

Chapter 1: INTRODUCTION TO THE *FUTURES 2040* *METROPOLITAN TRANSPORTATION PLAN*

1.1 Introduction

The Futures 2040 Metropolitan Transportation Plan (MTP) examines transportation challenges the Albuquerque Metropolitan Planning Area (AMPA) will face over the next 25 years and presents strategies for addressing them. Because it is a transportation plan, it identifies the transportation investments that have been proposed in the planning horizon. However, recognizing that transportation issues are highly inter-related with numerous pressing regional challenges, the plan also delves into topics related to land use, economic development, and sustainability.

The *2040 MTP* is a product of the Mid-Region Metropolitan Planning Organization, a regional government planning agency responsible for long-range transportation planning and for the programming of near-term federal transportation dollars in the AMPA. MRMPO is housed within the Mid-Region Council of Governments (MRCOG) and works closely with member agencies and other transportation partners and stakeholders to develop the MTP. MRMPO is not an implementation agency, meaning it does not build or maintain infrastructure projects. Rather, the role of MRMPO and the MTP is to identify long-term regional transportation needs and strategies that should be pursued for addressing those needs.

MTPs must have a planning horizon of at least 20 years and must be updated every four or five years.¹ The MTP is a living document and is intended to be updated and continually revisited as urban areas grow and change, funding situations evolve, new data and analytical methods become available, and different transportation needs and priorities are identified. This iteration of the plan is entitled the *Futures 2040 MTP*. The title reflects a new and substantial element of the plan—scenario planning—an effort that developed and measured alternative growth scenarios so that the region can proactively realign its priorities, policies, strategies, decisions and actions to realize a better future. The “futures” in *Futures 2040* refers to the range of potential outcomes that are possible for the AMPA.

The *Futures 2040 MTP* was also shaped by the Central New Mexico Climate Change Scenario Planning Project, a collaboration between MRMPO and the US DOT Volpe National Transportation Systems Center. The pilot project was the result of a federal grant awarded to MRMPO by the Federal Highway Administration and is particularly noteworthy in that it allowed MRMPO to incorporate climate change data and analysis into the scenario planning process used as part of the MTP. In addition to a Trend

¹ MPOs without air quality maintenance violations (known as “air quality attainment”) can update their plans every five years. MRMPO’s plan must be updated every four years because of its carbon monoxide (CO) limited maintenance status.

Scenario, which represents a likely future based on current policies and development patterns, the scenario planning process resulted in the development of a Preferred Scenario that brings to light an alternative course for regional growth. The Preferred Scenario is a member-driven scenario; that is, it was created and refined based on the desires, goals and priorities of stakeholders representing the various jurisdictions that comprise MRMPO. Although the Preferred Scenario is accompanied by a land use and travel demand forecast, its primary function is to serve as a shared set of guiding principles for shaping land use and transportation decisions over the coming decades in the AMPA. It also serves to guide the recommendations contained within this MTP and inform transportation project selection. Lastly, the Preferred Scenario represents a collaborative commitment from MRMPO and all of the jurisdictions represented at the table to be cognizant and resolute in pursuing future growth across the region in a more sustainable and purposeful manner.

In addition to scenario planning and the incorporation of climate change analysis, other new elements to the plan include:

- *Futures 2040 MTP* is the first update of the MTP since the new surface transportation legislation, MAP-21 was passed. As performance measurement is one of the main focuses of the new legislation, *Futures 2040* aims to be a performance-oriented plan.
- An expanded planning area now includes the City of Belen and all of Valencia County, as well as Sandia, San Felipe, Santo Domingo, and Cochiti Pueblos and the unincorporated communities of Placitas and Algodones in Sandoval County (see Map 1-1).
- The document includes design guidance for new roadways through the Long-Range Transportation Systems (LRTS) Guide. The design guidance is intended to ensure all modes are considered and that appropriate right-of-way widths are developed (see Appendix H).
- The MTP was developed at the same time as the major update to the statewide long-range transportation plan, which was led by the New Mexico Department of Transportation. Plans were developed to be consistent and supportive of each other, utilize the same socio-economic forecasts and revenue projections, and identify common issues and strategies

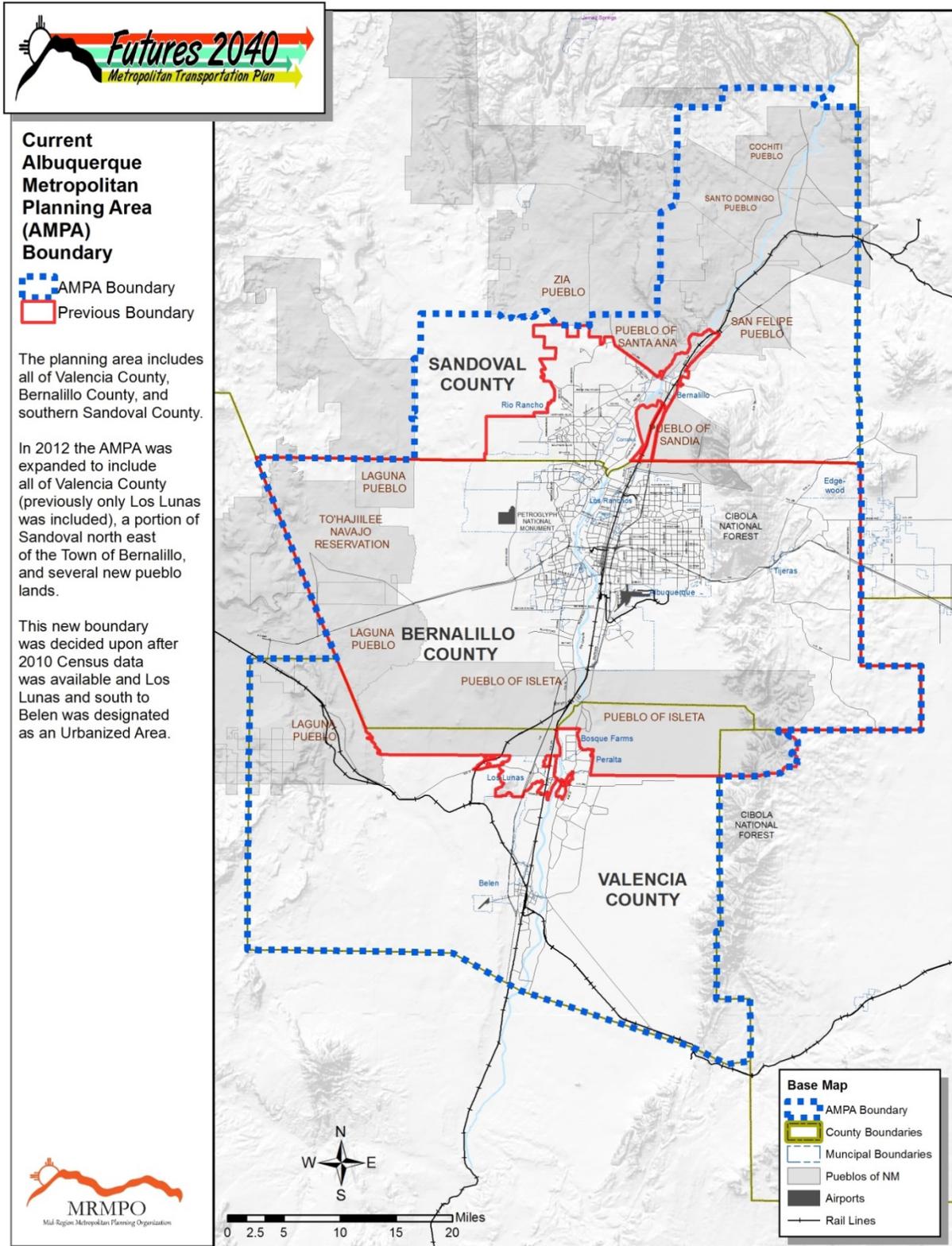
Two final scenarios resulted from the scenario planning process:

The **Trend Scenario**, based on existing land use plans and policies, is the officially adopted scenario for the MTP approved by the Metropolitan Transportation Board.

Whereas the Trend Scenario represents a future similar to that outlined in past MTPs, the **Preferred Scenario** deviates from the Trend by identifying key locations where additional investments could be targeted to realize important transportation benefits.

The Preferred Scenario presents several guiding principles for growth that are designed to address specific regional challenges voiced by local jurisdictions.

Map 1-1: Albuquerque Metropolitan Planning Area Boundaries



2040 MTP Planning Area

The planning area for MRMPO, referred to as the AMPA, and the *2040 MTP* now includes all of Valencia County, Bernalillo County, and southern Sandoval County. This area was recently expanded to include all of Valencia County; previously, only Los Lunas in Valencia County was included in the AMPA, but after the 2010 Census, the Los Lunas area was designated an “Urbanized Area” by the Census Bureau and all of Valencia County was incorporated into the AMPA. The AMPA also includes several new tribal lands and other communities in the northern parts of the planning area. Map 1-1 shows the extent of the AMPA. Within the AMPA’s 3,095 square miles there are 11 incorporated communities, eight Pueblos, as well as the To’hajiilee chapter of the Navajo Nation.

List of Jurisdictions

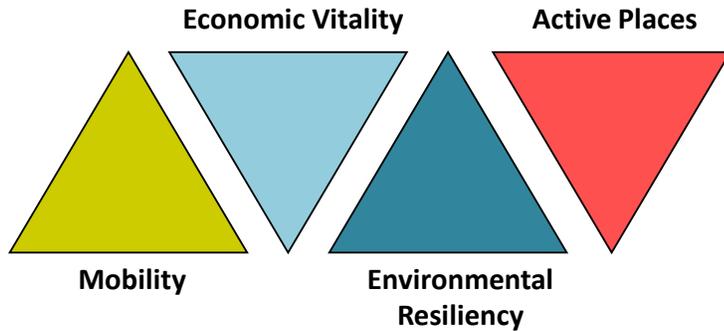
- Bernalillo County
- City of Albuquerque
- City of Belen
- City of Rio Rancho
- City of Rio Communities
- Pueblo of Cochiti
- Pueblo of Isleta
- Pueblo of Laguna
- Pueblo of San Felipe
- Pueblo of Sandia
- Pueblo of Santa Ana
- Pueblo of Santo Domingo
- Sandoval County
- Town of Bernalillo
- Town of Bosque Farms
- Town of Edgewood
- Town of Peralta
- Village of Corrales
- Village of Los Lunas
- Village of Los Ranchos de Albuquerque
- Village of Tijeras
- To’hajiilee Navajo Chapter Government
- Valencia County

Other Stakeholders

- New Mexico Department of Transportation
- Albuquerque Public Schools
- Belen Consolidated Schools
- Bernalillo Public Schools
- Los Lunas Public Schools
- Rio Rancho Public Schools
- Albuquerque Metropolitan Arroyo & Flood Control Authority
- East Sandoval County Arroyo & Flood Control Authority
- Southern Sandoval County Arroyo & Flood Control Authority

1.1.1 Futures 2040 MTP Goals and Objectives

Goals, objectives and strategies were developed to guide *Futures 2040*. The goals of the MTP are: Mobility/Moving People, Economic Vitality, Environmental Resiliency, and Active Places. These four



goals establish a direction and general priorities for the MTP and also provide a framework to help assess the plan's performance. The goals are similar to those from the previous 2035 MTP, with the exception of the "Active Places" goal, which was added in the 2040 MTP update in response to increased awareness of the link between transportation and public

health and the critical role of transportation investments in place-making. In addition, some objectives have been added or modified in order to measure the performance of the plan over time.

The objectives for each goal are shown in Table 1-1. The objectives spell out the primary ways through which the goals will be met. Strategies for individual modes or topic area to achieve the objectives and thus the plan's larger goals are discussed throughout Chapter 3 and are compiled in Chapter 5 (Plan Implementation).

Table 1-1: Futures 2040 MTP Goals and Objectives

GOAL	Mobility/Moving People
Goal Description	<i>Mobility is the concept of moving people and goods efficiently throughout the region and relies upon providing multiple transportation options, ensuring transportation infrastructure is in good working order, and addressing congested locations.</i>
Objectives	<ol style="list-style-type: none"> 1) Maintain Existing Infrastructure 2) Manage Congestion and Enhance Operations 3) Expand Multi-Modal Transportation Options
GOAL	Economic Vitality
Goal Description	<i>Infrastructure investments support economic activity in multiple ways: creating places where people want to be by offering a range of transportation options that attract and retain workers locally; creating access to jobs, services, and labor markets; and reducing the burden from transportation costs on businesses and individuals.</i>
Objectives	<ol style="list-style-type: none"> 1) Support Efficient Freight Movement 2) Promote Development in Activity Centers and Key Corridors 3) Enhance the Flow of Goods and Services 4) Ensure Affordable Housing and Transportation Options
GOAL	Environmental Resiliency
Goal Description	<i>Changing temperature and precipitation levels will impact water availability and put the region at increased risk for wildfires, drought, and flooding. These phenomena also affect the built environment, which may be vulnerable to extreme weather and subject to additional maintenance requirements. How the region grows and how residents travel are intertwined and can exacerbate or minimize climate risks. Infrastructure investments should support environmental stewardship to ensure the region's natural resources are preserved.</i>
Objectives	<ol style="list-style-type: none"> 1) Improve Air Quality 2) Conserve Water Resources 3) Prepare for Climate Uncertainties 4) Minimize Footprint of New Development
GOAL	Active Places
Goal Description	<i>Active places are locations where people can utilize a range of modes and have safe and convenient access to services, recreational opportunities, and destinations such as shopping, school, and work sites.</i>
Objectives	<ol style="list-style-type: none"> 1) Improve Access to Employment Sites, Services, and Recreational Opportunities 2) Encourage a Mix of Land Uses in Appropriate Locations 3) Provide Healthy, Safe, and Convenient Travel Options

1.1.2 MTP Requirements

All urbanized areas in the United States with a population of more than 50,000 must have a designated metropolitan planning organization (MPO) to facilitate the federally-required multi-modal transportation planning process. The transportation plan at the center of this process uses long-term growth projections and anticipated travel patterns to consider long-term regional needs. It is a comprehensive and cooperative planning process that involves all jurisdictions within the metropolitan area and all modes of transportation. The plan must be fiscally-constrained, meaning all projects proposed for inclusion in the MTP must have an identified funding source.

Fiscally-Constrained Project Listings in the MTP and TIP

In coordination with the state department of transportation, all MPOs must develop an MTP and a Transportation Improvement Program (TIP). The TIP is the short-range implementing mechanism for the MTP that allows for transportation projects to be funded and eventually built. It lists regionally-significant transportation projects, including all projects that will receive federal funding, over a six-year timeframe and is updated every two years. For a project to be in the Transportation Improvement Program (TIP), it must first be included in the MTP. Indeed, the two go hand in hand: if you had an MTP without a TIP, projects would never get off the ground. On the other hand, if you had a TIP without an MTP, projects would be built in an ad hoc manner. The MTP provides the framework for proper consideration of whether projects meet regional transportation needs and are effective investments for the AMPA. The MTP and TIP must also be consistent with the latest federal transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), signed into law by President Obama in 2012. Administrative regulations for MAP-21 are found in Title 23 of the Code of Federal Regulations, Part 450.

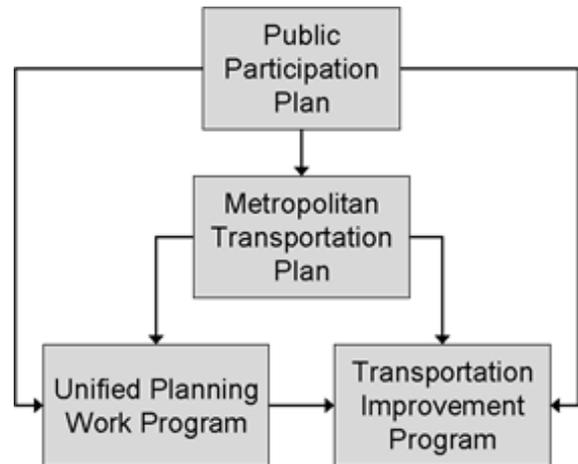
Title 23 of the Code of Federal Regulations includes the planning factors that must be considered as part of the metropolitan transportation planning process (23 CFR 450.306(a)) as well as specific elements that must be included in a metropolitan transportation plan (23 CFR 450.322). MRMPO's planning process is consistent with the planning process requirements and *Futures 2040* includes all federally-required elements for transportation plans. The planning factors and plan requirements that must be addressed in a long-range transportation plan are included in section 4.3. In addition, MAP-21 includes seven goal areas that regions must strive toward as part of their planning programs and transportation decisions. Table 1-2 shows how the MTP goals and objectives support the MAP-21 goal areas.

Table 1-2: Connection between MAP-21 Goal Areas and MTP Goals and Objectives

MAP-21 Goal Area	2040 MTP Goal & Objective
Safety	<i>Goal: Active Places</i>
	<i>Objective: Provide Healthy, Safe, and Convenient Travel Options</i>
Infrastructure Condition	<i>Goal: Mobility</i>
	<i>Objective: Maintain Existing Infrastructure</i>
Congestion Reduction	<i>Goal: Mobility</i>
	<i>Objective: Manage Congestion and Enhance Operations</i>
System Reliability	<i>Goal: Mobility</i>
	<i>Objective: Manage Congestion and Enhance Operations</i>
Freight Movement and Economic Vitality	<i>Goal: Economic Vitality</i>
	<i>Objective: Support Efficient Freight Movement</i>
Environmental Sustainability	<i>Goal: Environmental Resiliency</i>
	<i>Objective: Improve Air Quality; Minimize Footprint of New Development</i>
Reduced Project Delivery Delays (To Promote Economic Vitality)	<i>Goal: Economic Vitality</i>
	<i>Objective: Enhance the Flow of Goods and Services</i>

Other MPO Requirements

Federal transportation regulations require MPOs to create a Unified Planning Work Program (UPWP) and a Public Participation Plan. The UPWP outlines transportation planning activities that will be conducted by the MPO. All activities must be in compliance with the MTP. The Public Participation Plan defines the process for providing citizens and all interested parties reasonable opportunities to be involved in the metropolitan transportation planning processes including in the development of the MTP and TIP.



In relation to air quality regulations, MRMPO must make a conformity determination on its MTP in accordance with the Clean Air Act and EPA conformity regulations (40 CFR part 93; more description on air quality regulations can be found in the air quality section in Chapter 3.9). The Federal Highway Administration and Federal Transit Administration must make a conformity determination on the plan as well. In addition, the MTP must conform to the State Implementation Plan Revision: Limited Maintenance Plan for Carbon Monoxide for Albuquerque/Bernalillo County, New Mexico, as well as the Albuquerque/Bernalillo County Air Quality Control Board transportation conformity regulations (New Mexico Administrative Code [NMAC] Title 20, Chapter 11, Part 3).

The planning and public input processes conducted by MRMPO are required to comply with Title VI of the Civil Rights Act of 1964 (U.S.C. 23 §450.334.a.3) and the Environmental Justice Orders, discussed further in this chapter.

Statewide Long-Range Transportation Plan

The *Futures 2040 MTP* was developed concurrently with the update to the statewide long-range transportation plan. Federal transportation law (23 USC 135(b)(1)) requires New Mexico's Department of Transportation (NMDOT), MPOs, and regional transportation planning organizations (RTPOs) to coordinate their long-range plan development processes. Coordination means that plans produced by those organizations must be mutually consistent with respect to demographic assumptions, travel demand forecasts, and revenue forecasts. To help ensure this consistency, NMDOT, MPOs, and the RTPOs updated their plans on roughly the same timetable and participated in exchanges of data, information, and ideas at critical stages in their respective planning processes. In the case of MRMPO, coordination was achieved through the participation of staff in various working groups and a coordinating committee that NMDOT established to develop its statewide plan. Similarly, NMDOT staff participated in the MTP Steering Committee and Land Use and Transportation Integration (LUTI) Committee. NMDOT staff also participated in MRMPO's scenario planning workshops.

1.1.3 Contents of the MTP

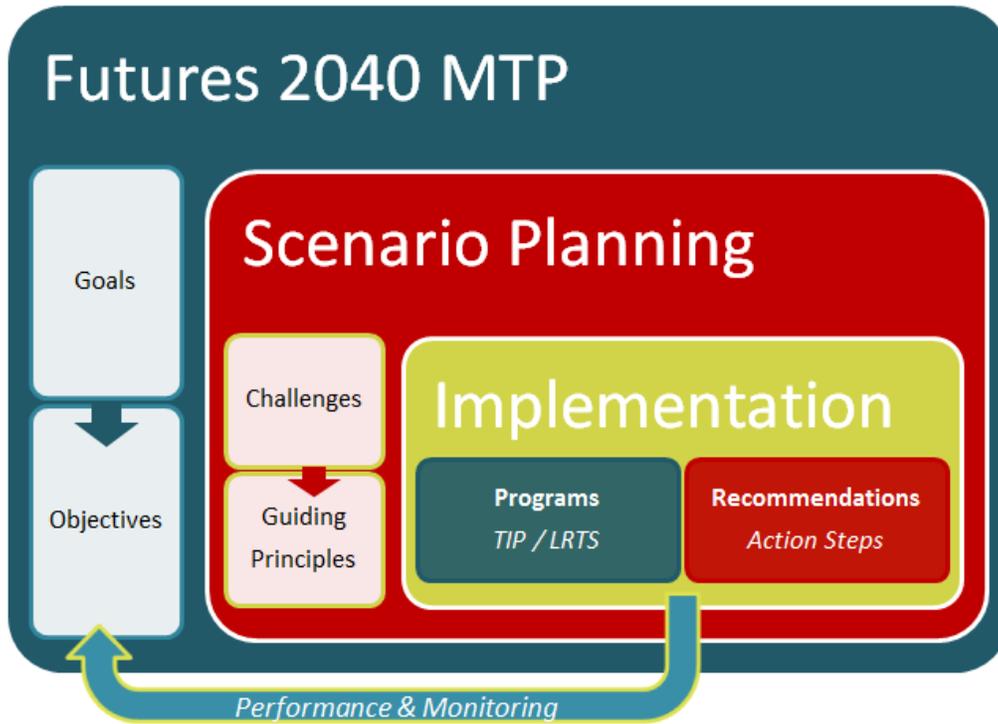
The *Futures 2040 MTP* represents a continuing, cooperative, and comprehensive transportation planning process to identify existing conditions, anticipate future needs, and prioritize projects that support the goals and objectives of the plan. However, the MTP development process not only results in a transportation plan, but also provides the opportunity to consider and possibly reconsider how the region is growing and how those growth patterns affect the way people live and travel throughout the region. As a result, the *2040 MTP* is not just a product and a means of disseminating information, but also represents a means of bringing together regional stakeholders to make recommendations and develop strategies for improving the transportation system.

Besides the fact that it is federally required, it is a wise investment in time and energy to produce a long-range transportation plan for the region. By working toward the goals of mobility, economic vitality, active places and environmental resiliency, better outcomes for the region will result. This is true not only in terms of transportation conditions, but also livability, economic returns, regional competitiveness, and sense of place, to name just a few. The plan also promotes regional cooperation and public and stakeholder participation in the transportation planning process.

The *Futures 2040 MTP* is a multi-faceted plan that covers a wide range of challenges and issues facing the region. Within the MTP framework lies the scenario planning efforts that consider how land use policies and transportation investments can best address the plan's larger goals. Ultimately, the planning process leads to specific programs, recommendations, and action items that address regional needs and support the guiding principles of the Preferred Scenario.

The document itself explores current and projected conditions before considering appropriate strategies to address regional challenges. **Chapter 2** explores the levels of expected growth in the AMPA, the scenario planning effort, and the components of the Preferred Scenario. **Chapter 3** discusses transportation and other related challenges in the region and how they may be addressed in the coming decades. **Chapter 4** assesses how the Trend and the Preferred Scenario perform and other means of tracking progress in the region in terms of addressing long-term transportation needs. Finally, **Chapter 5** considers steps to implement the *2040 MTP* and support the principles of the Preferred Scenario. The reader should note that while individual sections in Chapter 3 provide strategies and opportunities related to the specific mode or issue being addressed, these strategies are coalesced into recommendations and action items that are organized by subject (e.g. transportation, land use, or the environment) in Chapter 5. Supplemental materials can be found in the **Appendices**, including a full list of all projects proposed by member agencies for implementation by the year 2040.

Figure 1-1 Components of the *Futures 2040 MTP*



In addition to the list of projects for implementation, an MTP is a combination of tools and datasets that can be utilized by member agencies and the general public for project development and decision-making purposes. For this reason, analysis related to housing and transportation affordability or accessibility to area hospitals and transit stations are presented alongside the Trend Scenario socio-economic and travel demand forecasts. To make the MTP more user-friendly, the first page of each section of Chapter 3 contains a side panel outlining critical components and important products.

1.2 Development of the *2040 MTP*

The *Futures 2040 MTP* is the culmination of several years of research, analysis, outreach, and coordination with member governments and the general public. It is a comprehensive effort to establish a regional transportation vision, identify potential growth patterns, and create a list of projects that will be funded and implemented over the coming decades. An MTP is also an extension of previous efforts. Land development and transportation infrastructure projects require time to finance and implement, meaning there is overlap and consistency from plan to plan. But new data and trends require constant rethinking of projections and transportation needs.

In effect, the MTP is an ongoing effort; as soon as one update is complete, the process begins again. The development of the *2040 MTP* began with efforts to share the previous MTP with business groups, neighborhood associations, and other stakeholders around the region. This outreach and education is critical in identifying and addressing regional concerns over time. MRMPO also convenes representatives from member agencies through a range of committees, including an MTP Steering Committee that oversees the development of the plan and determines how to integrate the MTP into local policy. The Congestion Management Process (CMP) Committee exists to monitor the progress of the MTP and forward the strategies identified in the MTP as they relate to congestion along regionally significant corridors and highways. Along the way, new priorities emerge for the region and its member governments.

New Data and Improved Tools

The period following the adoption of an MTP is dedicated to updating tools, acquiring new data, and researching trends in transportation policy. In addition to ongoing collection of transportation data, the *2040 MTP* development cycle was marked by major efforts to understand travel behavior in the region. In fall and winter 2013, the Mid-Region Household Travel Survey was conducted to understand how transportation patterns vary depending on factors such as age, household size, income, vehicle ownership rates, and place of residence. In spring 2012, an on-board transit survey was conducted to identify the socioeconomic characteristics of transit users, where riders travel to and from, and how these factors vary based on the type, frequency, and location of transit service.

MRMPO also developed sophisticated modeling tools to improve its ability to project future growth and transportation patterns. These include a new land use model (UrbanSim) that was utilized in creating socioeconomic forecasts, and new implementation of the travel demand model (CUBE) that directly incorporates the data from the household travel survey and the on-board transit survey.

Much has been written about changing travel patterns across the county, particularly among the millennial generation and their increased preference for urban living and alternative modes of transportation, as well as the changes in overall market demands that accompany those trends. The MTP considers how these trends apply in the Albuquerque Metropolitan Planning Area, how they may impact regional growth patterns, and whether transportation investments identified by member

agencies and strategies currently being pursued will effectively meet the evolving needs of the region. For more on these trends, see Chapter 3.1.

Building an understanding of the cares and concerns of the public is a critical part of the MTP development process. In particular, public participation is not just a means of educating the public on the plan itself, but a means of generating feedback. Public participation spanned the entire MTP development cycle, with rounds of public meetings held in November 2013, May 2014, and January 2015. Outreach methods also included information tables at public events and presentations to neighborhood associations and public questionnaires that allowed respondents to express their opinions on the transportation system and identify preferred improvements. These efforts allowed for comprehensive feedback of the most critical challenges facing the region, and ultimately informed the plan's goals and objectives.

Project Identification

The MTP contains a list of all transportation projects proposed for implementation over the life-span of the plan. This project list is proposed by member agencies, with analysis conducted by MRMPO to ensure that sufficient federal and local funding exists to implement the proposed projects. MRMPO does not lead the design or construction transportation projects, but does work with member agencies to identify funding sources and analyzes infrastructure needs. Ideally, the information contained in an MTP informs the projects proposed by member agencies.

Many projects carry over from one MTP to the next; however, new priorities emerge and projects may be added or dropped. One particular area that is emphasized to a greater degree by agencies in the AMPA is roadway maintenance and preservation. The reality of operating and maintaining an ever-increasing transportation network on tightening budgets means that new capacity projects have greater competition for limited dollars and are to be undertaken only when necessary. For this reason, there are some notable differences in the roadway projects contained in the *2035* and *2040 MTPs*.

Scenario Planning

A major new component of the *Futures 2040 MTP* is the use of scenario planning. Scenario planning involves the comparison of multiple patterns of future growth using performance measures to determine the most desirable outcomes. The use of scenario planning exemplifies how metropolitan transportation plans are part of an ongoing process. The trend scenario in the *2035 MTP* projected high levels of congestion along the region's river crossings.² MRMPO heard repeatedly from its member agencies and the general public that the growth patterns that contributed to the deteriorating transportation conditions identified in the plan did not represent a desirable future. Scenario planning is a means of introducing a proactive planning approach that encourages integrated land use and transportation decision-making. Rather than projecting one future based on existing plans and policies,

² An MTP trend scenario is based on existing plans and policies reflects what would happen if recent development practices continue in the coming decades

the *2040 MTP* provides alternative growth scenarios and investigates the results so that a more desirable future can be achieved.

The scenario planning process involved a number of steps designed to translate regional challenges into scenario concepts, which were eventually modeled and analyzed for their performance and ability to address regional challenges. A workshop was held in June 2013 to introduce the concept of scenario planning to regional stakeholders and discuss regional challenges. Two additional workshops were held in the summer of 2014 to collaboratively build and evaluate a series of alternative growth scenarios. Iterations of the MTP scenarios were presented at each workshop, with feedback sought on how best to address regional goals and provide a reasonable alternative to the Trend Scenario of the *2040 MTP*. The workshops were complemented by continuous feedback from member agency staff through the Land Use and Transportation Integration (LUTI) and MTP Steering Committees. The Preferred Scenario that resulted from this process contains the organizing principles for the plan and serves as a target to strive towards regarding the future of transportation and land use in the region. See Chapter 2 for more information on the scenario planning process.

1.3 Public Participation

Public participation for *Futures 2040* was conducted in accordance with MRMPO's Public Participation Procedures adopted by the Metropolitan Transportation Board in January 2013.³ Outreach strategies used to promote awareness and gather feedback included questionnaires, public meetings and open houses, requests for comments posted on the MRCOG website, and promotion at community events. (Select findings from the *2040 MTP* Questionnaire can be found in the Transportation Trends section in Chapter 3.1; a summary report can be found in Appendix J). Public meetings and the survey were publicized in a variety of ways, including via print ads in local newspapers, radio ads, social media, the MRMPO e-newsletter, partner websites, Facebook pages and Twitter feeds, press releases, and other on-line events listing forums and newsletters.

The goal of MRMPO's Public Participation Plan is to provide the public and concerned stakeholders meaningful access to the planning process at each stage of its development. For *Futures 2040*, the main goals of the public outreach efforts were to increase knowledge about and engagement in the regional long-range planning process and to solicit feedback from as wide and diverse a group possible.

³ The Public Participation Procedures are available on MRCOG's website at www.mrcog-nm.gov. For more on scenario planning outreach, see Chapter 2.

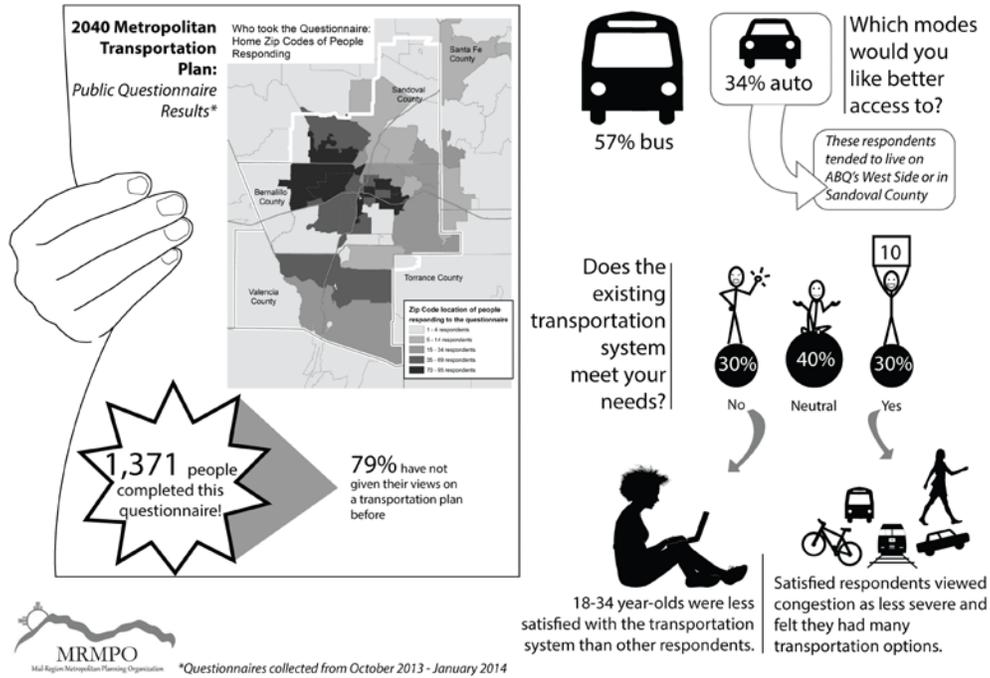
There were three main outreach stages during the course of the plan's development.

- 1) MTP Kick-Off (October 2013-March 2014): The upcoming MTP development process was presented and feedback was solicited on potential goals and regional challenges in public meetings. New elements to the MTP were introduced and the questionnaire was undertaken to gather people's views on transportation in the AMPA. An MTP Facebook page was developed and launched.
- 2) MTP Analysis Phase (April 2014-November 2014): In this phase of outreach, feedback on regional challenges was summarized and presented, results of the questionnaire were reported, and feedback on the conceptual growth scenarios was sought. In this outreach phase, MRMPO staff attended community events to help promote participation in the MTP process and introduce the plan to new audiences. MRMPO also hosted open houses in an attempt to appeal to new participants. The medium proved more interactive and enabled MRMPO staff to discuss issues with attendees in an in-depth manner. Feedback was also solicited on the conceptual scenarios in this phase.
- 3) MTP Draft Phase (December 2014-April 2015): Comments were solicited on the draft MTP in December and January and comments were solicited on the final draft in March. Public meetings were held in January to present the draft MTP and to gather feedback on the document, particularly on the plan's findings. The document was posted on-line and its availability for review was promoted on the MRCOG website, partner websites and social media pages, via email blasts and MRCOG and MRMPO social media and MRMPO's newsletter, as well as other methods.

Comments and feedback received from the all three phases of public participation were integrated into MTP products (e.g., conceptual scenarios) and used to guide the document itself. A list of all public presentations given and forums where the MTP materials were promoted is available in Appendix I. Figure 1-2 shows an infographic summarizing key findings from the *2040 MTP* Questionnaire.

Figure 1-2: Summary Findings Handout from 2040 MTP Questionnaire

Public Views on Transportation in Central New Mexico



Top Challenges to Population Growth:



Top Issues for Driving, Bicycling, Walking, and Taking the Train or Bus:

