RESOLUTION

of the

METROPOLITAN TRANSPORTATION BOARD

of the

MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

(R-15-01 MTB)

Revising Transit Mode Share Goals for the 2040 Metropolitan Transportation Plan
and Allocating Twenty-Five Percent of the Sub-Allocated Federal Funds Received
by the Metropolitan Planning Organization to Projects Contributing to
Achievement of the Goals

WHEREAS, 23 CFR Part 450 requires Metropolitan Planning Organizations
(MPOs) to develop a long range, multimodal, financially constrained transportation plan
for each metropolitan area; and

WHEREAS, the Metropolitan Transportation Board (MTB) of the Mid-Region
Council of Governments (MRCOG) is the MPO for the Albuquerque Metropolitan
Planning Area (AMPA); and

WHEREAS, the 2040 Metropolitan Transportation Plan (2040 MTP) is currently
being developed in accordance with applicable federal planning regulation; and

WHEREAS, the Metropolitan Transportation Board approved on November 19,
2010, resolution R-10-16 MTB which established mode-share goals for daily travel
demand over the Rio Grande in which ten percent of all river crossing trips would be
achieved by transit by 2025 and twenty percent by 2035; and

WHEREAS, resolution R-10-16 MTB mandated twenty-five percent of the
metropolitan area's suballocated funds (STP-U, STP-E and CMAQ-Mandatory) be
programmed to projects that result in achieving the goals; and

WHEREAS, in the last four years numerous transit studies have taken place and
identified high priority transit corridors; and

WHEREAS, additional analyses have been conducted on the distribution of transit riders and the conditions needed to support successful transit service, leading to a better understanding of transit priority routes; and

WHEREAS, since 2010, the AMPA has substantially expanded to a much larger geographic area and now includes additional river crossings where high capacity transit service is neither feasible or appropriate; and

WHEREAS, the federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21) consolidated several funding categories; and

WHEREAS, regional planning scenarios have identified activity centers and transit corridors that should be target areas for further development; and

WHEREAS, new river crossings and new arterial roadways are unlikely to be constructed due to high costs and limited funding availability, environmental issues, and locational drawbacks; therefore, future investment of public funds requires less expensive, alternative modes of transportation to accommodate increased travel demand; and

WHEREAS, not all river crossings are good candidates for additional transit service and consist of parallel corridors that do not promote transit connectivity or result in a meaningful regional transit system; therefore, significant investment in transit along these corridors would not be consistent with the regional priorities under development in the 2040 MTP's preferred scenario; and

WHEREAS, the development of the 2040 MTP has identified a high priority transit network in which mode share goals should be applied to ensure consistency with recent studies and regional priorities being developed in the 2040 MTP's preferred
scenario; and

WHEREAS, targeting a portion of the sub-allocated federal funds received by the Metropolitan Planning Organization to projects that result in a reduction of single occupancy vehicle trips along the high priority transit corridors and an increase in transit trips will help achieve the transit mode share goals.

NOW THEREFORE BE IT RESOLVED by the Metropolitan Transportation Board of the Mid-Region Council of Governments of New Mexico that:

1. The Priority Transit Network established in Attachment A is adopted as part of the MTP preferred scenario (as may be amended in subsequent plans).

2. Twenty percent (20%) of the aggregate trips along the corridors of the Priority Transit Network are to be achieved via transit by 2040.

3. Beginning in federal fiscal year 2016 and continuing each subsequent year, 25% of the sub-allocated federal funds programmed by the MPO (STP-Large Urban and CMAQ-Mandatory funds) be allocated to transit projects, or portions of projects with substantial dedicated transit infrastructure, that contribute to achieving the goal stated above.

4. Resolution R-10-16 MTB is superseded by this resolution.

PASSED, APPROVED, AND ADOPTED this 16th day of January 2015 by the Metropolitan Transportation Board of the Mid-Region Council of Governments of New Mexico.

ATTEST:

Debbie O'Malley, Chair
Metropolitan Transportation Board

Dewey V. Cave
Executive Director, Mid-Region Council of Governments
Executive Secretary, Metropolitan Transportation Board

R-15-01 MTB
January 16, 2015