Target: Local Priorities and Land Use	2015 Progress Toward Performance Target
Increase transit services and appropriate thoroughfare connections to locally-designated Activity Centers and rail station areas	=

Key: ⇑⇑ =Progress being made; ⇓⇓ = Decline in progress; = = No progress being made/unable to determine progress

Performance Target: Housing and Transportation Affordability	2015 Progress Toward Performance Target
Reduce the average household combined cost of housing and transportation compared to costs in 2010	=

Economic Activity and Growth Action Items

Action Item	2015 Progress Toward Action Item
Work with member agencies on coordinating regional growth strategies with the transportation network	↑↑

Action Item	2015 Progress Toward Action Item
Assess economic impacts of transportation projects and transit-oriented development	↑↑

Action Item	2015 Progress Toward Action Item
Support development of Transportation Demand Management (TDM) activities	↑↑

Action Item	2015 Progress Toward Action Item
Assess economic impacts of various land use scenarios	↑↑

Action Item	2015 Progress Toward Action Item
Work on measuring and evaluating the combined housing and transportation costs for the region	↑↑

Key: ↑↑ =Progress being made; ↓↓ = Decline in progress; = = No progress being made/unable to determine progress

Action Item	2015 Progress Toward Action Item
Identify transportation projects to be constructed through financial and project implementation arrangements with private sector parties	

Action Item	2015 Progress Toward Action Item
Support incorporation of transit-oriented development principles into local development plans and policies	

Action Item	2015 Progress Toward Action Item
Assist local governments in reviewing truck restrictions and policies to allow for the more efficient movement of goods	

Key:  =Progress being made;  = Decline in progress;  = No progress being made/unable to determine progress