



Mid-Region Council of Governments of New Mexico

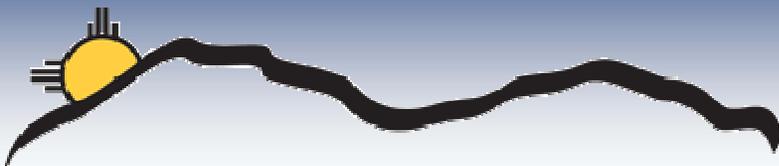
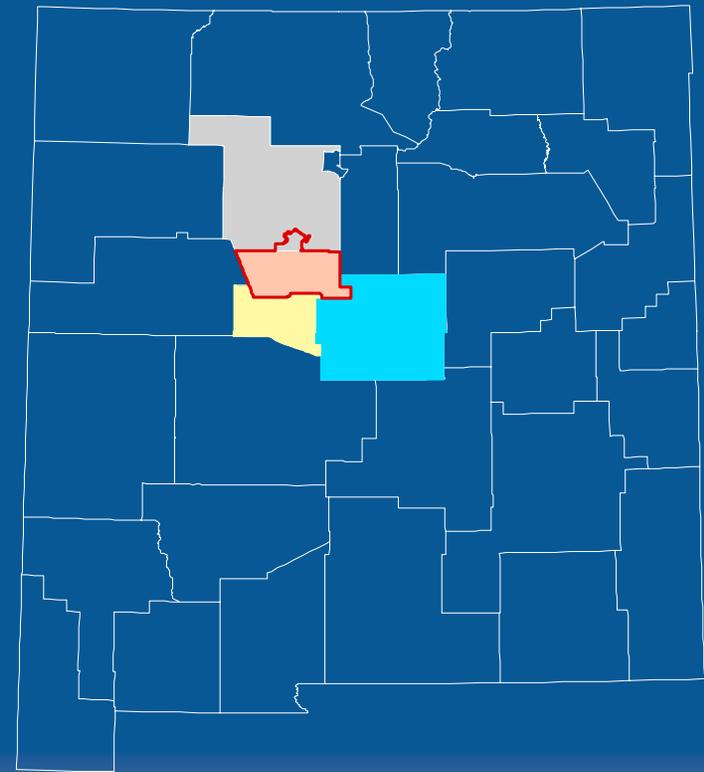


**Task
Force
Brief**

02/05/08

What Does the Council of Governments Do?

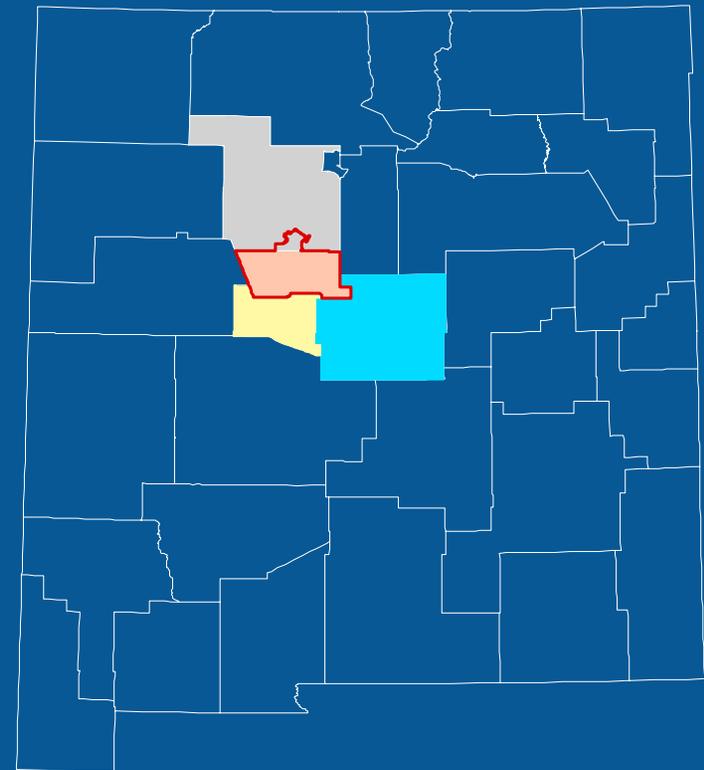
- ◆ Land Use, Water, Economic Planning, and Workforce & Training Development (WIA/TANFF)
- ◆ New Mexico Rail Runner Express
- ◆ Transportation Planning
 - ◆ Metropolitan Planning Organization (MPO)
 - Policy making board
 - Metropolitan Transportation Plan (MTP)
 - ◆ Regional Planning Organization (RPO)
- ◆ Rio Metro RTD



What Does the Council of Governments Do?

Focus Today On.....

- ◆ Transportation Planning
 - ◆ Metropolitan Planning Organization (MPO)
 - Long Range Plan
 - Transportation Improvement Program
- ◆ New Mexico Rail Runner Express



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
- ◆ Limited transportation funding



Long Range Plan

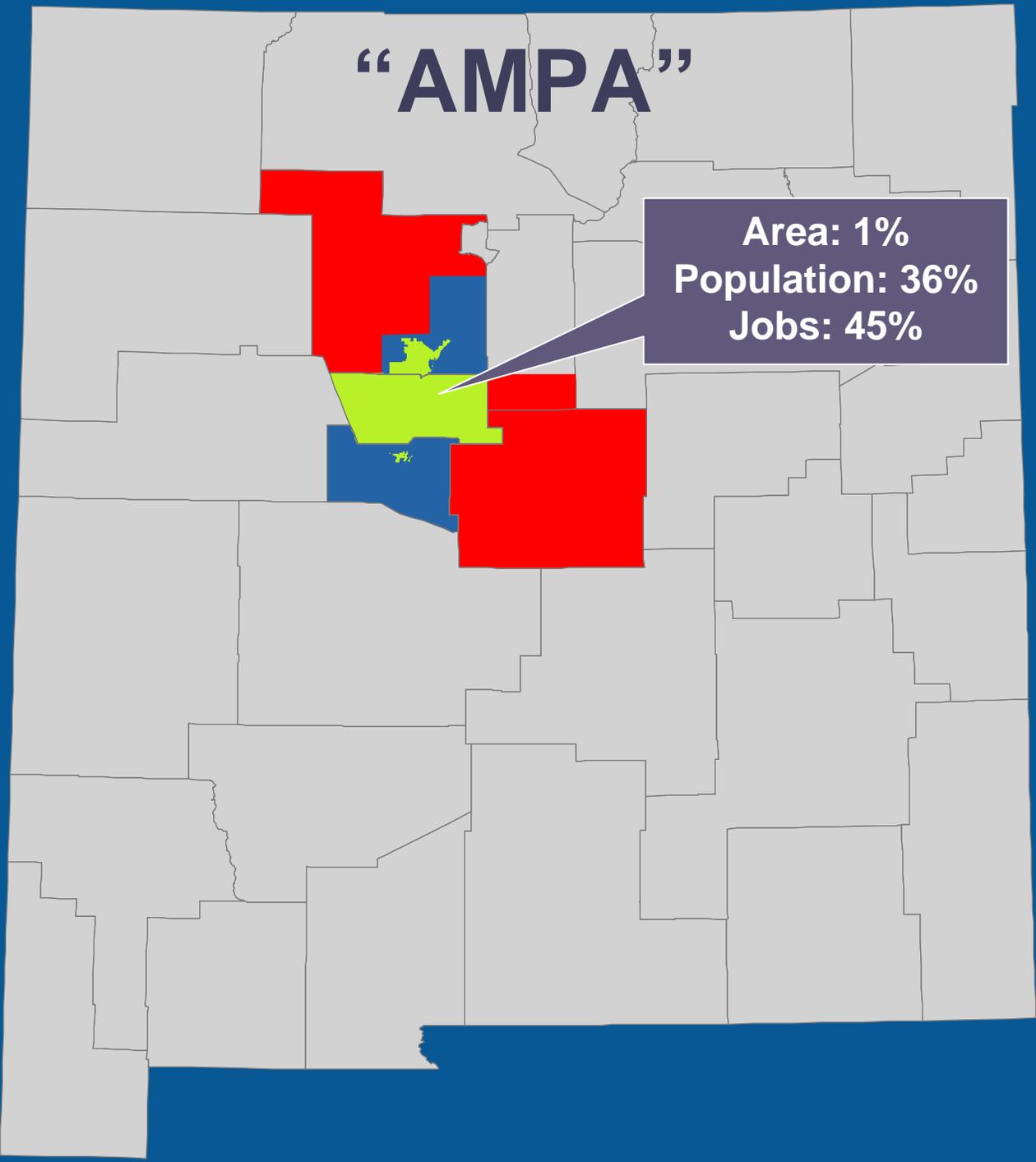


- 1. Current Version Affectionately Referred To As “2030 MTP”**
- 2. Covers “AMPA”**
- 3. Financially Constrained**
- 4. Includes All Regionally Significant Projects Anticipated Over Next 20 Years +**
- 5. Includes Growth Projections & Performance**
- 6. Some General Information.....**

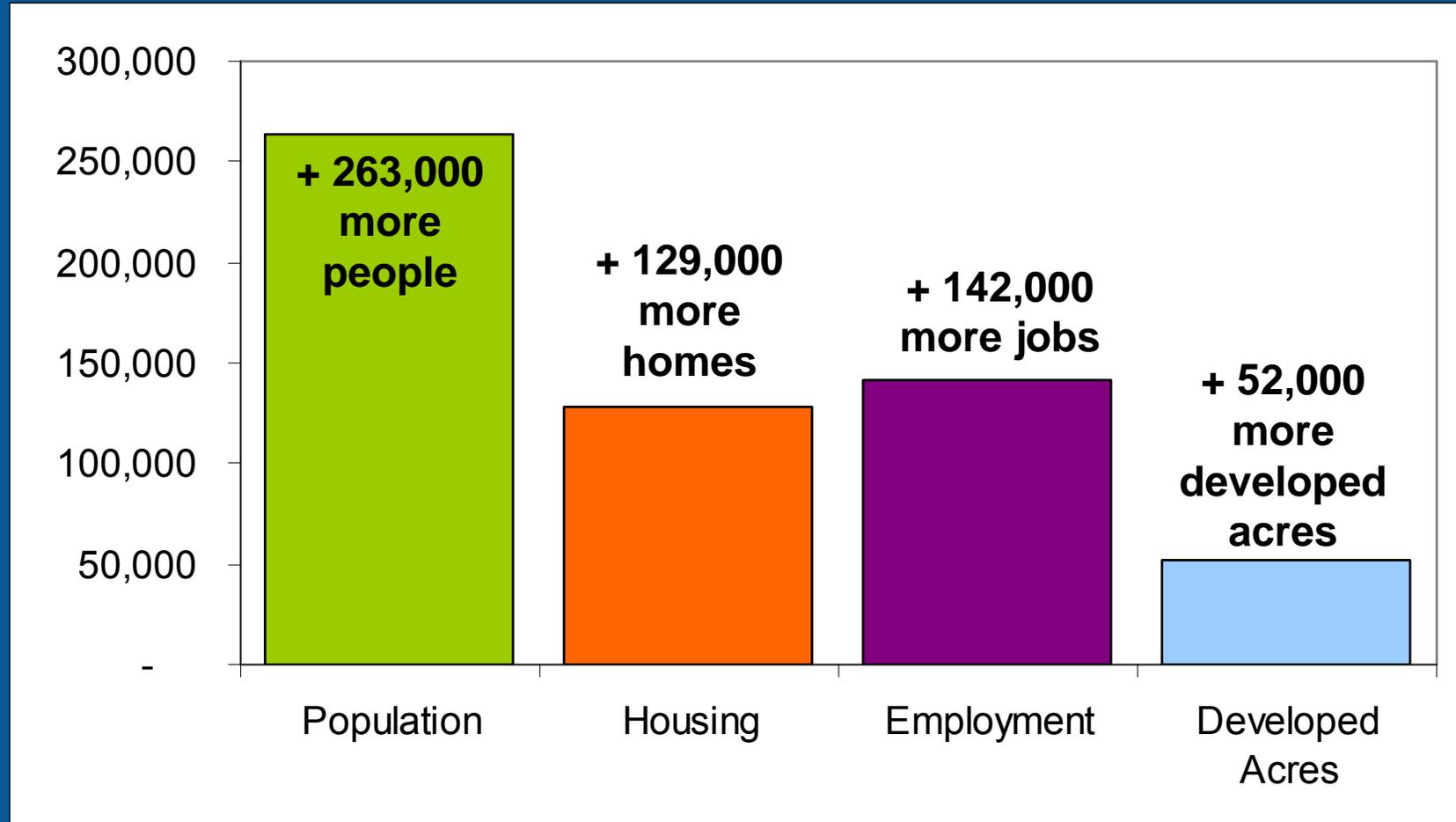


“AMPA”

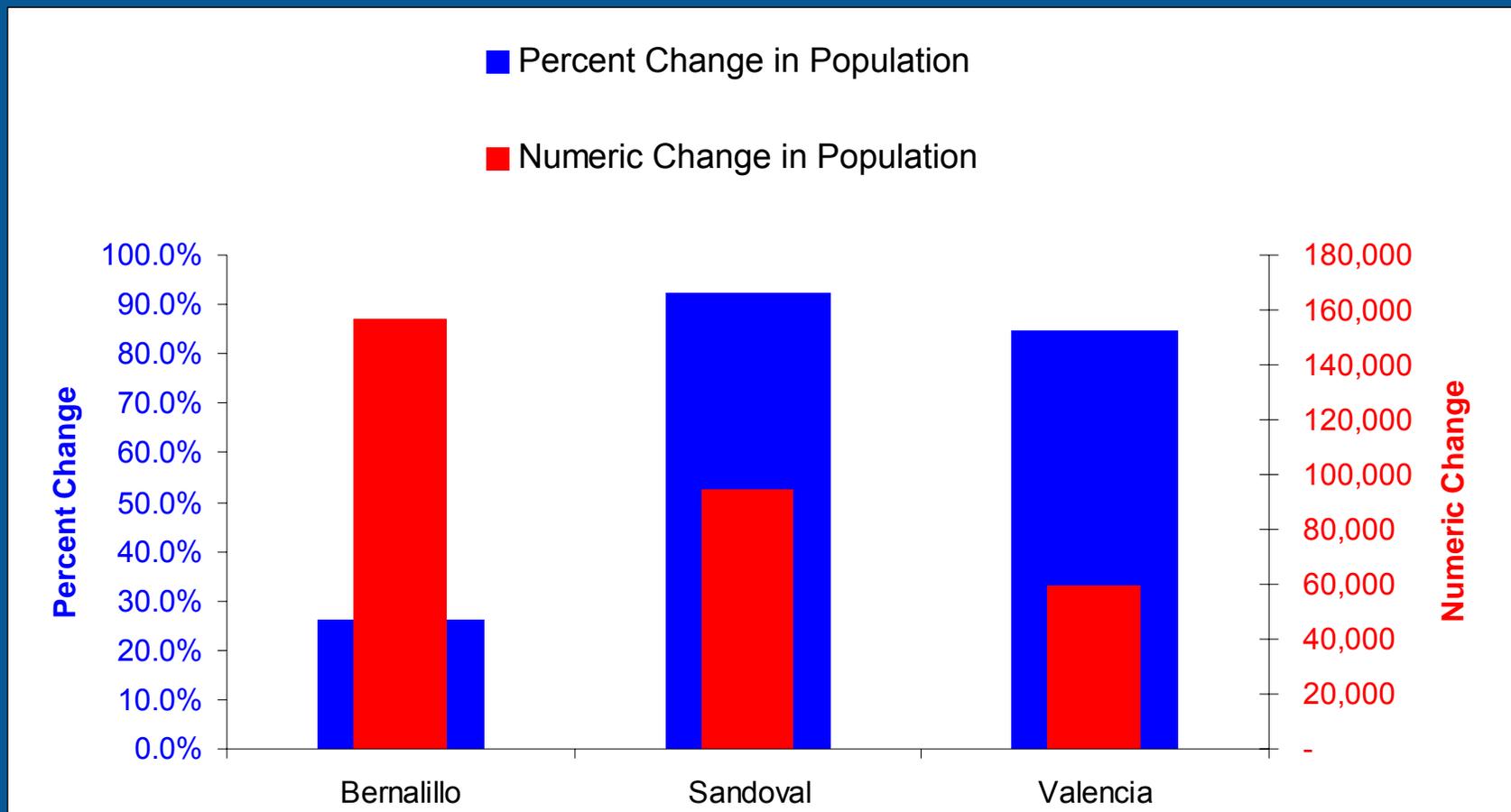
Area: 1%
Population: 36%
Jobs: 45%



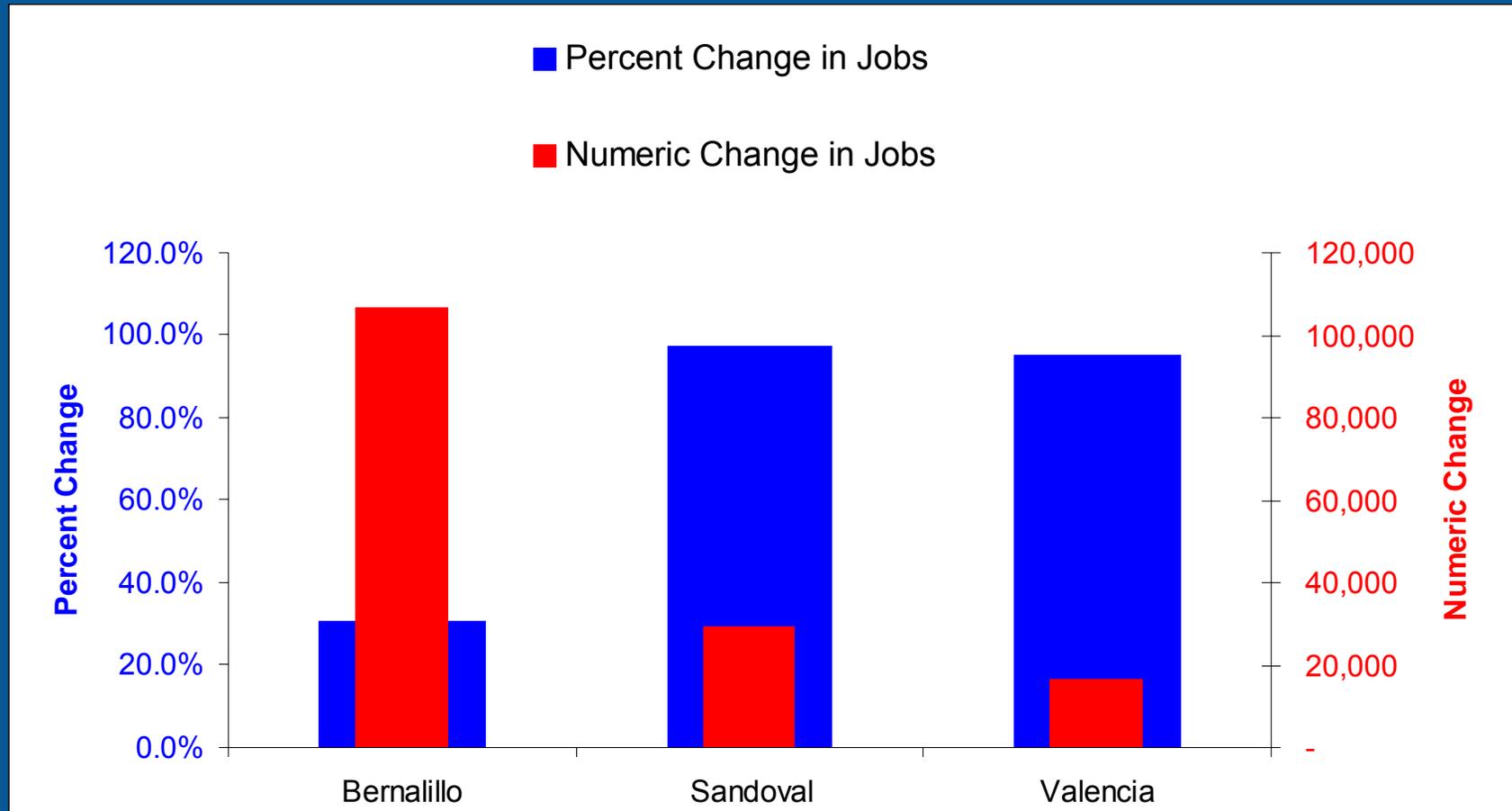
Forecast Growth in the AMPA 2004 - 2030



Population Growth Projection 2004 - 2030

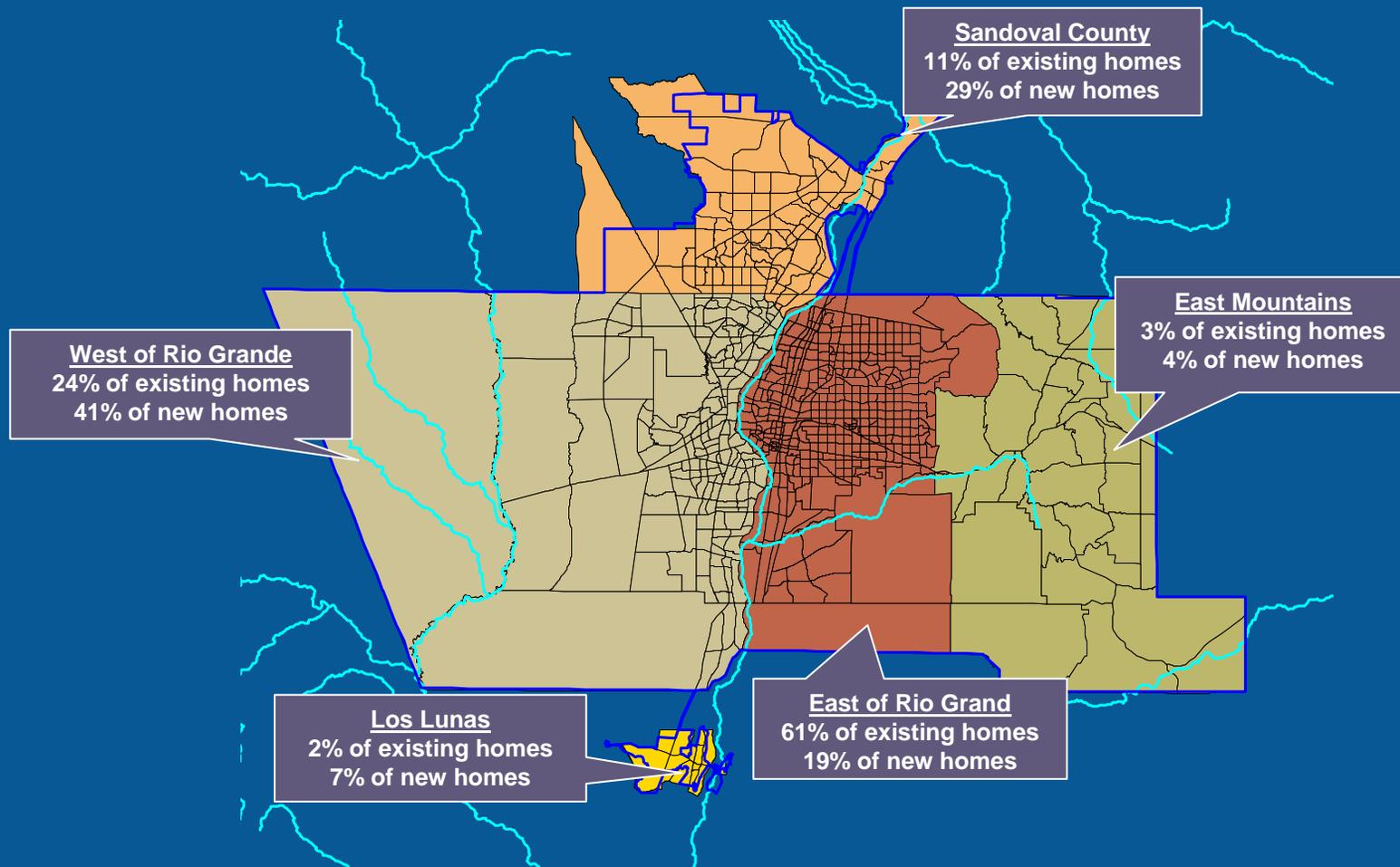


Employment Growth Projection 2004 - 2030



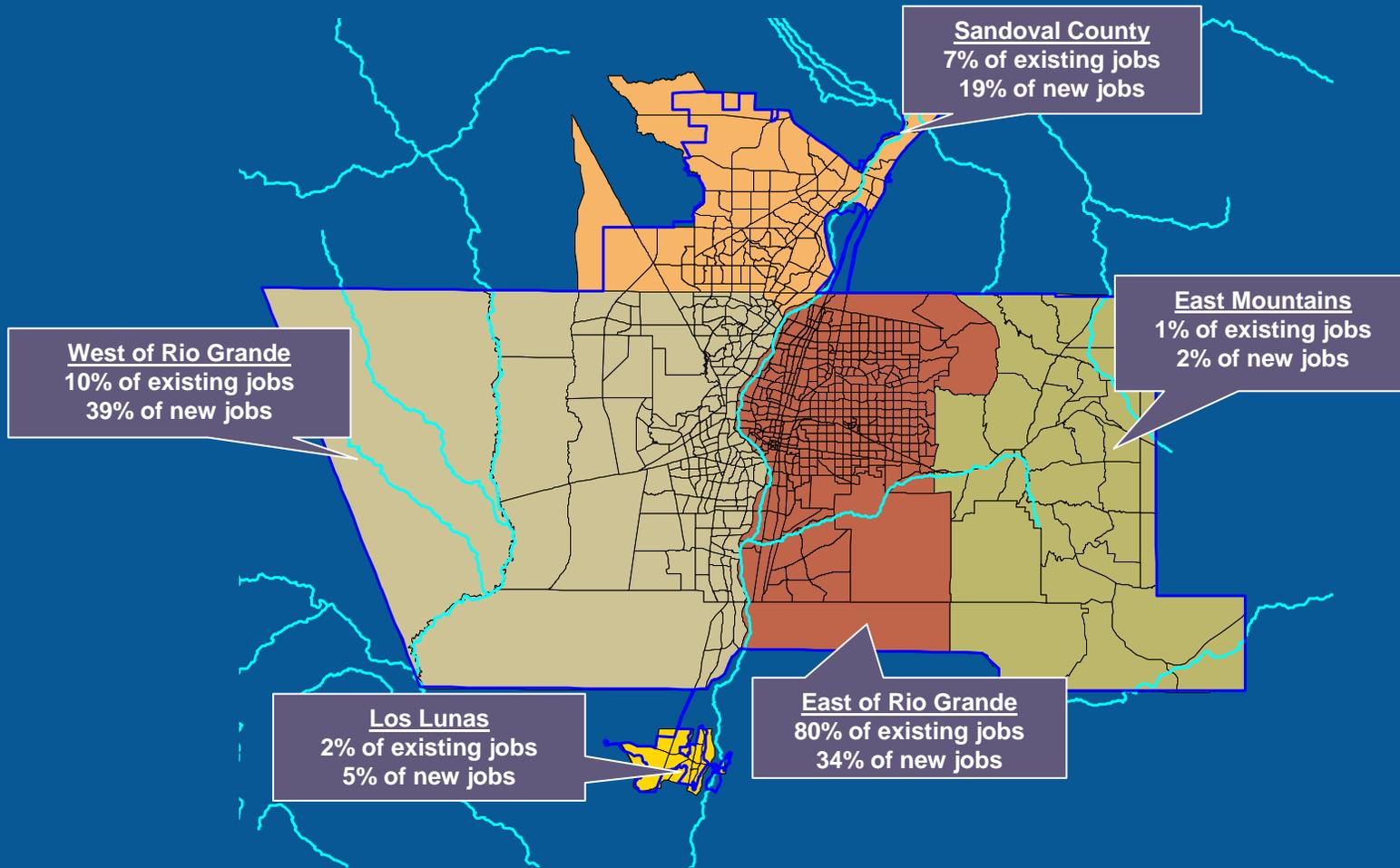
Housing by Subarea

Existing 2004 and Projected Growth to 2030

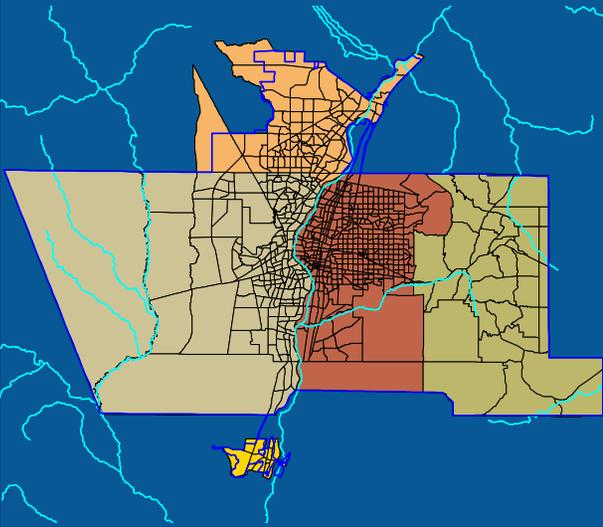


Jobs by Subarea

Existing 2004 and Projected Growth to 2030



Job – Housing Ratio Projection

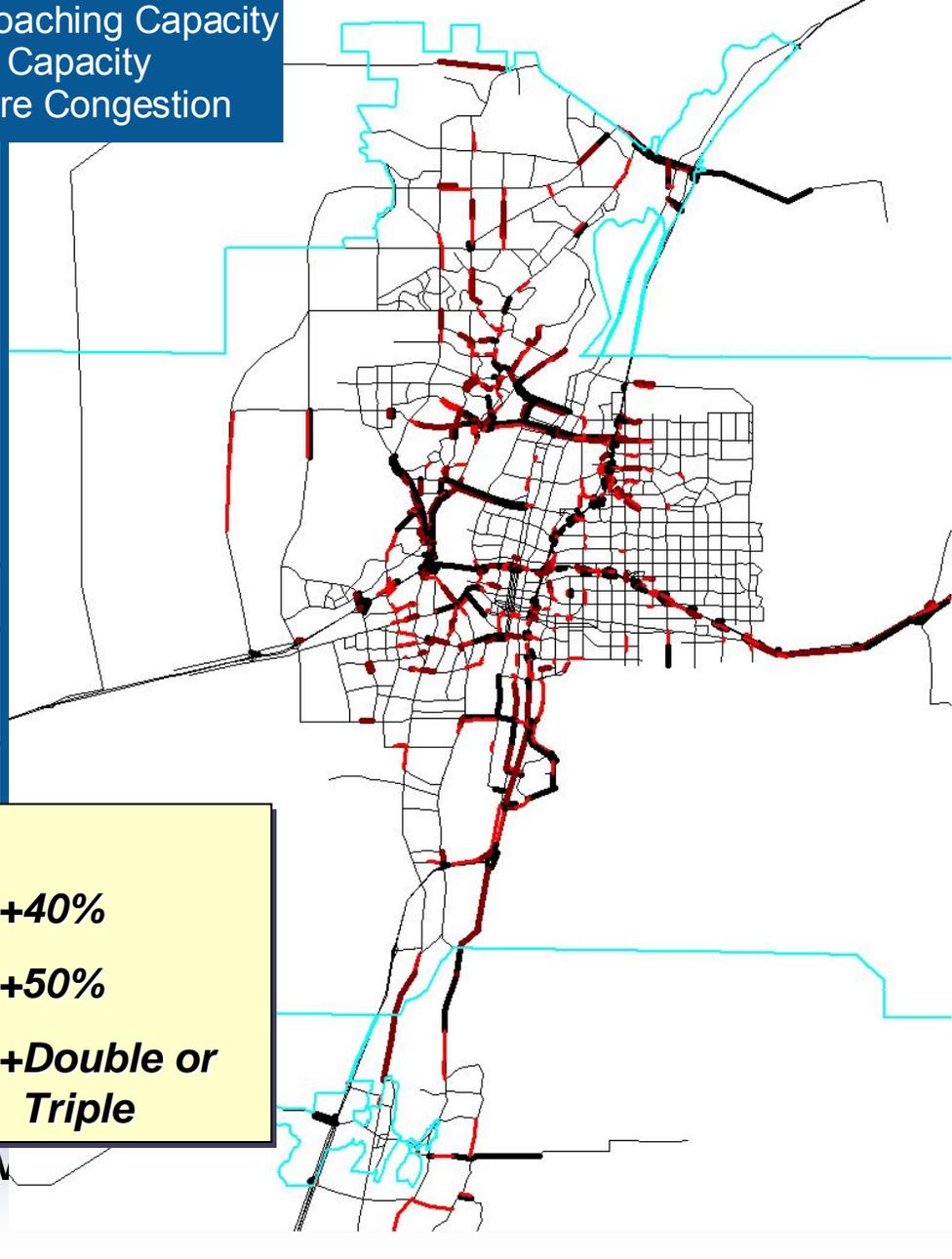
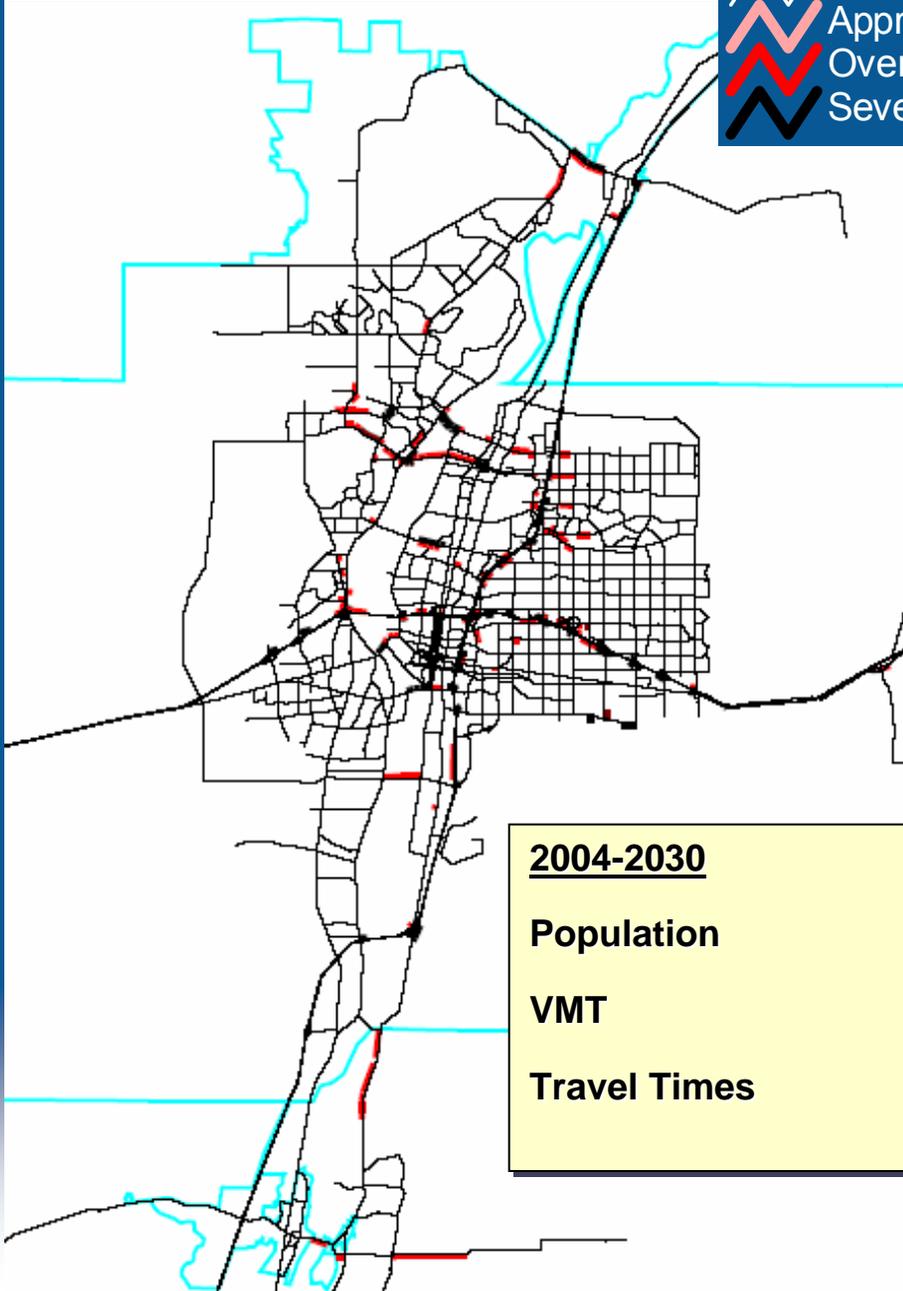


Municipality	2004 Jobs to Housing Ratio	2030 Jobs to Housing Ratio
City of Albuquerque	1.31	1.34
West of Rio Grande	0.55	0.79
East of Rio Grande	1.56	1.60
Los Ranchos de Abq	0.73	0.73
Village of Tijeras	1.36	2.35
Town of Bernalillo	0.99	0.93
Village of Corrales	0.40	0.42
City of Rio Rancho	0.65	0.59
Village of Los Lunas	1.64	1.03
AMPA	1.29	1.22

2004

PM Peak Hour

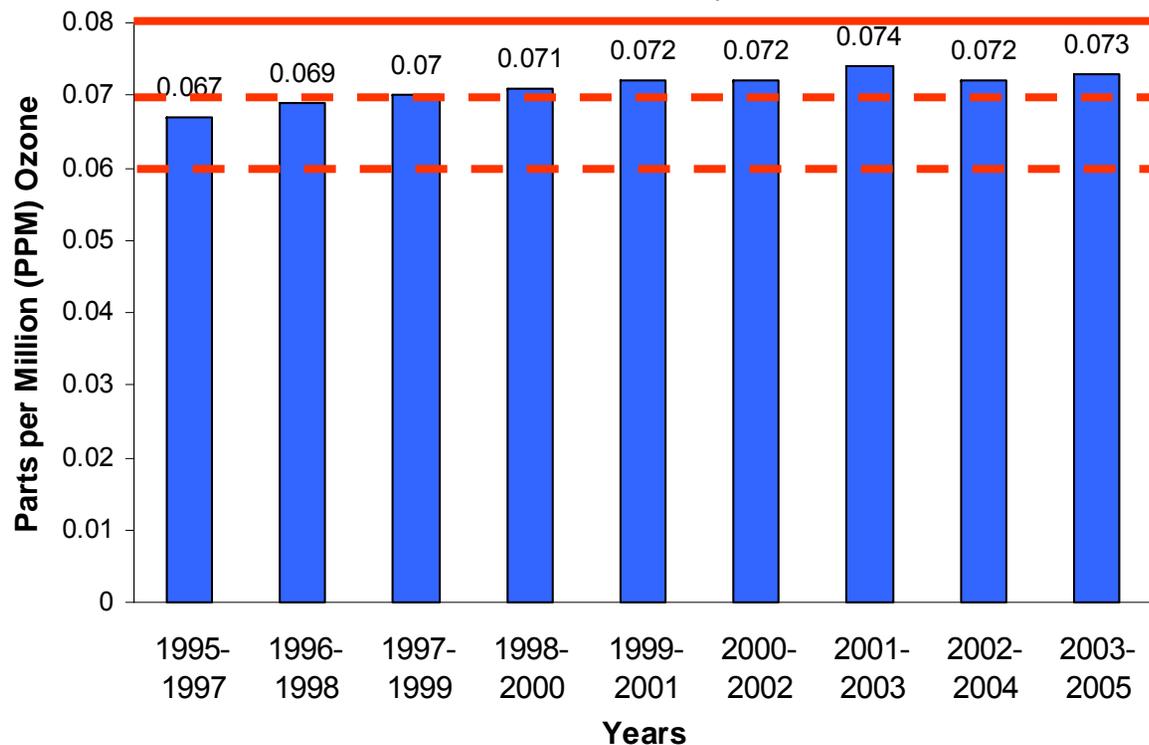
2030



<u>2004-2030</u>	
Population	+40%
VMT	+50%
Travel Times	+ <i>Double or Triple</i>

Future Air Quality Issues

Average Ozone 4th High 3 Year Averages
Compared to the 8-hour NAAQS Value of 0.080 PPM
All Network Active and Inactive Sites - Averaged 1995-2005
 "NAAQS" means National Ambient Air Quality Standard



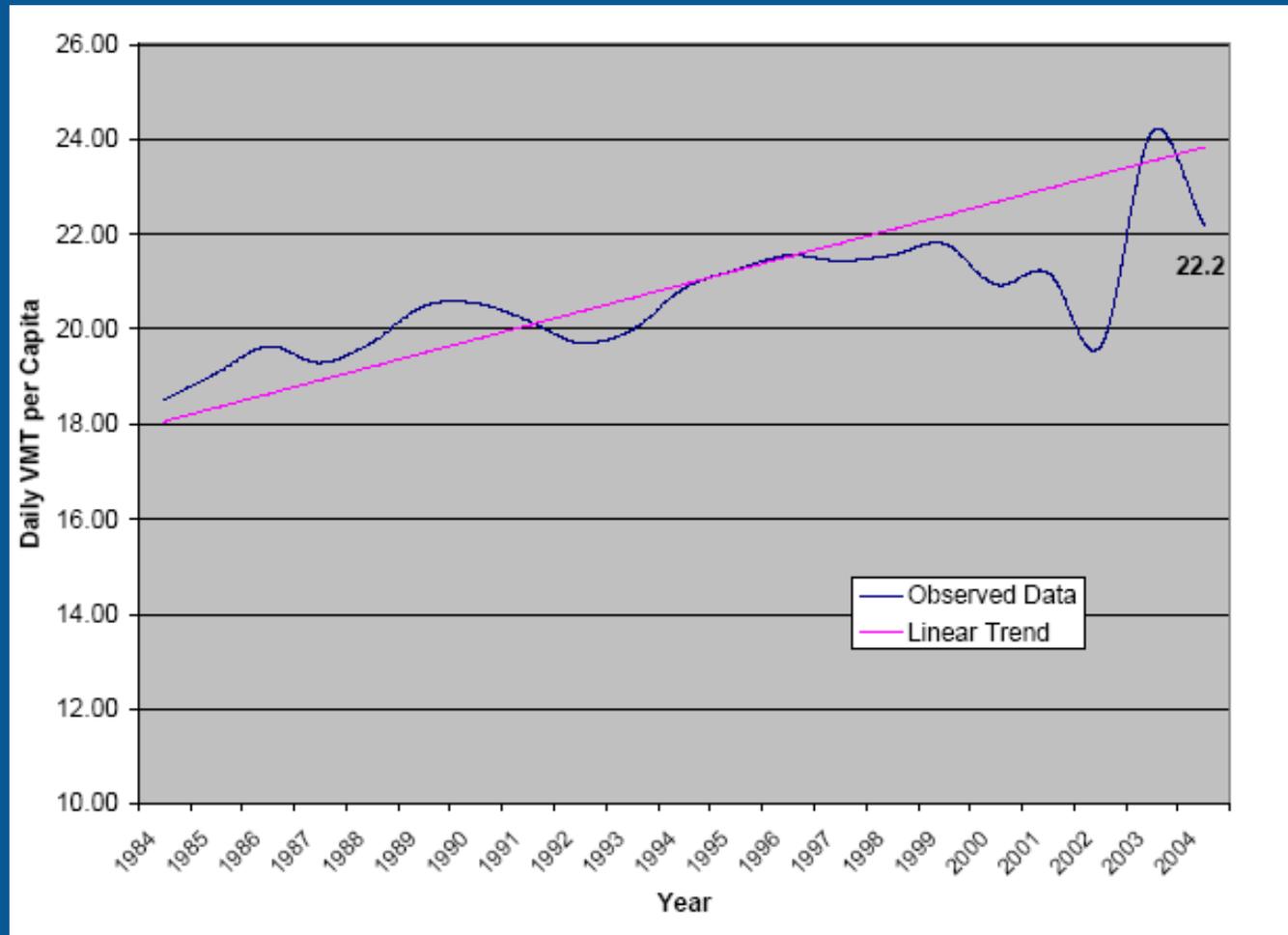
Courtesy: City of Albuquerque, Environmental Health Department, Air Quality Division

Current = 0.08 ppm

Proposed = 0.07 or 0.06 ppm

- ◆ Ozone levels
- ◆ Mobile Source Emissions
- ◆ Non-attainment
- ◆ What it means for Transportation Planning
- ◆ Roles

Daily VMT per Capita, 1984-2004

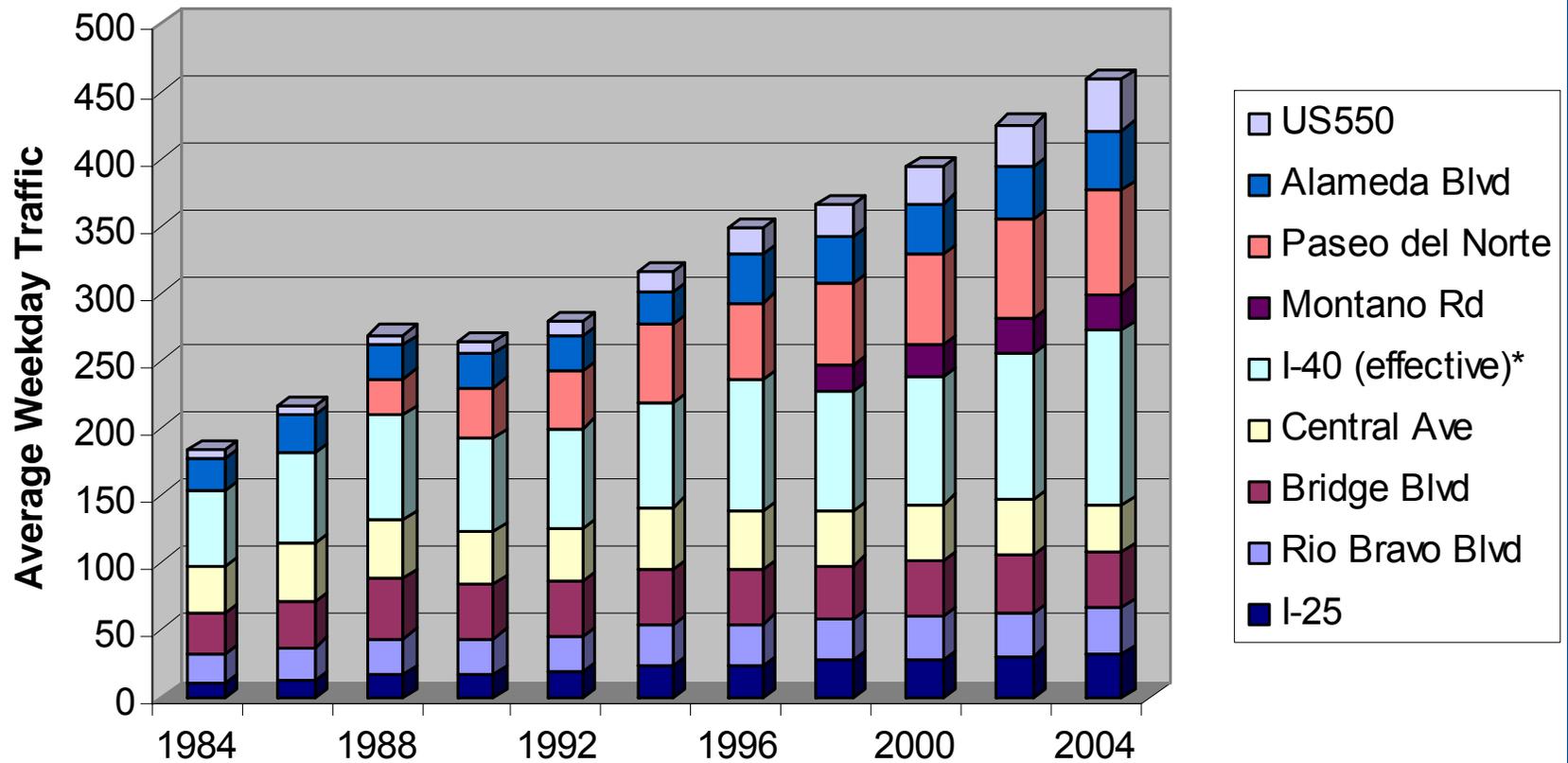


About 11,000 VMT Per Capita Annually, Also 247 Hours Per Capita In Auto

River Crossing Traffic in Albuquerque Urban Area 1984 - 2004

Mid-Region Council of Governments

Thousands

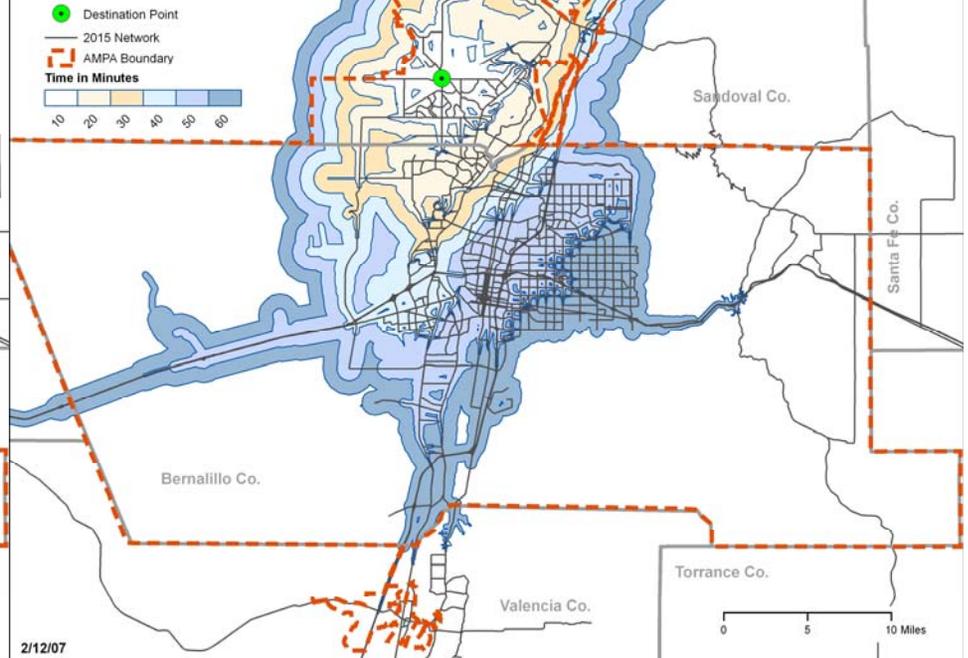


Rio Rancho, 2004 & 2015

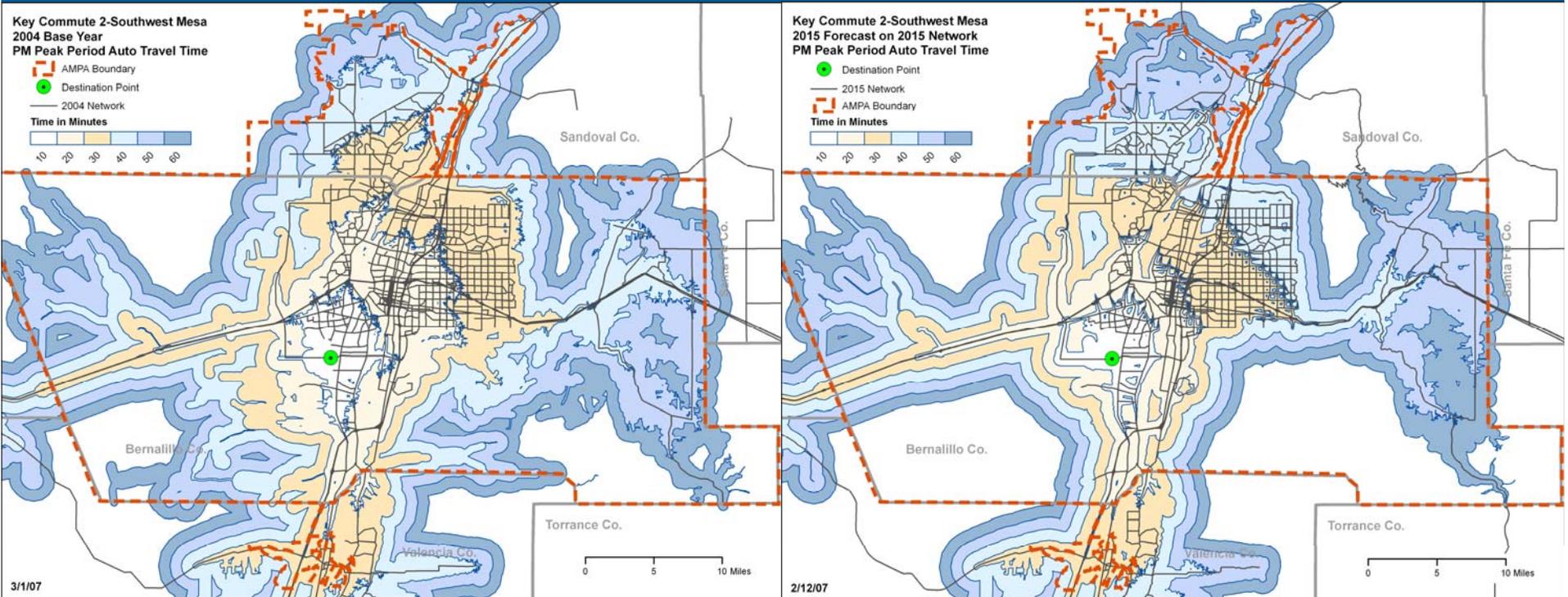
Key Commute 1-Rio Rancho
2004 Base Year
PM Peak Period Auto Travel Time



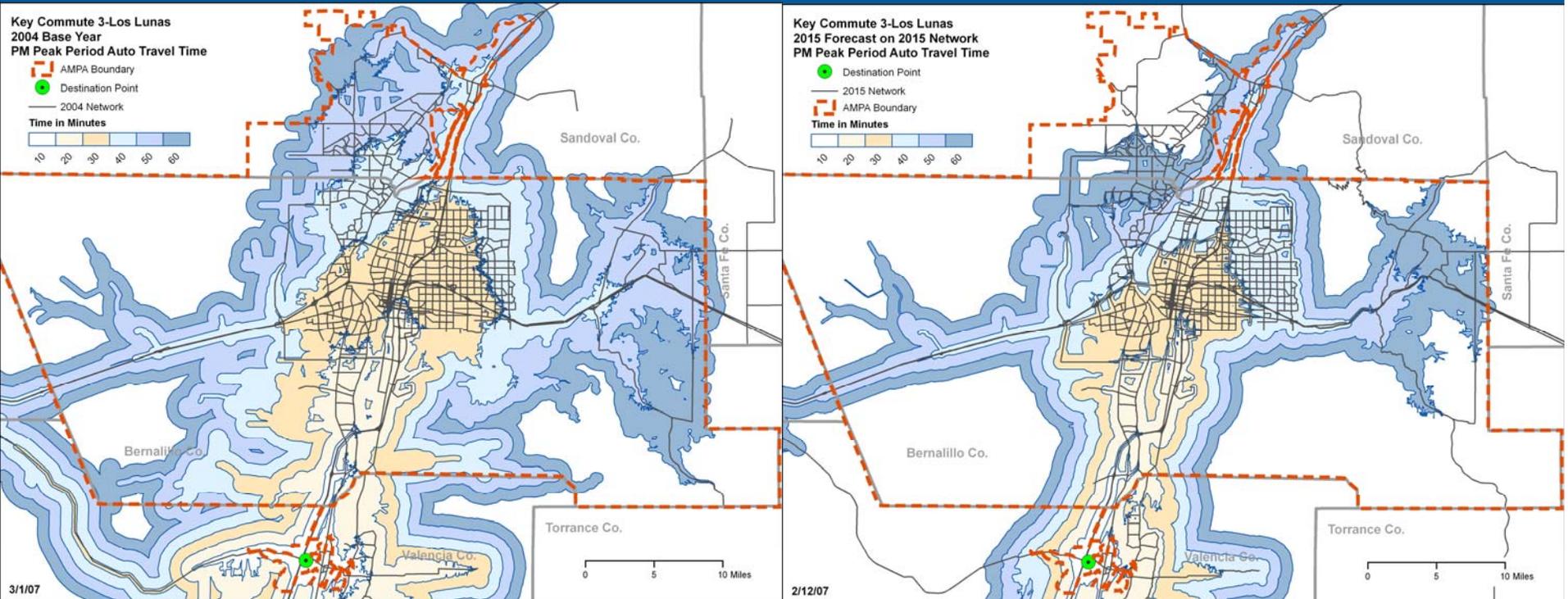
Key Commute 1-Rio Rancho
2015 Forecast on 2015 Network
PM Peak Period Auto Travel Time



Southwest Mesa, 2004 & 2015

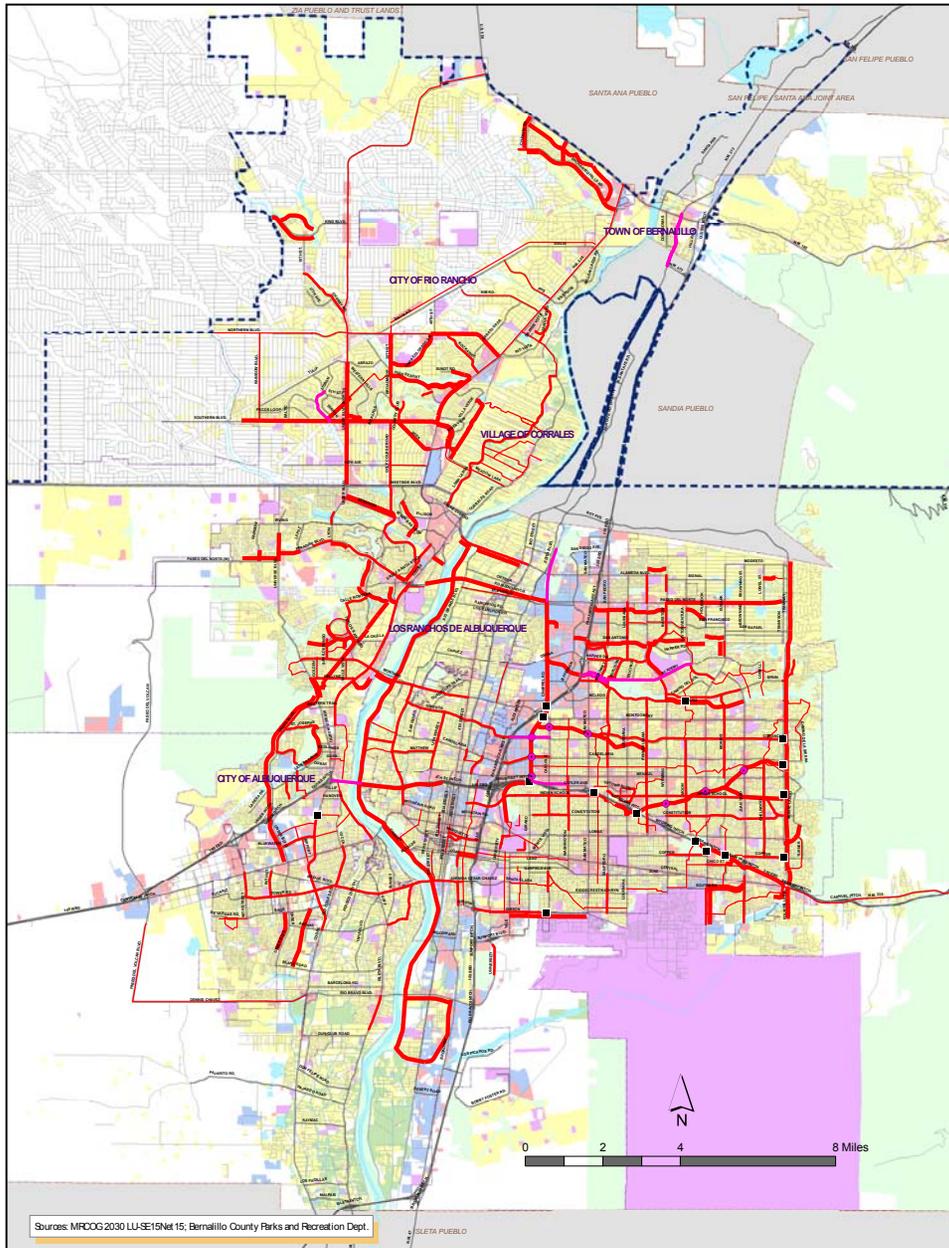


Los Lunas, 2004 & 2015

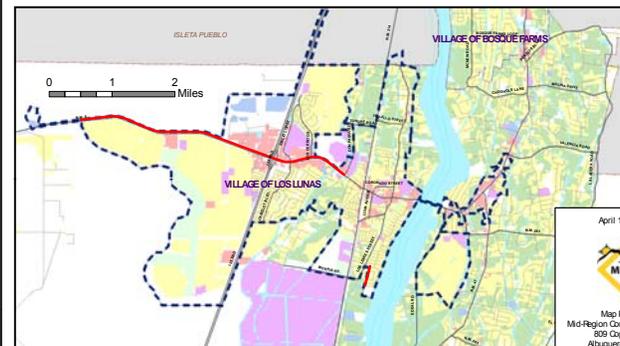
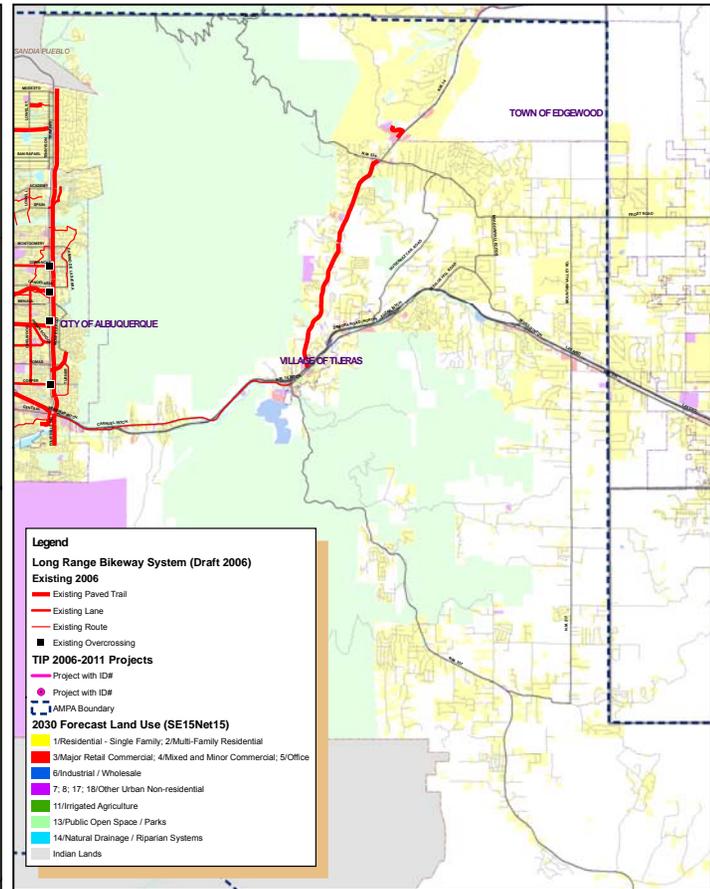


Existing Bikeway Facilities, 2006-2011 TIP Projects and 2030 Forecast Land Use

2030 Metropolitan Transportation Plan
for the Albuquerque Metropolitan Planning Area



Sources: MPOOG 2030 LU-SE15Net15; Bernalillo County Parks and Recreation Dept.



April 17, 2008

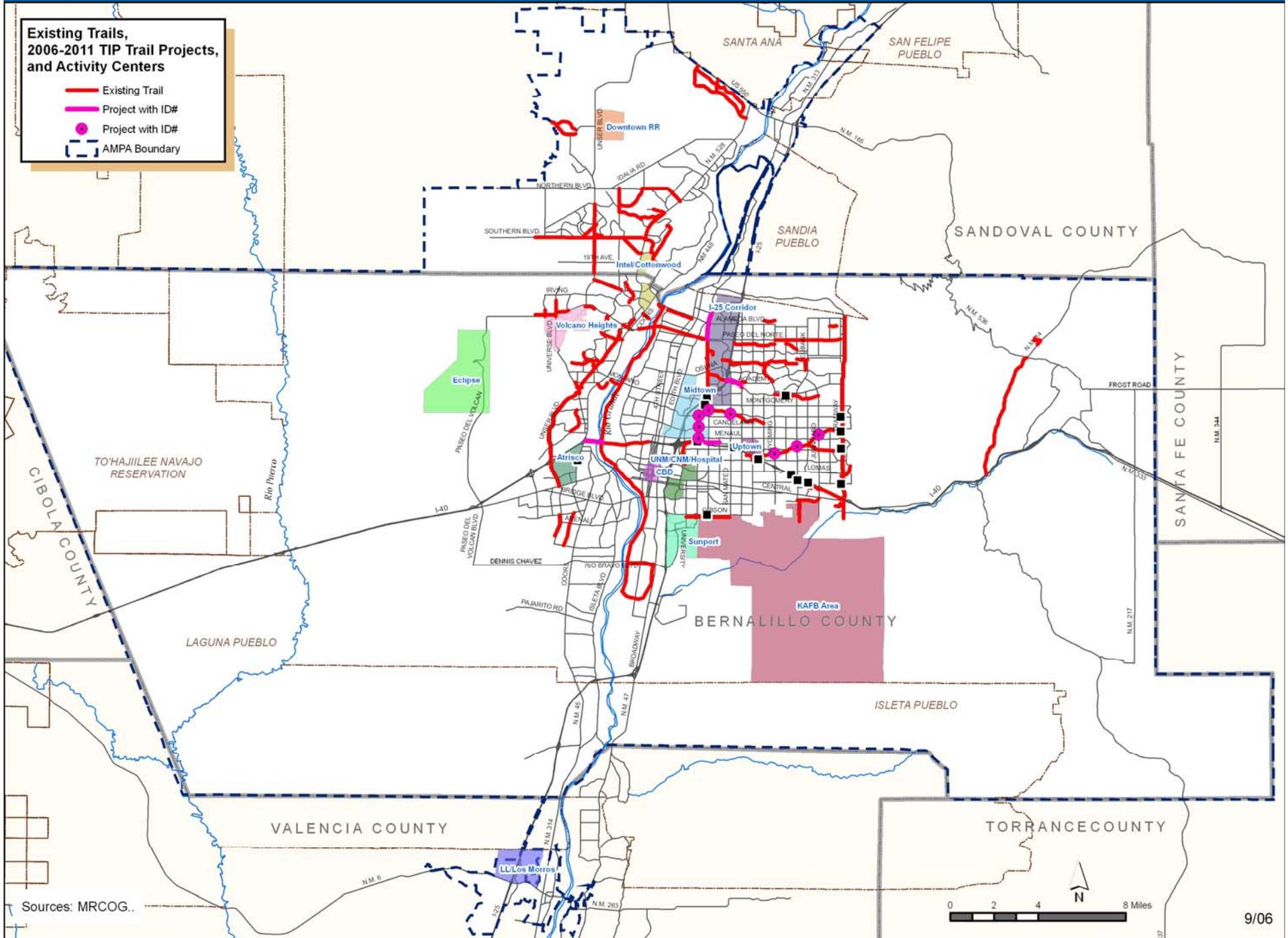


Map Prepared by
Mid-Region Council of Governments
809 Copper Ave. NW
Albuquerque, NM 87102
Phone 505-247-1750
Fax 505-247-1753

Note: Growth forecasts for Indian Lands are performed outside of MPOOG's Land Use Allocation Model (LUM) and therefore are not shown on this map.

**Existing Trails,
2006-2011 TIP Trail Projects,
and Activity Centers**

-  Existing Trail
-  Project with ID#
-  Project with ID#
-  AMPA Boundary



Sources: MRCOG.

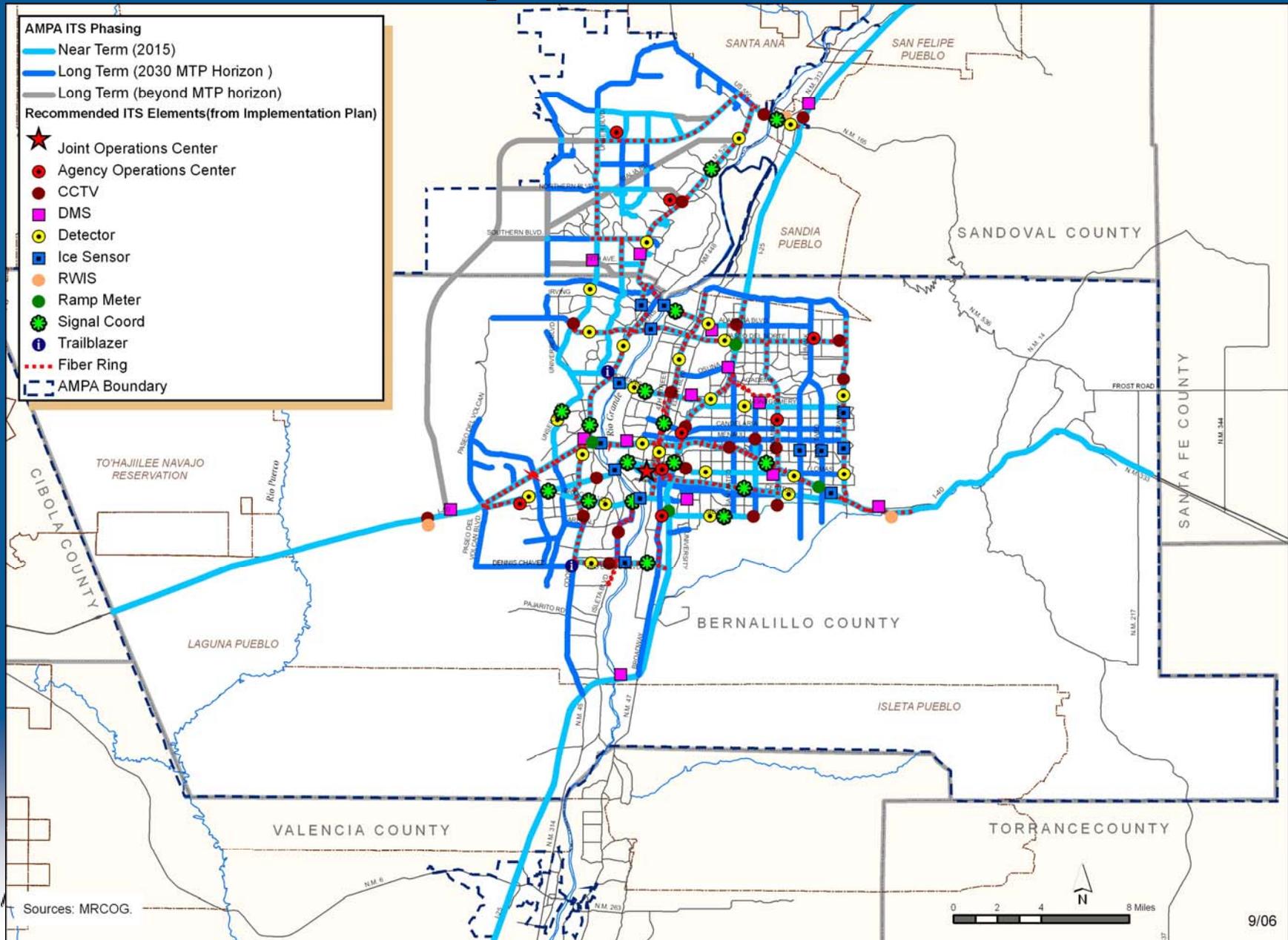
Systems Management & Operations



- ◆ Intelligent Transportation Systems (ITS) Implementation Plan
- ◆ Managed Lanes
 - ◆ High-Occupancy Vehicle (HOV) lanes
 - ◆ Transit Only
 - ◆ Reversible Lanes
- ◆ Ramp Metering
- ◆ Incident Management, Motorist Assistance
- ◆ Access Control Policies



ITS Implementation Plan



Public Transportation

- Air Transportation
- Intercity Surface Transportation
 - Intercity Rail (Amtrak Service)
 - Intercity Bus Service
- Metropolitan Area Transit Services
 - Fixed Route Bus Service
 - regular local bus service
 - express & bus rapid transit
 - Commuter Rail
 - Park & Ride Services
 - Albuquerque Modern Streetcar
- Specialized Transit Services
 - Para-transit
 - other special services



TIP

Really The First 6 Years of the MTP

Financially Constraint

Includes Allocation of Federal Formula Funds

Difficult to Bring In “New Projects”

Our First Year

August 2003 Governor Richardson Announces Rail Runner project

September 2003 Project Included In GRIP

July 14th 2006 Opening Day Phase 1
3 Stations Open

February 2nd, 2007 All 50 Miles Open
5 Stations Open

630,000 Riders, 12.6 Million Passenger
Miles Since Opening

7 New Bus Routes Opened to connect with Rail Runner

Santa Fe Extension Anticipated Opening December 2008



Project Funding

Part of \$1.6 Billion Transportation Package Passed
By N.M. Legislature in August 2003 (State Funds)

State Funds Allocated to the Project \$400 Million

On Schedule & On Budget

Other Considerations

Great Deal of Public Support

Journal Poll August 2006

Statewide poll among registered voters---Journal Poll---August 2006

“The state has recently begun railroad train service from Albuquerque to Bernalillo and there are plans to extend the train service from Belen to Santa Fe in the near future. It will cost approximately 393 million dollars to complete the project and an additional 10 million dollars a year to operate. Do you think the plan for a commuter railroad service from Belen through Albuquerque and Bernalillo to Santa Fe is a good idea or a bad idea?”

Albuquerque Metro

Support---69%

Oppose---26%

DK/WS---- 5%

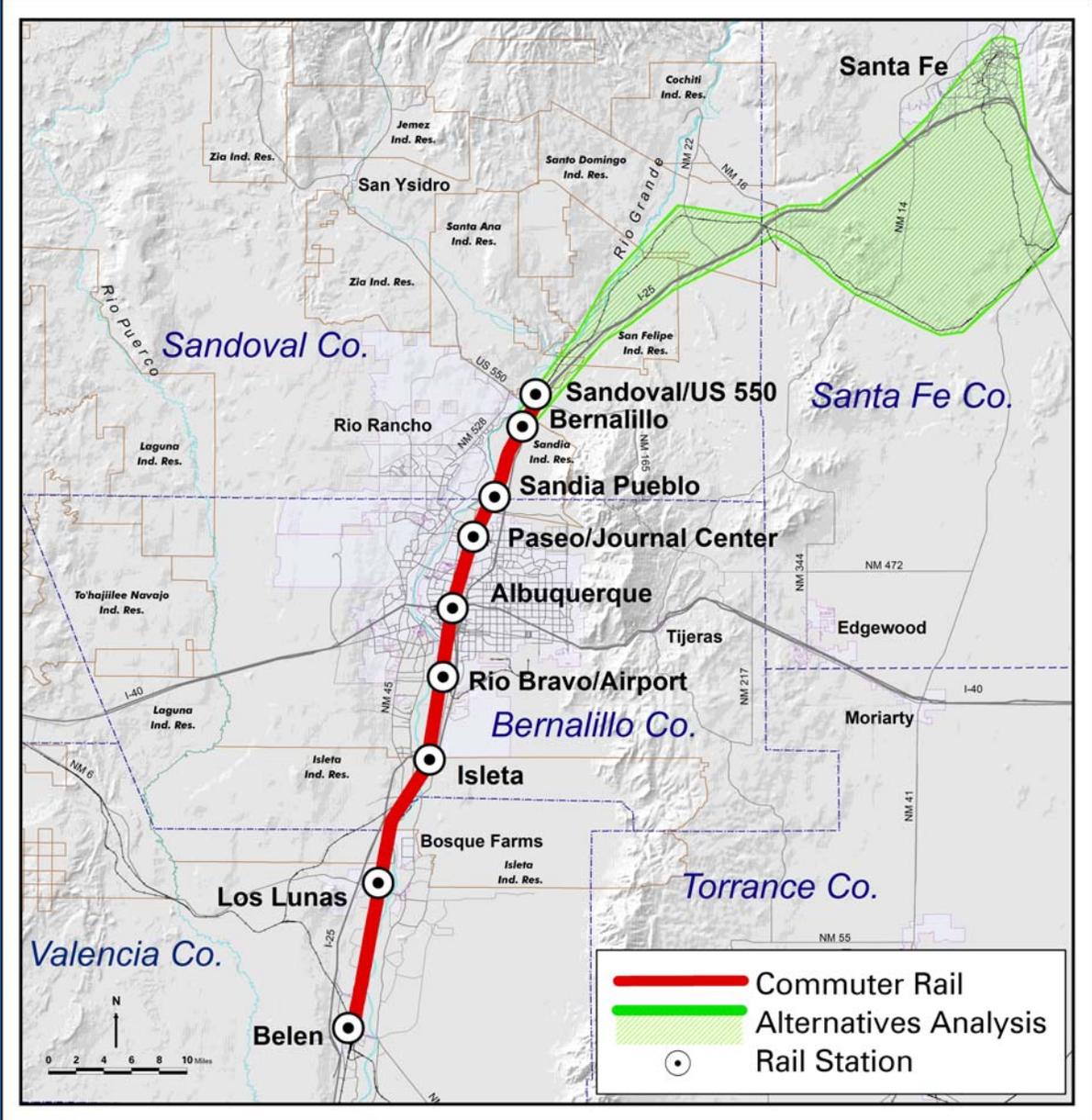
North Central NM (Santa Fe/Taos)

Support---70%

Oppose---16%

DK/WS----14%

Project Scope



Phase I Project Scope

Bought 270 Miles of BNSF
Class 4 Track for \$75 Million

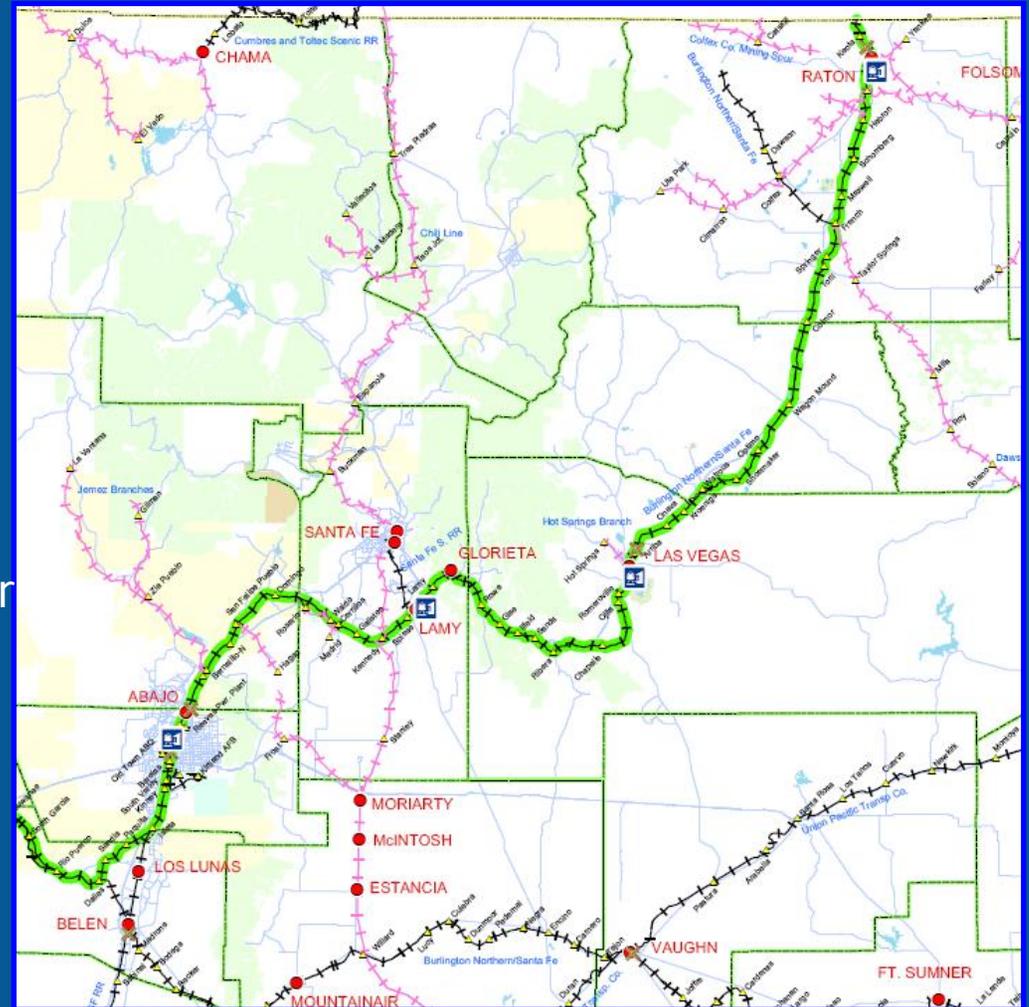
5 MPI Locomotives, 10 Bombardier
Bi Levels Purchased

Built 2 Sidings and Signalized
18 Miles of Dark Territory

Designed & Built 7 Stations

Hired a Contract Operator/Maintainer
Herzog Transit Service Inc.

Planned & Implemented
Schedules/Fares
& Bus Connections



Getting People On Board

Haven't Oversold The Idea
(Air Quality/Congestion Mitigation)

Public Interactions Have Focused
On Making It Work

Utilized The Roadway System
Performance/Reliability/Costs
As A Point of Comparison

Visualization/Branding

Most People Had Favorable
Pre-Disposition



Free Publicity (MYTHBUSTERS Episode)



Elephants in the Living Room

“Affordable Housing”

Peak Period Issues (20% of the trips consume 50% of the peak period VMT)

The Cost of Auto Travel
Vs Healthcare

Economic Survival

Energy Use

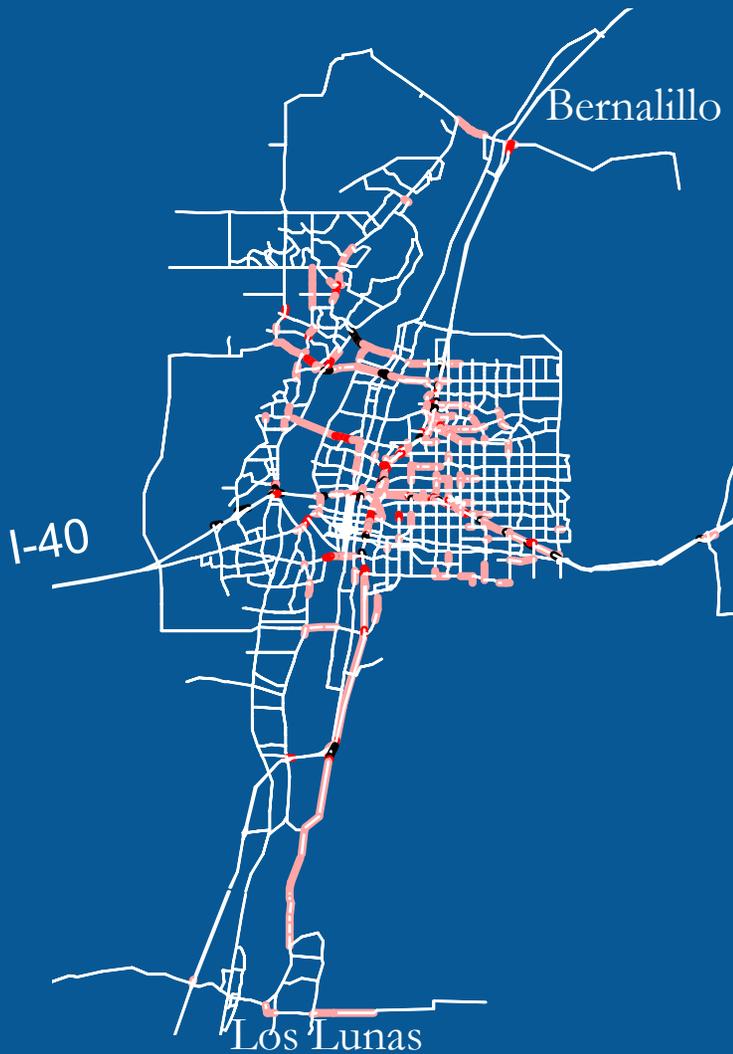
Transportation Choice
(Aging Population)



Traffic Congestion

Volume to Capacity Ratios, 2000 - 2025

2000



2025



- Acceptable
- Approaching Capacity
- Over Capacity
- Severe Congestion

Plus \$1.9 Billion of
Roadway
Expenditures =

**"Creating Tomorrows Problems Today"*

Mobility

Part Of Every Transport Agency Mission Statement

Product is Antithesis of Mobility in Urban Areas

VHT Per Capita In Albuquerque Metro Area Is 247 Hours Annually



Other Considerations

Belen to Santa Fe Corridor Very Constrained

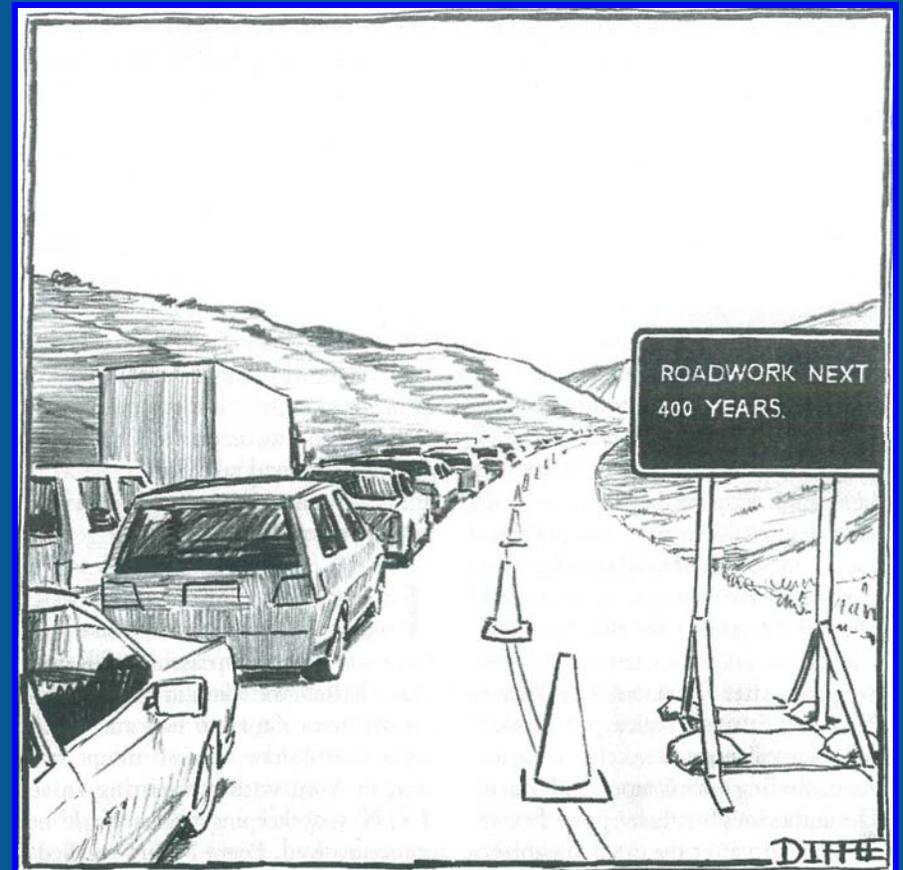
I-25 Only Continuous Route That Connects Albuquerque & Santa Fe

Weather, Construction &
Crashes All Cause
Serious Problems

Cost of Doing Nothing

Ask Denver, Phoenix

6.0 Billion On Fast Tracks



When Will It Pay For Itself?

Subsidy Characteristics
Similar to Rural Low Volume Highways

Calculate Gas Tax Generated By
These Facilities

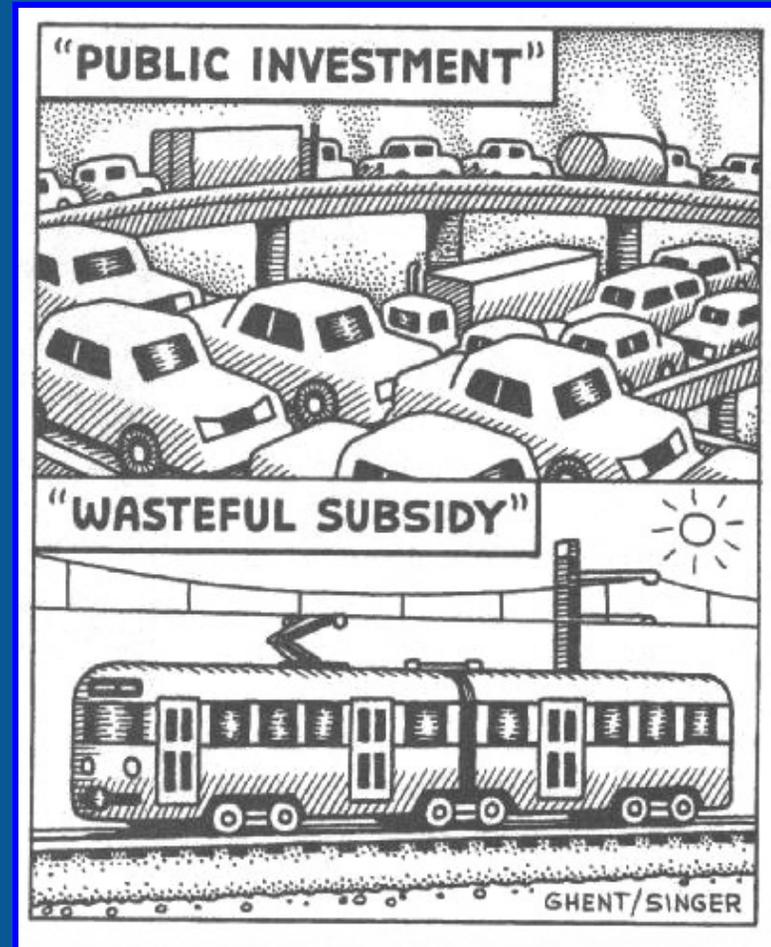
Depending On Volume & Tax Rates
50-70% Subsidy

Billions Spent on These Facilities
Every year

Low "Ridership"

Have to Supply The Car

Where Is The Cost Benefit Study?



History

Alternatives Analysis Fall 2004-Dec. 2005

Identified Serious Issues
In Alb-.S.F. Corridor

I-25 Only Continuous Facility

By The Year 2025 Traffic Volumes
Will Double Resulting In Peak Period
Auto Travel Times Between Downtowns
of 2 hours 15 Minutes

Crashes Will Be More
Numerous And More
Disruptive

Weather/Construction

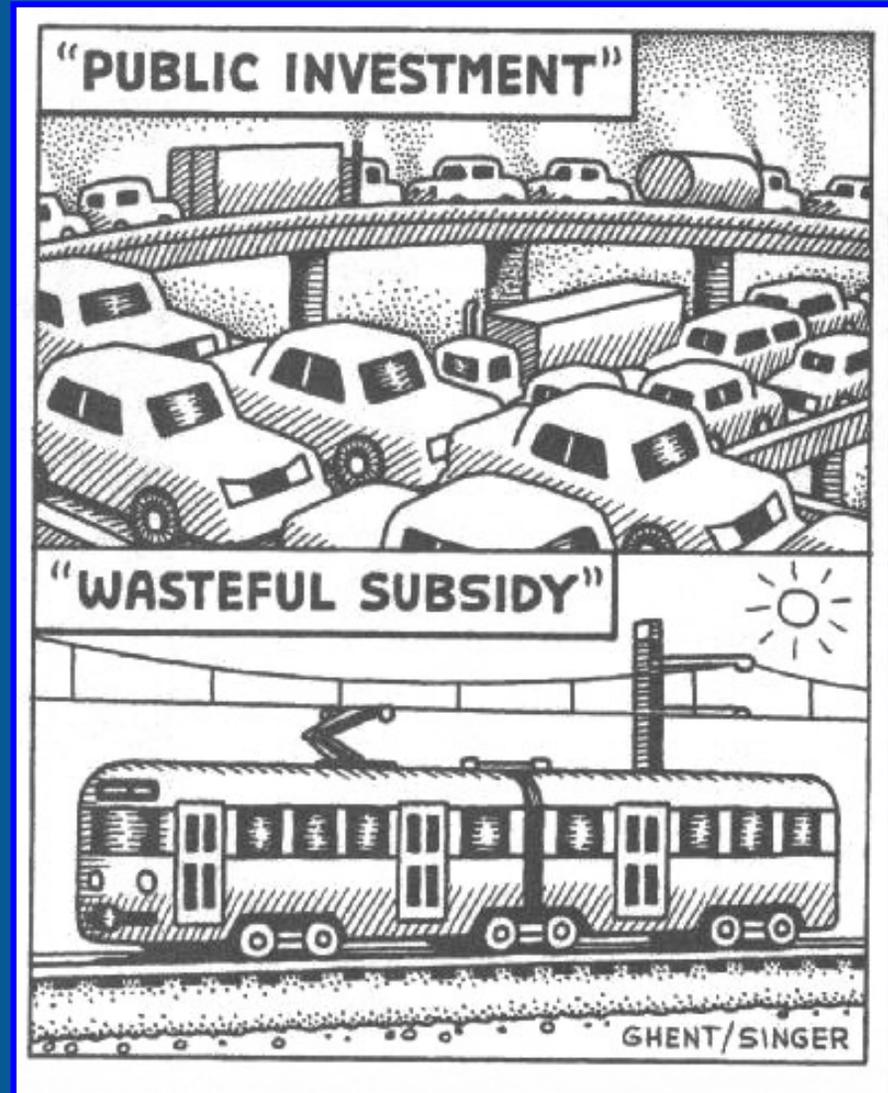


History

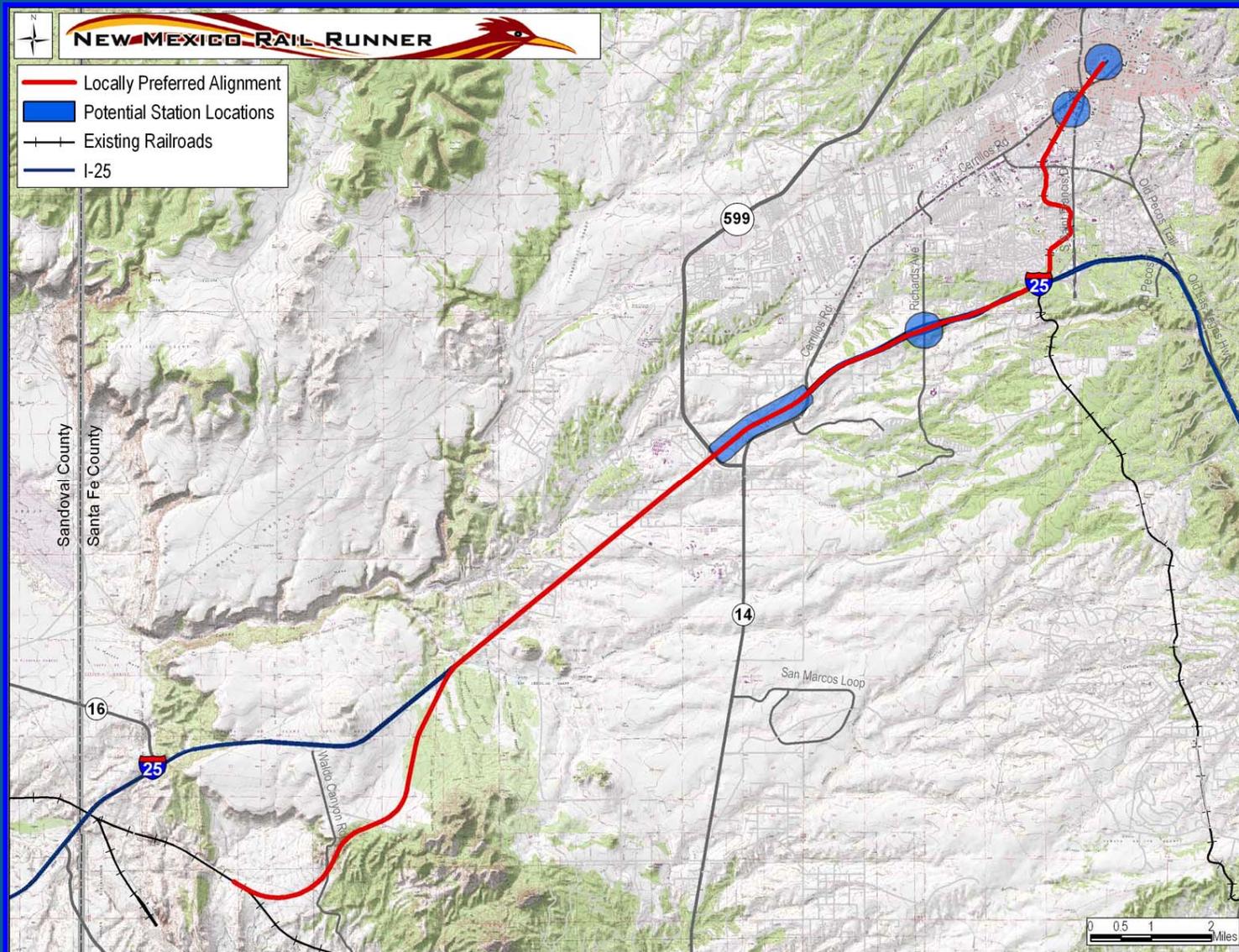
Adding A New Lane On I-25
Will Cost \$350 Million
Year 2025 Peak Period
Auto Travel Times Improve
To One Hour 50 Minutes
If This Is Done

Issues With Parking
In Town Capacity

Cost Of Transportation,
Particularly For Commuters
Is Extremely High
\$13,500.00 Per Year



Preferred Alternative





Phase II Under Construction, On Budget, On Schedule

Questions/Comments

