



Mid-Region Metropolitan Planning Organization
of the Albuquerque Metropolitan Planning Area

Metropolitan Transportation Planning

In the Albuquerque Metropolitan Planning Area

Albuquerque-Bernalillo County Air Quality Control Board

June 10, 2009



What We'll Talk About

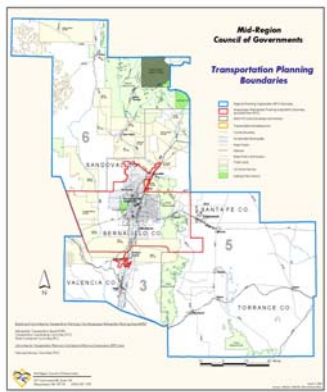
- ◆ What is the Mid-Region Metropolitan Planning Organization (MRMPO)?
- ◆ What does the MRMPO do?
- ◆ Coordination between the MRMPO and the Albuquerque-Bernalillo County Air Quality Control Board.

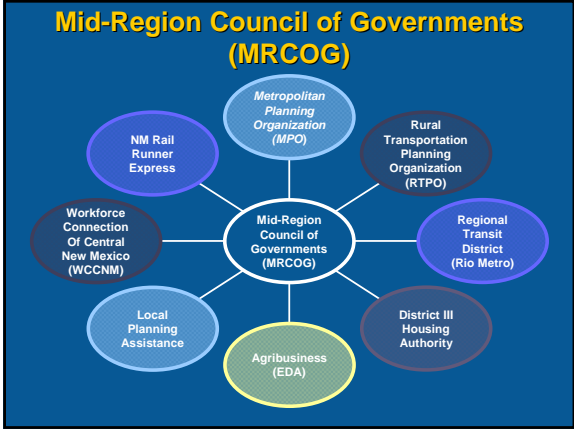


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MRCOG Planning Area

- ◆ The MRCOG Boundary coincides with State Planning and Development District #3
- ◆ The Mid-Region MPO Planning Boundary is outlined in **RED**





Metropolitan Planning Organizations

- ◆ Responsible for ensuring the “3C” planning process is carried out
- ◆ An MPO is created and defined by **federal law** (Title 23 Code of Federal Regulations Section 450)
 - ◆ “The policy board of an organization created and designated to carry out the metropolitan transportation planning process”



Metropolitan Planning Organizations

- ◆ Current federal transportation legislation is called SAFETEA-LU
 - ◆ Authorizes transportation funding 2005-2009
 - ◆ Includes regulations for implementation
- ◆ All MPOs serve their respective Metropolitan Planning Areas as the forum for **cooperative** transportation **decision-making**



MPO Decisions

- ◆ Metropolitan Transportation Board (MTB)
 - ◆ Approves transportation plans and programs in the AMPA; establish regional transportation policy
 - ◆ Elected officials, officials of agencies that administer/operate major modes, appropriate State officials
 - ◆ Advisory committees
 - Transportation Coordinating Committee (TCC)
 - Provides technical advice to the MTB
 - Public Involvement Committee (PIC)
 - Provides an interface between MTB and the public

MPO Voting Members

◆ City of Albuquerque (6)	◆ Pueblo of Sandia
◆ Bernalillo County (3)	◆ Village of Tijeras
◆ City of Rio Rancho (2)	◆ Town of Bernalillo
◆ Sandoval County	◆ Albuquerque Public Schools
◆ Village of Los Lunas	◆ Rio Rancho Public Schools
◆ Village of Corrales	◆ NMDOT (2)
◆ Village of Los Ranchos de Albuquerque	◆ Albuquerque Metropolitan Arroyo Flood Control Authority
◆ Southern Sandoval County Flood Control Authority	◆ Middle Rio Grande Conservancy District

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Other Participants

- ◆ Federal agencies
 - ◆ Federal Highway Administration (FHWA)
 - ◆ Federal Transit Administration (FTA)
 - ◆ Environmental Protection Agency (EPA)
- ◆ State agencies
 - ◆ NM Environment Department
- ◆ Native American Tribes and Pueblos
- ◆ Stakeholders
- ◆ The Public

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The Mid-Region MPO

◆ What does the MRMPO do?

- **Metropolitan Transportation Plan**
- Transportation Improvement Program
- Public Involvement Procedures
- Unified Planning Work Program
- Congestion Management Process
- **Transportation Conformity**
- Certification

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Transportation Issues & Challenges

- ◆ Rapid Population Growth & Land Development Patterns (the "Land Use-Transportation Connection")
- ◆ Congested Roadways
- ◆ "Crossing the River"
- ◆ Transit service: quality & convenience
- ◆ Bicycle facilities and connectivity
- ◆ Pedestrian access
- ◆ Crashes and safety
- ◆ Air quality (**Climate Change**)
- ◆ Limited transportation funding



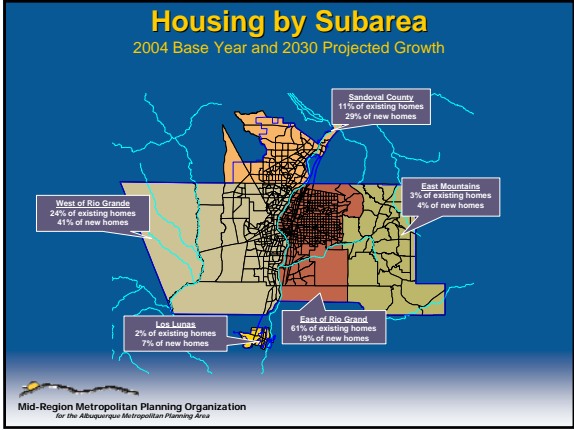
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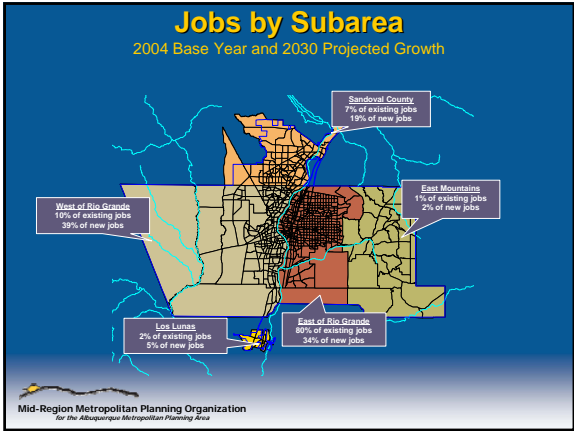
Metropolitan Transportation Plan (MTP)

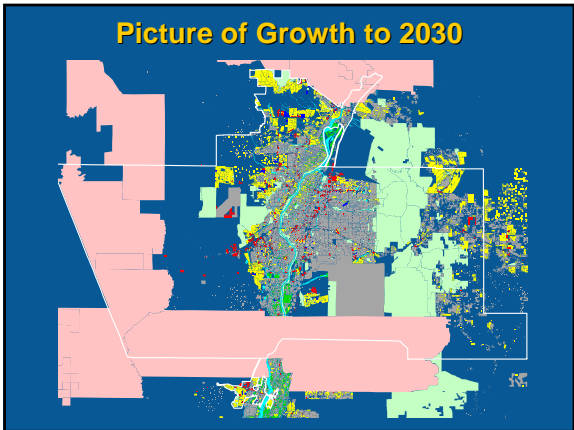
- ◆ Federal requirements
 - At least a 20-year planning horizon
 - Includes:
 - Long- and short-range strategies
 - All modes
 - Congestion Management Process (CMP) strategies
 - Public involvement
 - Outline past and present transportation trends; project future growth and land use
 - Forecast travel demand
 - Financial constraint
 - Update every 4 years (nonattainment and maintenance areas)
 - Approved by the MTB

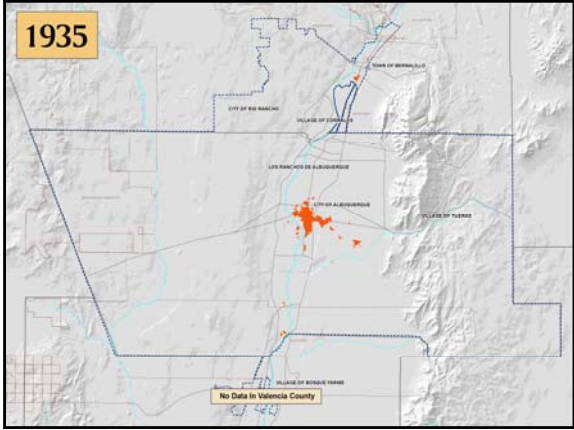


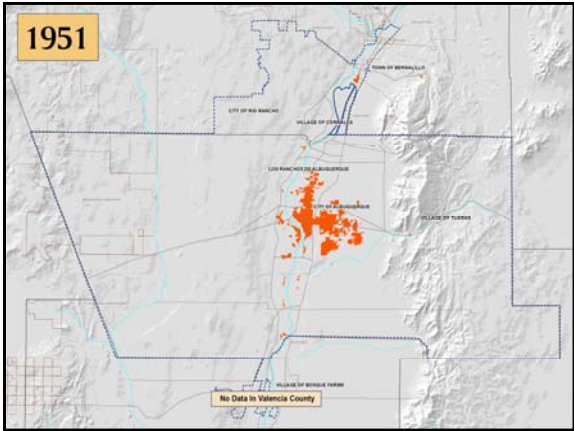
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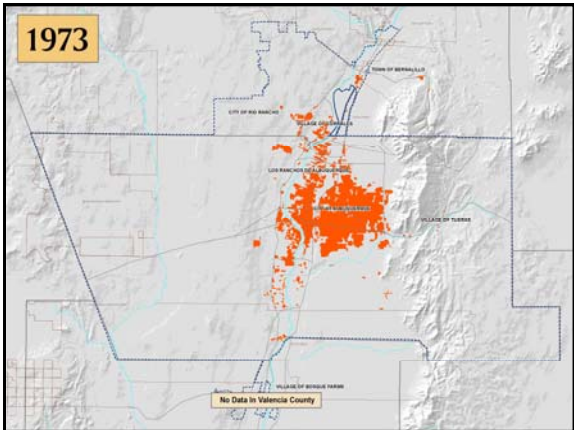


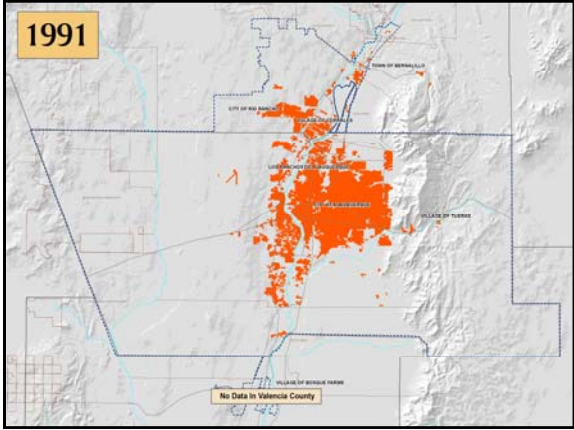


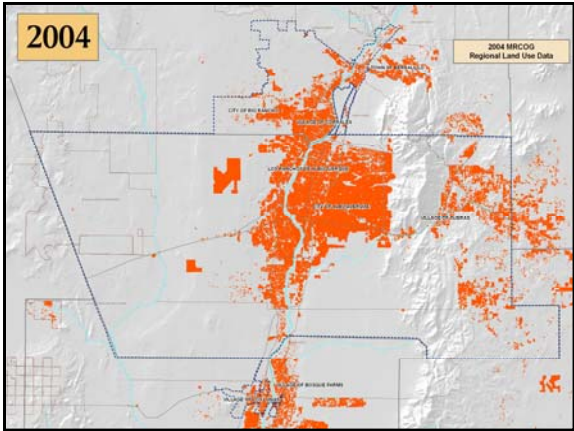


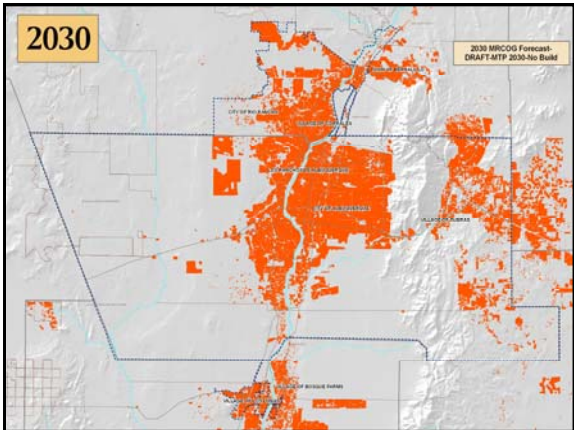


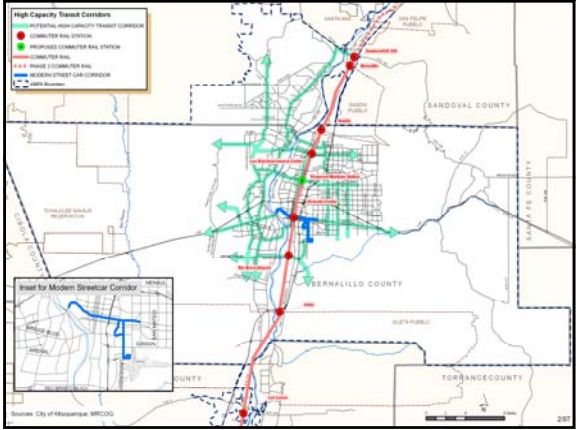


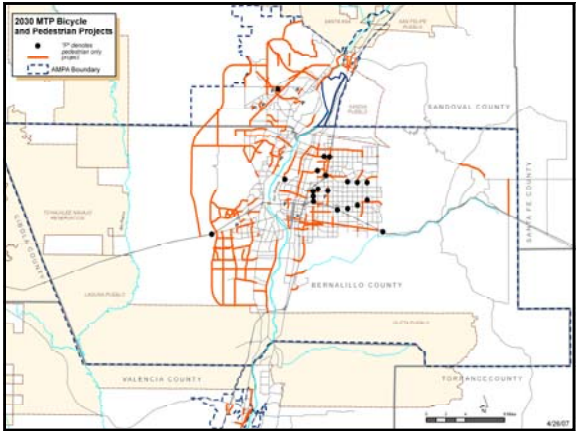


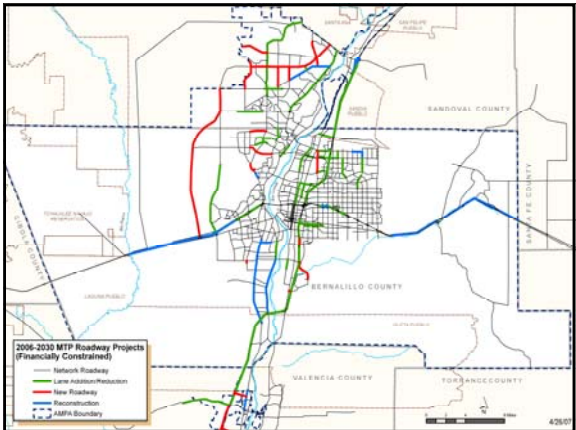


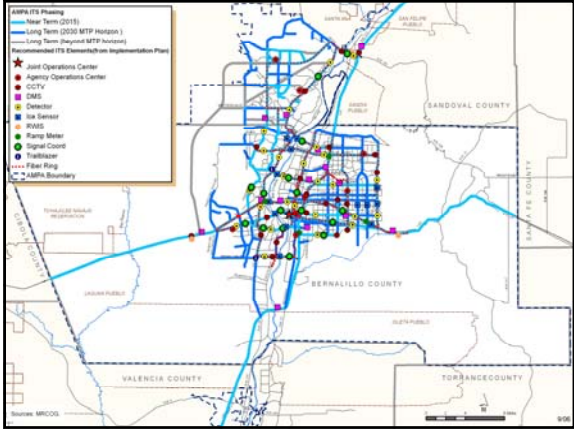


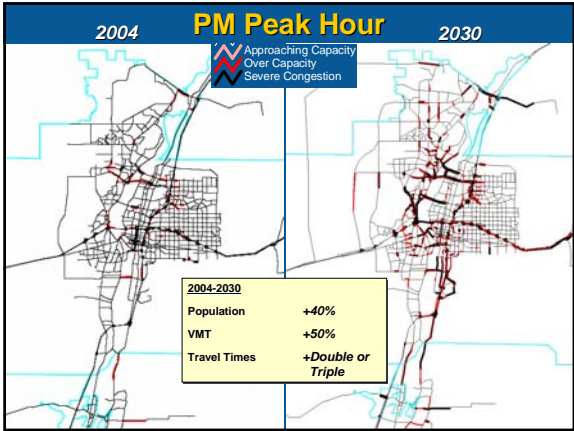












Metropolitan Transportation Plan

- ◆ **The 2030 MTP**
 - ◆ Approved by the MTB April 26, 2007
 - ◆ Expenditures
 - Over \$6.0 Billion in public funds through 2030
 - Capital Projects – \$3.5 Billion
 - Operations/Maintenance – \$2.6 Billion
 - Approximately \$700 million in private funds

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Transportation Conformity

- ◆ In (air quality) nonattainment or maintenance areas, the MPO shall coordinate the development of the transportation plan with the SIP (State Implementation Plan)...
- ◆ In nonattainment or maintenance areas for transportation related pollutants, the MPO shall not approve any transportation plan or program which does not conform with the SIP, as determined in accordance with the US EPA conformity regulation (40 CFR 51)


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Transportation Conformity (continued)

- ◆ Mid-Region air quality status
 - ◆ Prior to 1996 – Moderate nonattainment for Carbon Monoxide (CO)
 - ◆ Maintenance area from 1996 through 2005
 - ◆ Limited maintenance as of August 22, 2005
 - Must still demonstrate conformity, although not through regional emissions analysis.
 - Must still complete interagency consultation with federal, state, and local partners to ensure continued compliance with NAAQS


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Transportation Conformity (continued)

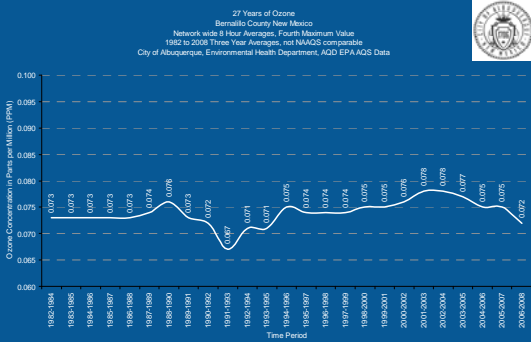
- ◆ 2030 MTP Section XIII – Evaluation of the Transportation System
 - ◆ Transportation Conformity with Carbon Monoxide (CO) Limited Maintenance Plan
 - ◆ Alternative Fuels
 - ◆ Future Potential Air Quality Issues
 - Ozone
 - *Greenhouse Gas Emissions*
- ◆ EPA Letter confirming monitored data <85% of NAAQS for CO
- ◆ Other conformity requirements:
 - ◆ Financial constraint
 - ◆ Public involvement
 - ◆ Interagency consultation (TCTC)

Transportation Conformity (continued)

- ◆ The Transportation Conformity Technical Committee (TCTC) recommended approval of conformity determination
- ◆ MTB approved local conformity determination
- ◆ Federal agencies reviewed and concurred with full conformity determination
 - ◆ FHWA
 - ◆ FTA
 - ◆ EPA
- ◆ Conformity determination made by Federal partners on June 30, 2007 (conformity determination date became MTP effective date)

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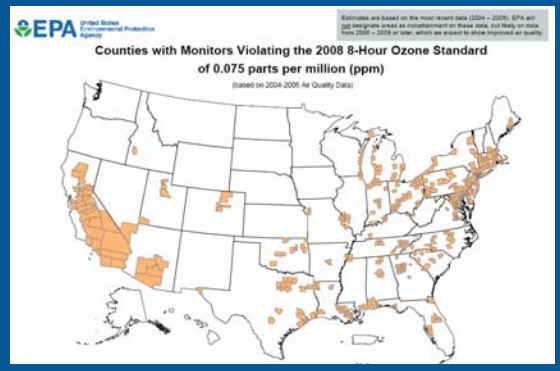
Future Potential Air Quality Issues



Counties Violating the Old 8-hour Standard

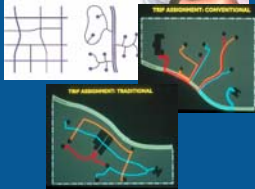


Counties Violating the New 8-hour Standard



What does this mean for us?

- ◆ High risk for violating standard
- ◆ The debate goes on
- ◆ Never too early to take action
- ◆ Real solutions:
 - Tighten emissions
 - Engine technology
 - Inspection & Maintenance Programs
 - Reformulated fuel
 - Connect with high-capacity transit & bikeways
 - Improve traffic flow
 - Critical bottlenecks
 - ITS
 - Managed lanes
 - Travel Demand Management (TDM) Programs
 - Create walk-able, mixed-use neighborhoods, commercial centers
 - Dense network of connected 2- & 4-lane roadways



What does this mean for us?

- ◆ Effects of Nonattainment Status
 - ◆ More stringent requirements for developing plans and programs
 - ◆ Modeling
 - ◆ Regional emissions analysis
 - ◆ Compliance with "budget"
 - ◆ Less flexibility to modify plans and programs
 - ◆ Less flexibility to take advantage of changes in available funding
 - ◆ Project delays (or accelerations) can cause conformity problems
 - ◆ Constant, significant efforts required to comply with air quality requirements
 - ◆ Uncertainty for project planning and development caused by changing air quality requirements (court rulings, model changes, new regulations)

Questions/Comments

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