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
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

- + 263,000 more people
- + 129,000 more homes
- + 142,000 more jobs
- + 52,000 more developed acres
Employment Growth Projection 2004 - 2030

- Bernalillo
- Sandoval
- Valencia

Percent Change in Jobs

Numeric Change in Jobs

Percent Change

Bernalillo

Sandoval

Valencia

Numeric Change
Housing by Subarea
Existing 2004 and Projected Growth to 2030

East Mountains
3% of existing homes
4% of new homes

Sandoval County
11% of existing homes
29% of new homes

West of Rio Grande
24% of existing homes
41% of new homes

Los Lunas
2% of existing homes
7% of new homes

East of Rio Grand
61% of existing homes
19% of new homes
Jobs by Subarea
Existing 2004 and Projected Growth to 2030

- **East Mountains**: 1% of existing jobs, 2% of new jobs
- **Sandoval County**: 7% of existing jobs, 19% of new jobs
- **West of Rio Grande**: 10% of existing jobs, 39% of new jobs
- **Los Lunas**: 2% of existing jobs, 5% of new jobs
- **East of Rio Grande**: 80% of existing jobs, 34% of new jobs
### Job – Housing Ratio Projection

<table>
<thead>
<tr>
<th>Municipality</th>
<th>2004 Jobs to Housing Ratio</th>
<th>2030 Jobs to Housing Ratio</th>
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<tbody>
<tr>
<td>City of Albuquerque</td>
<td>1.31</td>
<td>1.34</td>
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<tr>
<td>West of Rio Grande</td>
<td>0.55</td>
<td>0.79</td>
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<tr>
<td>East of Rio Grande</td>
<td>1.56</td>
<td>1.60</td>
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<td>Los Ranchos de Abq</td>
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<td>Village of Tijeras</td>
<td>1.36</td>
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<td>Town of Bernalillo</td>
<td>0.99</td>
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<td>Village of Corrales</td>
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<td>City of Rio Rancho</td>
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<td>Village of Los Lunas</td>
<td>1.64</td>
<td>1.03</td>
</tr>
<tr>
<td>AMPA</td>
<td>1.29</td>
<td>1.22</td>
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</table>
Mid-Region Council of Governments
of New Mexico

PM Peak Hour

Approaching Capacity
Over Capacity
Severe Congestion

2004

Population
VMT
Travel Times

+40%
+50%
+Double or Triple

2030

2004-2030

Population
VMT
Travel Times

+40%
+50%
+Double or Triple

Population +40%, VMT +50%, Travel Times +Double or Triple
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

<table>
<thead>
<tr>
<th>Years</th>
<th>Parts per Million (PPM) Ozone</th>
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<tbody>
<tr>
<td>1995-1997</td>
<td>0.067</td>
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<tr>
<td>1996-1998</td>
<td>0.069</td>
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<tr>
<td>1997-1999</td>
<td>0.071</td>
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<tr>
<td>1998-2000</td>
<td>0.072</td>
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<td>0.074</td>
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<tr>
<td>2001-2003</td>
<td>0.072</td>
</tr>
<tr>
<td>2002-2004</td>
<td>0.072</td>
</tr>
<tr>
<td>2003-2005</td>
<td>0.073</td>
</tr>
</tbody>
</table>

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

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

Average Weekday Traffic
Thousands


US550
Alameda Blvd
Paseo del Norte
Montano Rd
I-40 (effective)*
Central Ave
Bridge Blvd
Rio Bravo Blvd
I-25
Rio Rancho, 2004 & 2015
Southwest Mesa, 2004 & 2015
Los Lunas, 2004 & 2015
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
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

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?
What Are We Doing Now?

Santa Fe Extension (50 more Miles)

Completion Date
December 2008

Same Project Development Approach

Cutting the Corner
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
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
Phase II Under Construction, On Budget, On Schedule