

Chapter 5: PLAN IMPLEMENTATION

The *Futures 2040 MTP* features several implementation mechanisms that help ensure progress is made toward addressing the regional goals and objectives that guide the transportation planning process. As it is first and foremost a transportation plan, these initiatives focus specifically on transportation strategies, project development, and the programming of transportation dollars. Principal strategies that are integrated into the regional transportation planning process include:

- 1) The **Transportation Improvement Program (TIP)**, which utilizes the Project Prioritization Process and identifies projects that will receive federal transportation funds. Only projects that are included in or consistent with the MTP can be funded through the TIP, making the TIP the near-term implementation program for the long-range plan.
- 2) **Transit policy measures** including mode share goals and a funding set-aside. MRMPO's policy body, the Metropolitan Transportation Board, adopted a resolution that calls for 20 percent of all trips along a priority network to be taken by transit by 2040. Along with these mode share goals, a TIP set-aside has been adopted that requires a minimum of 25 percent of certain federal funds that are programmed through the TIP be directed toward transit projects that expand service along the priority network. Discussion on the transit policy measures can be found in Chapter 3.4.
- 3) The **Congestion Management Process (CMP)**, an ongoing mechanism for discussing regional transportation challenges and identifying strategies by location. A primary function of the CMP is to evaluate the effectiveness of transportation strategies and coordinate regional transportation decision-making.
- 4) The **Long Range Transportation System (LRTS) Guide**, which provides design guidance for new and reconstructed roadways to work toward a more complete, connected, and safe transportation system. The LRTS Guide serves to implement the Complete Streets resolution (R-11-09) the Metropolitan Transportation Board passed in 2011, which called for updating documents and policy as it relates to Complete Streets as well as the production of a guidance document. The LRTS Guide is meant to ensure that roadway design is consistent with the surrounding context and adequately serves all potential users.

Through the scenario planning process the *2040 MTP* also established that addressing regional challenges goes beyond the identification of transportation projects. While MRMPO can play a facilitating role and lead certain efforts, the realization of the plan is the work of all regional partners, and critical policy decisions that extend beyond transportation will need to be considered. Other agencies in the region must incorporate the principles of this plan into internal processes, policies, and plans as appropriate in order to fully realize its benefits. In particular, several key strategies recommended for realizing the Preferred Scenario require land use jurisdiction. Land use falls outside the purview of a regional transportation planning agency such as MRMPO, but local land use decisions have significant implications for the larger region. Coordination across jurisdictions is critical to achieve the best outcomes.

This chapter considers two of the transportation-related measures listed above that are critical for the implementation of the MTP: the Transportation Improvement Program and the Long-Range Transportation Systems Guide (a complete version of which can be found in Appendix H). While the mode share goals and TIP set-aside are important initiatives, they must be complemented by a integrated vision for land use and infrastructure investments in order for them to truly succeed. As such, this chapter also contains implementation strategies and recommendations associated with achieving the vision established by the Preferred Scenario.

The chapter concludes with an examination of the potential next steps for MRMPO and regional partners in expanding analytical capabilities and integrating scenario planning efforts into other local and regional plans and projects.

5.1 Transportation Improvement Program

The Transportation Improvement Program (TIP) is a federally-mandated short-term plan that programs funding for transportation projects in a metropolitan region. In order for a project in the Albuquerque Metropolitan Planning Area (AMPA) to receive federal highway or transit funding, it must first be included in the TIP (and before that must be included in or be consistent with the MTP). The TIP must also include non-federally funded projects that are considered “regionally significant.” In short, the TIP document functions as the region’s mechanism for allocating limited funding resources among various transportation needs and serves as a tool for transportation professionals and the general public to track the use of local, state, and federal transportation dollars.

The TIP covers a six-year period, with the first four years constituting the “Federal TIP” (or the federally-mandated portion) plus two informational years. A “new” TIP is developed every two years by adding the next two subsequent fiscal years. Each fiscal year must be fiscally constrained, meaning that the amount of funds programmed must not exceed the amount of funds estimated to be available in each year. Also, adoption of the TIP must be accompanied by a determination of air quality conformity by the Albuquerque-Bernalillo County Air Quality Control Board and other agencies to ensure projects programmed in the current TIP will not negatively impact current air quality standards.

5.1.1 TIP Development

The TIP is developed by MRMPO staff in coordination with the Transportation Program Technical Group (TPTG) using the process established in the *TIP Policies and Procedures* manual. The TIP is then adopted by the Metropolitan Transportation Board of the MRMPO after considering any recommendations of the Transportation Coordinating Committee and Public Involvement Committee, and after there has been opportunity provided for public comment on the draft document. Once approved by the MTB, the TIP is transmitted to the NMDOT for inclusion, without modification, into the Statewide Transportation Improvement Program (STIP) followed by final approval from the Federal Highway Administration and the Federal Transit Administration.

Relationship Between the TIP and the MTP

The MTP is a minimum twenty-year multimodal long range transportation plan that provides a framework for development of the associated TIP (in this case, the FFY 2016-2021 TIP). The *2040 MTP* will serve as the AMPA’s roadmap to guide transportation investments and decisions regarding transit enhancements and expansions, bicycle and pedestrian improvements, transportation demand management strategies, Intelligent Transportation System enhancements, and roadway improvements. Those needs are translated into implementable projects and programmed for federal funds by means of the TIP. While the MTP establishes the goals and framework, the TIP serves as a tool for program and project implementation.

MAP-21 TIP Requirements

The current federal transportation authorization bill, MAP-21, lists requirements for a TIP:

- A TIP shall contain projects consistent with the current metropolitan transportation plan
- A TIP shall reflect the investment priorities established in the current metropolitan transportation plan
- A TIP, once implemented, is designed to make progress toward achieving the performance targets
- A TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets

MAP-21, which became effective October 1, 2012, also established a series of performance measures and targets that are meant to guide the programming of federal funds. However, performance measures and targets are not expected to be established and finalized by the U.S. DOT and NMDOT before the *Futures 2040 MTP* and the FFY 2016-2021 TIP are both formally adopted. Nevertheless, MRMPO has taken proactive steps in anticipation of this upcoming guidance; more information can be found on how the region is addressing MAP-21 performance goals in Chapter 4.3.

Project Prioritization Process and Project Selection

In developing a new TIP, agencies submit project proposals to MRMPO staff to be scored and ranked through the Project Prioritization Process (PPP), which is an objective, quantitative-based method for evaluating and comparing proposals for inclusion in the TIP. Each project is evaluated and receives a prioritization score depending on how well the proposed project supports the goals and regional directions outlined in the *2040 MTP*. Multifaceted projects that address a number of regional needs and target key geographic areas identified in the MTP generally receive higher scores. Additionally, each agency proposing projects may provide further qualitative information to aid in the assessment of the various project proposals (e.g., the value of the project to the region, the community, or potential impacts) and to help determine which projects should be ultimately programmed into the TIP.

Overall, the PPP helps transportation stakeholders establish a short-range TIP that implements the long-range transportation plan's goals and objectives while adhering to and linking investment priorities to forthcoming national performance goals.

5.1.2 FFY 2016–2021 TIP Development Summary Statistics

Per MAP-21 requirements for a TIP, the projects contained in the TIP must be consistent with the *Futures 2040 MTP*; the FFY 2016-2021 TIP also reflects investment priorities established in this document. Summary statistics for the FFY 2016-2021 TIP as approved by the MTB on April 17, 2015 are included in this section. The diagrams and charts depict summaries of total funds programmed by project type, along with total funds programmed by core funding categories, and total funds programmed by lead agency.

It is important to keep in mind that this TIP is a living program and will look rather different in the coming years due to standard revisions that take place during its two-year lifecycle. In addition, all numbers and figures listed here are subject to change due to the fact that a long-term federal transportation bill is not in place. Current figures were developed and programmed based on a continuing resolution to the current MAP-21 transportation law. Please refer to the TIP page on the MRCOG website for a detailed listing of current projects.

Table 5-1: FFY 2016-2021 TIP, Total Federal Funds by Project Type

Project Type	Total Federal Amounts	Percentage
Bicycle/Pedestrian	\$14,028,223	3%
Capacity Projects	\$74,097,200	13%
Highway & Bridge Preservation	\$223,258,542	41%
ITS-Transportation Systems Management	\$21,760,727	4%
Miscellaneous	\$14,218,304	3%
Safety	\$3,513,653	1%
Travel Demand Management	\$6,260,250	1%
Transit	\$192,489,579	35%
Total	\$549,626,478	100%

Note: project type totals reflect all federal funding categories

Table 5-2: FFY 2016-2021 TIP, Total Funds Programmed by Funding Category

Funding Category	Total Federal Amounts	Percentage
Federal Highway Funds (FHWA)	\$347,879,278	55%
Federal Lands Highway Program Funds	\$33,468,570	5%
Federal Special Programs Funds	\$3,709,717	1%
Federal Transit Funds (FTA)	\$168,278,630	27%
Local Non-Matching Funds	\$48,440,875	8%
State Non-Matching Funds	\$28,785,000	5%
Total	\$630,562,070	101%

Table 5-3: FFY 2016-2021 TIP, Total Federal Funds Programmed by Lead Agency

Lead Agency	Total Federal Amounts	Percentage
Bernalillo County	\$42,019,485	12.1%
City of Albuquerque - ABQ Ride	\$24,635,930	7.1%
City of Albuquerque -DMD	\$45,140,264	13.0%
City of Albuquerque -P&R	\$748,444	0.2%
City of Belen	\$2,018,093	0.6%
City of Rio Rancho	\$11,632,312	3.3%
MRMPO/MRCOG	\$2,076,707	0.6%
NMDOT	\$192,922,214	55.5%
Pueblo of Cochiti	\$2,158,346	0.6%
Rio Metro RTD and NMRX	\$5,835,269	1.7%
SSCAFCA	\$1,597,885	0.5%
Town of Bernalillo	\$713,424	0.2%
Town of Peralta	\$318,960	0.1%
Valencia County	\$5,848,368	1.7%
Village of Corrales	\$287,933	0.1%
Village of Los Lunas	\$9,925,644	2.9%
Total	\$347,879,278	100%

Note: This tables is comprised only of core FHWA fund sources.

Table 5-4: FFY 2016-2021 TIP, Total Federal Transit Funds Programmed by Lead Agency

Lead Agency	Total Federal Amounts	Federal Percentage by Lead Agency
City of Albuquerque-ABQ Ride	\$62,732,000	37%
Rio Metro NM Rail Runner Express	\$90,174,130	54%
Rio Metro Regional Transit District	\$15,372,500	9%
Total	\$168,278,630	100%

Note: total federal funds programmed by lead agency only comprise of FTA fund sources.

5.1.3 Project Prioritization Process

Since 2010, MRMPO has utilized a Project Prioritization Process (PPP) for selecting projects to be included in the TIP. The PPP is a unique, MRMPO-developed tool for making informed decisions and allocating resources based on technical data. It utilizes MRMPO resources and established regional goals and objectives to encourage sound transportation decisions. The PPP is designed to be an adaptable tool since conditions vary across the region and projects in different parts of the region are eligible for different funding sources. As a result, MRMPO has introduced two separate evaluation processes depending on whether projects are located inside or outside of the Albuquerque Urbanized Area.

The Project Prioritization Process defines specific evaluation criteria in order to measure the extent to which a proposed project provides quality of life, mobility or economic benefits. (The PPP currently uses performance measures based on the goals of the 2035 MTP. See below for more information on updates to the process as new MTPs are approved.) In particular, it provides a quantitative assessment of whether the goals of the MTP are met by individual transportation projects. This integration ensures that the goals reflected in the long-range planning document are also fully assessed when developing the short-range TIP.

The idea of developing a PPP emerged from the Congestion Management Process Committee’s desire to see federal transportation dollars allocated to the corridors in the AMPA that experience the most congestion and poorest transportation conditions. The need for a PPP is compounded by the level of growth expected in the region, placing a premium on transportation decisions that lead to the long-term sustainability and continued functionality of the transportation network.

Table 5-5: Criteria Used for Different Geographic Areas in the Project Prioritization Process¹

Evaluation Criteria	Large Urban Areas	Small Urban and Rural Areas
Air Quality	✓	✗
Safety	✓	✓
Environmental Justice	✓	✓
Preservation of Existing Infrastructure	✓	✓
Geographic Need	✓	✓
People Movement	✓	✓
Intelligent Transportation Systems	✓	✓
Intermodal Connectivity	✓	✓
Alternative Modes	✓	✓
Performance Measures	✓	✓
High Activity Areas	✓	✓
Private Sector (Freight)	✓	✗
Local Priorities	✓	✓

¹ The number of points per measure varies by mode. The ITS measure is not included in the evaluation of bicycle/pedestrian projects in the Large Urban Areas Project Prioritization Process.

Feedback from the technical committees indicated the process for distributing federal transportation dollars needed to evolve beyond the previously employed evaluation system, which asked member agencies to subjectively assess whether proposed projects met the seven goals of the *2030 MTP*. To improve upon this process required a meaningful and objective methodology that could incorporate all facets of the transportation planning process and comprehensively evaluate the benefits individual projects would provide to the region.

The PPP now employed by MRMPO allows for quantitative and objective assessment of the benefits and impacts of individual transportation projects. Each project submitted for inclusion in the TIP is evaluated according to a series of performance measures and receives a prioritization score. Projects are also evaluated with criteria specific to different mode types, meaning that roadway, transit, and pedestrian/bicycle projects are judged on criteria which more accurately reflect the needs of those modes.

The performance measures are intended to identify projects which provide a number of contributions to the transportation network. The criteria are varied and wide-ranging, meaning a high score in an individual criterion does not necessarily indicate a beneficial project overall. As a result, even the highest scoring projects may not address all criteria well, while projects with a low overall score may excel in certain criteria. Therefore multifaceted projects which address a number of regional needs and target key locations generally receive the highest prioritization score.

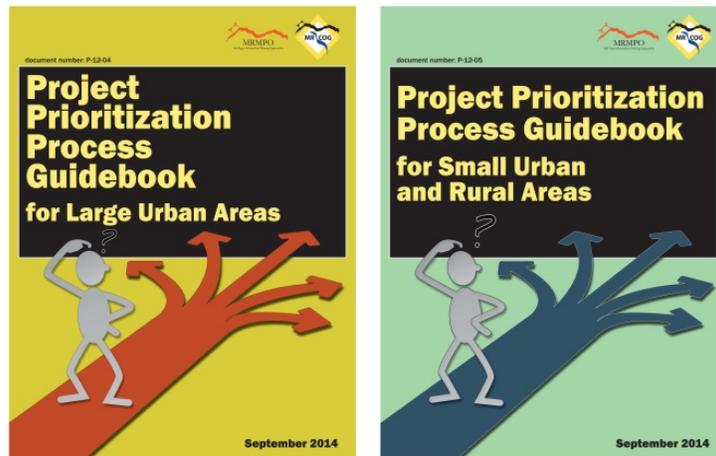
Guidebooks

To ensure a transparent process, MRMPO develops guidebooks that outline the evaluation criteria and methods for scoring projects. The *Guidebook for Large Urban Areas* is applied to projects located within the Albuquerque Urbanized Area. Any project located within Bernalillo County that is eligible for Congestion Mitigation Air Quality (CMAQ) funds is also evaluated using the *Guidebook Large Urban Areas*.

Due to differences in data availability and the fact that the scale of congestion and development are very different outside of the Albuquerque Urbanized Area, a simplified version was created for Small Urban and Rural areas. This version highlights accessibility and project intent in particular, and is applied to projects in the Los Lunas Urbanized Area that are eligible for STP-Small Urban funds, as well as projects eligible for STP-Rural or other funds that may be applied outside of the urbanized areas.

It is important to point out that the PPP is meant as a tool and is not intended to serve as the sole input in determining projects for inclusion in the TIP. Regional priorities may emerge that had not previously been considered, and not all projects can be effectively evaluated in the PPP. Similarly, the PPP was not intended to replace the debate and dialogue associated with the TIP process. Rather, the prioritization process is meant to guide the discussion around common evaluation criteria and to bring attention to projects which most effectively address the needs of the region. In practice, the project scores and ranking tables utilized in the PPP have emerged as a valuable tool and have resulted in an increase in funding for regionally-significant projects.

Figure 5-1: Project Prioritization Process Guidebooks



Updating the Project Prioritization Process

After the PPP was first introduced in 2010, minor revisions were made in 2012 and 2014. After each TIP cycle the performance of the PPP is analyzed and updates are made to address any issues that may have arisen, such as criteria scoring thresholds that do not result in a dispersed set of project scores. These revisions are developed through consultation with the Congestion Management Process Committee. A more comprehensive update will be required in 2016 to ensure the PPP is consistent with the structure of the *2040 MTP* (the goals and objectives of the *2035 MTP* inform the criteria and organizational structure of the current PPP). MRMPO does not expect any criteria to be eliminated, although new criteria may be introduced to reflect emphasis areas that were added to the *Futures 2040 MTP*.

Regardless of whether or not revisions are required, the PPP is updated with each TIP cycle as new data becomes available and new policies are introduced. New crash rate, traffic volume, and travel time data are available each year and are utilized in project evaluation to ensure projects are evaluated on the most recently observed transportation conditions. Every four years new socioeconomic data is developed as part of the MTP update. This includes base year population and employment estimates as well as updated projections.

MTP Implementation and Use of the Preferred Scenario

The PPP is a critical means of putting the MTP into practice by linking regionally-developed strategies and policy recommendations with evaluation criteria and highlighting projects that best address the regional needs identified in the plan. The *2040 MTP* differs from past efforts in that it does not just identify regional needs that emerge as a consequence of future growth, but identifies an alternative growth scenario and high priority locations for future development and investment of regional transportation dollars.

One particularly important criterion in the PPP is “activity density,” which measures the composite level of population and employment density in the proposed project area. Since the *2040 MTP* identifies two scenarios, how projects are prioritized depends on which scenario data is utilized in the PPP. As a means of directly putting scenario planning efforts into practice, the forecasted conditions from the Preferred Scenario are now used to determine the 2040 activity levels in the proposed project area. In this way, projects that help realize the Preferred Scenario will be prioritized for federal funding. In future PPP updates, MRMPO will identify ways to further prioritize projects that support the Preferred Scenario.

5.2 Long Range Transportation System Guide

The Mid-Region Metropolitan Planning Organization has developed the Long Range Transportation System Guide (LRTS Guide) to respond to the growing need for transportation networks to become more efficient at addressing congestion, providing multimodal options for all users, supporting economic development, and improving public health. One of the key findings of the *2035 MTP* was that the strategy of adding roadway capacity was not sufficient to address congestion across the AMPA. The good news is there are promising alternative strategies that not only address congestion but that also have economic and health benefits. These strategies involve creating Complete Streets by integrating land use and transportation planning to improve conditions for all users.

In particular, the LRTS Guide builds upon the past right-of-way guidance from the Future Albuquerque Area Bikeways and Streets (FAABS) document and incorporates multimodal accommodations guidance based on national best practices. The intent for future roadways is to find the minimum right-of-way needed for good multi-modal accommodation, and to design transportation networks that support adjacent land uses. Foundational to the LRTS Guide are a series of system maps: the Long Range Roadway System, the Long Range Bikeway System, and the Long Range High Capacity Transit System. By showing where future roadways, bikeways, and transit lines are planned, the region can better assess connectivity needs and ensure complete and efficient networks.

The LRTS Guide supports the *2040 MTP* and the principles of the Preferred Scenario by providing a means to look at transportation and land use together while also integrating Complete Streets principles, particularly for activity centers where trips taken by transit, walking, and bicycling are encouraged. The Preferred Scenario is supported by growing desire to foster public spaces where people like to congregate, and the LRTS Guide provides recommendations based on nationally-recognized practices on how to make streets more inviting. However, the LRTS Guide goes beyond both the Preferred Scenario and the *2040 MTP* by providing recommendations for connections past the 2040 timeframe (see the Long-Range Roadway System).

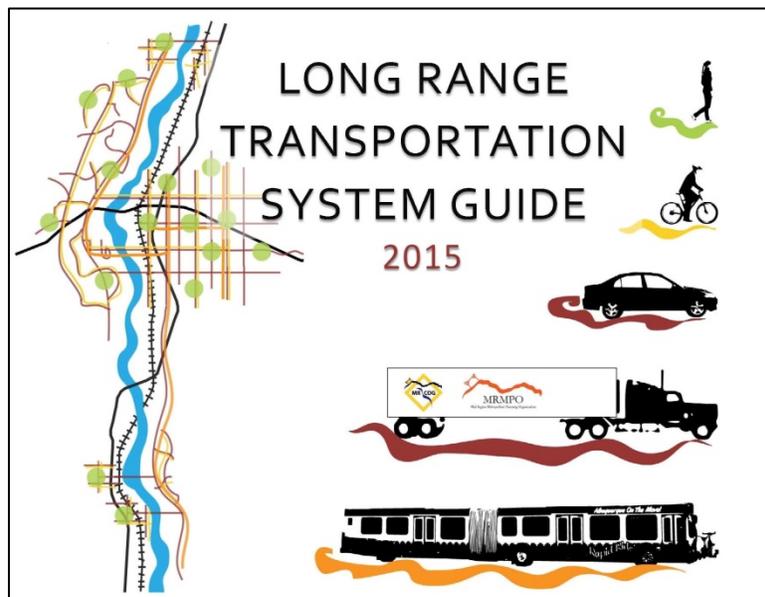
Instead of creating a parallel effort, the LRTS Guide identifies a range of opportunities and provides considerations that support the *2040 MTP*; many of these considerations also support the principles of the Preferred Scenario. The LRTS Guide provides recommendations for network connectivity, multi-modal accommodation, and land use integration at a variety of development levels, and can inform master plans, corridor studies, and individual roadway projects. It is in this way that the LRTS Guide weaves the principles of the Preferred Scenario into current planning efforts.

Nationally-recognized guidance is included and referenced in the LRTS Guide. There is an evolving understanding of multimodal needs, and communities are creating new ways to improve walking, transit and bicycling conditions. Often minimum design recommendations do not provide sufficient levels of comfort for people to consider changing modes. The LRTS Guide helps to prioritize locations where roadway design needs to go beyond minimum accommodations for different modes. For example, activity centers where pedestrian travel is prioritized involves slowing down motorized traffic, providing wider sidewalks, and including street trees in an effort to help people choose to walk over driving to

destinations within the activity center. Minimum design recommendations would not necessarily have achieved such desired outcomes.

All transportation efforts should involve data collection and monitoring, and this is particularly true with new, developing efforts. The LRTS Guide recommends performance measures and provides a checklist for this purpose. These tools help to communicate a roadway's role in the regional picture in terms of both transportation and the existing and planned land use it should support. Performance measures also help communicate the data that can help inform decisions and help monitor projects before, during and after development. Currently MRMPO provides much of this data, such as travel demand, and in other areas such as non-motorized counts MRMPO is building capacity to provide this information as well.

Figure 5-2: Long Range Transportation Systems Guide Cover Page



By taking advantage of current processes, the LRTS Guide seeks to provide a more efficient means of integrating regional considerations into local efforts. Finally, the Guide provides a framework to monitor and evaluate how well individual efforts achieve their intended outcomes. These components are the main mechanisms that the LRTS Guide uses to implement the principles of the Preferred Scenario as well as integrate land use and transportation planning and provide multi-modal accommodation. The LRTS Guide will be updated over times and requires feedback from member agencies on ways to make the process more efficient and its guidance more effective in the future. The Guide is part of the *2040 MTP* but will also be a standalone document that can inform regional transportation practices beyond the life of the *2040 MTP*.

5.3 Implementing the Preferred Scenario

This section describes the key products of the *Futures 2040 MTP* designed to guide regional decisions and to help realize the Preferred Scenario. These include: 1) **guiding principles** of the Preferred Scenario that complement the goals and objectives of the MTP; 2) **key locations map** depicting regionally-agreed upon locations suitable for additional development; and 3) **recommendations and action steps** that were identified by local stakeholders to help close the gap between the Trend and the Preferred Scenario. A fourth product, the **Long-Range Transportation Systems Guide** is intended to link roadway design to the surrounding context in order to meet the needs of all users and more broadly addresses the goals and objectives of the MTP by explicitly linking transportation infrastructure to land use decisions. Taken together, these products provide guidance on general strategies and locations in which additional investment and policy changes could have the greatest regional impact. It is up to individual jurisdictions to identify which strategies are most appropriate for them and pursue implementation at the local level.

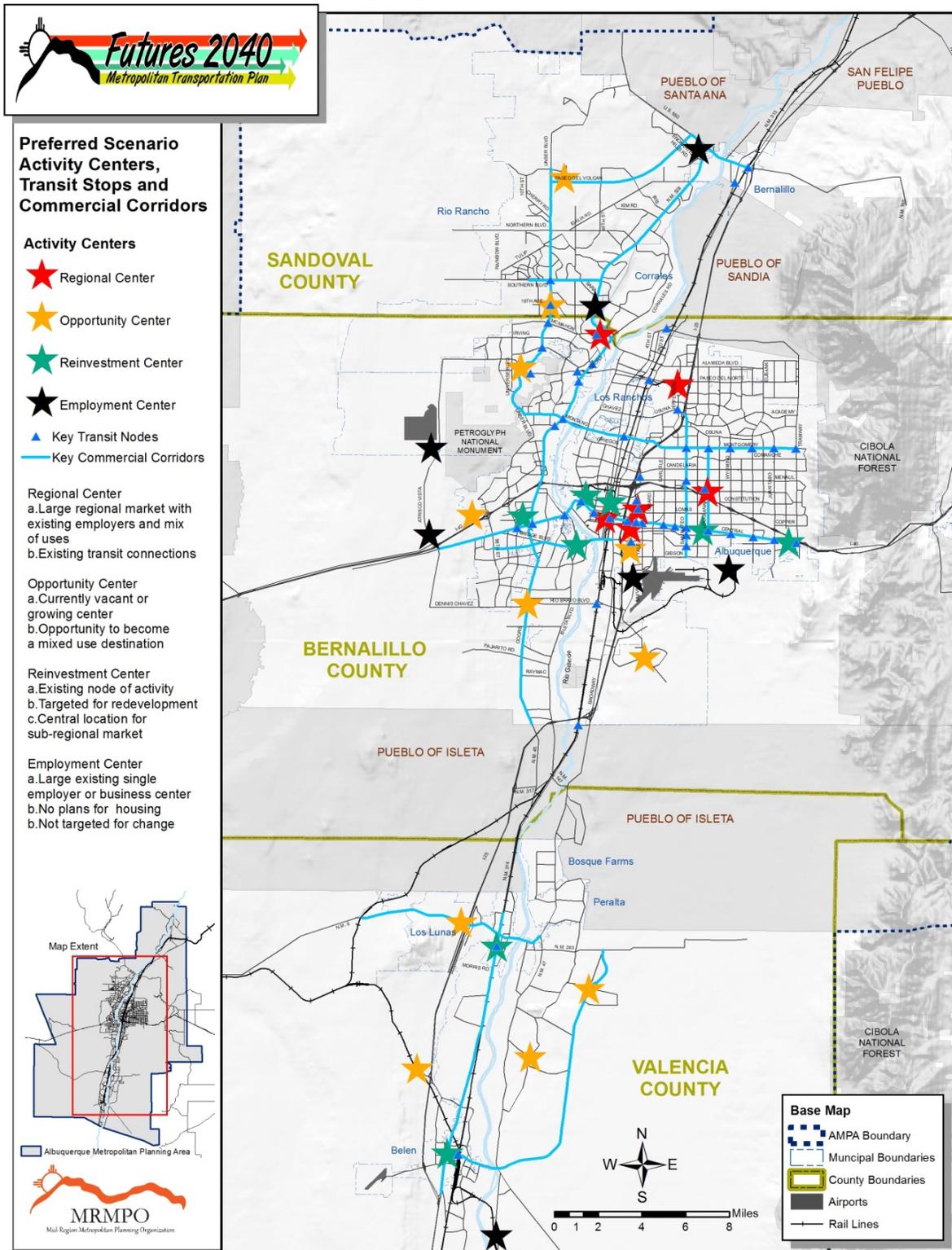
5.3.1 Principles of the Preferred Scenario

The Preferred Scenario is based on several guiding principles that were developed and refined through the collaborative scenario planning process. They are as follows:

- 1) Local land use policy decisions impact the larger region, particularly as they relate to transportation; therefore it is critical to link land use and transportation decision-making to effectively address regional mobility.
- 2) Future population growth and increased traffic congestion will contribute to a continued increase in transit ridership and a demand for service expansion.
- 3) Concentrated development within key centers and transit nodes create the mix of activity and connections that enable transit to succeed.
- 4) A diverse mix of uses coupled with appropriate design standards within key centers and transit nodes increase the potential for shorter trips and enhance the propensity for bicycle and pedestrian trips.
- 5) A greater emphasis on growing employment centers west of the Rio Grande will allow for more work, shopping and medical trips to occur locally, thereby alleviating congestion on river crossings.
- 6) A greater emphasis on affordable and diverse housing options in closer proximity to jobs, shopping, and medical facilities east of the Rio Grande will increase household location choices while reducing travel demand.
- 7) Changing demographic composition and preferences increase the likelihood that the guiding principles behind the Preferred Scenario will coalesce with consumer demand.
- 8) Development patterns that maximize the utility of existing infrastructure have the potential to equate to significant cost savings for local jurisdictions as it relates to service delivery and infrastructure costs.

5.3.2 Key Locations Supporting the Preferred Scenario

Map 5-1: Preferred Scenario Activity Centers, Transit Nodes, and Commercial Corridors



5.3.3 Recommendations and Potential Action Items

The implementation strategies contained in this section are the result of brainstorming exercises conducted during the workshops that accompanied MTP development and the Climate Change Scenario Planning Project. They have been edited for clarity and practicality. Though the recommendations are intended to move the region toward the Preferred Scenario, they are not envisioned as a comprehensive plan for implementation. Rather, these items provide regional stakeholders with guidance regarding ways to achieve some of benefits of the Preferred Scenario. The compilation of these recommendations and action items was the final step in the scenario planning process that supports the *Futures 2040 MTP*, and should be considered a starting point following the adoption of the MTP. The action items are not prioritized and they are not feasible or appropriate in all locations. Rather, they represent a suite of potential strategies and a foundation for identifying policies to best address long-term regional needs.

The following recommendations and action items require initiative not just by MRMPO (and the larger Mid-Region Council of Governments, of which the metropolitan planning organization is one part), but also member agencies responsible for land use regulations and non-member agencies responsible for the stability of environmental systems in the region. They are organized around five core areas that address regionalism, transportation conditions, land use, economic development, and environmental needs and concerns. Note that “key locations” in this section refers to the activity centers, transit nodes, and commercial corridors supporting the Preferred Scenario as shown in Map 5-1.

Regional Collaboration and Leadership

The scenario planning process reinforced the need for leadership in supporting regional integration of land use and transportation plans and strategies. While MRMPO is seen as a champion for regionalism, strong leadership is required by regional decision-making bodies and active involvement is required from agencies across the AMPA.

Recommendations

- Increase mode share by transportation modes other than private vehicle
- Develop regional guidelines and projects that improve the health and safety of travelers for all modes
- Encourage higher-density development patterns in key locations to better support transit, economic activity, walkability, and vibrant places
- Encourage regional integration of land use and transportation plans and strategies
- Encourage regional dialogue about infrastructure life cycle costs and financing needs
- Actively pursue infill development and the redevelopment of major regional activity centers
- Support partnerships that enable creative funding strategies as they apply to regional-scale projects in key locations

- Align regional transportation and land use investments to leverage private investment and transit-oriented development
- Coordinate regional economic development activities to position the region to compete against neighboring metropolitan areas (El Paso, Tucson, Denver, etc.)

Potential Action Items	Lead Agency	Coordination
<ul style="list-style-type: none"> • Coordinate regional water plans and the 2040 MTP 	MRCOG/Water Utilities/ISC	MRCOG/Water Utilities/ISC
<ul style="list-style-type: none"> • Facilitate regional dialogue about balancing agricultural and residential/commercial water consumption 	MRCOG/Water Resources Board	Local/County/MRMPO
<ul style="list-style-type: none"> • Establish mode share goals that target alternatives to single-occupancy vehicle travel 	MRMPO/Region	Local/County
<ul style="list-style-type: none"> • Provide information to policy makers, planning commissions, and agency staff on scenario planning efforts and the impact of growth patterns on the natural and built environment 	MRMPO	Local/County
<ul style="list-style-type: none"> • Incorporate the Preferred Scenario into agency development review processes and information items among committees convened by MRMPO (e.g., TPTG, TCC, MTB, etc.) 	MRMPO	Local/County
<ul style="list-style-type: none"> • Provide an assessment of the region's progress toward implementing the Preferred Scenario 	MRMPO	Local/County
<ul style="list-style-type: none"> • Develop a regional safety action plan that improves upon emergency response communications and roadway design standards for all modes 	MRMPO	Local/County
<ul style="list-style-type: none"> • Provide economic information and return on investment (ROI) related to major public investments for regionally significant transportation and/or land use projects 	MRMPO/Local jurisdictions	Local/County

Transportation Strategies

Given funding constraints and the magnitude of infrastructure needs, it is critical that the region proceed thoughtfully when it comes to funding infrastructure projects. The Preferred Scenario is organized in part around expanding multi-modalism and improving access to public transit. Transportation strategies must also utilize innovative technologies and strategies to ensure the movement of people and goods while supporting surrounding land uses.

Recommendations

- Establish a network of high frequency transit corridors and implement a BRT system
- Improve the safety and connectivity of bicycle and pedestrian infrastructure
- Expand travel demand management (TDM) programs and new technologies that encourage alternatives to commuting by single-occupancy vehicles
- Increase mode share among non-motorized travel options
- Develop a more coordinated regional freight network that establishes agreed upon guidelines for truck restricted roadways and rail crossings
- Prioritize public infrastructure investments in key locations
- Optimize existing infrastructure through ITS and other transportation systems management strategies
- Support context sensitive design standards

Potential Action Items	Lead Agency	Coordination
• Develop a long-range regional transit plan and prioritize transit investments	MRMPO/Transit providers	Local/County
• Establish mode share goals along key transit corridors and identify levels of service required to achieve those goals	MRMPO/Region	Local/County
• Generate additional revenue to support transit investments (e.g., raise GRT from 1/8 to 1/2-cent)	RMRTD/ABQ Ride	Local/County/MRMPO
• Create and implement a regional ITS System Plan that includes signal optimization and other efficiency improvement measures	MRMPO/NMDOT	Local/County
• Fully implement a Regional Traffic Management Center	NMDOT/MRMPO	Local/County
• Develop and adopt the Long Range Transportation System Guide	MRMPO	Local/County
• Adopt policies and standards that support Complete Streets and context sensitive design solutions for new and retrofitted infrastructure	Local/County	MRMPO
• Develop a parking management plan; identify locations for on-street parking, parking reduction requirements, and other strategies	Local/County	MRMPO
• Implement bikeshare programs in and among key activity centers and transit stations	Local/County	MRMPO
• Develop regional TDM program or policies	MRMPO/Transit Providers	Local/County
• Prioritize roadways for different modes, including	Local/County	MRMPO

priority transit and bicycle facilities, as a part of local planning efforts and capital improvement programs		
<ul style="list-style-type: none"> Improve connectivity through new and/or updated network standards, subdivision retrofits, utilization of parallel back streets/alleys to improve accessibility to sites along major arterials 	Local/County	MRMPO
<ul style="list-style-type: none"> Provide a more comprehensive analysis of congestion that includes level of service for all modes of travel and trip generation rates for mixed-use areas 	MRMPO	Local/County

Land Use Strategies

Travel and congestion depends as much on land use decisions as infrastructure investments. The MTP scenario planning process relied upon strong member agency involvement to propose land use strategies ranging from regulatory to design measures. Implementation of the land use strategies is the responsibility of member agencies with authority over land use decisions. MRMPO has a role to play through its development review process and can evaluate land use decisions and local plans for their consistency with the principles of the Preferred Scenario.

Recommendations

- Improve the balance of jobs and housing east and west of the Rio Grande
- Encourage low-impact development and sustainable development strategies in critical and sensitive natural and cultural areas and rural areas
- Incentivize a compact mix of uses and transit-oriented development in key locations
- Prioritize development where existing or planned infrastructure investment can be leveraged
- Support land uses that are pedestrian-oriented and decrease the need for parking infrastructure
- Ensure that growth in large undeveloped areas is master planned to include well connected street networks, a mix of uses, a range of densities and a balance of jobs and housing

Potential Action Items	Lead Agency	Coordination
<ul style="list-style-type: none"> Adopt and/or update building design and site development standards that provide a high-quality built environment and access and connectivity for pedestrians and cyclists 	Local/County	MRMPO
<ul style="list-style-type: none"> Streamline development review and permitting processes in key locations as appropriate 	Local/County	MRMPO
<ul style="list-style-type: none"> Adopt mixed-use and higher-density zoning in key 	Local/County	MRMPO

locations where appropriate		
<ul style="list-style-type: none"> • Provide incentives for density and mixed use in key locations when appropriate (e.g., density bonuses, reduced parking requirements, TIFs, etc.) 	Local/County	MRMPO
<ul style="list-style-type: none"> • Allow and facilitate the permitting of accessory dwelling units 	Local/County	MRMPO
<ul style="list-style-type: none"> • Adopt parking management strategies to decrease parking requirements in activity centers and redevelopment areas and increase parking costs in high demand locations 	Local/County	MRMPO
<ul style="list-style-type: none"> • Incentivize development on underutilized parking lots and properties where appropriate 	Local/County	MRMPO
<ul style="list-style-type: none"> • Incentivize shared parking agreements to maximize use of existing parking supply 	Local/County	MRMPO

Economic Strategies

Investing in key centers, key transit nodes and along key corridors not only leads to better transportation options, but also has the potential to spur more economic activity. The scenario planning process revealed that development in these locations may require development incentives. Stakeholders also identified the need to support alternative energy sources and other innovative technologies that businesses increasingly require.

Recommendations

- Explore the use of creative financing tools and special tax assessment options to encourage development in key locations
- Link transportation investments to key economic development projects and objectives
- Cultivate places where locally-run businesses and entrepreneurs thrive
- Develop a more comprehensive approach to quantifying the costs associated with different types of development and infrastructure than the traditional impact analysis techniques
- Support projects utilizing alternative energy sources and innovative technologies to improve regional competitiveness and sustainability

Potential Action Items	Lead Agency	Coordination
<ul style="list-style-type: none"> • Coordinate with the Metropolitan Redevelopment Agency (MRA) and other public sector agencies on development in targeted locations 	MRMPO/Transit providers	Local/County
<ul style="list-style-type: none"> • Provide economic analyses, including potential return on investment, based on certain growth 	MRMPO	Local/County

futures		
<ul style="list-style-type: none"> • Provide incentives for locally-run businesses and entrepreneurs 	Local/County	MRMPO
<ul style="list-style-type: none"> • Provide incentives for businesses that support alternative modes 	Local/County	MRMPO
<ul style="list-style-type: none"> • Develop streetscape funds for major centers 	Local/County	MRMPO
<ul style="list-style-type: none"> • Develop place-making neighborhood programs 	Local/County	MRMPO
<ul style="list-style-type: none"> • Encourage Public Private Partnerships to share costs of new development in activity centers and along transit corridors 	Local / County	MRMPO
<ul style="list-style-type: none"> • Develop a better understand of the public costs (e.g. infrastructure and services) associated with suburban, urban, redevelopment and infill development 	MRMPO	Local/County
<ul style="list-style-type: none"> • Develop a better understand of the private sector and consumer costs associated with suburban, urban, redevelopment and infill development 	MRMPO	Local/County

Natural Resources and Environmental Strategies

The conservation and re-use of water are particularly important strategies for preserving natural resources in the AMPA. Other concerns include maintaining connected open space networks and preserving sensitive lands, as well as mitigating flood and wildfire risks due to climate change impacts. These strategies are in their initial stages of development since this is the first time many of these issues have been addressed in an MTP.

Recommendations

- Support agencies that are implementing water conservation strategies
- Facilitate a regional dialogue about the link between land use patterns and water consumption
- Bring more awareness to the impacts and risks associated with development in floodplains, the wildland-urban interface, and in critical and sensitive areas such as crucial animal habitats
- Expand walking and biking opportunities in and along green corridors and in open spaces
- Promote access to and awareness of existing open spaces

Potential Action Items	Lead Agency	Coordination
<ul style="list-style-type: none"> • Integrate the consideration of cultural and historical places into decision-making rather than the review process 	MRCOG/Region	Local/County/Cultural Resource Agencies

<ul style="list-style-type: none"> • Increase coordination with water utility organizations on regional planning efforts 	MRCOG	Water Utilities/ISC
<ul style="list-style-type: none"> • Analyze water infrastructure costs associated with different growth patterns 	MRCOG/Water Utilities	Local/County
<ul style="list-style-type: none"> • Support the use of grey or recycled water in parks, golf courses, and other open spaces 	Local /County	MRMPO
<ul style="list-style-type: none"> • Investigate the most efficient methods to conserve and reuse water in the region 	MRMPO/Water Utilities	Local/County
<ul style="list-style-type: none"> • Support trails connecting parks, open spaces, and recreational areas 	Region	MRMPO
<ul style="list-style-type: none"> • Support funding to stabilize natural ecosystems 	Region/State	Local/County
<ul style="list-style-type: none"> • Support opportunities for transfer of development rights and land purchases to conserve and create new open spaces 	Local/County	MRMPO
<ul style="list-style-type: none"> • Provide conservation easements and cluster subdivision opportunities 	Local/County	MRMPO

5.4 Next Steps

The role of the MTP and the metropolitan transportation planning process is to identify regional needs and assist member agencies in the development of transportation infrastructure decision-making. Each plan is another step towards a more complete and coherent understanding of the overarching challenges – transportation and otherwise – facing the region and the strategies that best address them. In this way the MTP is a living document; it is updated regularly to ensure it remains a relevant and meaningful resource for member agencies and the general public. The process and methodologies are themselves being constantly revised as new information and ideas emerge. While the *2035 MTP* explored the critical link between land use and transportation, the *2040 MTP* takes the next step to investigate the relationship between development patterns and transportation, economic, and environmental outcomes. In addition to scenario planning and the LRTS Guide, other new elements incorporated into this plan include climate change considerations, analysis of changing travel preferences, and the relationship between transportation and housing affordability. In short, the plan has become more comprehensive and sophisticated over time.

The MTP will be updated again in four years and will contain new projections and analysis. In the time in between the approval of the *2040 MTP* and the next update, MRMPO has identified several opportunities to advance its tools and analytical capabilities in order to better inform transportation investment and land use policy decisions. As always, these are regional efforts and will require participation from member agencies throughout the AMPA. These next steps may include:

- The development of additional scenarios to explore and analyze transportation and land use questions
- Building place profiles to identify small area characteristics, needs, and opportunities throughout the AMPA
- Technical assistance to member governments in incorporating the principles of the Preferred Scenario into local planning efforts
- Conducting transportation studies and analyses that build off the *2040 MTP* including needs assessments and plans surrounding key topics such as freight, transit, and safety
- More-in depth economic analyses that address the economic impacts associated with transportation infrastructure investments and assess public and private sector costs associated with different development patterns

Transportation Scenarios

The policy changes explored in the scenario planning process in the *2040 MTP* primarily involved land use, rather than transportation. The Preferred Scenario did contain an expanded transit network in order to test the impact of additional revenue, but constrained the network to the level of service that could be funded assuming an increase in GRT from 1/8 to ½-cent. However, roadway projects were held constant between the Trend and Preferred Scenarios to ensure fiscal constraint and to respect the

member agency-developed MTP project list. Additional scenarios could be conducted in order to investigate the costs and benefits associated with alternative roadway networks. This analysis would not necessarily be fiscally constrained or consistent with the MTP, but would be for purposes of asking questions and testing assumptions in order to better understand the potential consequences of transportation investments. The following scenarios ideas are hypothetical and for testing purposes only:

- A full build-out scenario of the long-range roadway system which includes projects (and relies on funding) beyond the 2040 horizon
- Additional river crossings
- A major build-out of the transit network and service with limited roadway investments

Land Use Scenarios

The scenario planning process for the *2040 MTP* focused on crafting reasonable alternatives to the Trend Scenario. However, additional scenarios that are intended to be less constrained and more exploratory in nature could be developed outside of the MTP development process in order to test assumptions and gauge impacts. Hypothetical land use scenarios include:

- A land use build-out of the AMPA or of specific sub-areas
- A jobs-housing balance scenario that structurally addresses the imbalance east and west of the Rio Grande
- A scenario in which no infill development occurs
- A scenario in which no development occurs outside of the existing built environment

In addition to alternative transportation and land use scenarios, MRMPO could also test various growth scenarios that test the impact of alternative population and employment projections on the region.

Place Profiles

In the process of identifying key locations for development, the scenario planning process revealed a need to better understand the composition and character of different communities, activity centers, and corridors. A logical next step is the creation of place or sub-area profiles that examine the existing conditions and development potential of areas throughout the AMPA. This information could inform future scenario planning and serve as a tool for member agencies in local planning. Place profiles could include:

- Socio-economic conditions
- Characteristics of the existing housing stock
- Mix of employment by industry

- Vacant and underutilized land
- Commuting patterns, accessibility of different transportation options, and Pedestrian Composite Index scores

Local Planning Assistance and Collaboration

The LUTI committee has created a forum for land use and transportation discussions among experts in both fields throughout the region. LUTI serves as the steering committee for the scenario planning process and has a vital ongoing role to play in determining appropriate avenues for forwarding this effort after the approval of the *2040 MTP*. It cannot be understated that the extent to which the region is able to realize the benefits of the Preferred Scenario depends on the commitment and dedication of local agencies and member jurisdictions, those which serve on the regional committees, and others who serve to advance the region's interests be they related to water, wildlife, industry or equity. While clearly there are differences in agency missions, scenario planning helps to emphasize the interconnectedness and shared impacts felt throughout the region. MRMPO is committed to working with these regional entities to promote and further the guiding principles that underlie the Preferred Scenario.

One area where MRMPO can take an active role in reinforcing the connection between the scenario planning process and local planning efforts is through input into comprehensive and sector plan updates and the development review process. MRMPO regularly participates in inter-agency planning teams to address the regional transportation implications of major developments and plans. With the adoption of the *2040 MTP*, MRMPO anticipates providing agency feedback and development review comments with respect to the guiding principles of the Preferred Scenario.

Transportation Planning

MRMPO and partner agencies could further explore and quantify the connections between local transportation conditions and public health outcomes, or the integration of travel demand management efforts into a regional TDM program. The region could benefit from formal planning efforts that build upon the *2040 MTP* and develop more detailed issue or mode-specific implementation strategies. Specific transportation planning efforts of regional benefit may include:

- Long-range transit plan, including future service plan and revenue generation options
- ITS implementation plan that outlines priorities, funding options, and coordinated ITS deployment strategies
- Regional safety action plan that identifies priorities, countermeasures, and design standards
- Regional freight analysis that addresses challenges for local truck movements and provides concrete strategies for balancing long-term trans-regional freight travel with demands of local vehicle travel

- A connectivity study specifying steps for improving multi-modal connections given the existing built environment
- Investigate the impacts of transportation projects using before and after studies and other project level analyses
- Improve data collection to better understand current conditions for non-motorized travelers; improve modeling techniques and develop a methodology to better analyze multi-modal investments in order and consider the potential benefits of expanding access to alternative modes

Economic Analysis

MRMPO has existing capability to analyze the economic impacts of significant roadway expansion projects or major economic or policy changes in the region. However, the methodology used does not currently extend to analyzing the financial costs and benefits related to land use decisions or investments in alternative modes. Complementary methods must be developed in order to appropriately address and quantify these complex relationships. This type of information would be of great benefit to decision-makers anytime; however, the need is especially great now, during a time when public budgets are being stretched further than ever.

Providing sophisticated return on investment analyses (ROI) to municipal governments is an area of emphasis for MPO's around the county and is an evolving field. MRMPO is interested in investigating best practices in this area, and developing tools and methods that will expand capabilities towards a more comprehensive approach to performing economic analyses.