



Draft Findings from the 2040 Metropolitan Transportation Plan



Mid-Region Council of Governments

Long-Range Planning

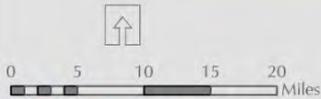
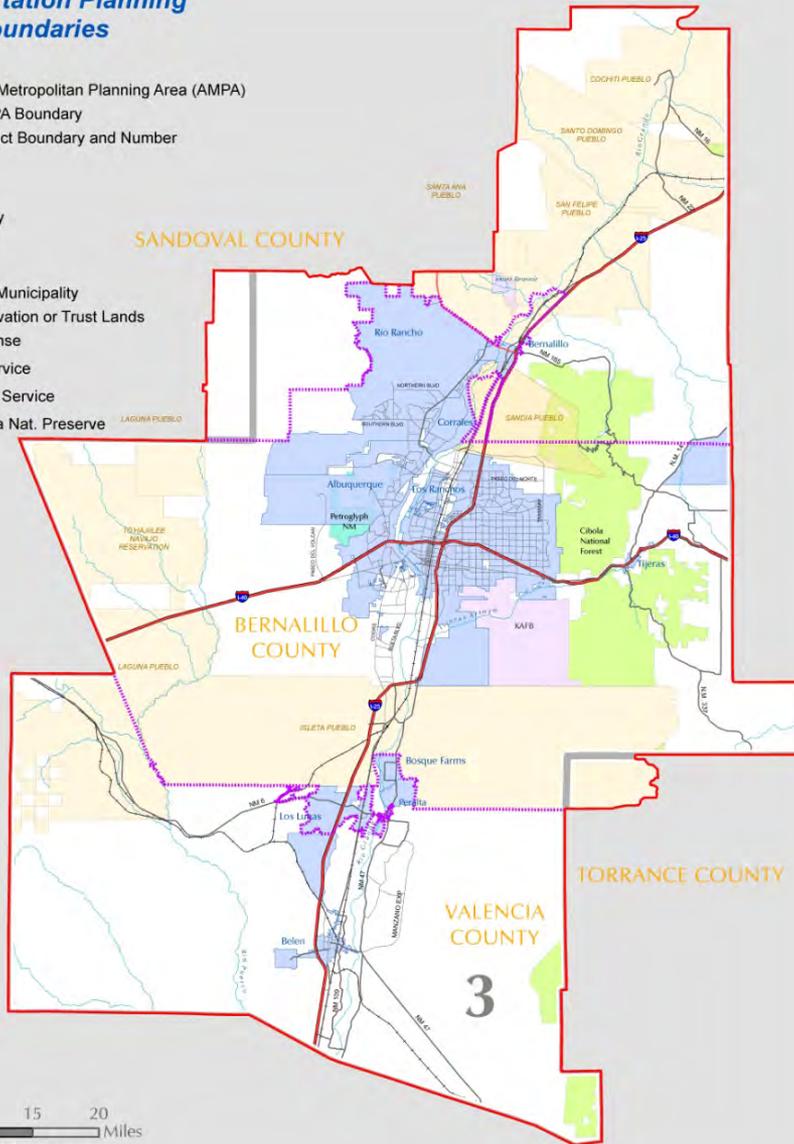
- ◆ Where are we headed?
- ◆ Where do we want to be?



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Transportation Planning
Boundaries

-  Albuquerque Metropolitan Planning Area (AMPA)
-  Previous AMPA Boundary
-  NMDOT District Boundary and Number
-  Interstate
-  US Highway
-  State Highway
-  Other Roads
-  Railroads
-  Incorporated Municipality
-  Indian Reservation or Trust Lands
-  Dept. of Defense
-  US Forest Service
-  National Park Service
-  Valles Caldera Nat. Preserve

*Area outside of AMPA Boundary



Updated March 4, 2011
Approved by Council on February 22, 2011

Albuquerque Metropolitan Planning Area:

Three counties

- Bernalillo County
- Valencia County
- Sandoval County

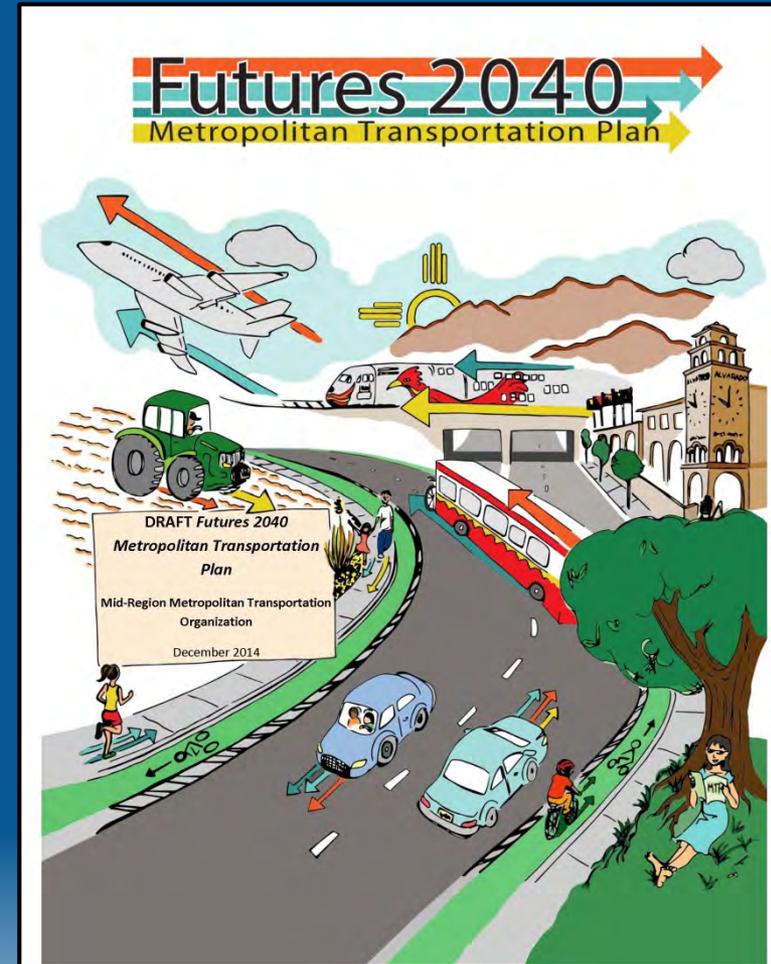
Two urbanized areas:

- Albuquerque
- Los Lunas

Population (2012) = 879,401

Metropolitan Transportation Plan

- ◆ Long-range (20+ years) transportation plan for the Albuquerque metro area
- ◆ Updated every 4 years (current update → April 2015)
- ◆ Projections of growth/development
- ◆ List of all anticipated transportation projects in the region



Traditional MTP Questions

- ◆ Can our transportation infrastructure handle the projected growth?
- ◆ Where do we observe the greatest future congestion?
- ◆ What types of transportation strategies and investments should we pursue?

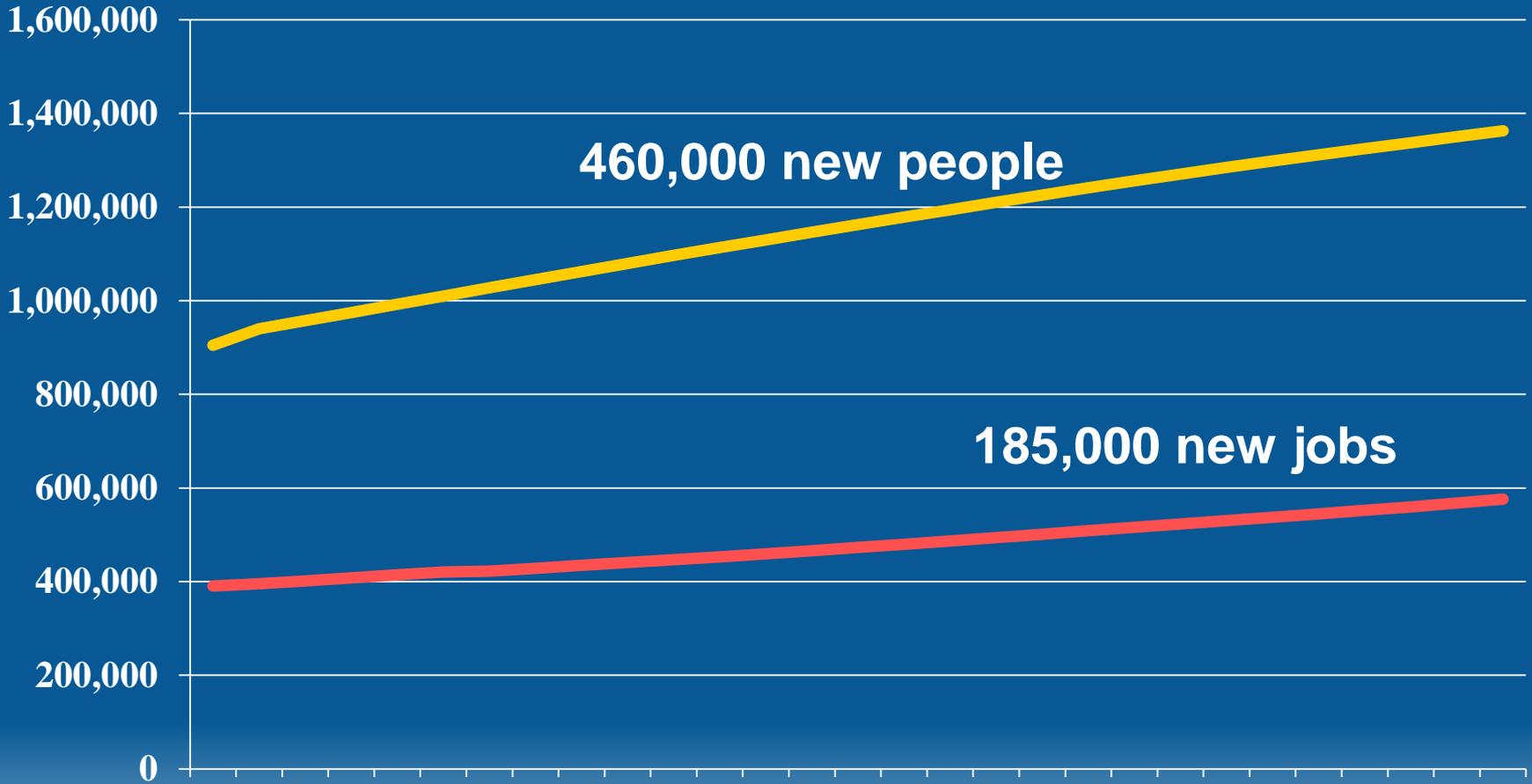


New MTP Questions

- ◆ How do we integrate land use and transportation decision-making?
- ◆ How do changing behaviors and preferences impact the investments the region should make?
- ◆ What roles should different modes play?
- ◆ How will our region grow?
- ◆ How *should* our region grow?



2040 Regional Forecast



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2040 MTP Key Themes

1. Changing travel preferences
2. Limited **funding** availability and emphasis on roadway maintenance and preservation
3. **Land use policy** as a strategy for addressing transportation needs



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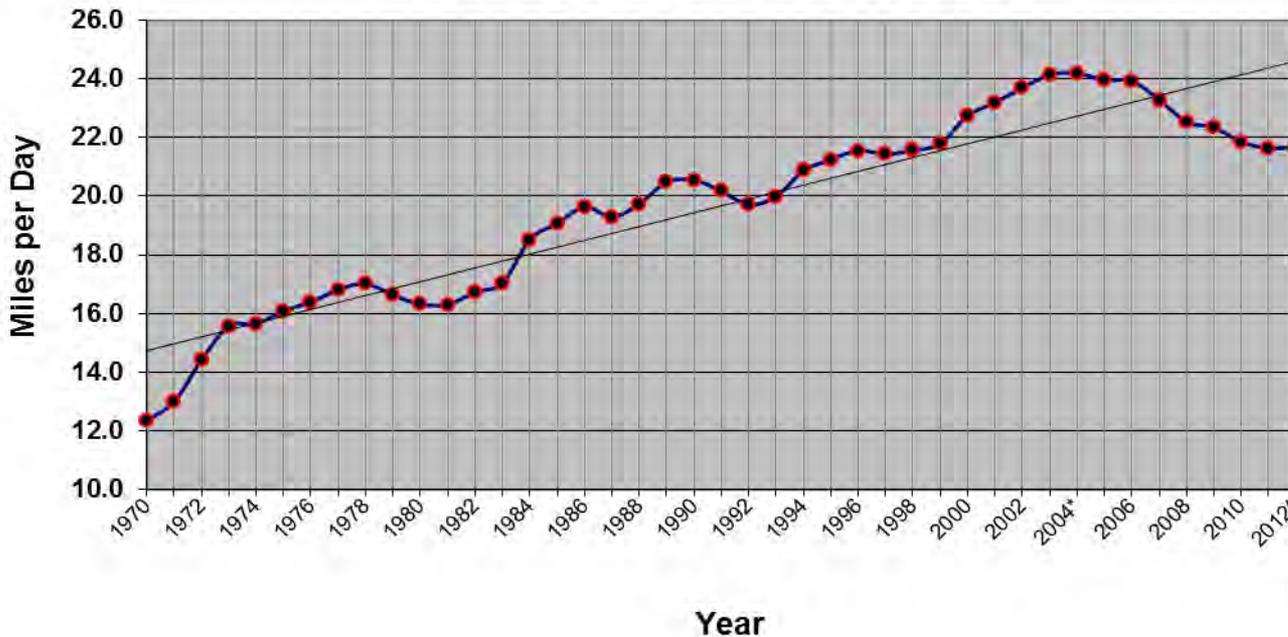
Changing Travel Preferences



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Changing Travel Preferences: Trends in Driving

VMT per Capita -
Albuquerque Metro Area



People are driving
less each year

Albuquerque:

Vehicle miles traveled
per capita has dropped
10% since 2004

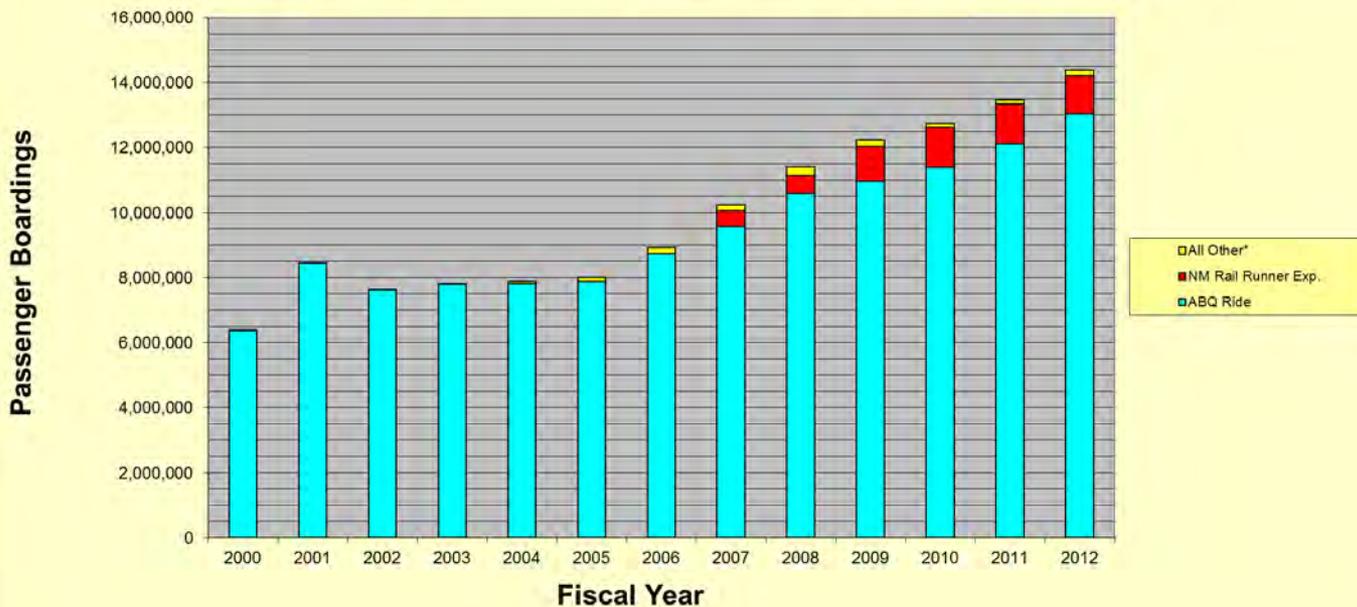
Nationally:

Per capita driving has
fallen every year for 9
straight years



Changing Travel Preferences: Trends in Transit

Transit Ridership in the Albuquerque Metropolitan Statistical Area



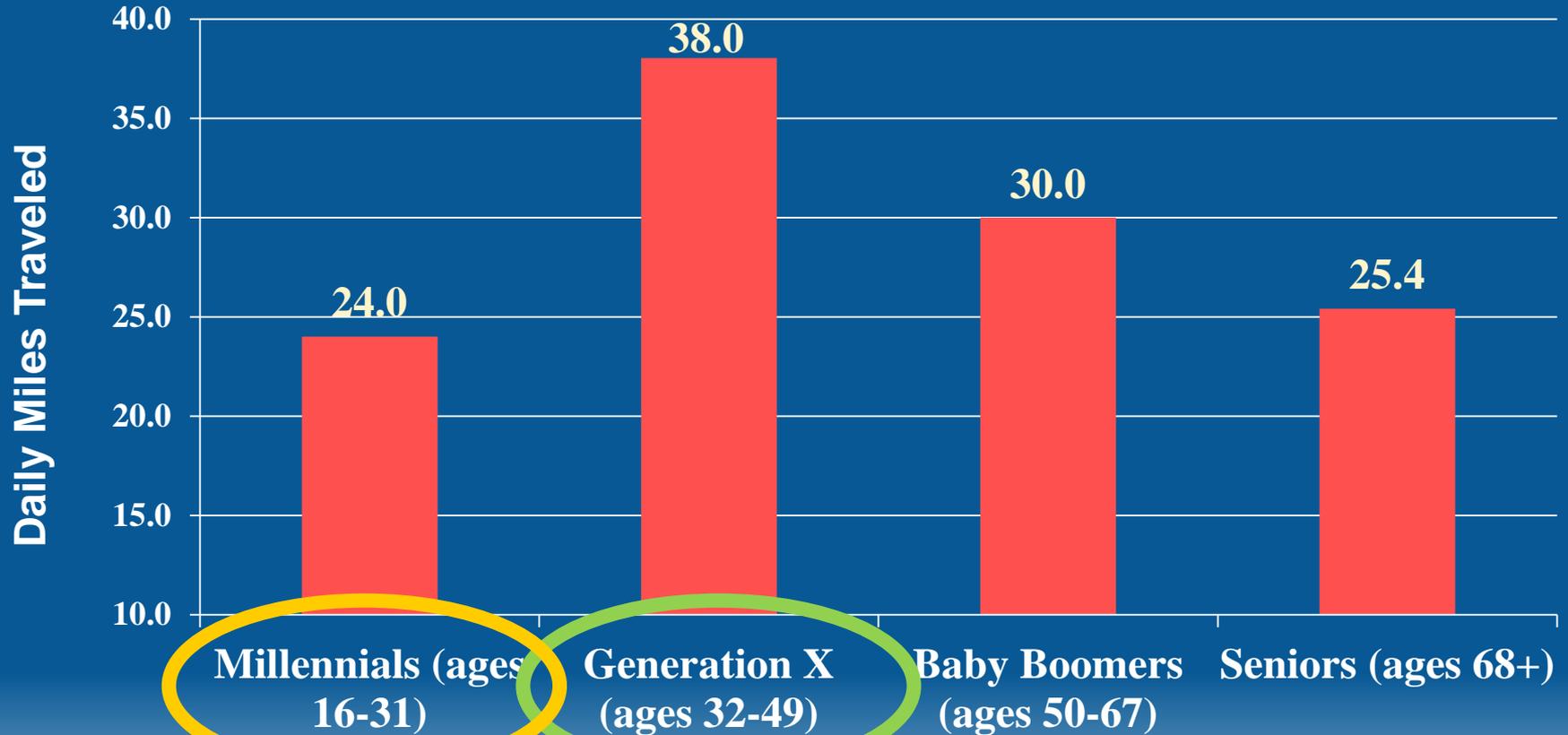
Transit usage is increasing rapidly

From 2005-2012:

- 81% increase in ridership
- 369% increase in distances traveled by transit



Changing Travel Preferences: Distances Traveled by Age Group (ABQ Area)

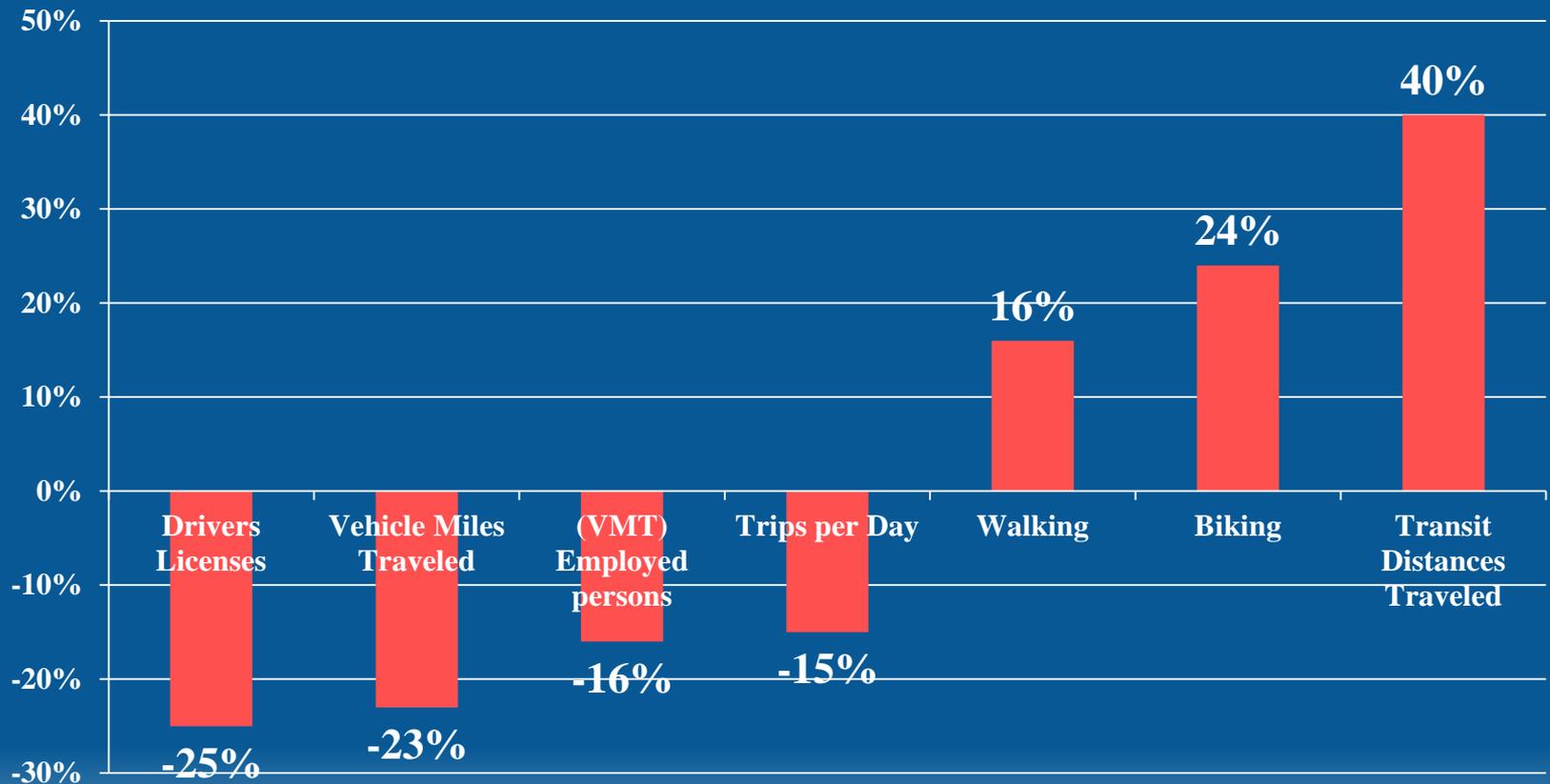


Source: Mid-Region Travel Survey, 2013

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Change in behavior among 16-34 year-olds: 2001 vs. 2009



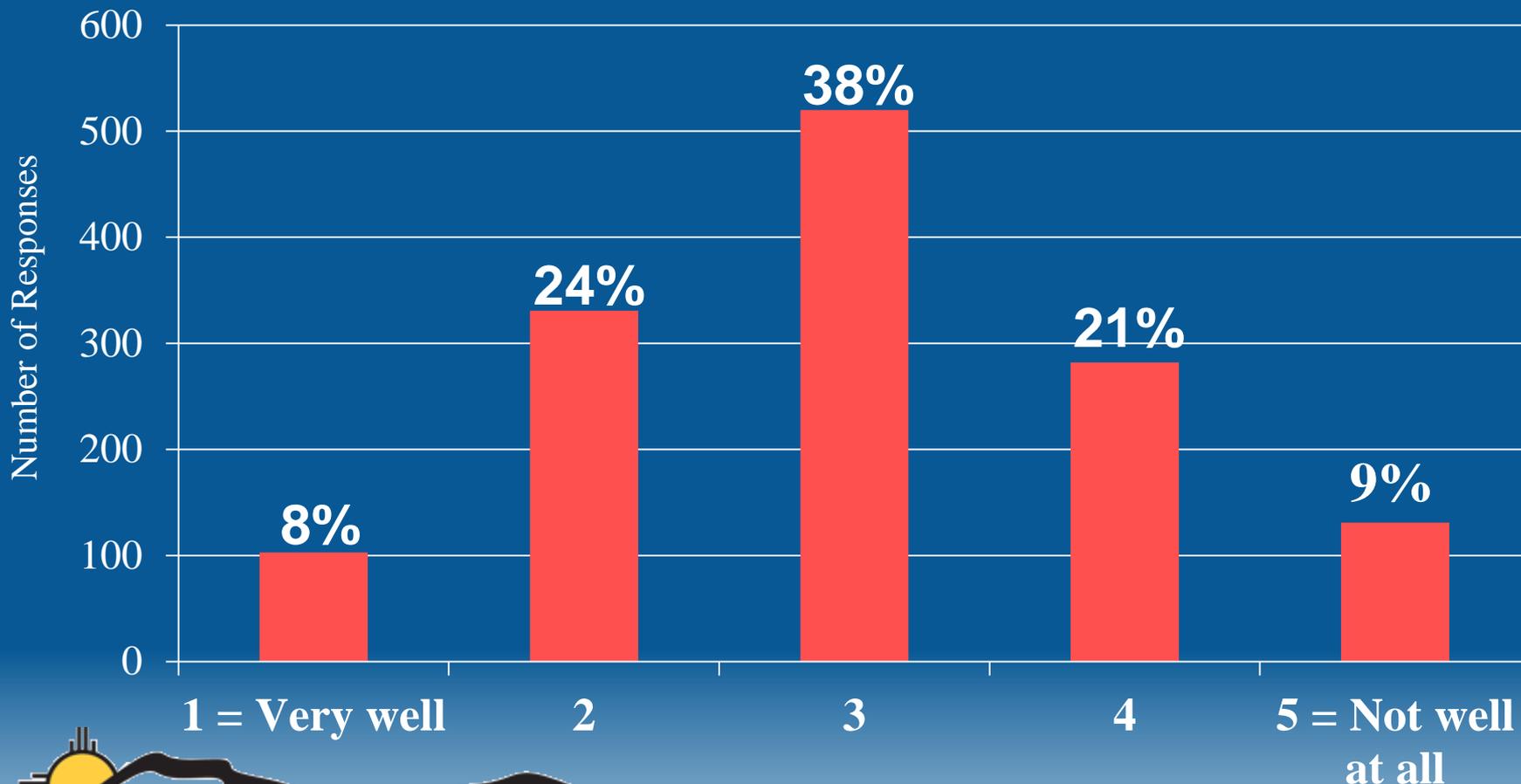
Source: Frontier Group, April 2012; National Household Travel Survey



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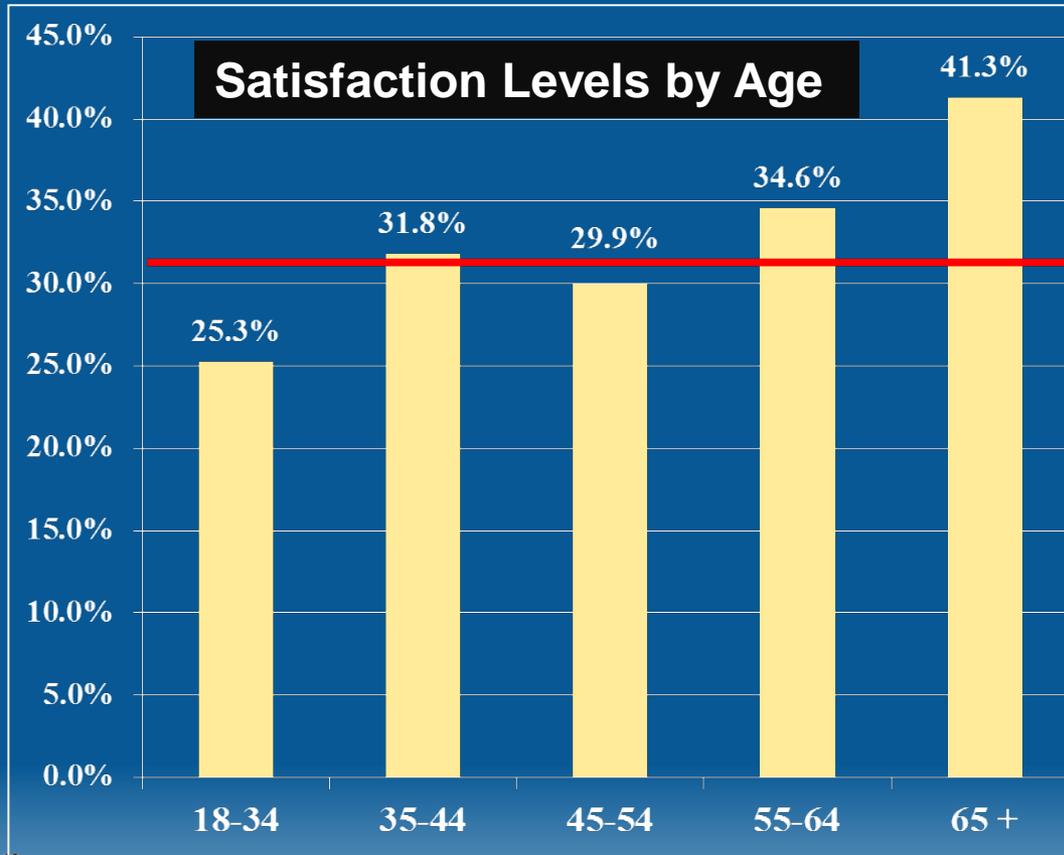
Changing Travel Preferences: Satisfaction with Current Transportation System

2040 MTP Public Questionnaire Results:



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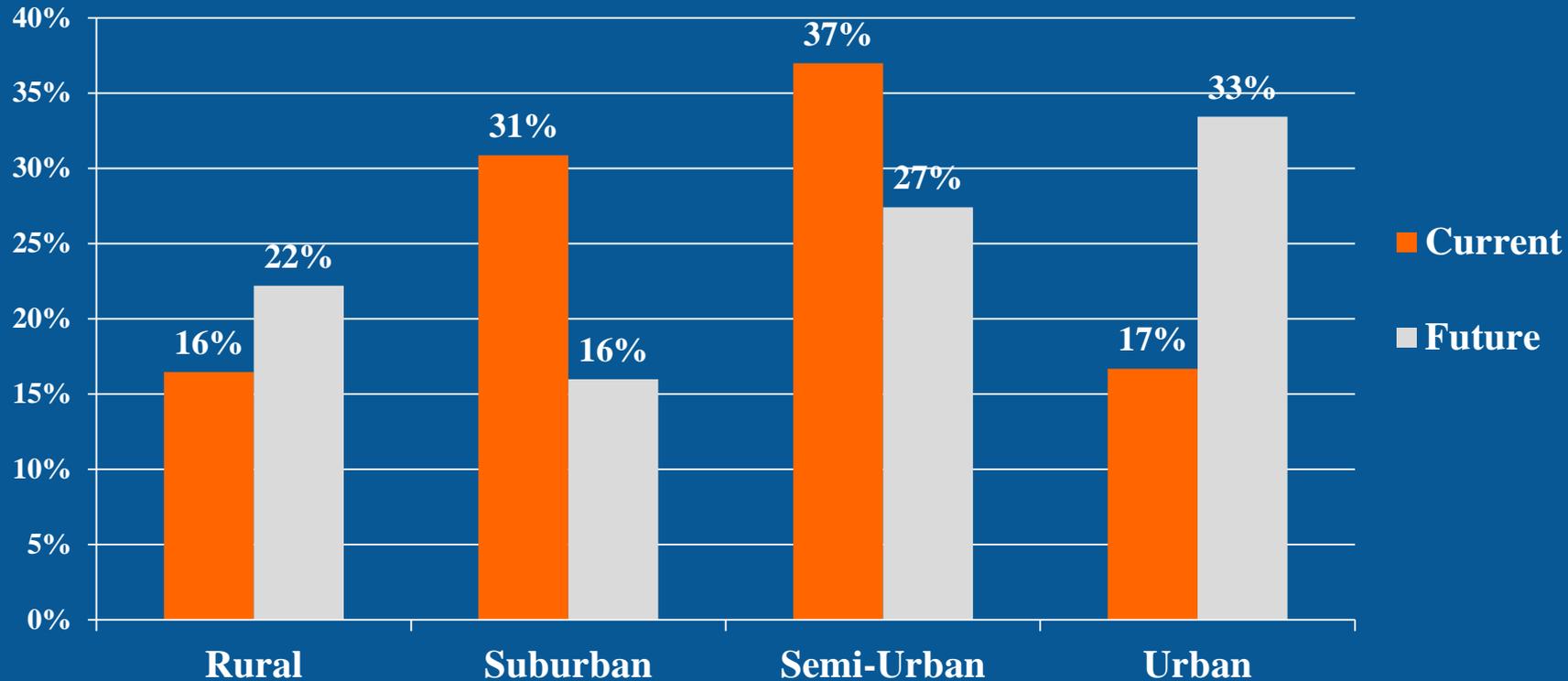
Changing Travel Preferences: Satisfaction Levels by Age



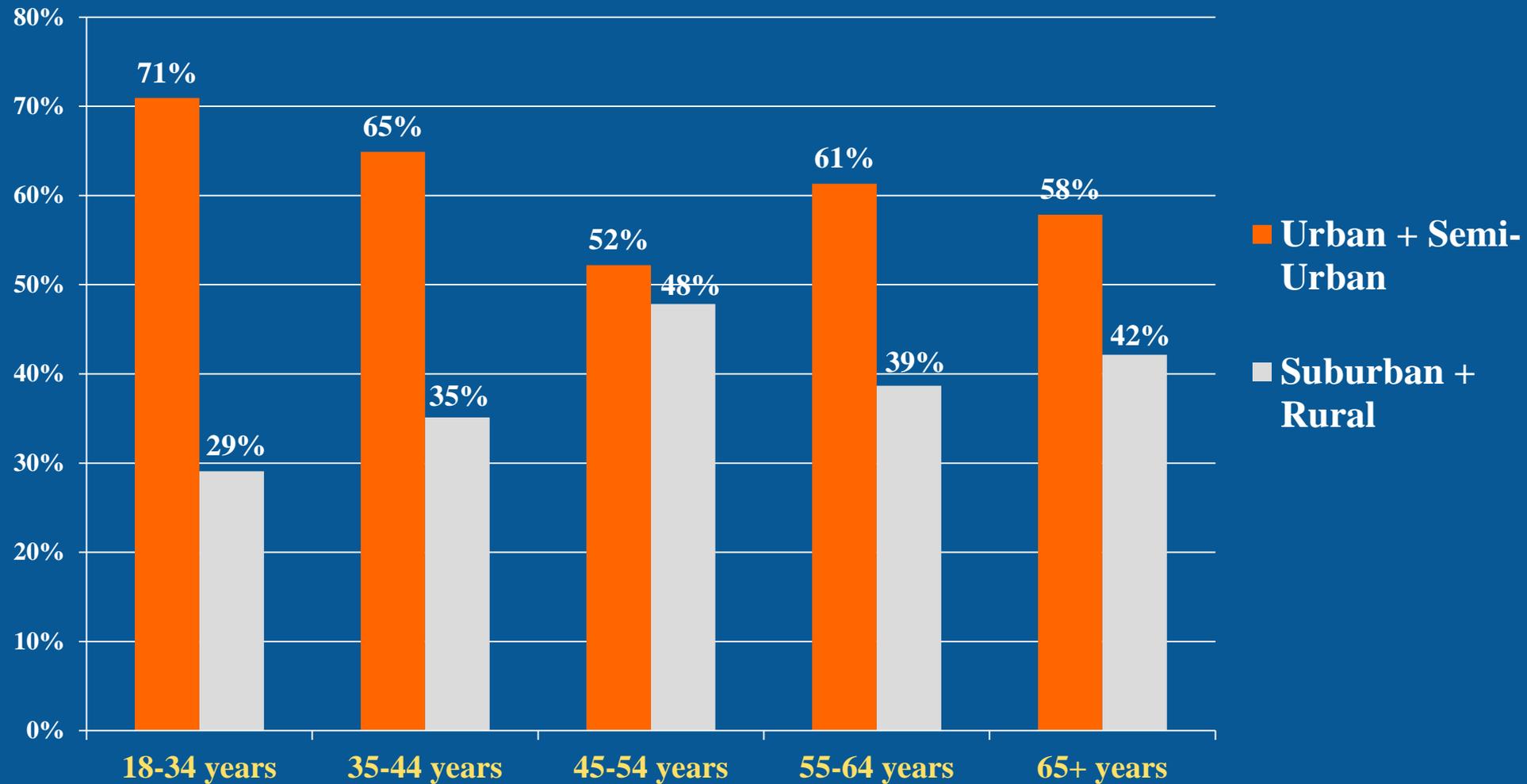
Young people:

- The least satisfied of all age groups
- Ask for pedestrian and transit improvements at a disproportionately high rate

Changing Housing Preferences: Current and Desired Locations



Changing Housing Preferences: Preferred Future Locations

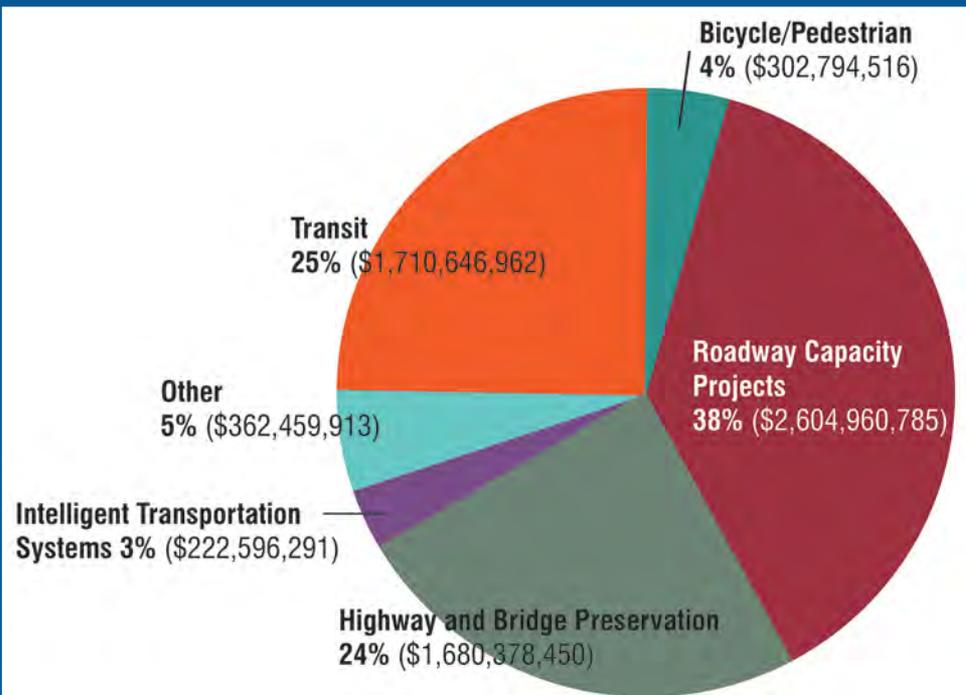


Funding and Transportation Investments



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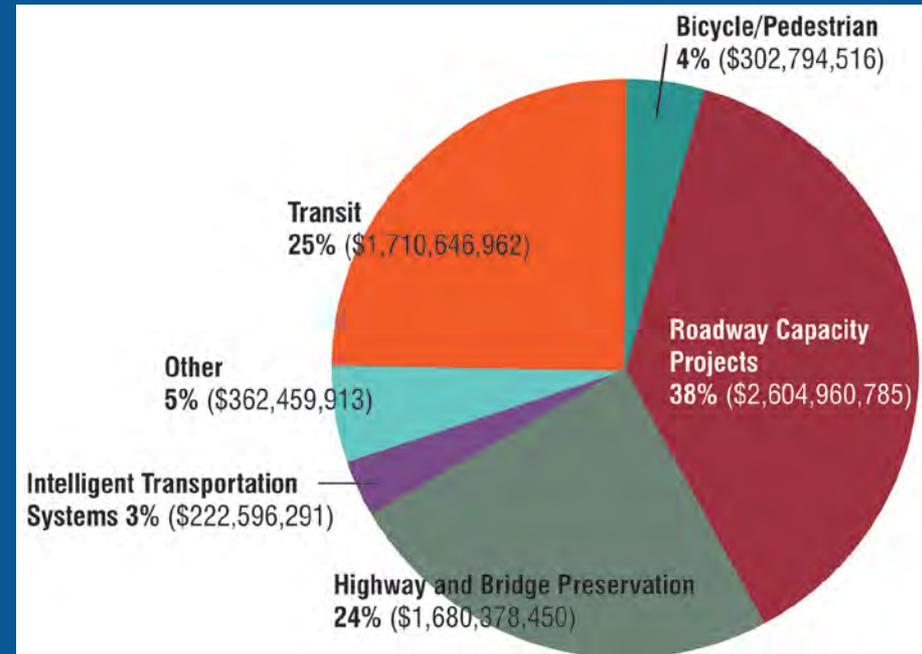
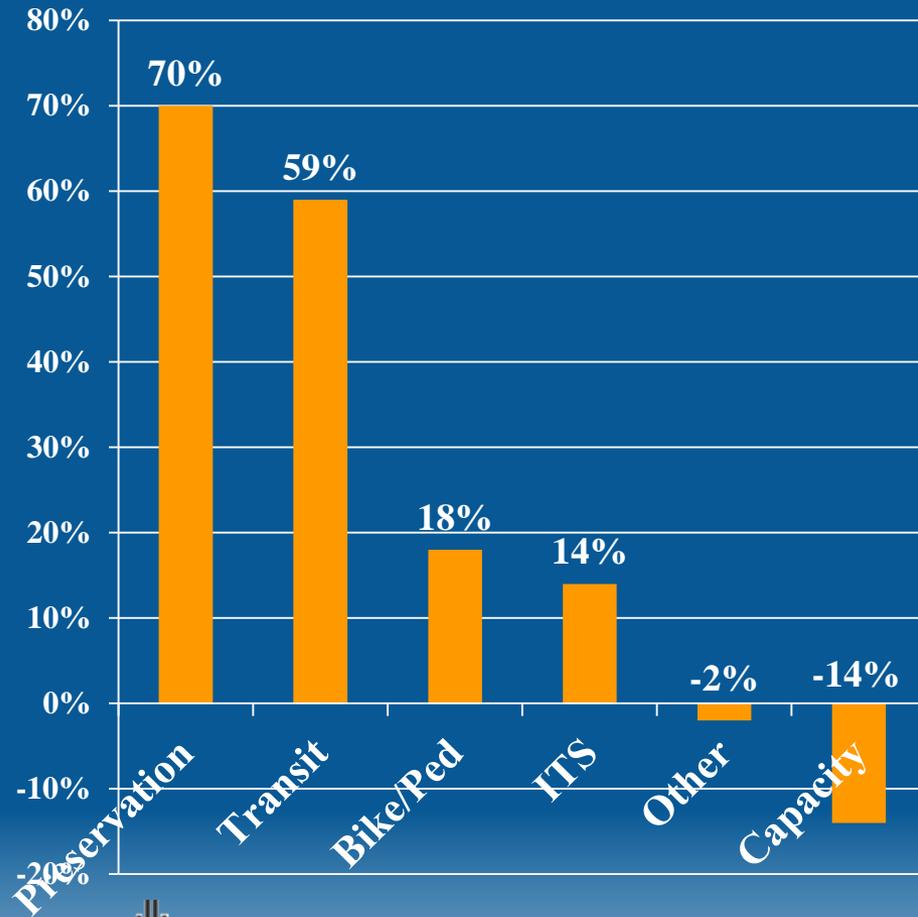
2040 MTP Projected Funding Levels



- ◆ \$6.9 billion in projects from 2012-2040
- ◆ Capacity expansion: *public* versus *private*
 - ◆ \$1.5 billion in public funds
 - ◆ \$1.1 billion in private funds



Projected Funding Levels Change Compared to Previous MTP

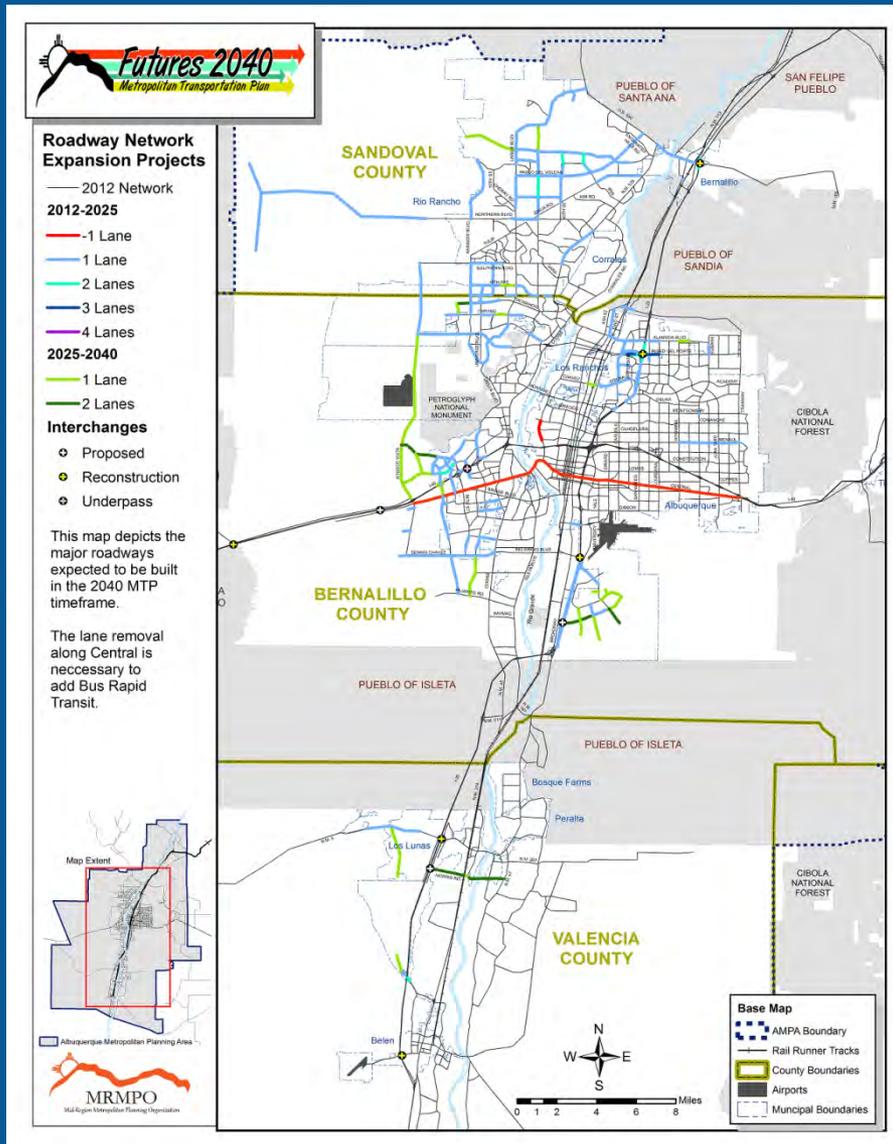


Funding Takeaways

- ◆ Changing priorities
 - ◆ Major emphasis on preservation and maintenance
 - ◆ Increase in funding for alternative modes
- ◆ Greater reliance on private funding for capacity expansion
- ◆ Some previously planned roadways are not expected to be funded in 2040 timeframe (they remain on the Long-Range Roadway System)



Capacity Expansion Projects



Network expansion

- ◆ Rio Rancho and NW Albuquerque
- ◆ SW metro area and Mesa del Sol

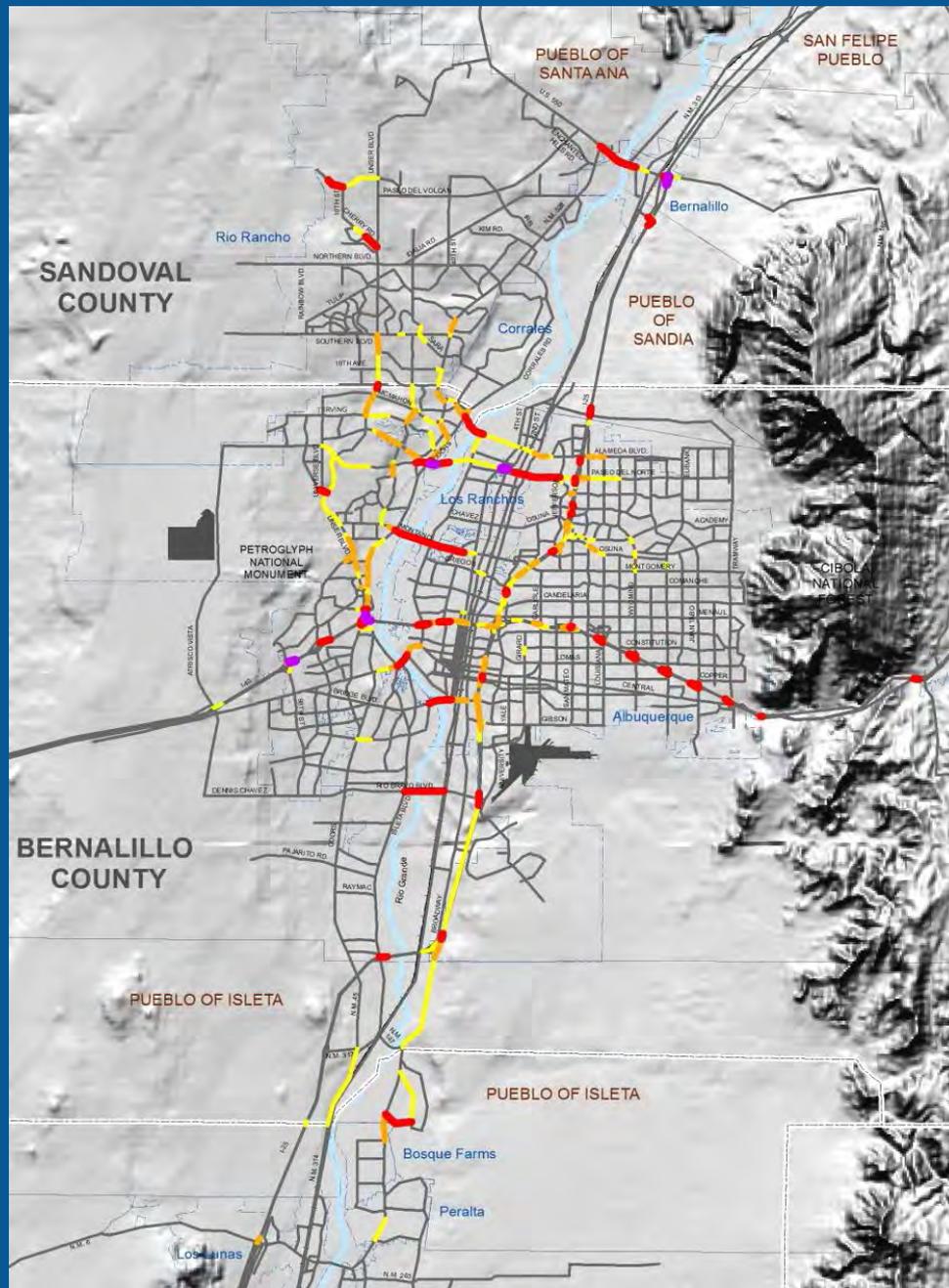
Widening projects

- ◆ Atrisco Vista (with extension from Paseo del Norte to Southern Blvd)
- ◆ Unser Blvd → 4 lanes
- ◆ I-25 widening and enhancements

Interstates and major facilities

- ◆ 9 new/reconstructed interchanges
- ◆ Paseo del Volcan interchange
- ◆ Morris Rd river crossing – Valencia County

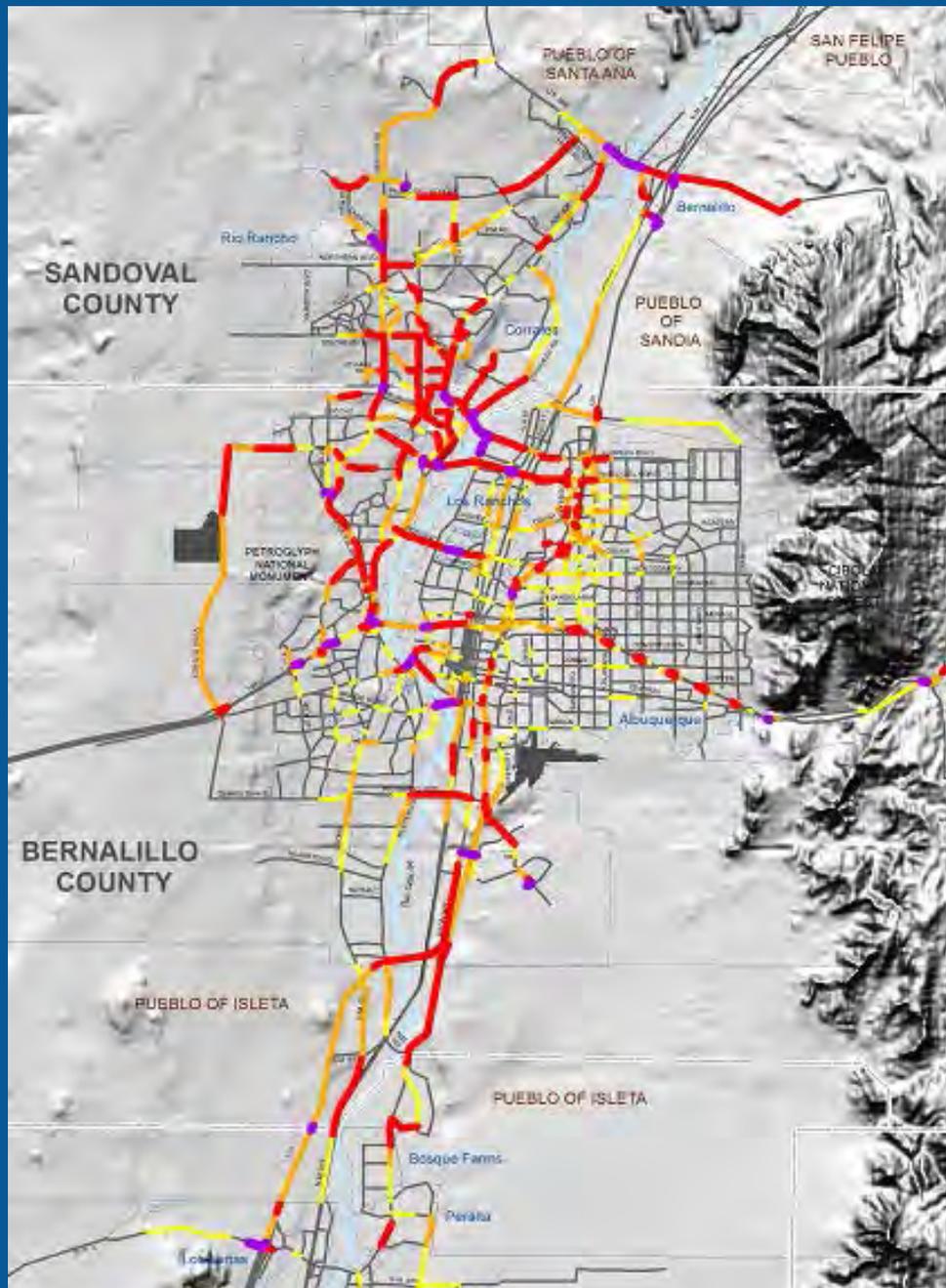
2012 Base Year Conditions



First step:

- Consider impacts of growth on existing infrastructure
- See what happens if we don't build anything!

2040 No-Build



First step:

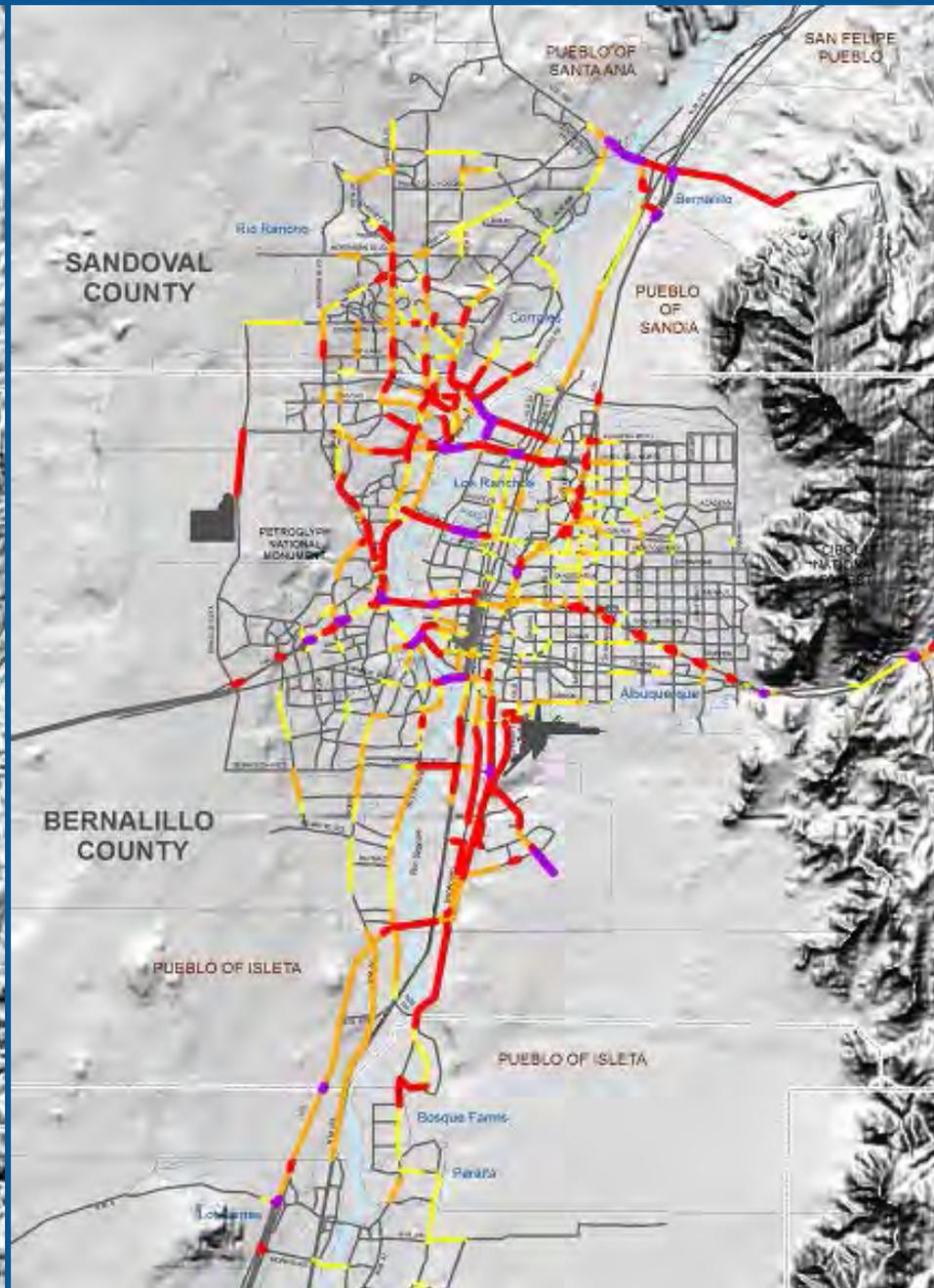
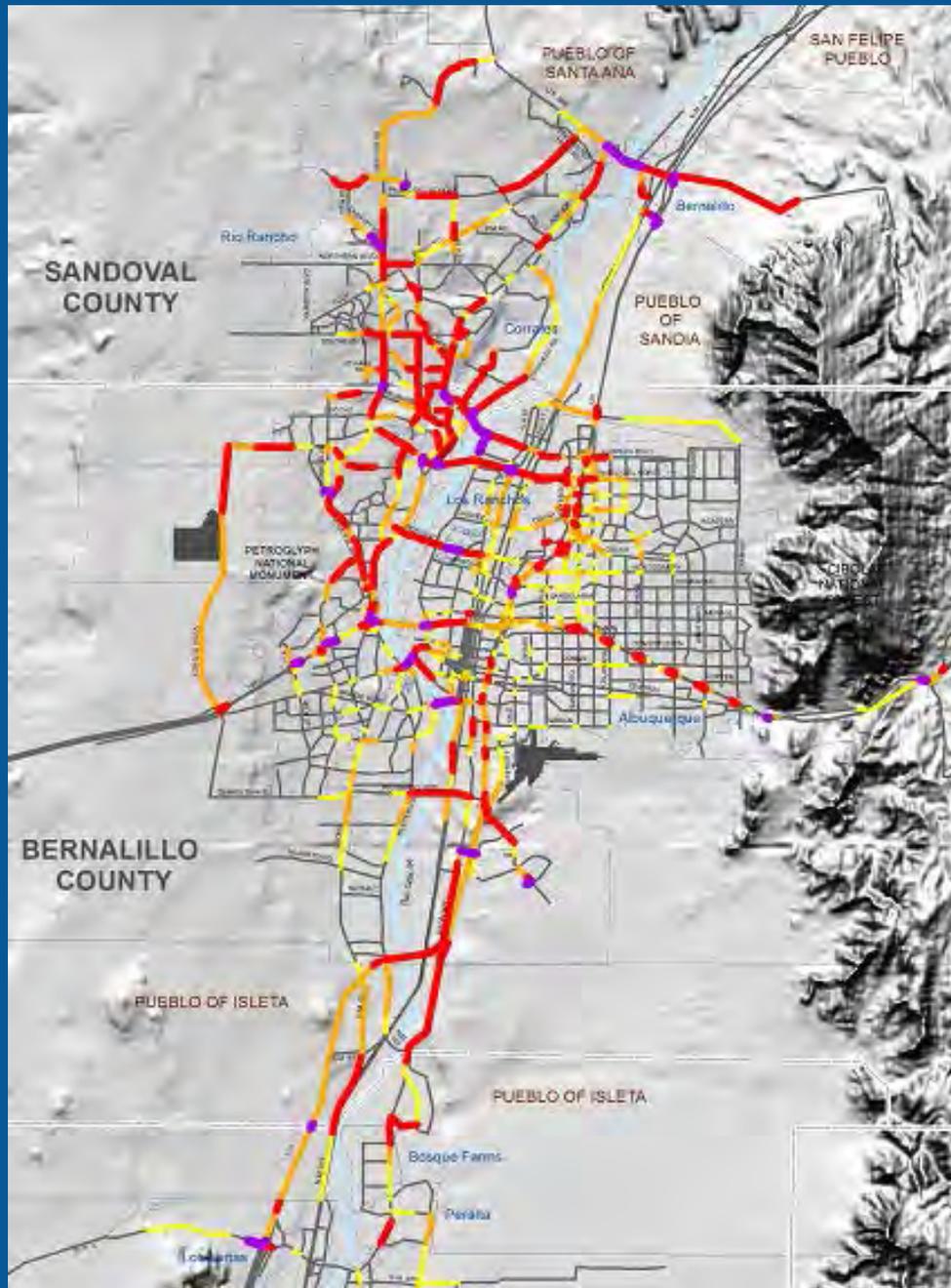
- Consider impacts of growth on existing infrastructure
- See what happens if we don't build anything!

Second step:

- Consider impacts of growth AND infrastructure investments
- See what happens after \$2.6 billion in roadway investments

2040 No-Build

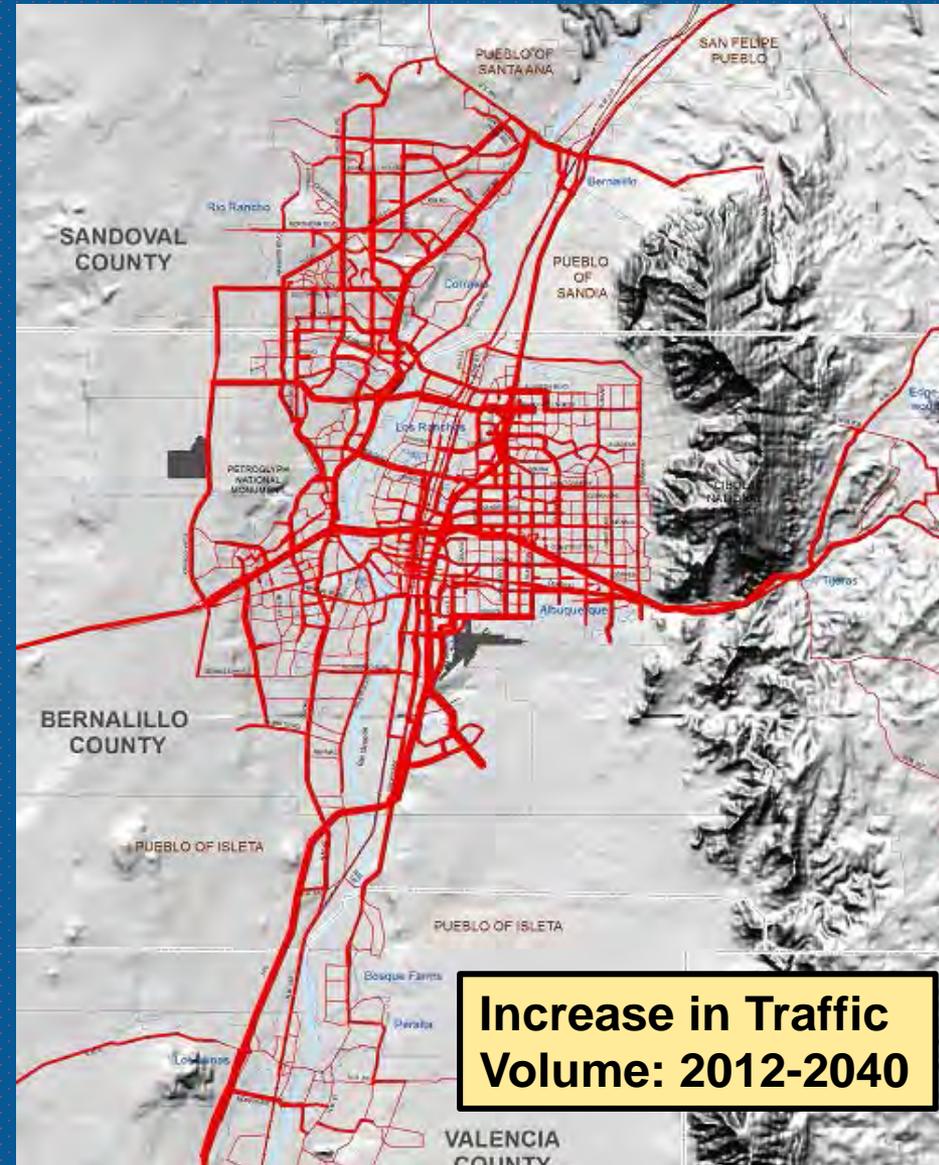
2040 Build



Summary Roadway Statistics

Trend Scenario

- ◆ Hours Traveled **↑132%**
- ◆ Miles Traveled **↑43%**
- ◆ River Crossing Trips **↑36%**
- ◆ Average Speeds **↓37%**



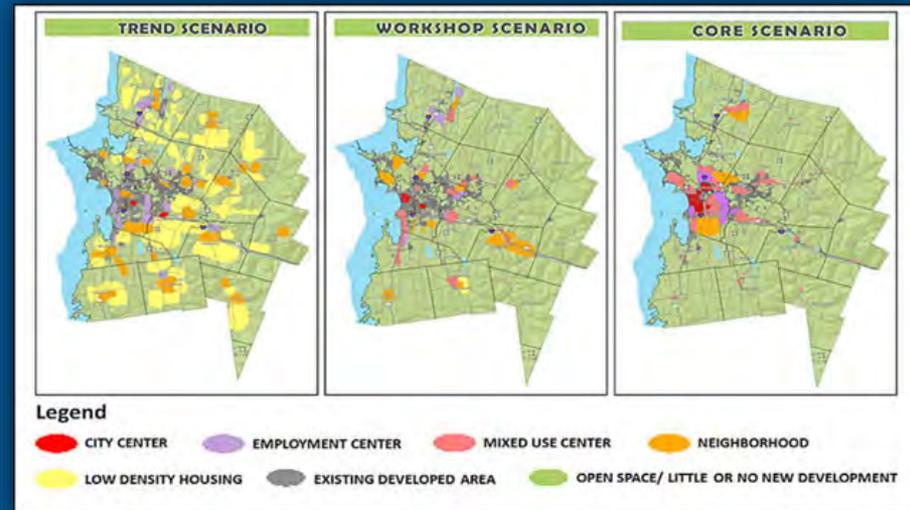
Scenario Planning: Connecting Transportation and Land Use



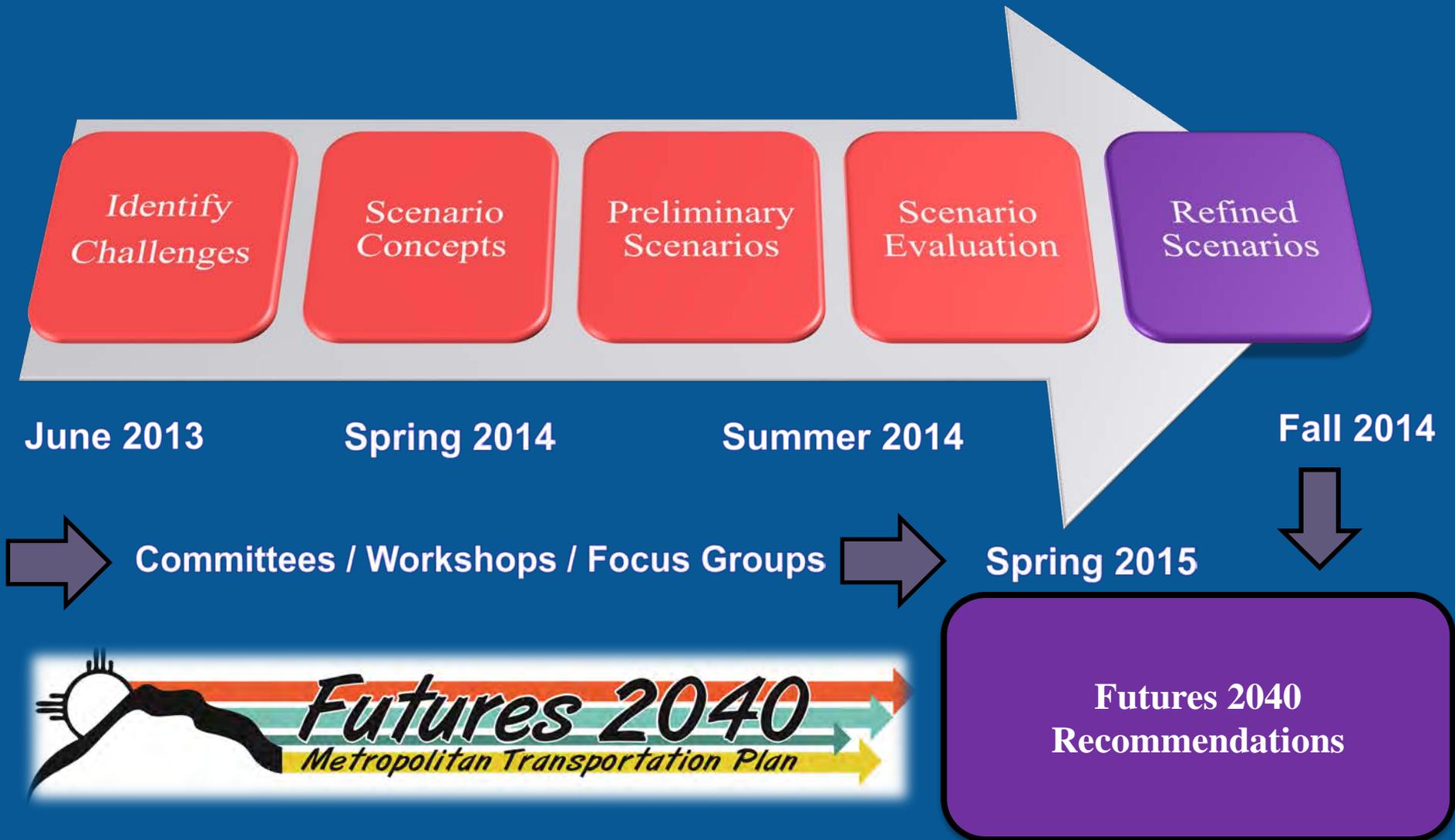
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Scenario Planning

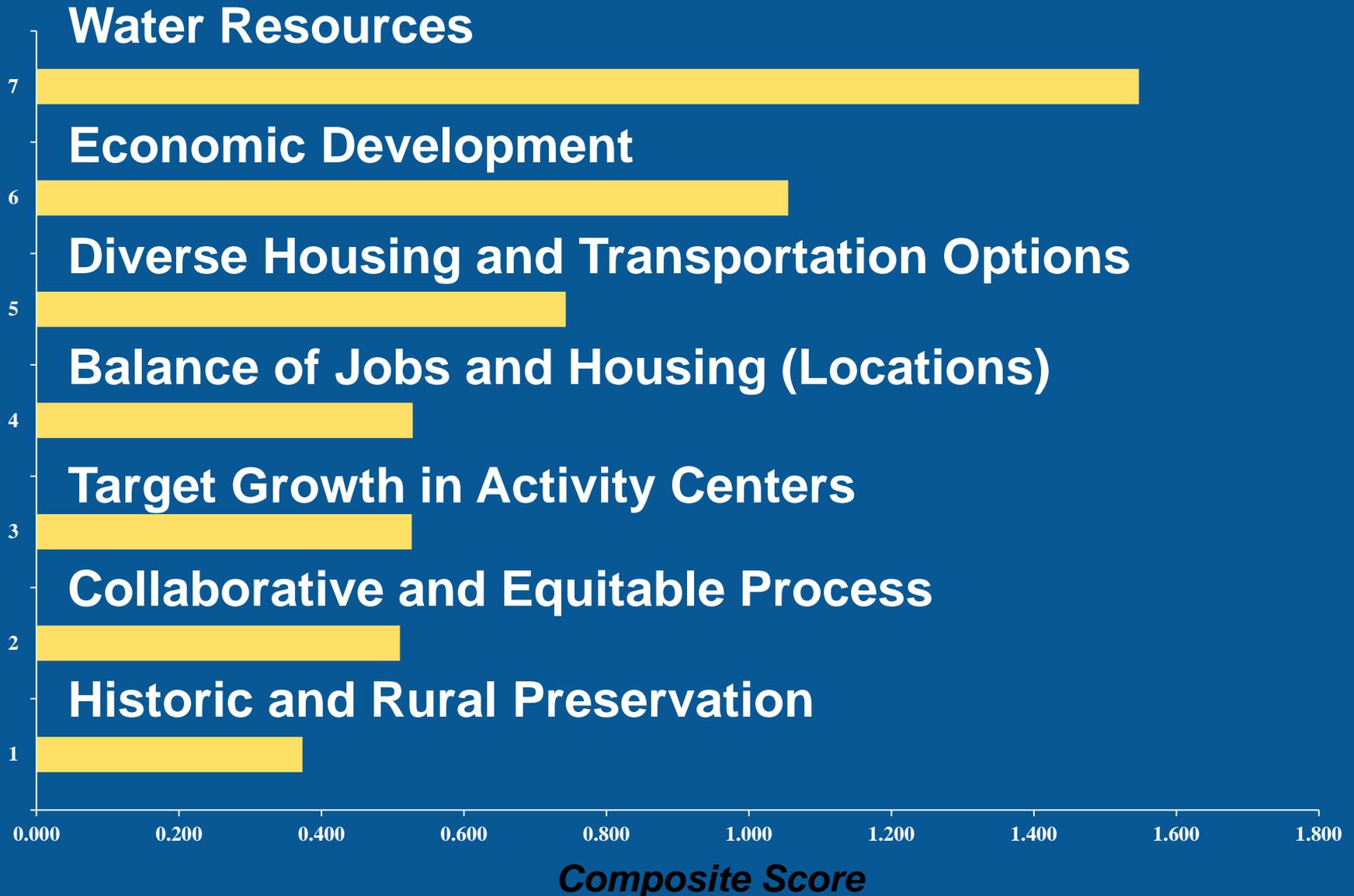
- ◆ Approach that uses growth scenarios to analyze possible outcomes for the region
- ◆ Integrate land use and transportation policy-making
- ◆ Understand costs and benefits of development patterns
 - ◆ Land consumption
 - ◆ Transportation conditions
 - ◆ Environmental impacts
 - ◆ Economic competitiveness



Scenario Planning Process



Challenges



MTP Scenarios (Still DRAFT!)

Trend

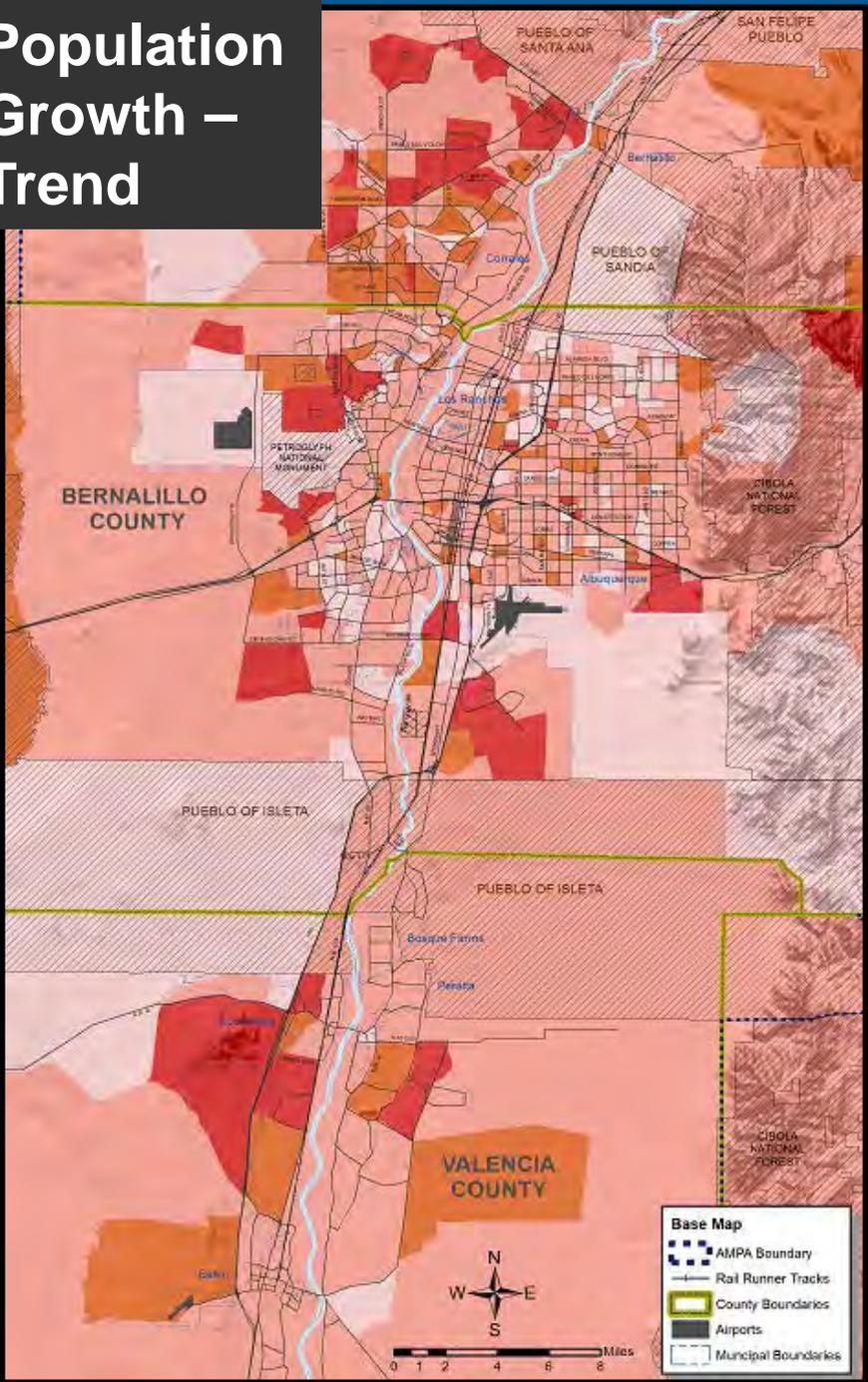
- ◆ Growth projections based on existing plans and policies
- ◆ Development patterns consistent with recent practice
- ◆ Fiscally constrained roadway and transit networks

Preferred

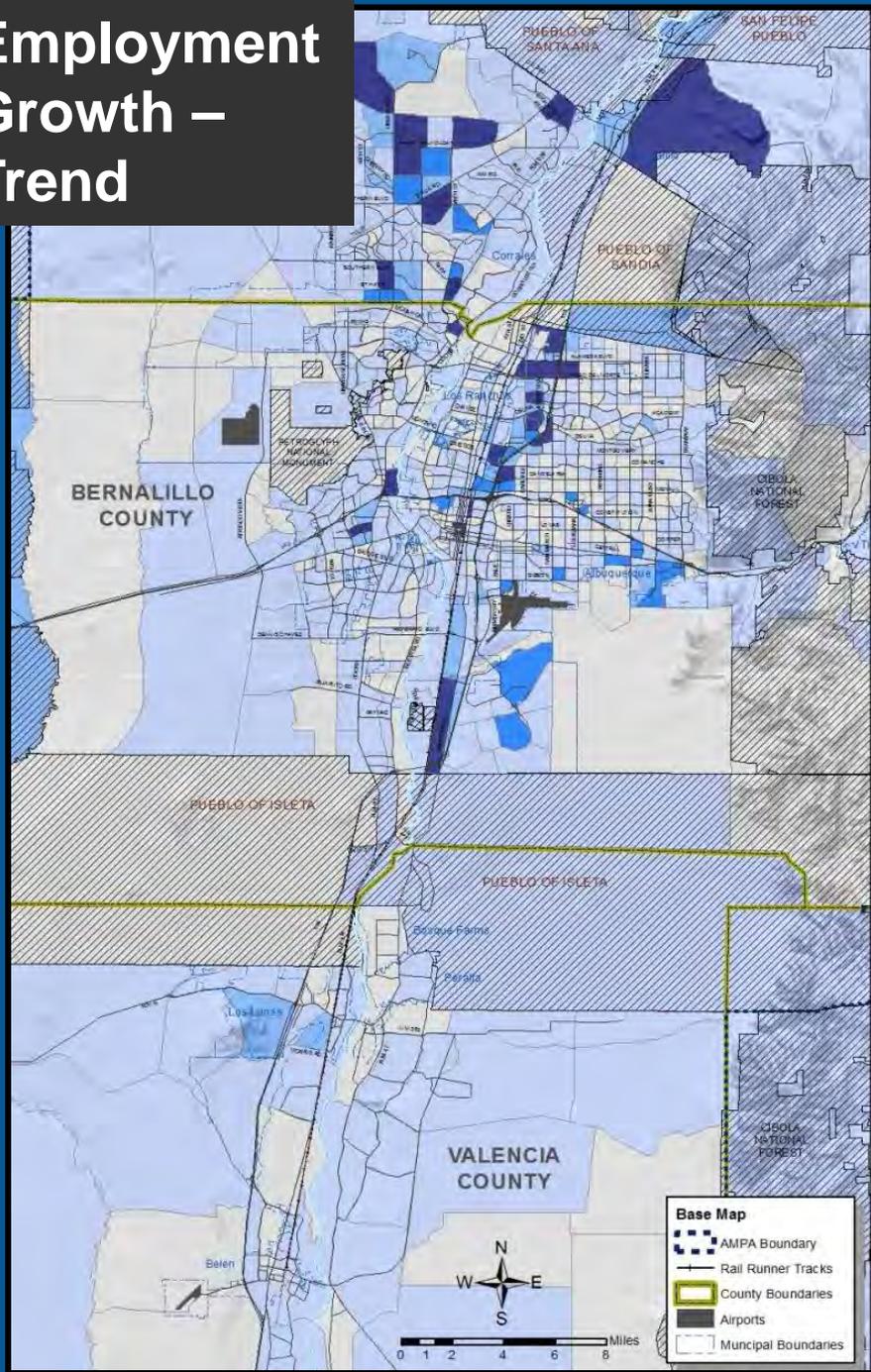
- ◆ Responds to regional challenges
→ emphasize growth in target locations
- ◆ Creates additional transportation and housing options
- ◆ Bring jobs west of the river and housing east of the river
- ◆ Reduce need for new infrastructure



Population Growth – Trend



Employment Growth – Trend



Preferred

- ◆ Same levels of population and employment growth as the Trend Scenario
- ◆ Same roadway network
- ◆ Increase attractiveness of development in:
 - ◆ Activity Centers
 - ◆ Transit Nodes
- ◆ Understand impacts of alternative land use policies using market-based modeling tools



Preferred Scenario Activity Centers, Transit Stops and Commercial Corridors

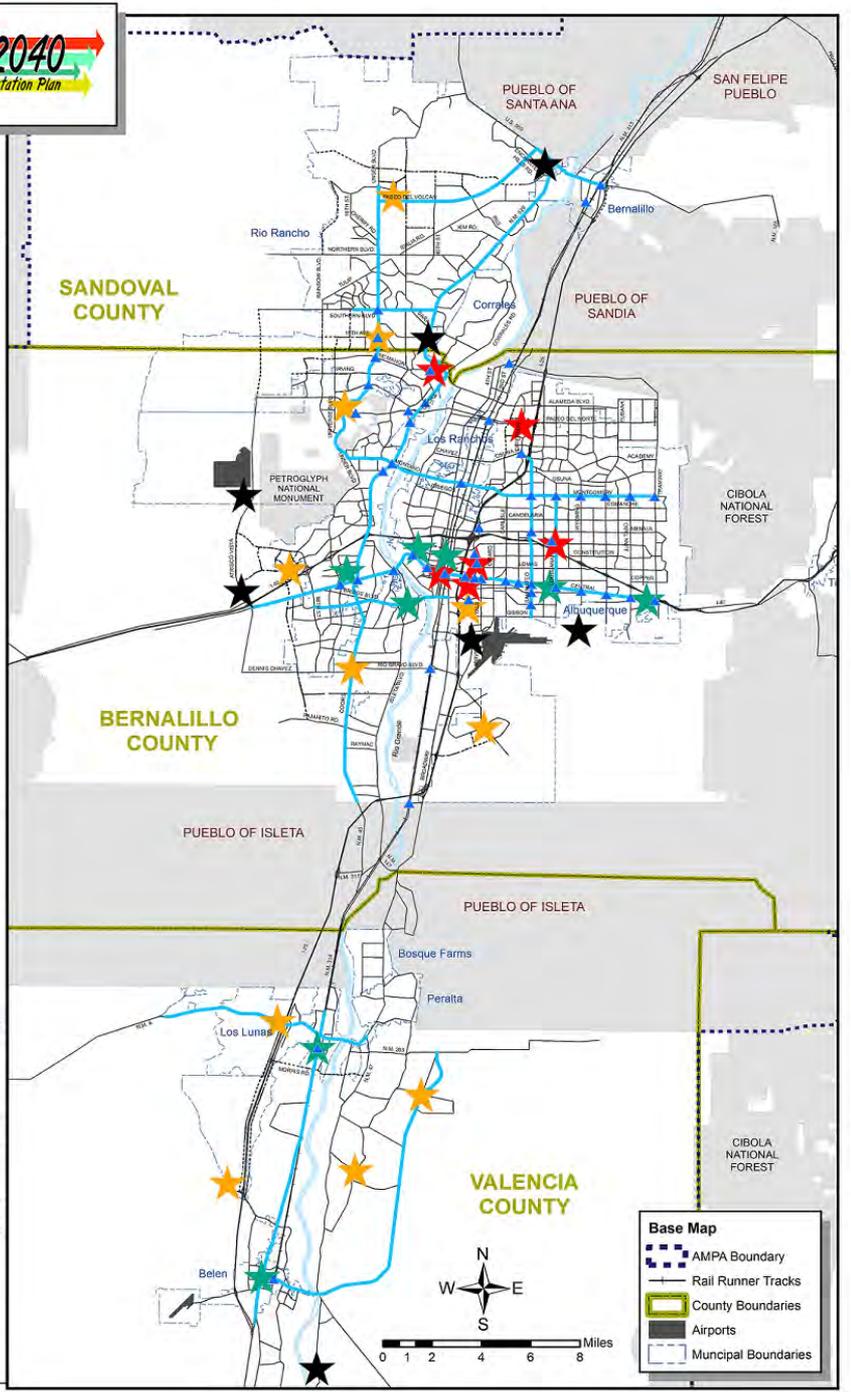
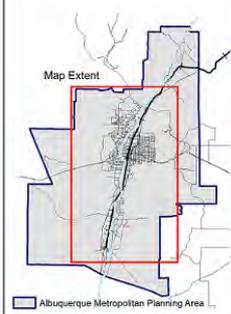
- Activity Centers**
- ★ Regional Center
 - ★ Opportunity Center
 - ★ Reinvestment Center
 - ★ Employment Center
- ▲ Key Transit Stops
 — Key Commercial Corridors
 Future Roadways

Regional Center
 a. Large regional market with existing employers and mix of uses
 b. Existing transit connections

Opportunity Center
 a. Currently vacant or growing center
 b. Opportunity to become a mixed use destination

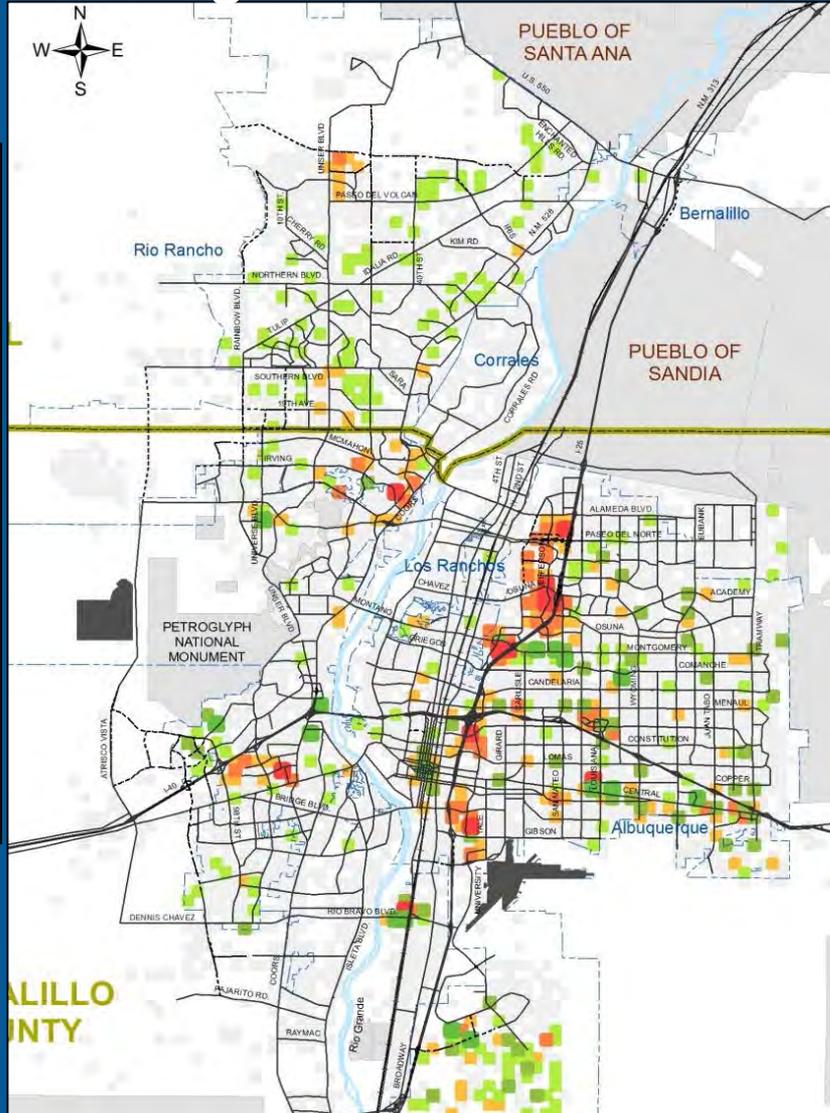
Reinvestment Center
 a. Existing node of activity
 b. Targeted for redevelopment
 c. Central location for sub-regional market

Employment Center
 a. Large existing single employer or business center
 b. No plans for housing
 b. Not targeted for change

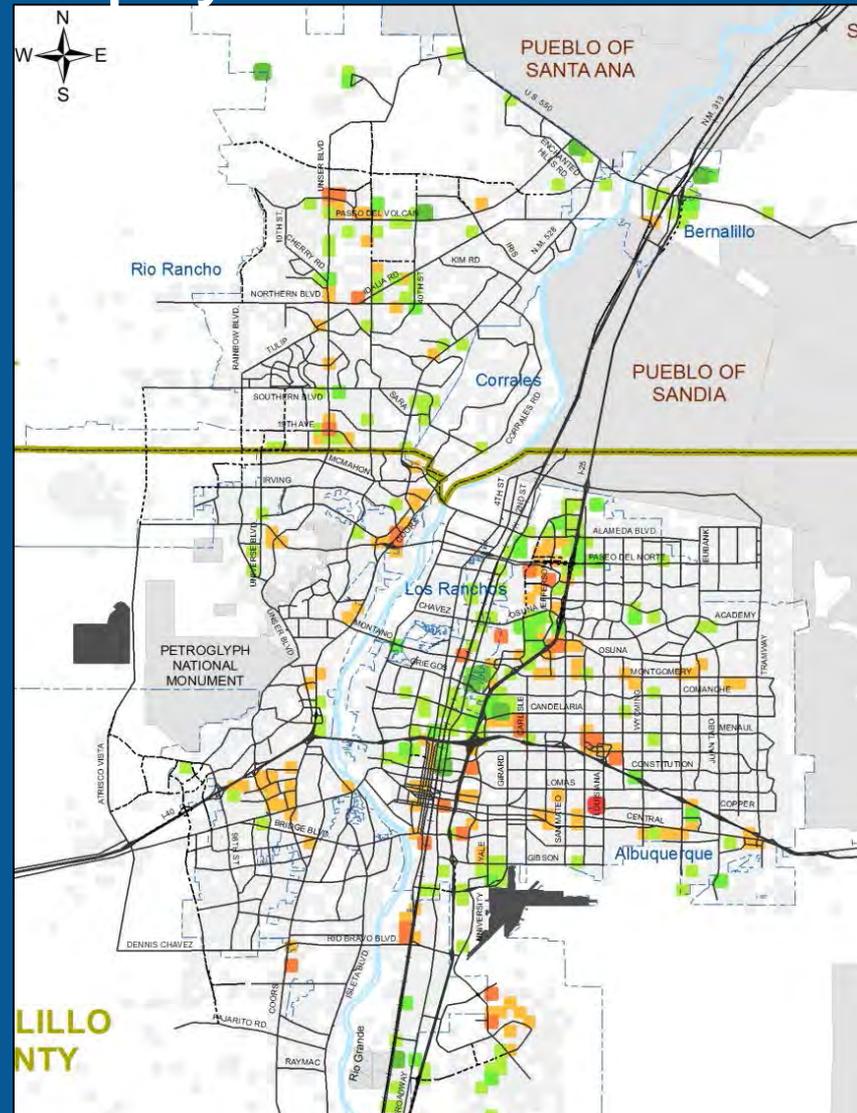


Growth Patterns: Preferred vs Trend

Housing

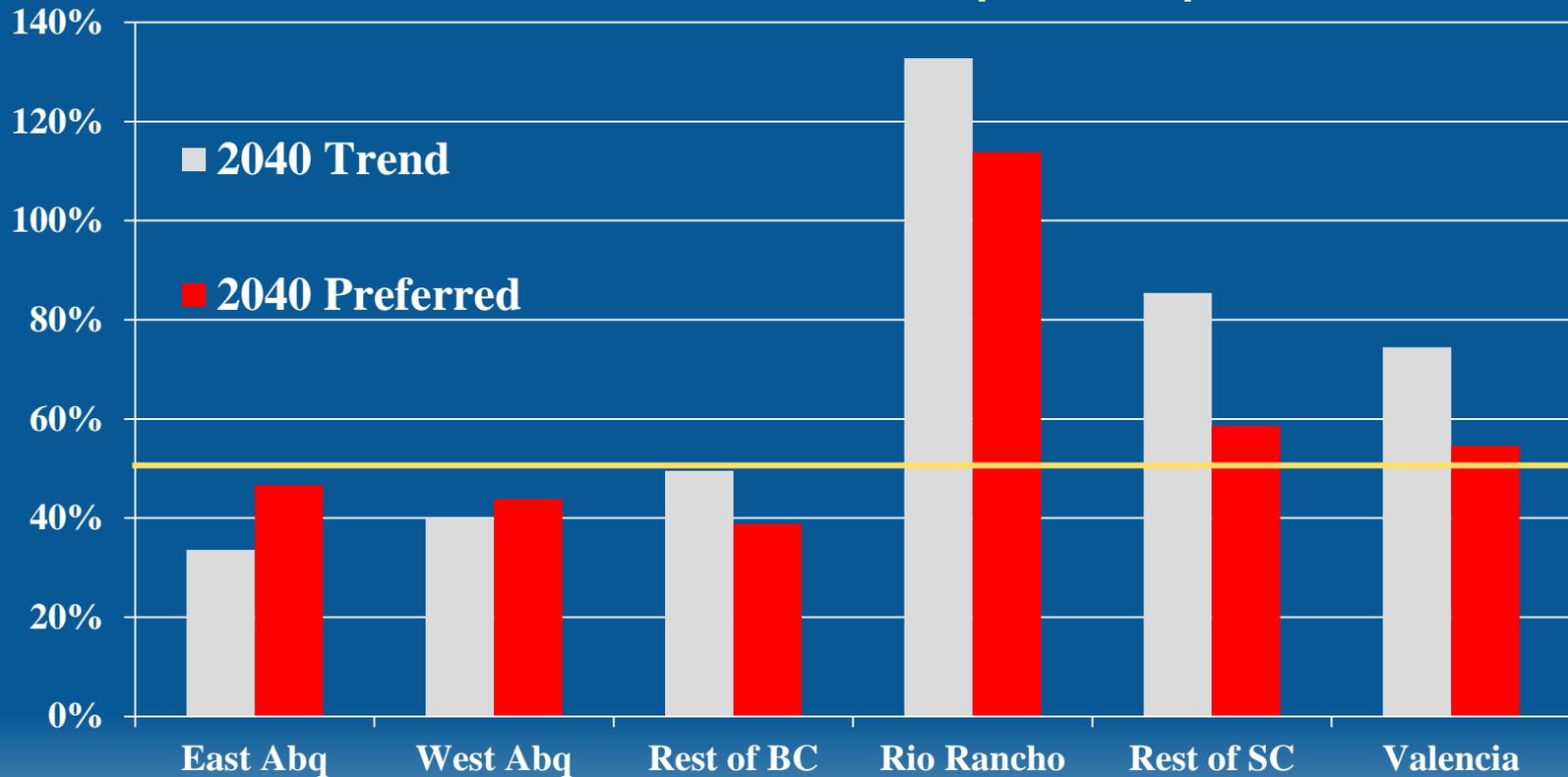


Employment



Differences: Preferred vs. Trend

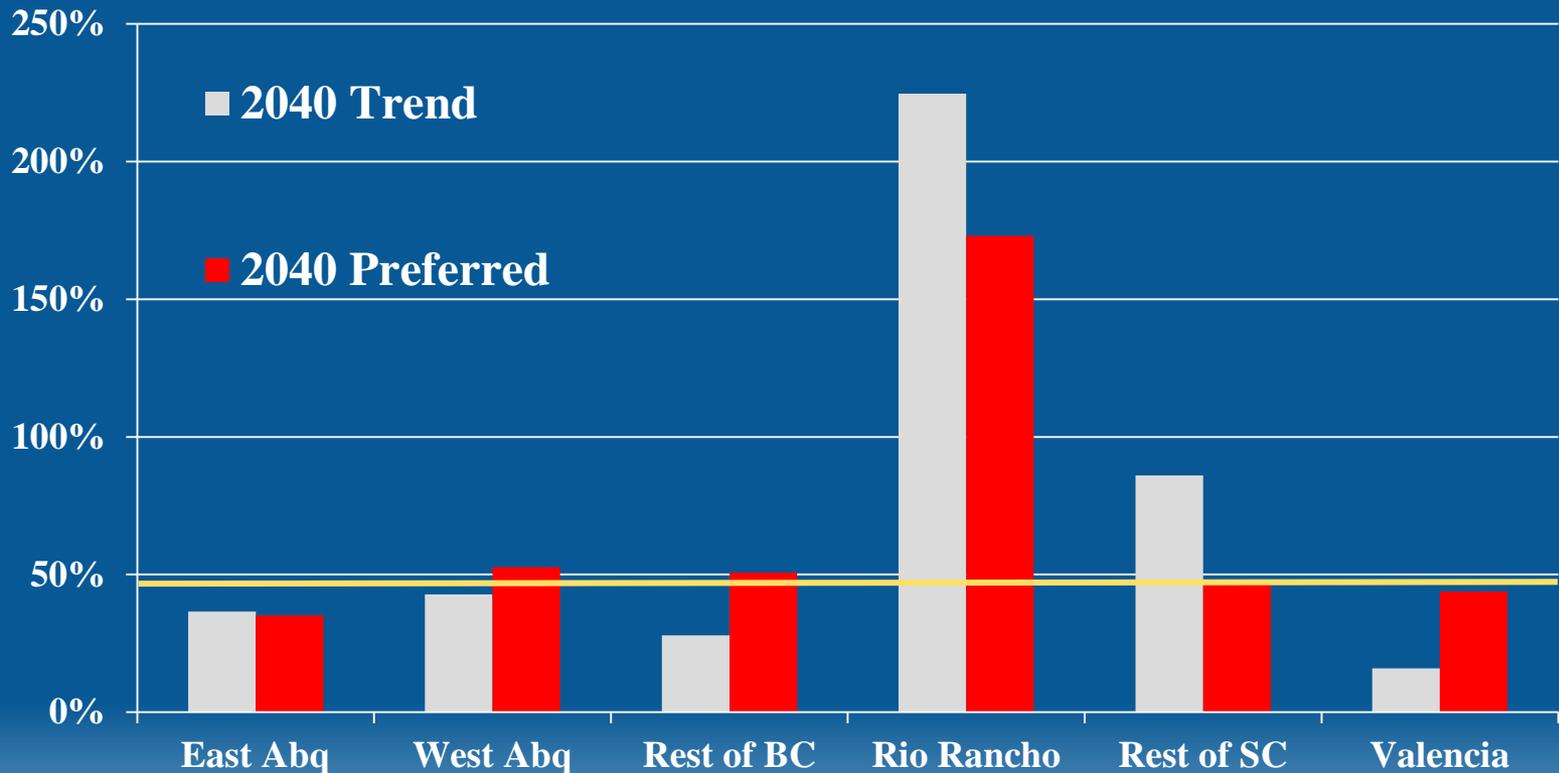
HOUSING GROWTH (DRAFT)



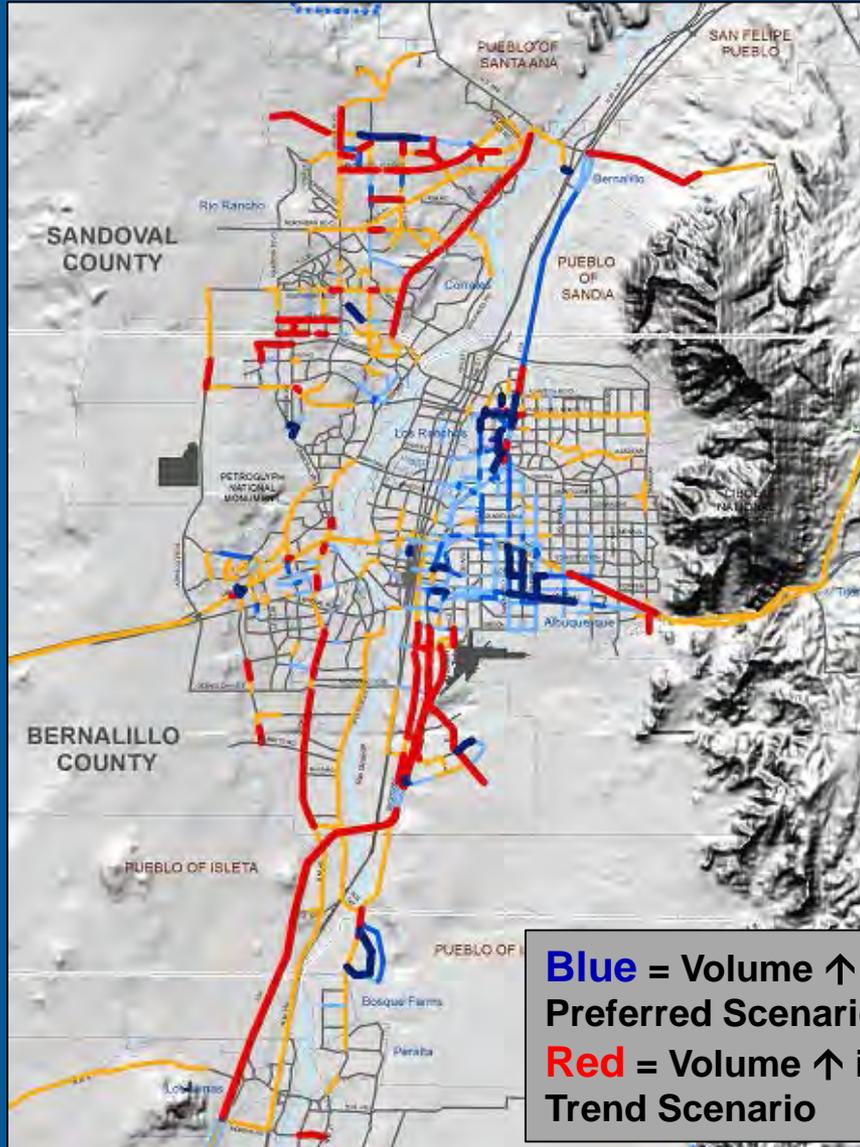
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Differences: Preferred vs. Trend

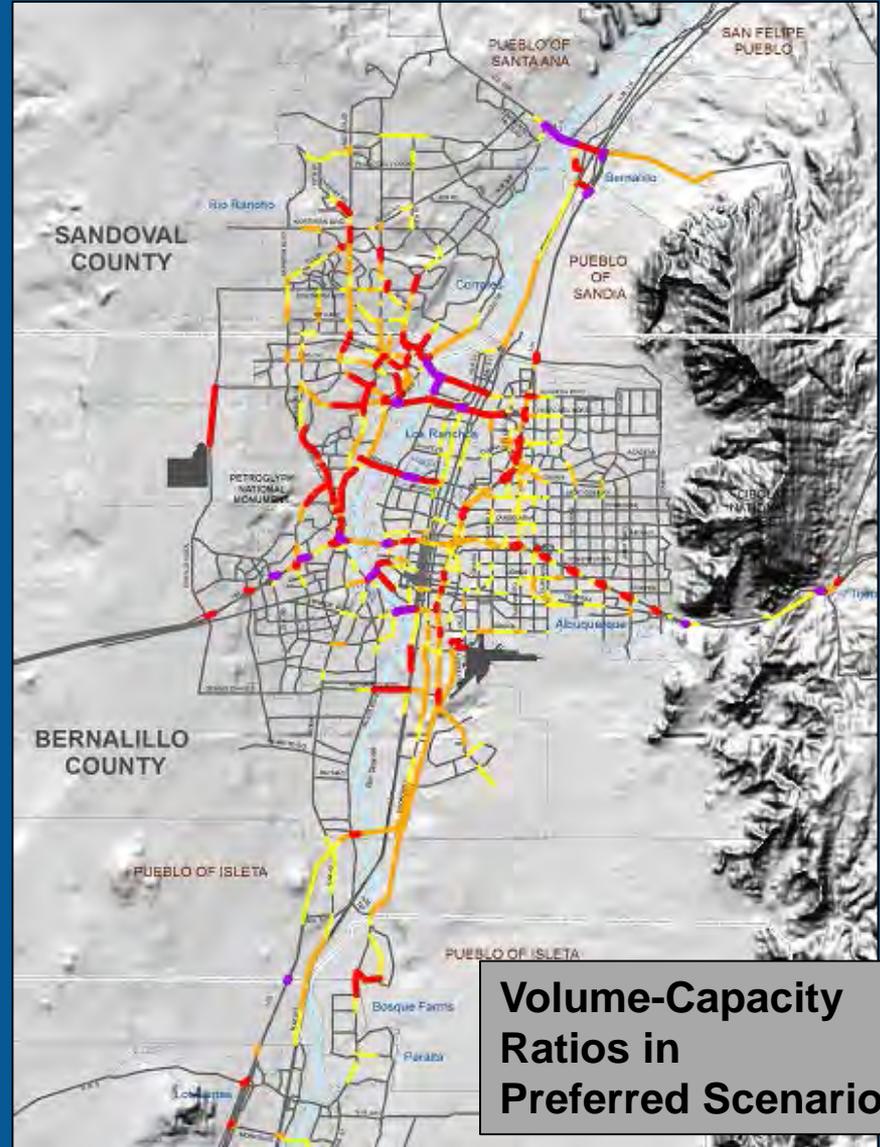
JOB GROWTH (DRAFT)



Transportation Conditions: Preferred vs. Trend

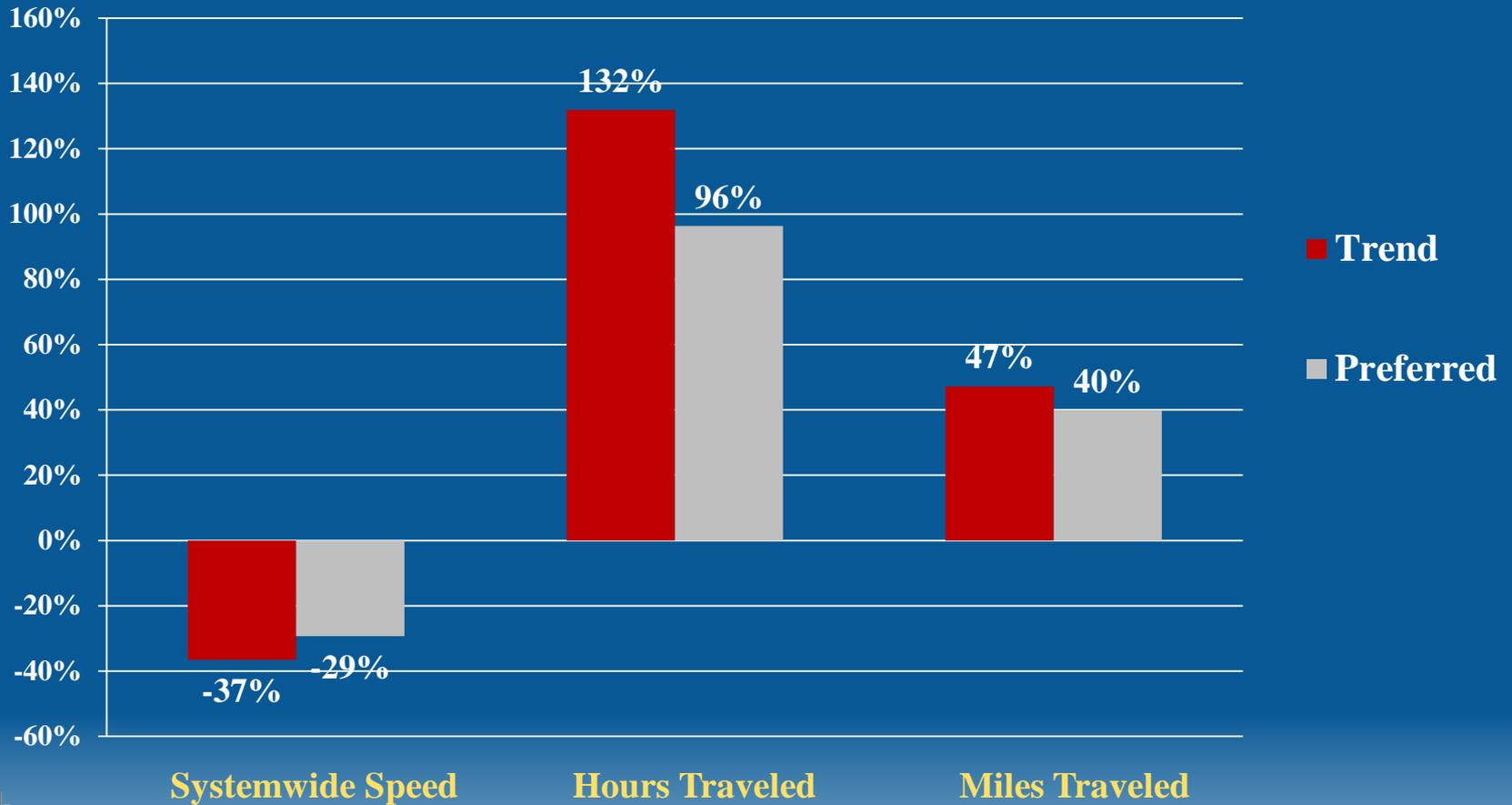


Blue = Volume \uparrow in Preferred Scenario
Red = Volume \uparrow in Trend Scenario



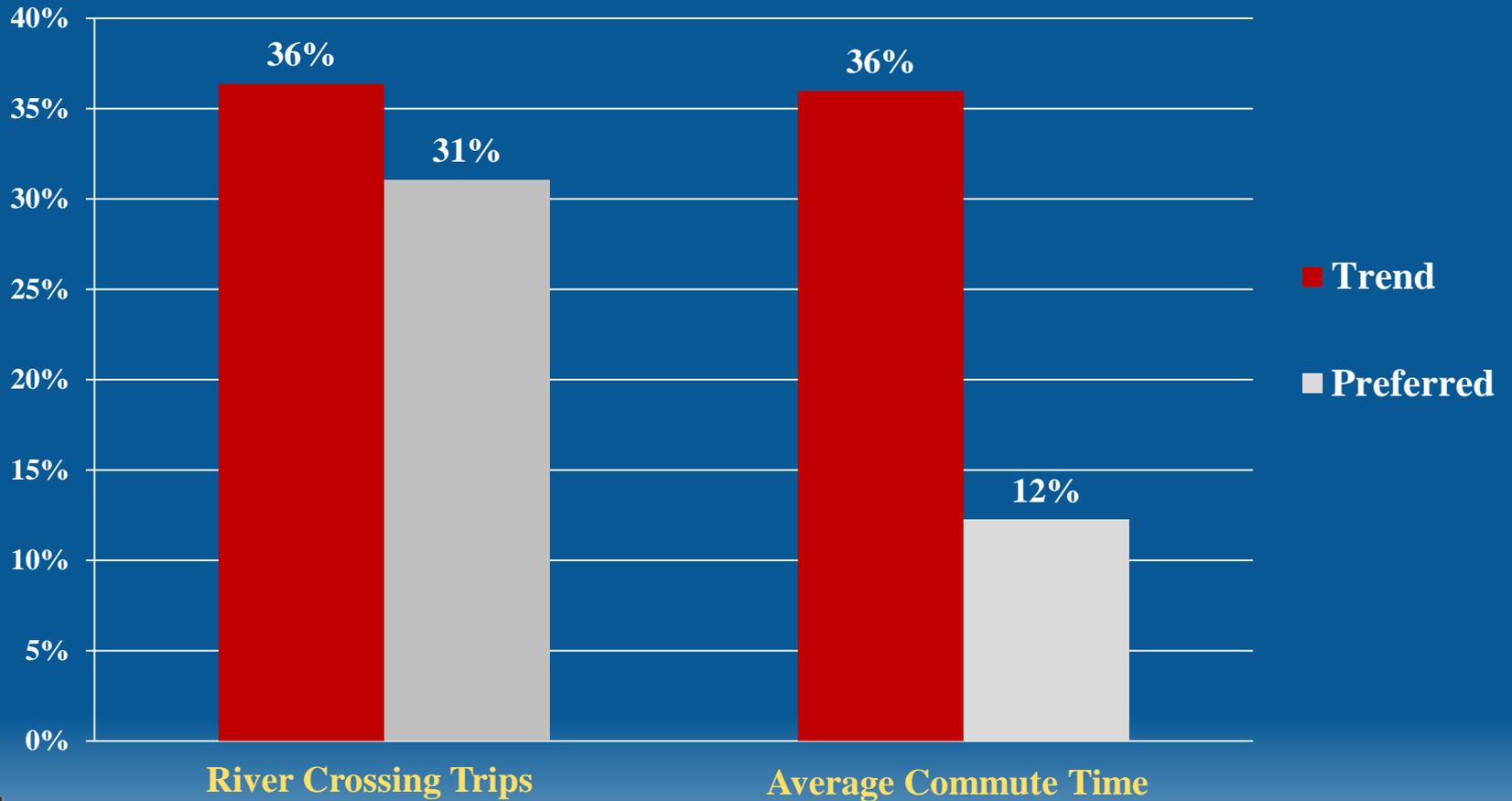
Volume-Capacity Ratios in Preferred Scenario

Roadway Measures

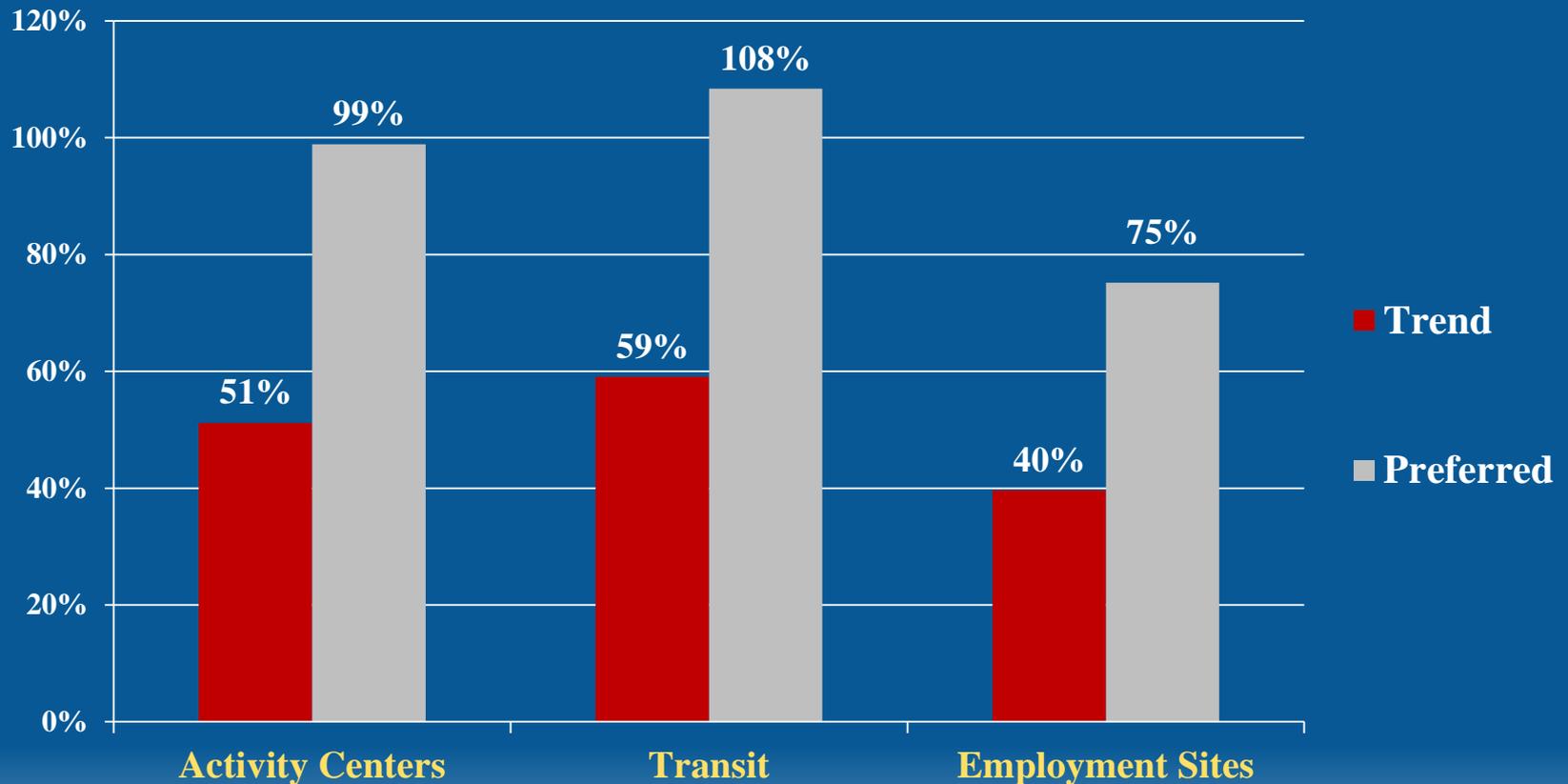


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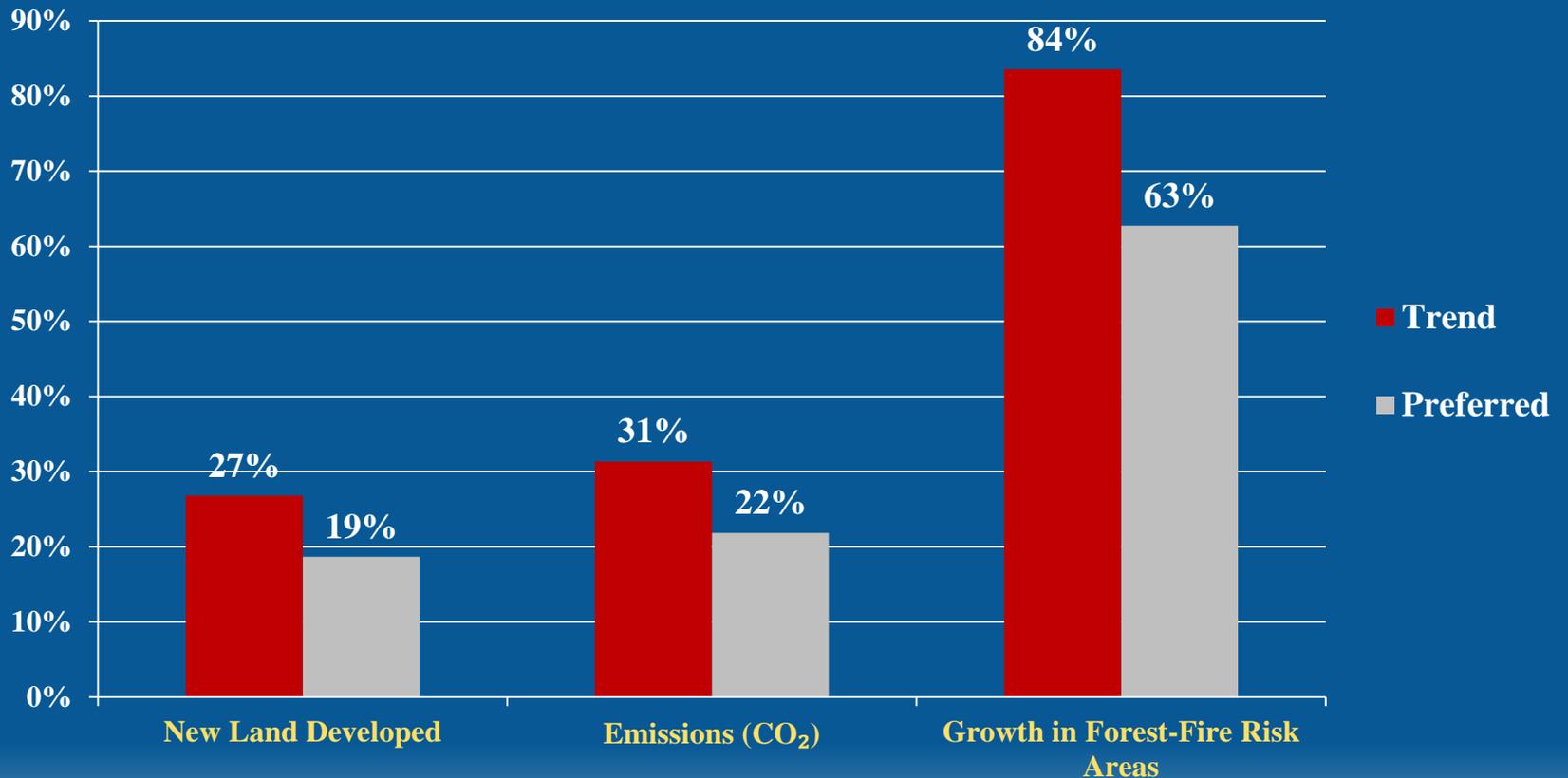
Roadway Measures



Access to Jobs and Services



Sustainability Measures



Transit-Related Policies

◆ Mode share goals

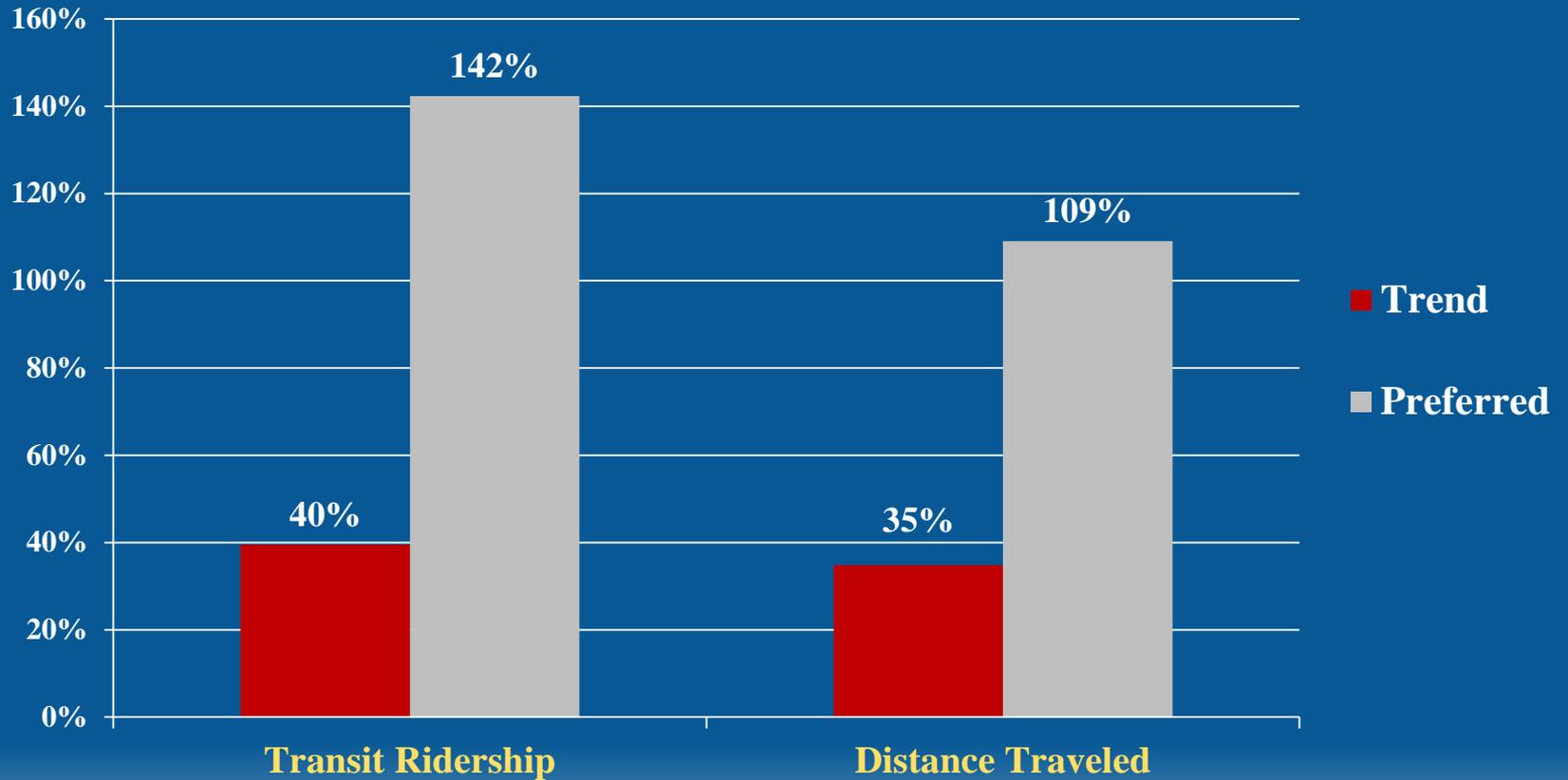
- ◆ 20% of all trips on the priority network are to be achieved by transit by 2040 (proposed revision)

◆ Set-aside of federal funds

- ◆ 25% of sub-allocated federal funds (about \$5 million per year) for premium transit projects that help achieve the mode share goals



Transit Measures



Communities of the Future

- ◆ Today there are a lot of options for people who want rural and suburban lifestyles
- ◆ We can create more options for people who want to live in urban areas → target specific locations
- ◆ Doing so will:
 - ◆ lead to better transportation conditions
 - ◆ improve air quality
 - ◆ lessen development pressures on agricultural land and other at-risk locations



Futures 2040 MTP

- ◆ Trend Scenario will be adopted as the official 2040 MTP socioeconomic forecast
- ◆ Preferred Scenario will be also considered for adoption to serve as a regional target
- ◆ Implementation is up to the local jurisdictions





Questions & Comments:

mtpcomments@mrcog-nm.gov



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