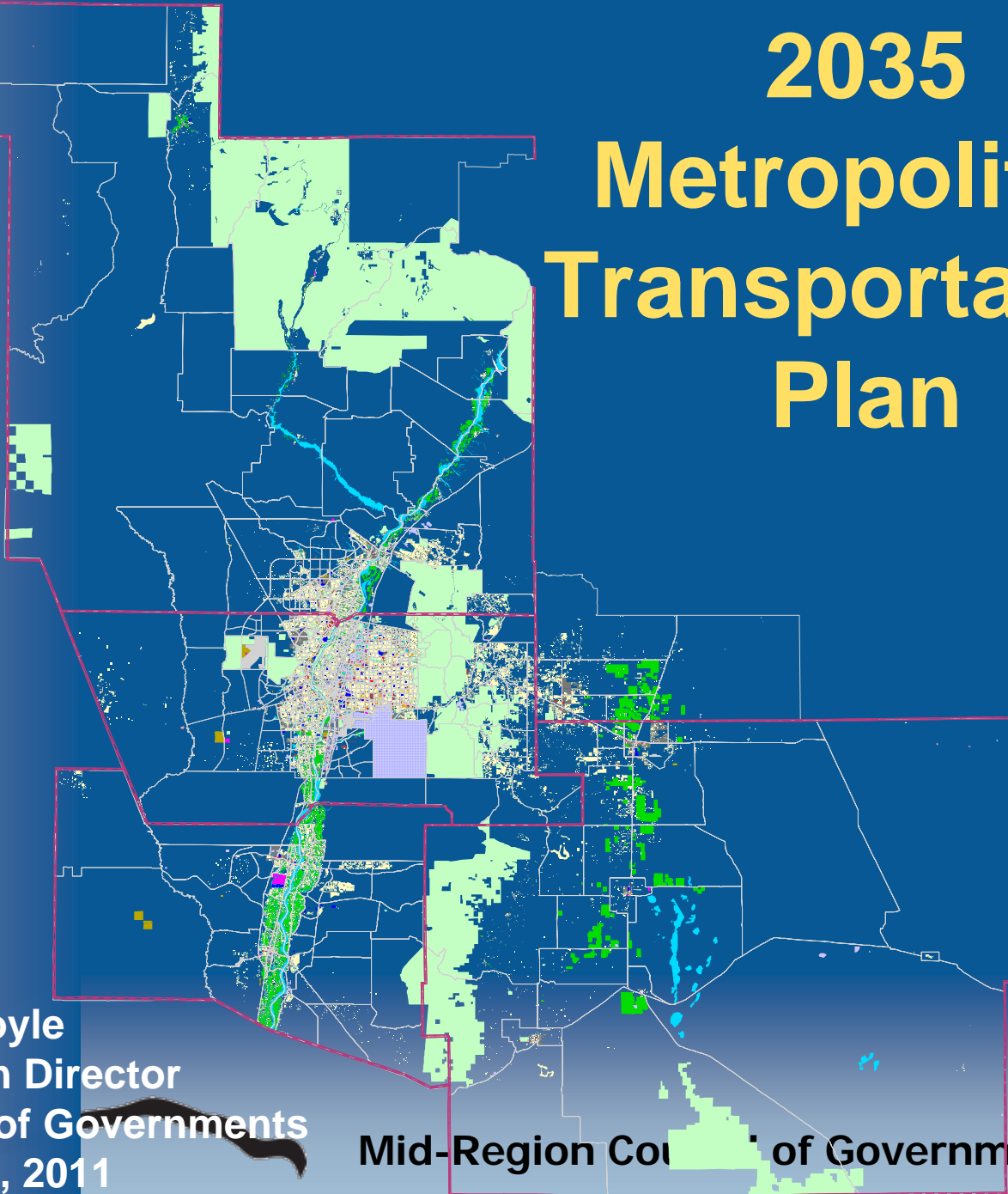




2035 Metropolitan Transportation Plan



Terry Doyle

Transportation Director

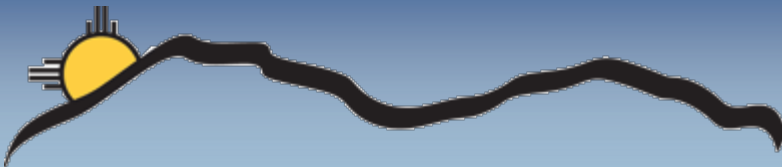
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February 9, 2011

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Goals for Today

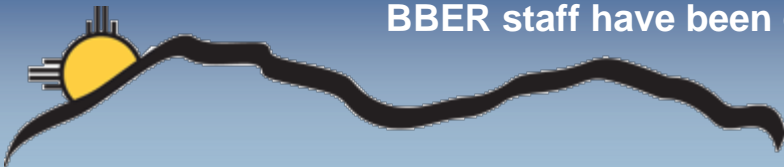
- ◆ Take a look at the 2035 socioeconomic forecast for New Mexico's Mid-Region and the resulting challenges
- ◆ Look at how the 2035 MTP seeks to address these challenges and maintain regional mobility
- ◆ Look at recommended next steps coming out of the 2035 MTP
- ◆ Take a look at Transportation Conformity



MRCOG's County Population Forecast

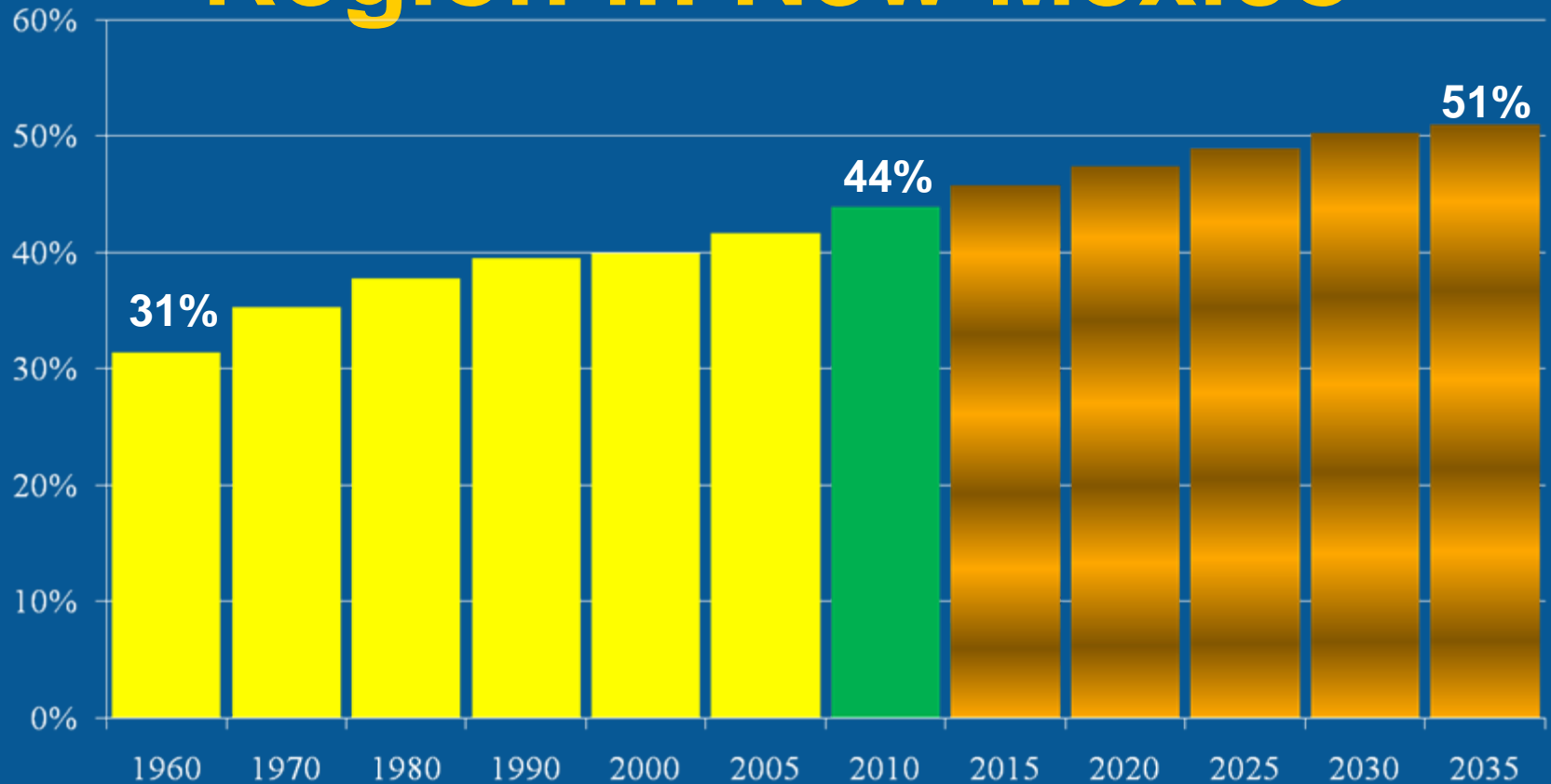
	2008 Population	2035 Population	Numeric Growth	Pace of Growth
MRCOG Region	883,901	1,552,125	668,224	75.6%
Bernalillo County	649,916	1,037,719	387,803	59.7%
Sandoval County	127,928	309,356	181,428	141.8%
Torrance County	17,923	27,836	9,913	55.3%
Valencia County	77,545	160,532	82,987	107.0%
Southern Santa Fe	10,589	16,682	6,093	57.5%

Maintains the integrity of the cohort component technique at the regional level while allowing land use constraints, plans, and policies to determine County level population distribution. BBER staff have been consulted throughout this process.



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Growing Presence of the Mid-Region in New Mexico



The projection shows a continued return to metropolitan areas
The over 65 population goes from 12% to 20% over the next 25 years



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Growth Outlook for The Region



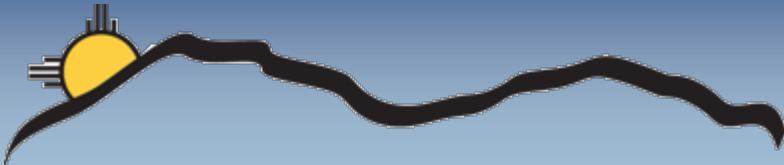
668,000 new people



310,000 new homes



210,000 new jobs



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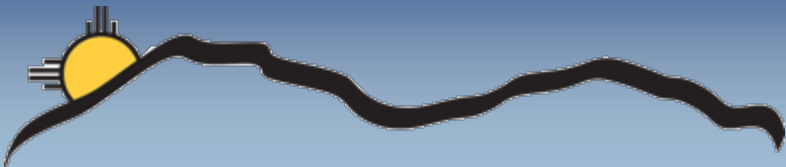
2035 Projection...

Putting it all Together

Where are we going to grow?

Where will people live?

Where will people work?



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2008-2035 Population and Employment Growth by DASZ

Employment Growth 2008-2035

1 Dot = 20

EMP08_35

Population Growth 2008-2035

Little or No Growth

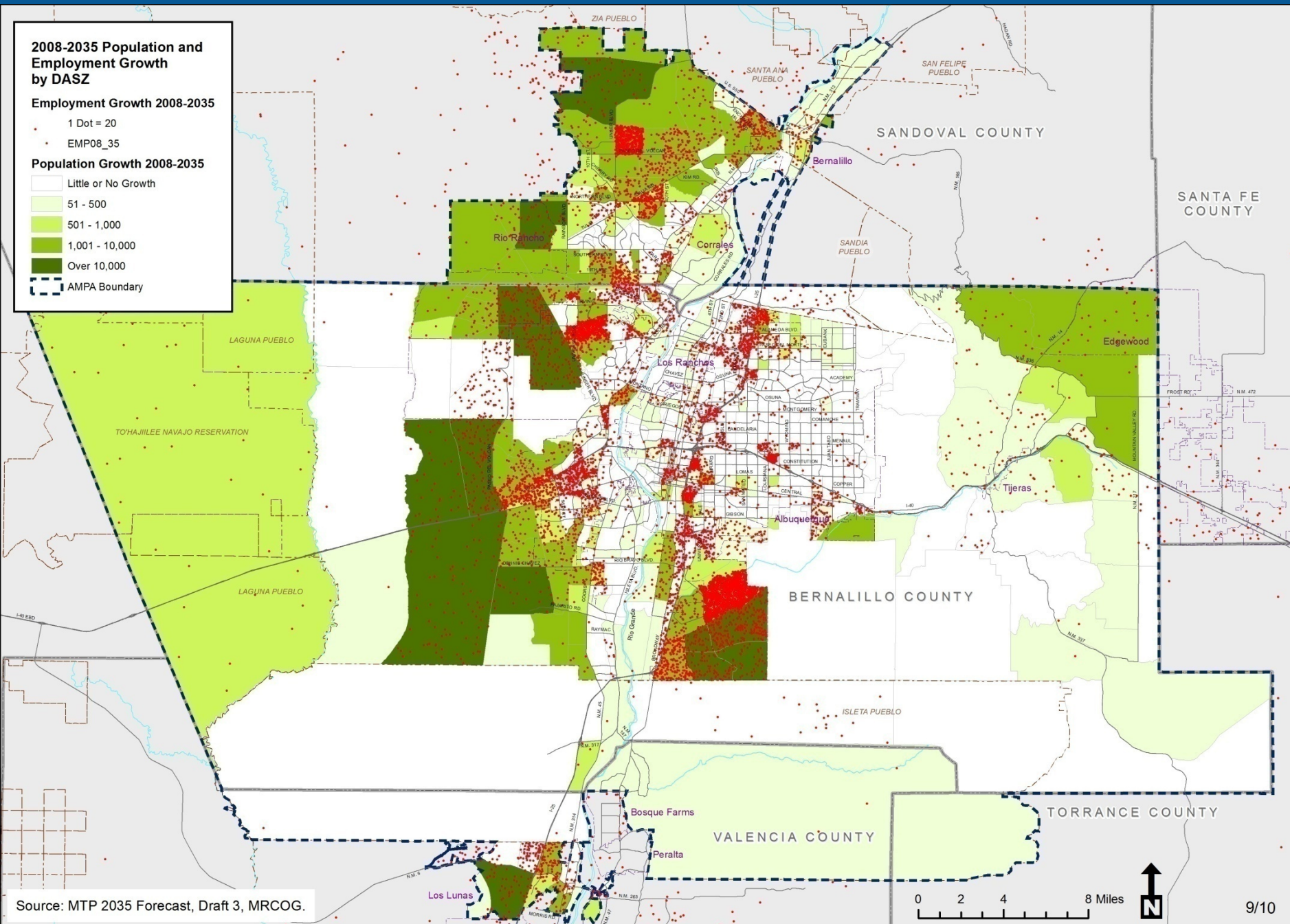
51 - 500

501 - 1,000

1,001 - 10,000

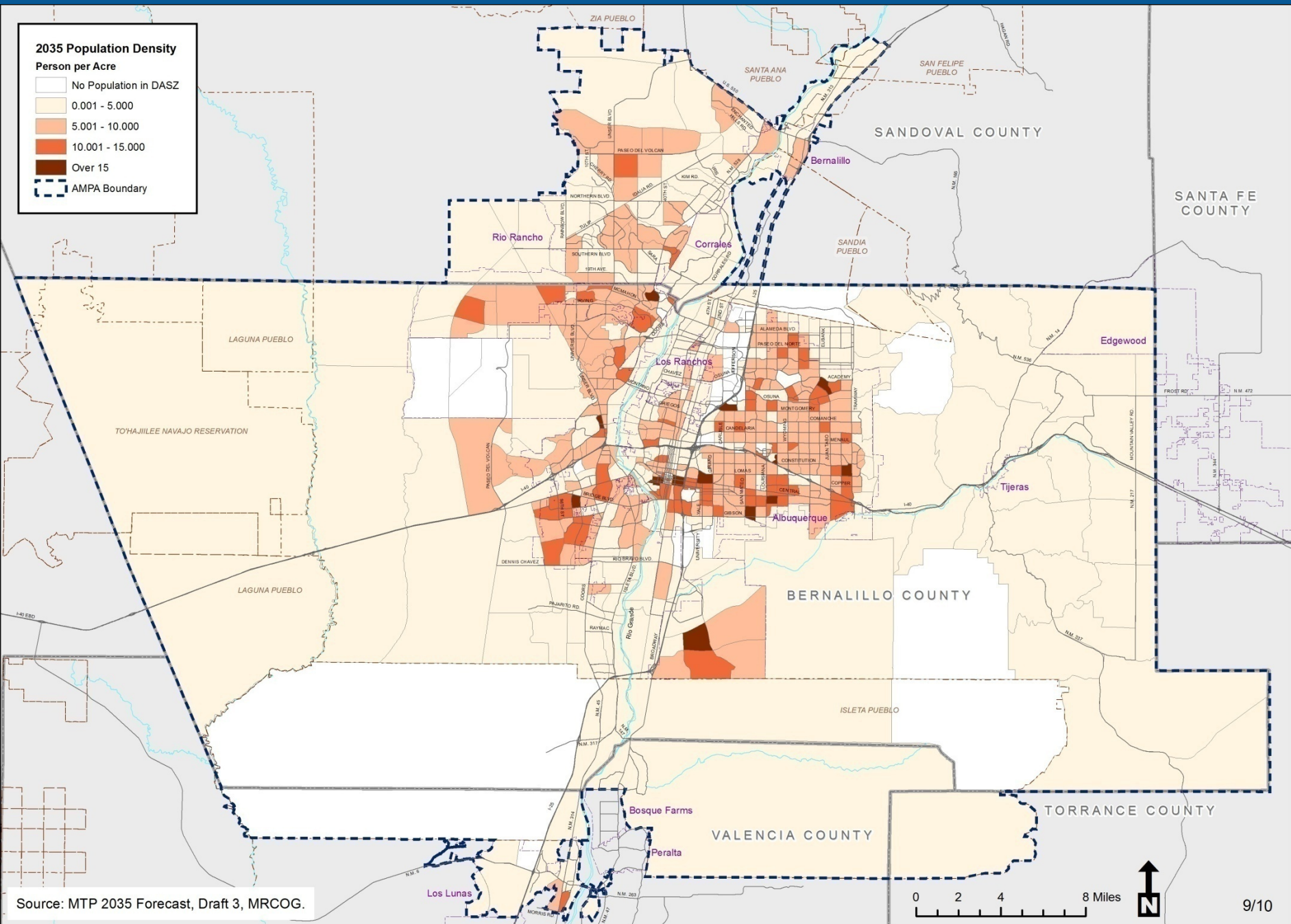
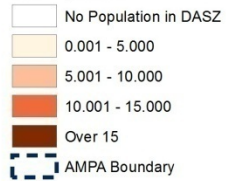
Over 10,000

AMPA Boundary



Source: MTP 2035 Forecast, Draft 3, MRCOG.

2035 Population Density
Person per Acre



Source: MTP 2035 Forecast, Draft 3, MRCOG.

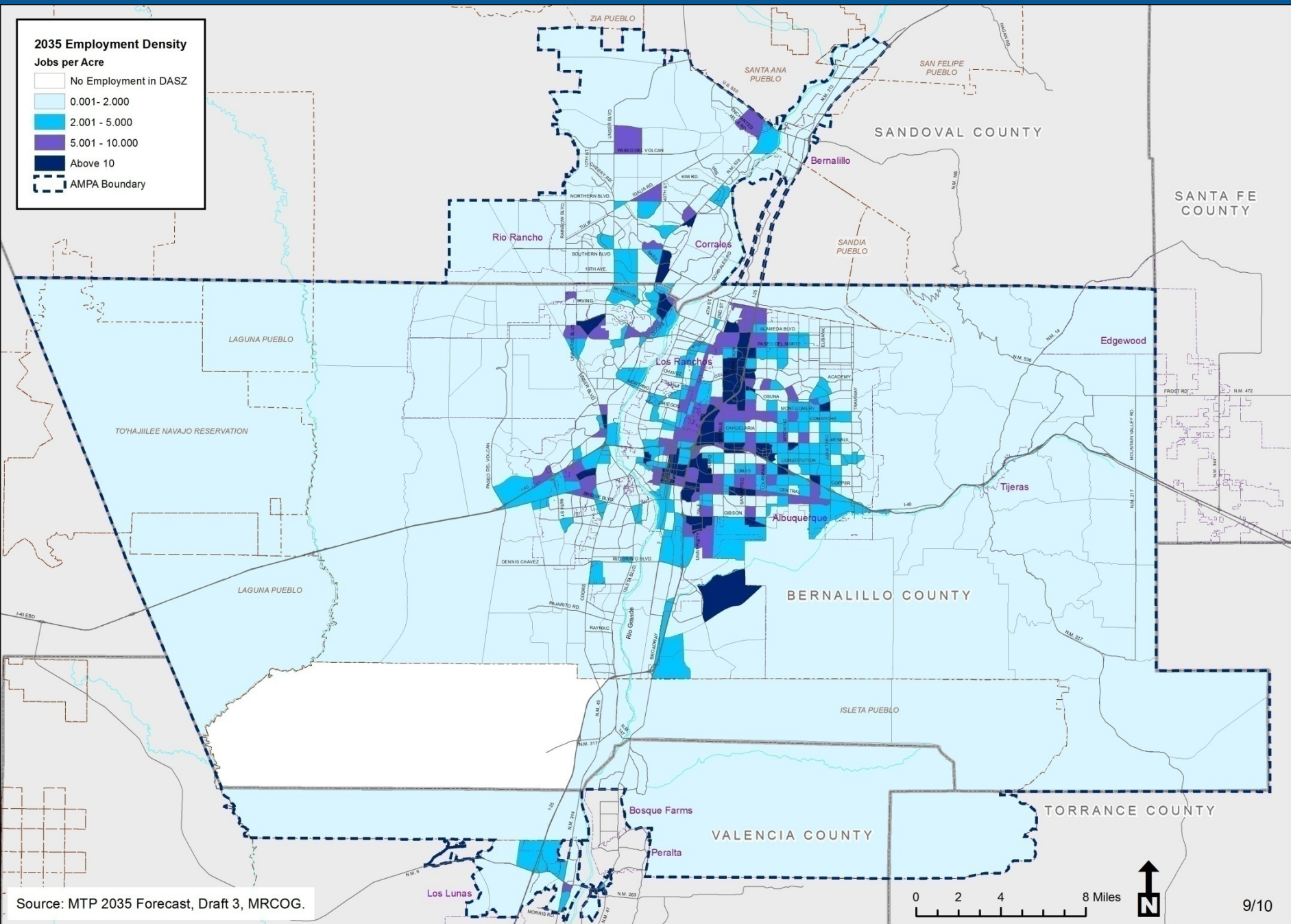
0 2 4 8 Miles



2035 Employment Density

Jobs per Acre

- No Employment in DASZ
- 0.001 - 2.000
- 2.001 - 5.000
- 5.001 - 10.000
- Above 10
- AMPA Boundary

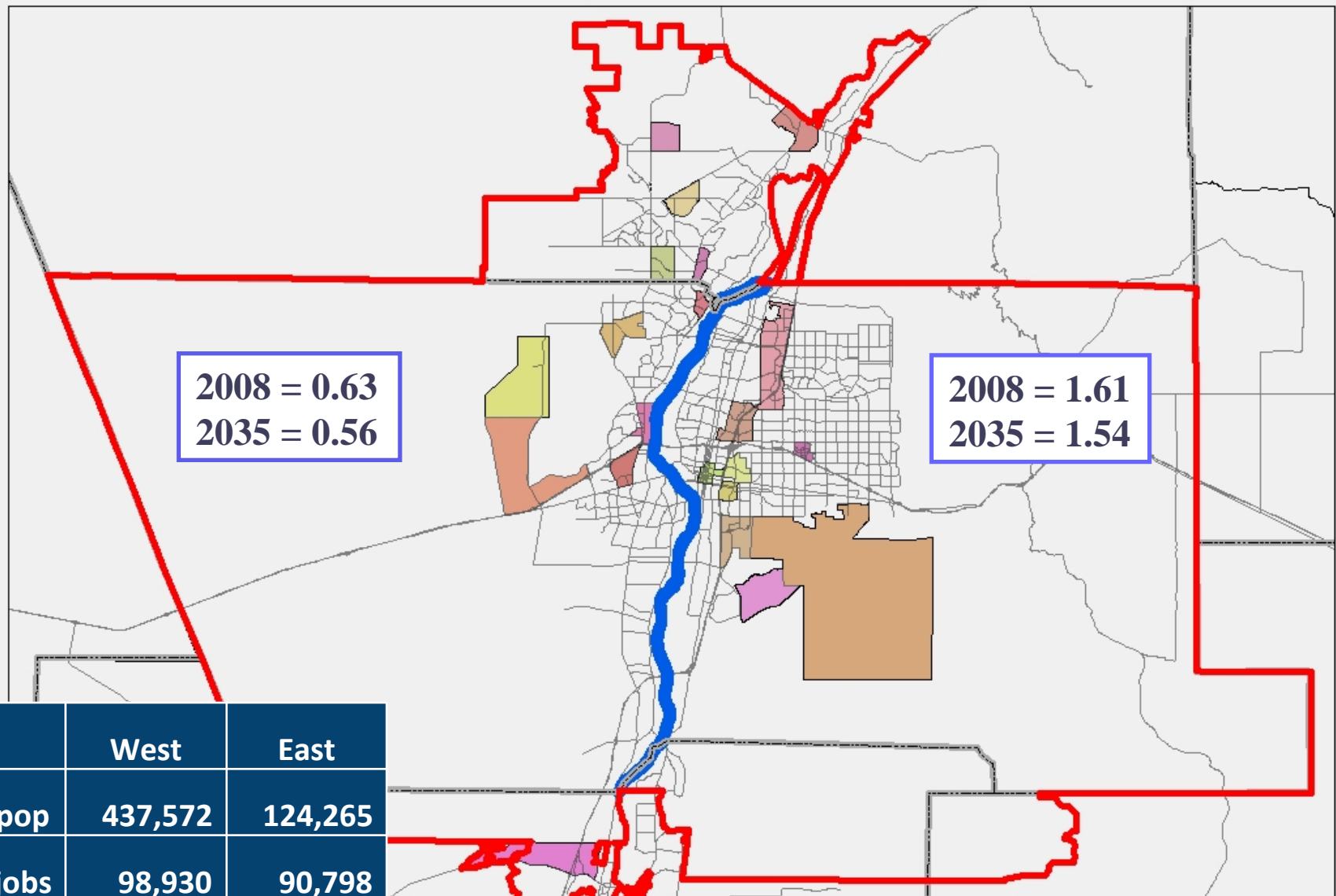


Source: MTP 2035 Forecast, Draft 3, MRCOG.

0 2 4 8 Miles



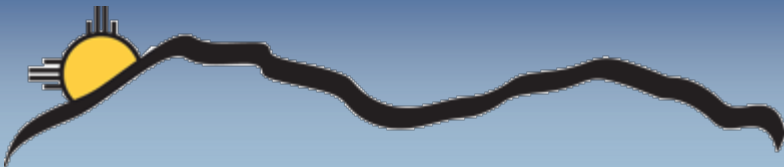
Jobs to Housing Balance?



One Million Daily River Crossings in 2035!

The Bottom Line...

- ◆ Bernalillo County will continue to serve as the regional hub, however growth is increasingly a regional issue as people cross jurisdictional lines for work, to buy homes, and for services.
- ◆ Given current development patterns and plans, the region is projected to dramatically increase its developed land area.
- ◆ The level of growth we anticipate will lead to much more congestion on our roadways (Daily vehicle miles travelled doubles from today!).
- ◆ Connecting land use planning and transportation investments will be a key factor towards addressing congestion.



2035 MTP Can We Adapt

◆ Metropolitan Transportation Plan Considerations

- ◆ Mobility crossing the river (speeds degrade to under 5 mph)
- ◆ Mobility for the Westside becomes a big big issue
- ◆ We will need to improve and expand the road network, but building our way out for SOV not realistic
- ◆ Premium Transit Network (Bus Rapid Transit) connecting the region with Rail Runner
- ◆ Land-Use
 - Transit oriented development
 - Higher density housing where appropriate
 - Mixed Use Development
 - Establishing Job Centers on the Westside

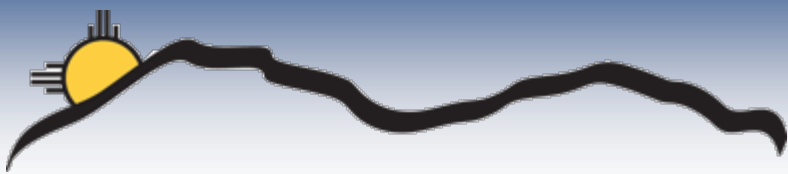
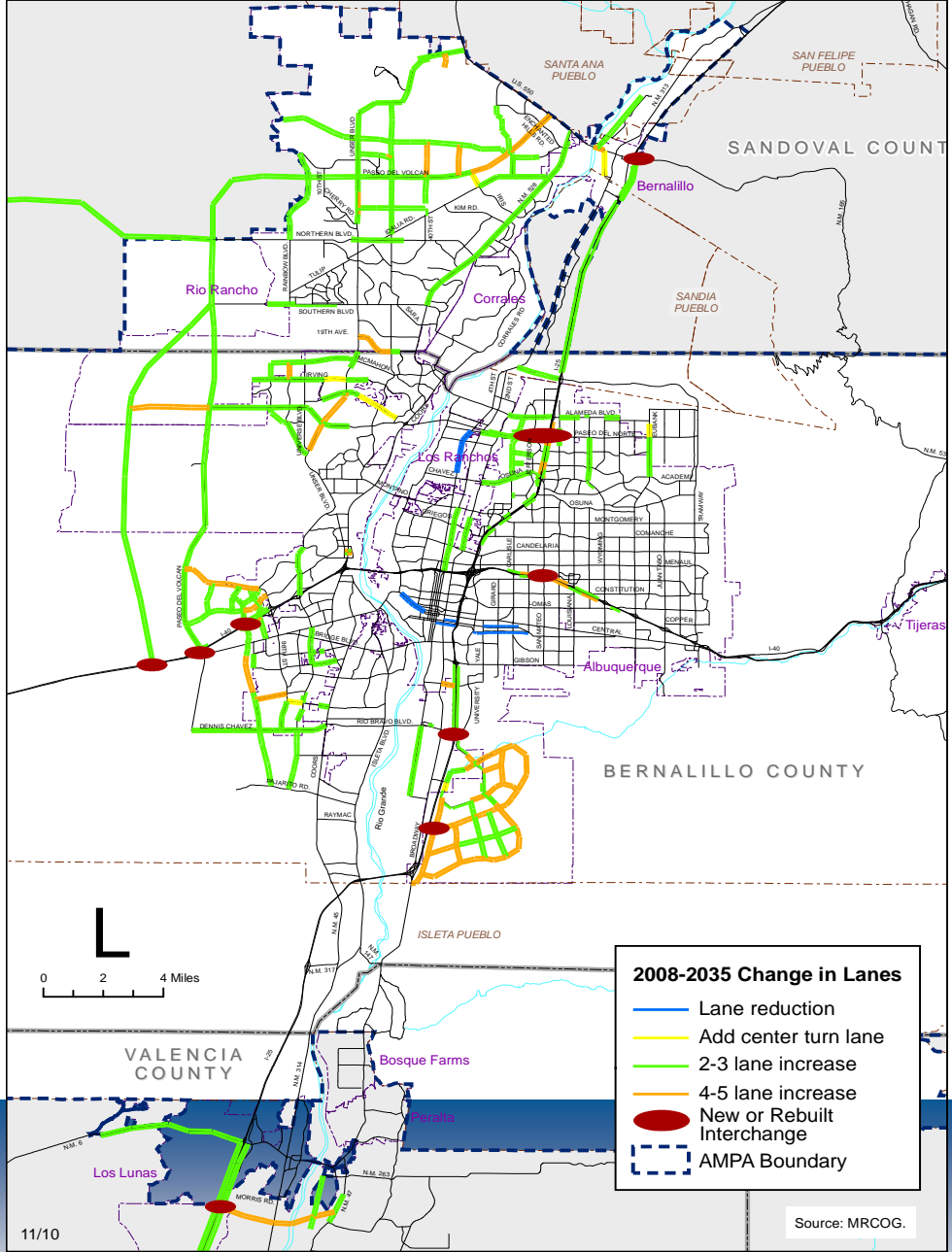


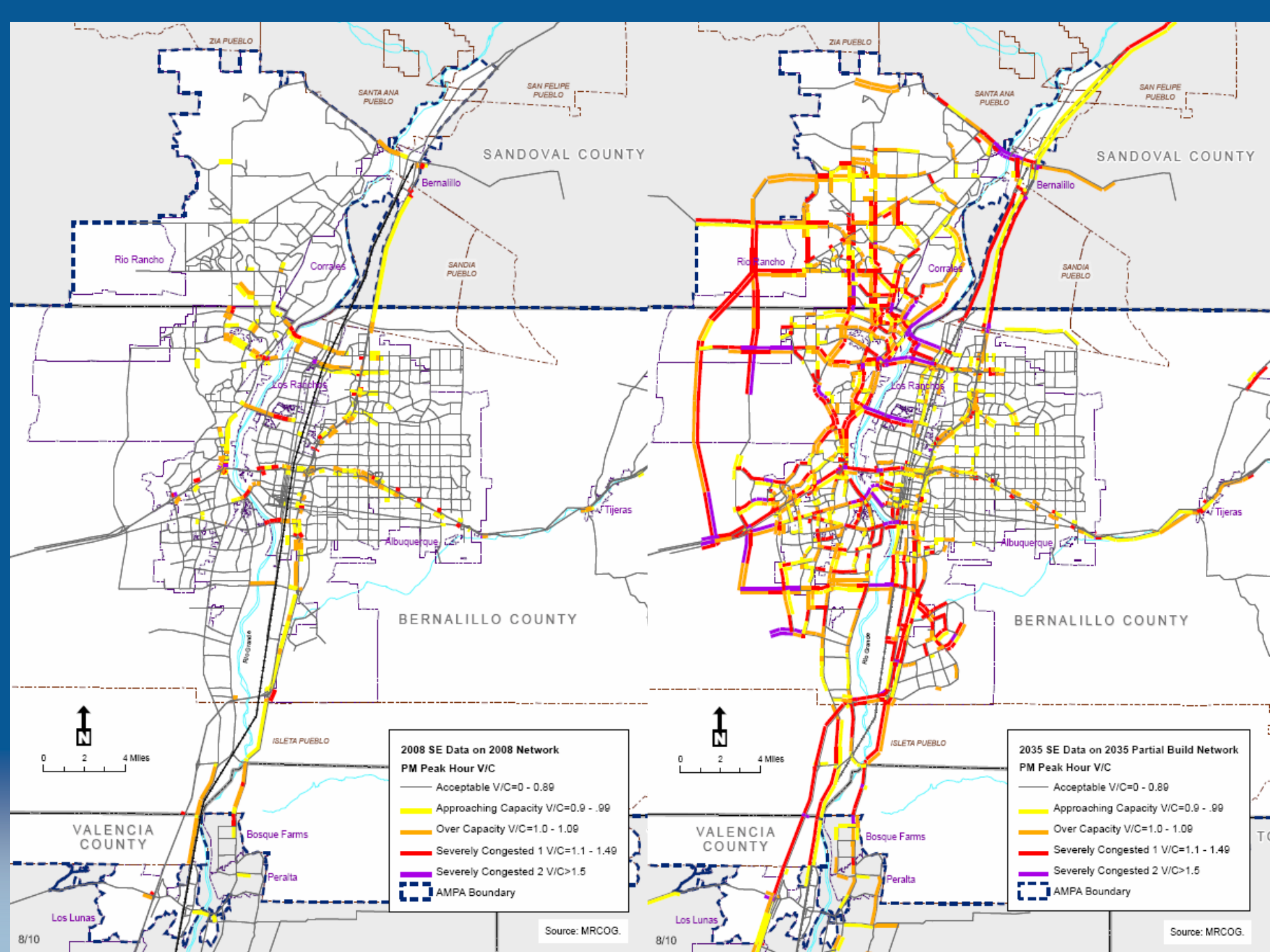
2035 Roadway Build Network

A significant number of north/south capacity enhancement/widening and network connectivity projects

Nine new or reconstructed freeway interchanges located throughout the AMPA

Significant area roadway network expansion





2008 SE Data on 2008 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

2035 SE Data on 2035 Partial Build Network
PM Peak Hour V/C

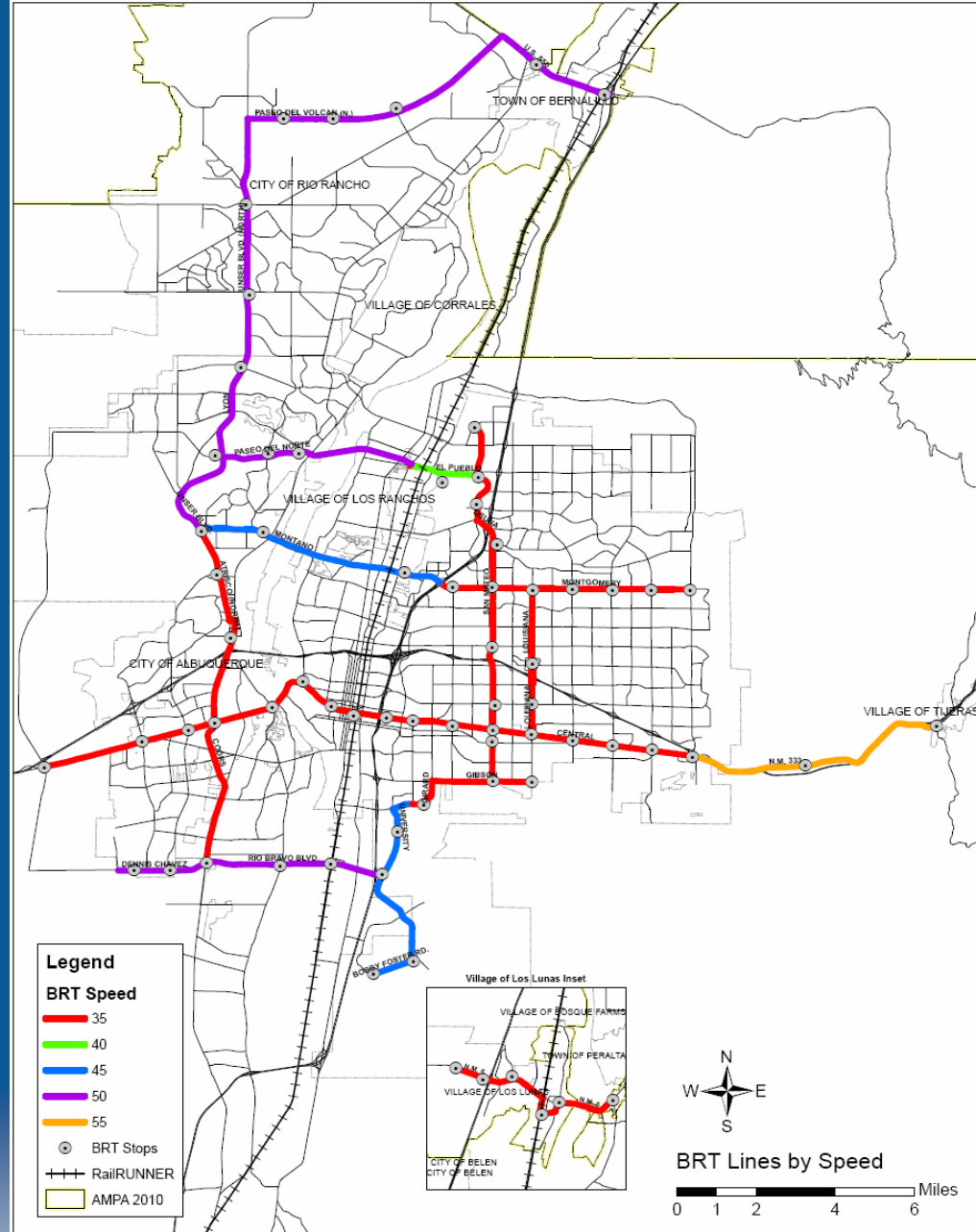
- Acceptable V/C=0 - 0.89
- Approaching Capacity V/C=0.9 - .99
- Over Capacity V/C=1.0 - 1.09
- Severely Congested 1 V/C=1.1 - 1.49
- Severely Congested 2 V/C>1.5
- AMPA Boundary

Mid- Region Long Range Rapid Transit Plan –

- Included in 2035 MTP
- Bus Rapid Transit (future LRT ???)
- Metropolitan Transportation Board Recently set 2035 MTP Transit Mode Share Goals for River Crossings

(10% by 2025, 20% by 2035)

And committed 25% of the AMPA sub-allocated funds beginning in 2016 toward meeting the goals



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2035 BRT Build Network

NW Mesa – Unser Blvd/Paseo del Norte/Jefferson St

SW Mesa – Arenal Blvd/Bridge Blvd/Downtown)

Rio Rancho – US 550/Paseo del Volcan/Unser Blvd

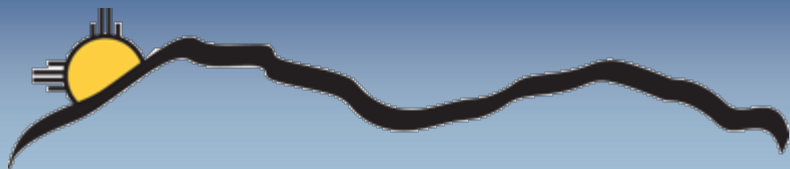
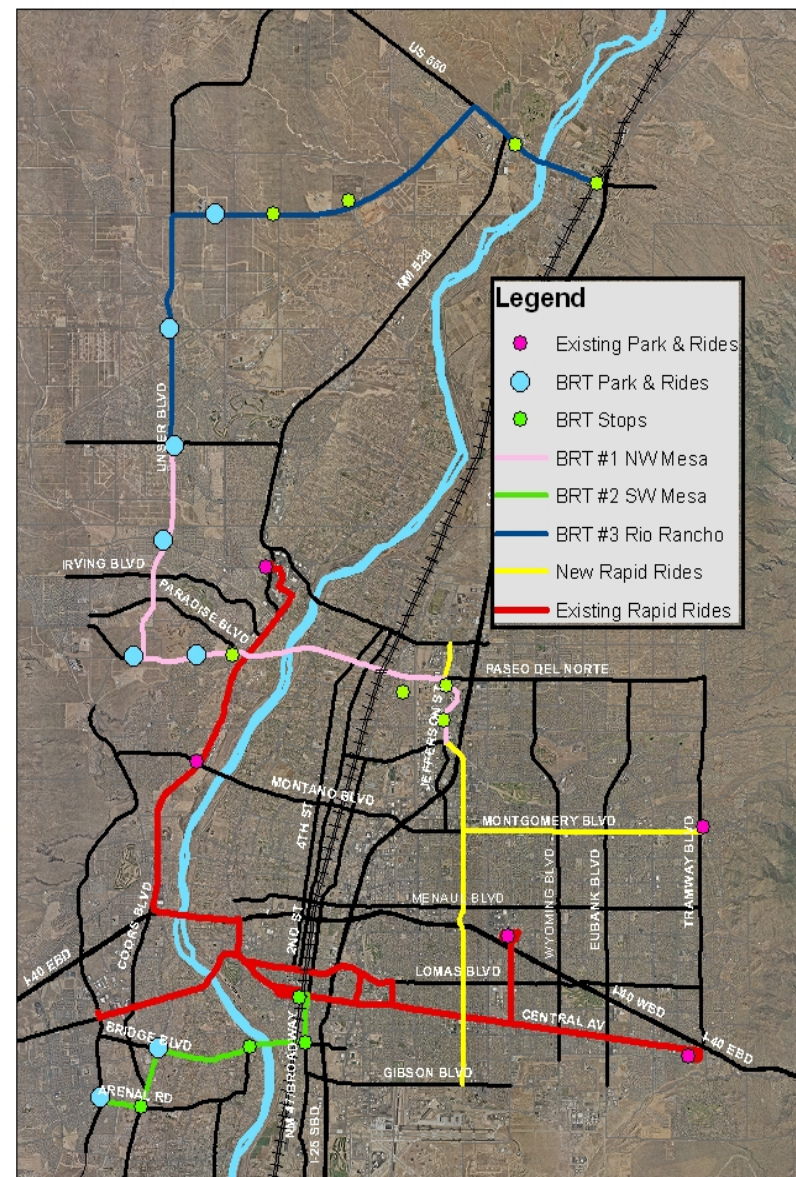


Figure XX: 2035 Bus Rapid Transit Network

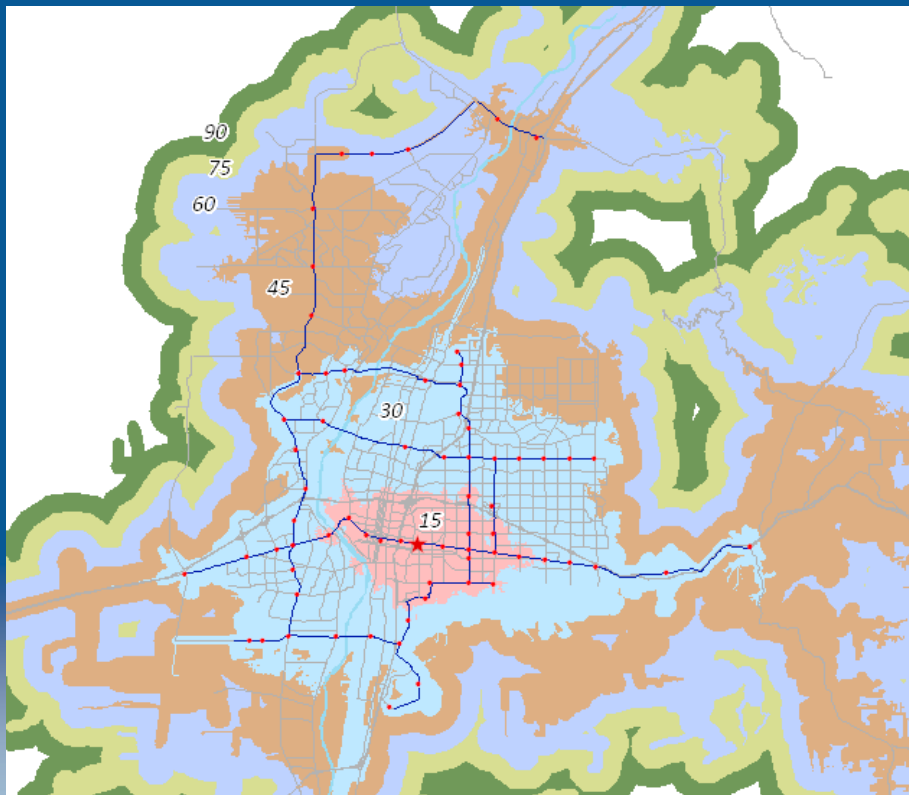
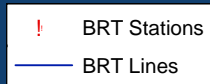




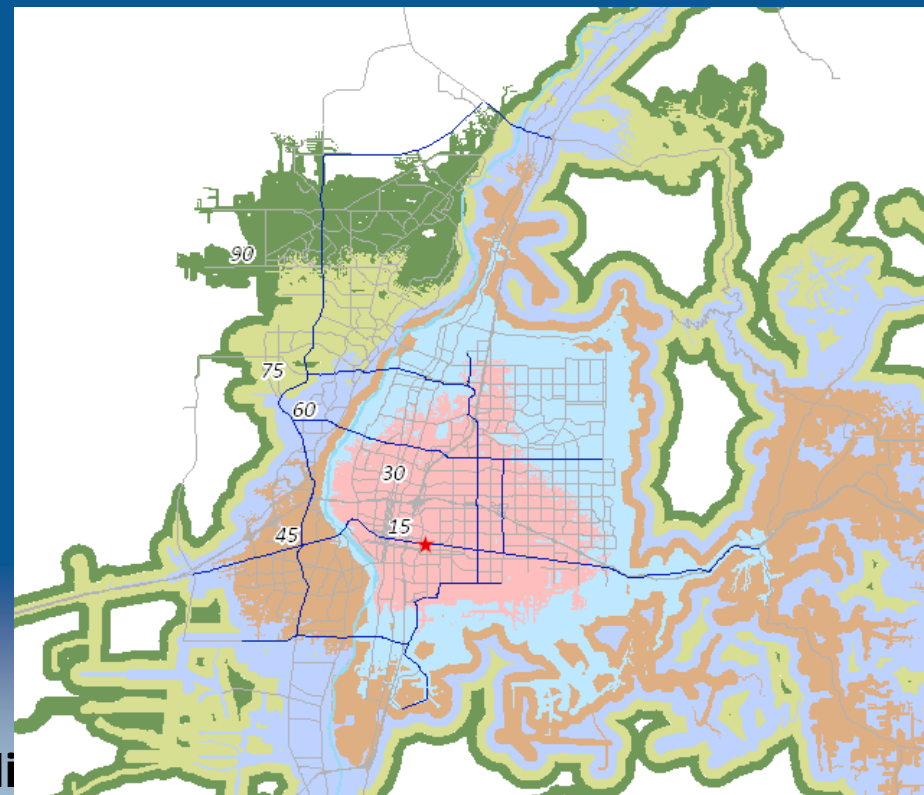
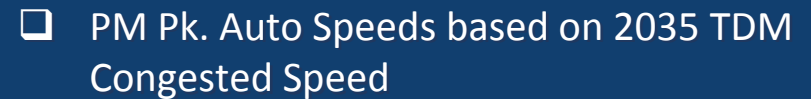
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BRT Park and Ride vs. Auto From Central Business District

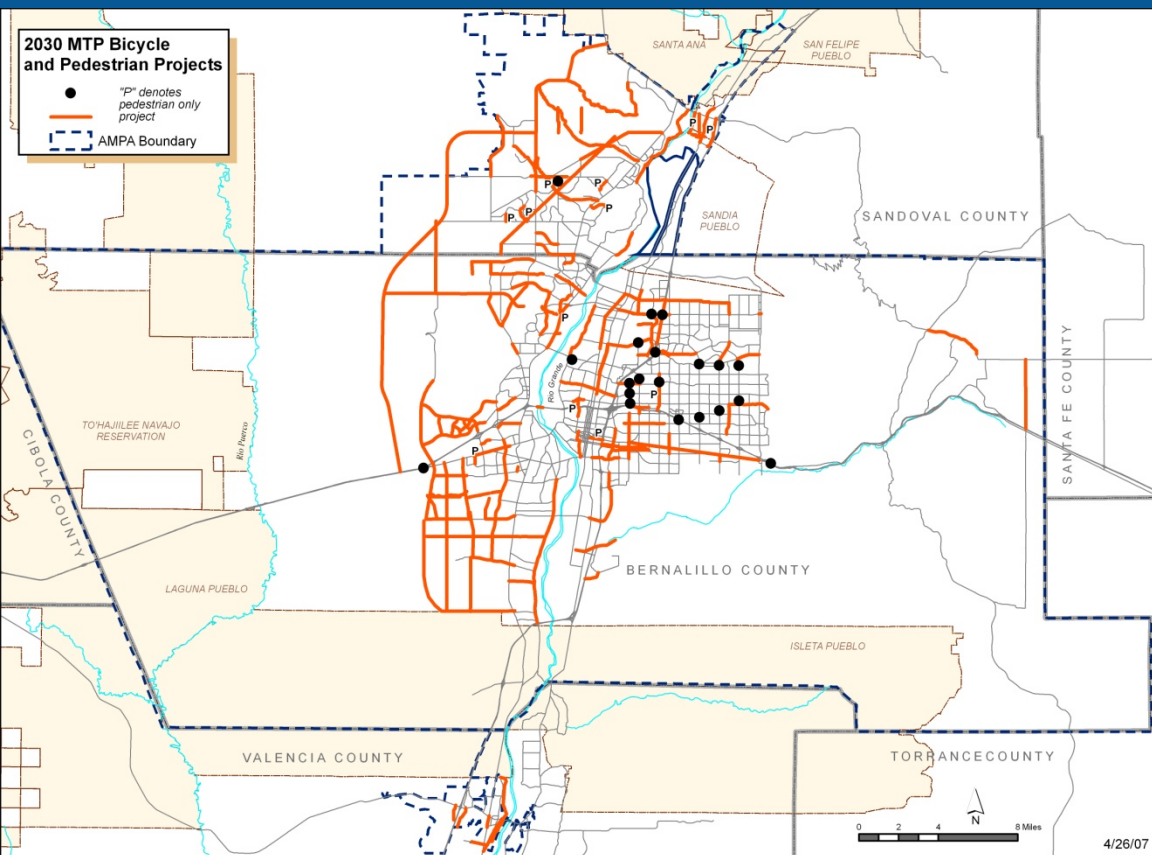
BRT Park and Ride Access



2035 PM Auto Access



2035 MTP Highlights

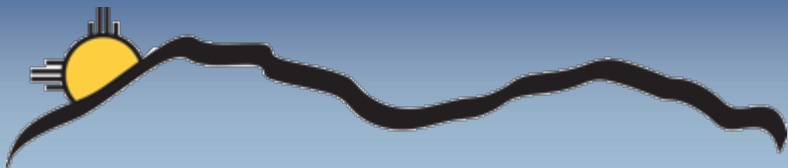


◆ Bicycle

- ◆ bicycle bridges/tunnels,
 - Bear Canyon Arroyo
 - Eubank at Bear Canyon Arroyo
 - I-40 east side of the Rio Grande
 - Juan Tabo at Bear Canyon Arroyo
 - North Diversion Channel undercrossings
 - Osuna at North Diversion Channel
 - San Mateo / Osuna
 - Wyoming at Bear Canyon Arroyo
- ◆ 6 bicycle studies and comp plan
- ◆ Bike centerline miles = 764 in 2035 (doubling from 2004)

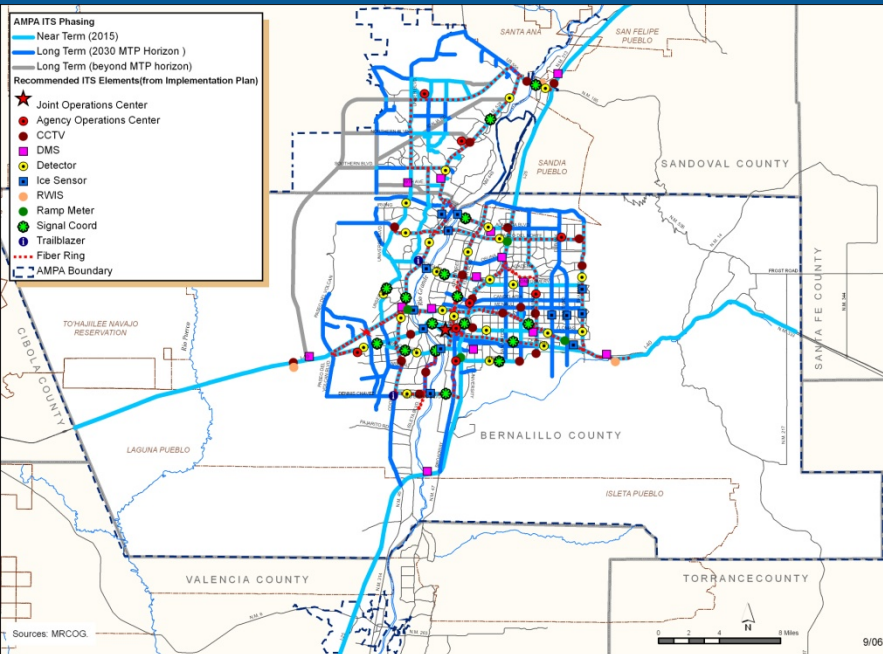
◆ Pedestrian

- ◆ New element
- ◆ 14 projects
- ◆ New grant program
- ◆ Pedestrian Composite Index for regional analysis & planning



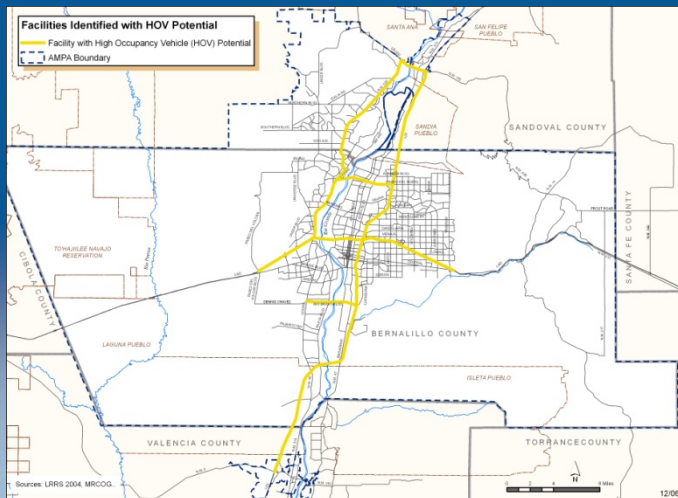
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2035 MTP Highlights



◆ Systems Management & Operations

- ◆ ITS Implementation Plan deployment
- ◆ ITS Regional Architecture
- ◆ HOV / Managed Lane corridors for study

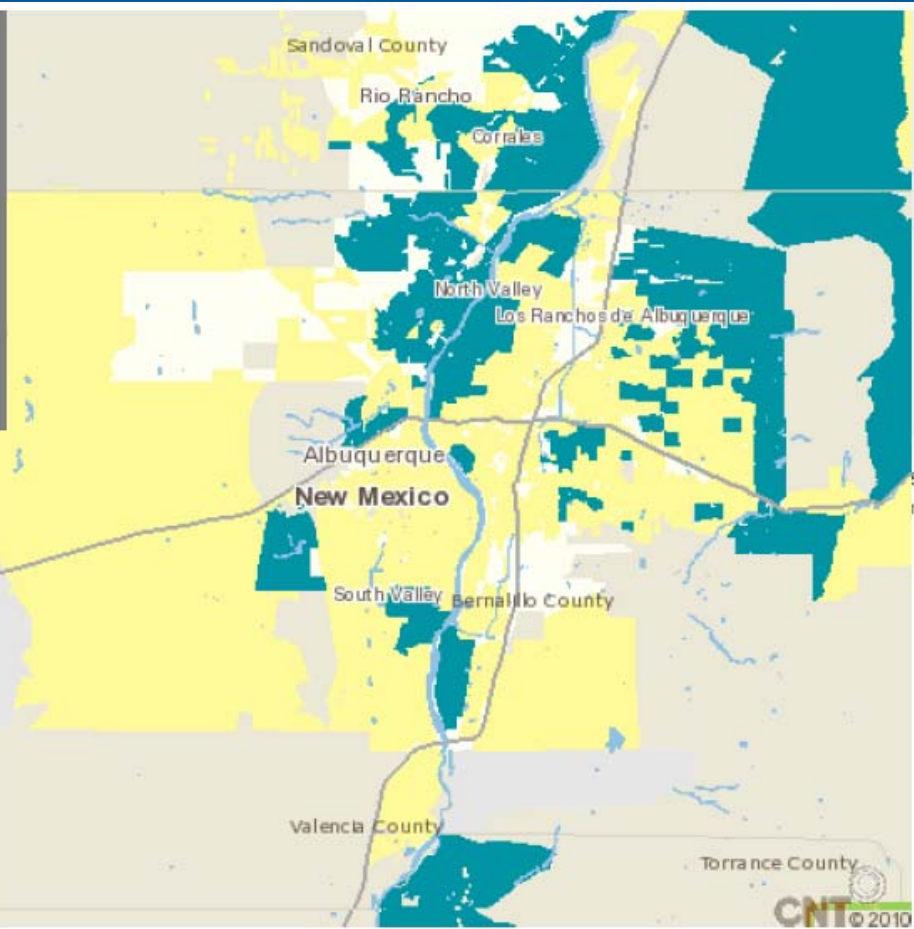
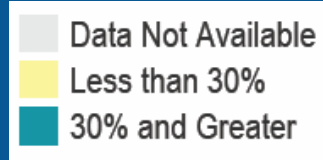


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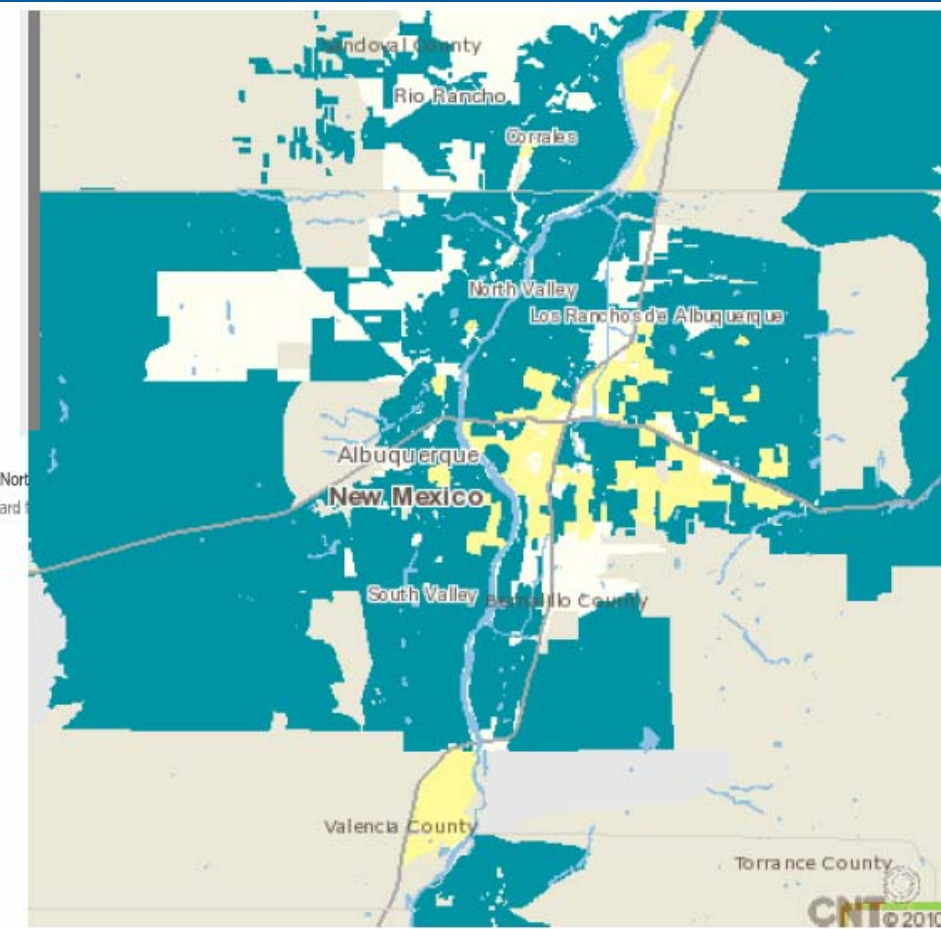
Housing Affordability and Transportation

Typical Household: Regional Median Income: \$39,088 Size: 2.5 People Commuters: 1.2 Workers

Housing Cost - % Income

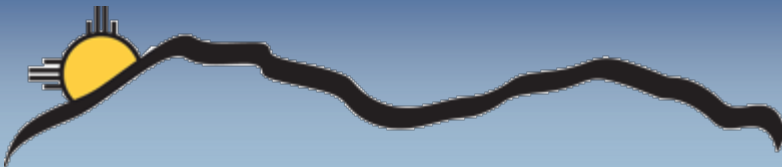


Housing & Transportation Cost - % Income



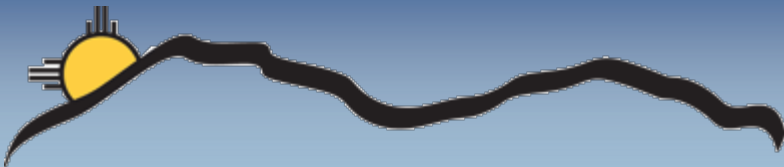
Transportation Conformity

- ◆ Chapter 2 Section G: Air Quality, Section I: Climate Change
 - ◆ Pollutants in the Region and Transportation Conformity with Carbon Monoxide (CO) Limited Maintenance Plan
 - ◆ Future Potential Air Quality Issues – Ozone
 - ◆ Transportation sector greenhouse gas emissions
- ◆ EPA Letter confirming monitored data <85% of NAAQS for CO
- ◆ Other conformity requirements:
 - ◆ Financial constraint
 - ◆ Public involvement
 - ◆ Interagency consultation



Transportation Conformity

- ◆ Transportation Conformity Technical Committee (TCTC) recommends approval of conformity determination
- ◆ MTB approves local conformity determination
- ◆ Next: Federal reviews and concurrence with full conformity determination
 - ◆ FHWA
 - ◆ FTA
 - ◆ EPA
- ◆ Conformity determination date becomes Plan effective date



Next Steps

- ◆ Air Quality Control Board review and statement for transportation conformity – Subsequent meeting
- ◆ Federal review and concurrence with Transportation Conformity
 - ◆ Conformity letter date is the effective date of the 2035 MTP
 - ◆ 4 years to approve next MTP from effective date
- ◆ Next MTP update process begins ~ two years



Questions/Comments

Web – www.mrcog-nm.gov

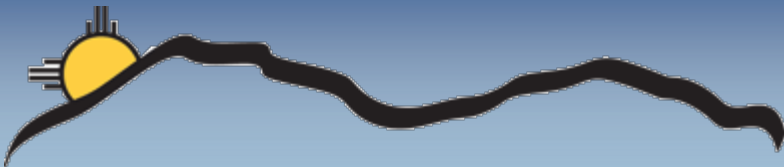
Terrence Doyle

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