Mid-Region Council of Governments

Metropolitan Transportation Plan

- Long-range (20+ years) multi-modal 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
MTP Questions

- Can our transportation infrastructure handle the projected growth?
- What roles should different modes play?
- What types of strategies and investments should we pursue?
- How much money is available?
- What are the impacts on air quality and other basic environmental factors?
2035 No-Build

2035 Build

2035 SE Data on 2015 No Build Network

PM Peak Hour V/C

- Acceptable V/C=0 - 0.89
- Approaching Capacity V/C=0.9 - .99
- Over Capacity V/C=1.0 - 1.09
- Severely Congested 1 V/C=1.1 - 1.49
- Severely Congested 2 V/C>1.5

AMPA Boundary

Source: MRCOG.
Key Findings from 2035 MTP

- River crossing congestion is a critical issue, and no new bridges have been proposed.
- Building our way out of congestion is not realistic.
- There is no silver bullet. A variety of strategies will be necessary to tackle congestion.
- There is a critical link between land use patterns and transportation conditions.
Central New Mexico Climate Change Scenario Planning Project

- Funded by FHWA and other federal partners
- Participation of US DOT Volpe Center
- Partnership with federal land management agencies
- Introduce climate change analysis into long-range planning process
Central New Mexico Climate Change Scenario Planning Project

- **Climate futures**
  - Temperature
  - Precipitation levels

- **Climate change impacts on central New Mexico**
  - Will we get hotter and drier?
  - What happens to our water supply?
  - Droughts? Wildfires? Flooding?

- **Consider whether development patterns make us more or less resilient to climate impacts**
Projected Changes in Climate Means - 2040

Mid-Region Council of Governments
Big Picture Climate Implications

- Greater changes in temperature than in precipitation
- Projected $2.4 \, ^\circ F$ to $4.3 \, ^\circ F$ increase in annual temperature
- Projected $-13\%$ decrease to $+10\%$ increase in annual precipitation (Bureau of Reclamation)
- More pronounced temperature increases in the summer
- More drought regardless of precipitation due to the increased evaporation from higher temperature
- More, longer heat waves
- More extreme, variable precipitation events
Implications for the Region

- **Transportation-related**
  - Higher maintenance costs (e.g., faster pavement deterioration)
  - Construction and operations implications (e.g., shorter construction season)
  - More damage from extreme events (e.g., flash floods, wildfires, and landslides)

- **Land Use/Regional Planning**
  - More frequent water shortages
  - Greater power demand
  - Higher vulnerability for development near riparian areas/on the urban-wildland interface
Water Availability in ABQ Area: 2040

Native (at Otowi) and SJC Water Availability in Rio Grande 2040 Compared to Historic by GCM Grouping

<table>
<thead>
<tr>
<th>GCM Grouping</th>
<th>Native Otowi</th>
<th>SJC Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warm-Dry</td>
<td>-14%</td>
<td>-6%</td>
</tr>
<tr>
<td>Warm-Wet</td>
<td>10%</td>
<td>0%</td>
</tr>
<tr>
<td>Hot-Dry</td>
<td>-20%</td>
<td>-14%</td>
</tr>
<tr>
<td>Hot-Wet</td>
<td>-7%</td>
<td>-5%</td>
</tr>
<tr>
<td>Central</td>
<td>-3%</td>
<td>-3%</td>
</tr>
</tbody>
</table>
Water Availability in 2100

According to the Upper Rio Grande Impact Assessment:

- Rio Grande flows decrease by 1/3
- San Juan-Chama flows decrease by 1/4
Futures 2040 MTP

- December 2014 – Draft MTP for public comment
- January 2015 – Public meetings
- January/February 2015 – Identify projects to receive federal funding
- March 2015 – Final draft for public review
- April 2015 – Plan approval by Metropolitan Transportation Board