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 (plan set for approval 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 Forecast
2040 Regional Forecast

460,000 new people

185,000 new jobs

Mid-Region Council of Governments
Population Distribution

2012
- East ABQ, 42%
- West ABQ, 21%
- Rest of Bernalillo County, 13%
- Rio Rancho, 10%
- Valencia County, 9%
- Rest of Sandoval County, 5%

2040
- East ABQ, 42%
- West ABQ, 18%
- Rest of Bernalillo County, 14%
- Rio Rancho, 12%
- Valencia County, 10%
- Rest of Sandoval County, 5%
Employment Distribution

<table>
<thead>
<tr>
<th>Year</th>
<th>East ABQ</th>
<th>West ABQ</th>
<th>Rest of Bernalillo County</th>
<th>Rest of Sandoval County</th>
<th>Valencia County</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>64%</td>
<td>8%</td>
<td>15%</td>
<td>4%</td>
<td>4%</td>
</tr>
<tr>
<td>2040</td>
<td>60%</td>
<td>9%</td>
<td>13%</td>
<td>4%</td>
<td>4%</td>
</tr>
</tbody>
</table>

Mid-Region Council of Governments
Population and Employment Growth: 2012 - 2040

Population Growth Trend Scenario 2012 to 2040

- No Growth
- 1 to 1500
- 1501 to 2500
- 2501 to 5000
- 5001 to 10000
- 10001 to 21762

The AMPA is projected to grow by 436,500 people, or 50 percent over the next 28 years. Approximately 71 percent will take place in Bernalillo County, while Sandoval will capture 17 percent and Valencia County will capture 11 percent.

Overall population growth is expected throughout the region and is more pronounced in larger zones. While Albuquerque’s core (defined here as the 1960’s boundary) captures 17 percent of all new growth, population growth will also be accommodated by several planned subdivisions throughout the region.

Employment Growth Trend Scenario 2012 to 2040

- No Growth
- 1 to 500
- 501 to 1000
- 1001 to 2500
- 2501 to 4349

The AMPA is projected to grow by 182,000 jobs by 2040. Bernalillo County is expected to capture 72 percent of growth, followed by Sandoval County with 22 percent and Valencia County with 5.4 percent.

Employment growth will continue to concentrate throughout existing employment centers while new nodes of economic activity are also expected throughout the region.
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
Changing Travel Preferences
Changing Travel Preferences: Trends in Driving

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

Mid-Region Council of Governments
Changing Travel Preferences: Trends in Transit

Transit usage is increasing rapidly

From 2005-2012:
• 81% increase in ridership
• 369% increase in distances traveled by transit

Mid-Region Council of Governments
Changing Travel Preferences: Distances Traveled by Age Group (ABQ Area)

- **Millennials (ages 16-31)**: 24.0
- **Generation X (ages 32-49)**: 38.0
- **Baby Boomers (ages 50-67)**: 30.0
- **Seniors (ages 68+)**: 25.4

Source: Mid-Region Travel Survey, 2013
Change in behavior among 16-34 year-olds: 2001 vs. 2009

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

- Drivers Licenses: -25%
- Vehicle Miles Traveled: -23%
- Employed persons: -16%
- Trips per Day: -15%
- Walking: 16%
- Biking: 24%
- Transit Distances Traveled: 40%
Changing Travel Preferences: Satisfaction with Current Transportation System

2040 MTP Public Questionnaire Results:

- 1 = Very well
- 2 = 24%
- 3 = 38%
- 4 = 21%
- 5 = 9%

Mid-Region Council of Governments
### Changing Travel Preferences: Satisfaction Levels by Age

**Mid-Region Council of Governments**

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

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Satisfaction Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>18-34</td>
<td>25.3%</td>
</tr>
<tr>
<td>35-44</td>
<td>31.8%</td>
</tr>
<tr>
<td>45-54</td>
<td>29.9%</td>
</tr>
<tr>
<td>55-64</td>
<td>34.6%</td>
</tr>
<tr>
<td>65+</td>
<td>41.3%</td>
</tr>
</tbody>
</table>

**Mid-Region Council of Governments of New Mexico**
Changing Housing Preferences: Current and Desired Locations

![Graph showing current and future housing preferences by location: Rural (16% current, 22% future), Suburban (31% current, 16% future), Semi-Urban (37% current, 27% future), Urban (33% future).]
Changing Housing Preferences: Preferred Future Locations

- **Urban + Semi-Urban**
  - 18-34 years: 71%
  - 35-44 years: 65%
  - 45-54 years: 52%
  - 55-64 years: 61%
  - 65+ years: 58%

- **Suburban + Rural**
  - 18-34 years: 29%
  - 35-44 years: 35%
  - 45-54 years: 48%
  - 55-64 years: 39%
  - 65+ years: 42%
Funding and Transportation Investments
2040 MTP Projects by Type

Bike/Pedestrian: $285 Million (5%)

Roadway Capacity: $2.2 Billion (35%)

Highway/Bridge Preservation: $1.6 Billion (26%)

Transit Capital & Operations: $1.8 Billion (29%)

ITS: $154 Million (2%)

Other: $193 Million (3%)

Mid-Region Council of Governments
# Project Comparison: 2040 MTP vs 2035 MTP

## Project Comparison

### Mid-Region Council of Governments

**Project Comparison: 2040 MTP vs 2035 MTP**

- **70%**
- **66%**
- **11%**
- **-27%**

### Mid-Region Council of Governments of New Mexico

#### Project Type

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Amount - 2035 MTP</th>
<th>Amount - 2040 MTP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle/Pedestrian</td>
<td>$257,161,354</td>
<td>$285,137,607</td>
</tr>
<tr>
<td>Roadway Capacity (Public)</td>
<td>$2,248,608,711</td>
<td>$1,036,980,106</td>
</tr>
<tr>
<td>Roadway Capacity (Private)</td>
<td>$770,129,498</td>
<td>$1,155,881,922</td>
</tr>
<tr>
<td>Highway &amp; Bridge Preservation</td>
<td>$987,183,864</td>
<td>$1,633,985,094</td>
</tr>
<tr>
<td>ITS/Systems Management</td>
<td>$194,534,713</td>
<td>$154,255,556</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>$271,608,555</td>
<td>$75,131,684</td>
</tr>
<tr>
<td>Safety Projects</td>
<td>$64,389,139</td>
<td>$80,858,290</td>
</tr>
<tr>
<td>Travel Demand Management</td>
<td>$35,340,413</td>
<td>$37,164,786</td>
</tr>
<tr>
<td>Transit Projects</td>
<td>$1,077,503,135</td>
<td>$1,834,671,248</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$5,906,459,382</strong></td>
<td><strong>$6,294,066,293</strong></td>
</tr>
</tbody>
</table>

Mid-Region Council of Governments
Funding Takeaways

◆ Changing priorities
  ▶ Large decrease in public funds for capacity expansion
  ▶ Major emphasis on preservation and maintenance
  ▶ Increase in funding for alternative modes (new federal funds available for transit operations)

◆ 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
- 10 new/reconstructed interchanges
- Paseo del Volcan interchange
- Morris Rd river crossing – Valencia County
First step:

- Consider impacts of growth on existing infrastructure
- See what happens if we don’t build anything!
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 $2.2 billion in roadway capacity investments
Mid-Region Council of Governments

2040 No-Build

2040 Build
Crossing the River in 2040

- River crossing trips increase by 41 percent in the 2040 Trend (Build) Scenario
- Speeds in the westbound direction in the PM peak period fall to single digits
Summary Roadway Statistics
( PM Peak Period)

Trend Scenario vs. 2012

• Hours Traveled ↑162%
• Miles Traveled ↑49%
• Average Speeds ↓40%
• CO₂ Emissions ↑42%

Increase in Traffic Volume: 2012-2040
Scenario Planning: Connecting Transportation and Land Use
Scenario Planning

- Analyze a range of possible growth patterns for the region
- Understand costs and benefits of development patterns
  - Land consumption
  - Transportation conditions
  - Environmental impacts
  - Economic competitiveness
Scenario Planning Process

1. Identify Challenges
   - June 2013

2. Scenario Concepts
   - Spring 2014

3. Preliminary Scenarios
   - Summer 2014

4. Scenario Evaluation

5. Refined Scenarios
   - Fall 2014

- Committees / Workshops / Focus Groups
- Spring 2015

Futures 2040
Metropolitan Transportation Plan

Futures 2040 Recommendations
Principles of the Preferred Scenario

- Link land use and transportation decision-making
- **Transit service expansion** as means of increasing transportation options and mitigating congestion growth
- Concentrated development in activity centers and transit nodes
- **Mix of uses** in activity centers promotes alternative modes and shortens trip lengths
Principles of the Preferred Scenario (p. 2)

- Emphasis on employment growth in centers west of Rio Grande
- Emphasis on housing near existing activity centers east of the Rio Grande
- Greater range of housing and transportation choices
- Maximize utility of existing infrastructure
Preferred Scenario Components

◆ Increase attractiveness:
  ◆ Activity Centers
  ◆ Transit Nodes

◆ Infrastructure differences:
  ◆ Same roadway network
  ◆ Built-out transit network

◆ Same levels of population and employment growth as the Trend Scenario
Subarea Comparison: Households Growth Rates

<table>
<thead>
<tr>
<th>Subarea</th>
<th>Trend</th>
<th>Preferred</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Albuquerque</td>
<td>40%</td>
<td>50%</td>
</tr>
<tr>
<td>West Albuquerque</td>
<td>40%</td>
<td>50%</td>
</tr>
<tr>
<td>Rest of Bernalillo County</td>
<td>70%</td>
<td>80%</td>
</tr>
<tr>
<td>Rio Rancho</td>
<td>70%</td>
<td>80%</td>
</tr>
<tr>
<td>Rest of Sandoval County</td>
<td>40%</td>
<td>50%</td>
</tr>
<tr>
<td>Valencia County</td>
<td>80%</td>
<td>90%</td>
</tr>
</tbody>
</table>

Mid-Region Council of Governments
Proximity Measures: 2040 vs 2012

- Activity Centers: 77% (Trend), 125% (Preferred)
- Transit: 66% (Preferred)
- Employment Sites: 28% (Trend), 47% (Preferred)

Mid-Region Council of Governments
Differences: Trend vs. Preferred

- Average speeds $\uparrow 15\%$
- Commute time $\downarrow 18\%$
- Hours traveled $\downarrow 17\%$
- Miles traveled $\downarrow 4\%$
- CO$_2$ Emissions $\downarrow 8\%$
Summary Thoughts

- An emphasis on developing activity centers & expanding transit service has meaningful transportation impacts.

- Improving the balance of housing & jobs can reduce trip lengths and improve transportation options.

- Better utilizing existing infrastructure allows us to improve a variety of key indicators related to quality of life.
Plan Implementation

◆ Transportation Improvement Program
  - Short-term implementation program – projects must first be contained in the MTP to be included in TIP
  - Project Prioritization Process links MTP goals and objectives to project selection

◆ Transit policy measures
  - Mode share goals – 20% of trips to be completed by transit on priority network
  - TIP set-aside – additional funding available through TIP for transit projects on priority network

◆ Long Range Transportation Systems Guide
  - Link roadway design to surrounding land use context
Plan Implementation (part 2)

- Guiding principles of the Preferred Scenario
- Key locations map
- Recommendations and action items
- Local agency implementation
Thank you!

Aaron Sussman, AICP
Senior Planner
Mid-Region Council of Governments
asussman@mrcog-nm.gov