2040 New Mexico Statewide Long-Range Multi-Modal Transportation Plan

presented to
Greater Albuquerque Bicycle Advisory Committee
Albuquerque Department of Municipal Development, 7th Floor Conference Room

presented by
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New Mexico Department of Transportation

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Outline of this presentation

- Background on NMDOT’s 2040 Statewide Long Range Multimodal Transportation Plan
- Stakeholder input to date
- Where to obtain more information
Why have a plan?

Provide a visionary, transparent, predictable, performance-based, and strategic framework to guide decision-making at all levels within the New Mexico Department of Transportation (NMDOT) and by New Mexico’s Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Organizations (RTPOs).
1. **State must develop long range plan** → with minimum 20-year forecast period

2. **Plan must be intermodal / multimodal** → cars, trucks, trains, buses, pedestrians, bicycles, motorcycles, airplanes (airport access), and other modes as appropriate (e.g., equestrian)

3. **Plan must cover all areas of state** → include both urban and rural areas
4. Plan must be coordinated with MPO plans, RTPO plans, state implementation plan for air quality, statewide economic development plans, etc.

5. Planning process must be continuing, cooperative, and comprehensive

6. Plan must be performance-based to support seven National Transportation Goals specified in federal law.
1. Improve safety → reduce fatalities/serious injuries
2. Maintain infrastructure → state of good repair
3. Reduce traffic congestion
4. Improve transportation system reliability / efficiency
5. Improve freight movement / support economic development
6. Protect the environment
7. Reduce delays in project delivery

For more information, visit:  http://www.fhwa.dot.gov/tpm/about/goals.cfm
What is the plan time frame?

- **Horizon year** for plan → 2040
  - Thus, slightly longer time horizon than 20-year minimum

- **Completion / adoption** → by April 30, 2015
  - Plan adoption consistent with final adoption of performance measures at national level
Project Phases

PHASE 1: Existing Conditions – “Where Are We Now?”
- Data and Information Needs Assessment
- Existing Conditions and Trends Analysis

PHASE 2: Strategic Direction – “Where Do We Want To Go?”
- Vision, Goals, Objectives, and Performance Measures
- Scenario Analysis
- Target Setting

PHASE 3: Resource Allocation – “How Will We Get There?”
- SLRP Alternatives Analysis

PHASE 4: Implementation – “What Will It Take?”
- Plan Writing, Graphic Design, & Document Management
- Plan Approval and Implementation
Stakeholder Coordination and Plan Approval Process

Coordinating Committees
Advise on critical issues

Interagency
Tribal
Interested Parties
Freight

New Mexico residents and visitors

Statewide Working Groups
Regional Working Groups

SLRP elements and plan
NMDOT Planning Staff and Consulting Team

Give input and Recommendations

Review and Approve Deliverables

DCC
MRCC
Final Plan Approval
1. NMDOT Executive Committee
2. Transportation Commission
3. MPO/RTPO Policy Boards
Working Groups

Statewide Working Groups:
1. Public health, safety & security
2. State of good repair
3. Access, mobility, & connectivity
4. Economic vitality—freight movement
5. Economic vitality—regional development, border, rural/urban equity, & EJ
6. Visitor travel, recreation & tourism
7. State, federal and tribal lands
8. Cultural, historic, natural resources
9. Plan implementation / project delivery

Regional Working Groups
1. Mid-Region RTPO
2. Northeast RTPO
3. Northern Pueblos RTPO
4. Northwest RTPO
5. South Central RTPO
6. Southeast RTPO
7. Southwest RTPO
Stakeholder Input to Date
Statewide and Regional Surveys

Statewide Public Survey
625 respondents

Surveys of Regional Working Group (RWG) Members
114 respondents
### Survey Results: New Mexico’s top 4 transportation challenges

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<tr>
<th>Urban Public</th>
<th>Rural Public</th>
<th>RWG members</th>
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<td>1. Finding funding to maintain and improve the system</td>
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<td>3. Increasing traffic / congestion delays</td>
<td>3. Balancing urban and rural needs</td>
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### Survey Results: Transportation investment priorities

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<td>2. Improve roadway connectivity</td>
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<td>3. Maintain what we already have</td>
<td>3. Improve safety</td>
<td>3. Improve multimodal connectivity (roads, rail, etc.)</td>
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<td>4. Provide more public transit options</td>
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<td>4. Provide “active” transportation options (walking &amp; bicycling)</td>
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### Direct Input from Regional Working Groups

#### Northeast
- Rail is crucial to the region -- preserve Amtrak and restore freight rail service
- Preserve existing roadway and rail infrastructure
- Support tourism – pedestrian and bicycle trails, steam-powered tourist trains, better roads to Texas
- Expand / improve public transportation

#### Mid-Region
- Inclusive, transparent planning process
- Multimodal (transit, bicycle, pedestrian)

#### Southeast
- Address all transport modes, cars, trucks, rail, bus, walk, bicycle, air
- Bring existing assets to state of good repair (address heavy truck impacts)
- Better rail access/service
- Designate freight corridors / esp. for oversize and overweight vehicles
- Develop and improve public transit
- Provide more recreational opportunities and support tourism

#### South Central
- Rural connectivity (transit, etc.) to critical resources (health care, etc.)
- Address vehicle/wildlife collisions
- Preserving community identity / CSS
- Spaceport access / tourism
- Oversize/overweight vehicles

#### Northwest
- Inter-jurisdictional coordination
- Economic development
- New rail line – oil/gas, coal, fly ash, agricultural products
- Regional public transportation
- Unpaved roadways / school buses

#### Northern Pueblos
- Accessibility (ADA) – “last mile”
- Improve public transportation
- Balancing urban and rural needs
- Empower local decision-making

#### Southwest
- Regional public transportation
- Rural connectivity
- US/Mexico border

#### Northwest
- Inter-jurisdictional coordination
- Economic development
- New rail line – oil/gas, coal, fly ash, agricultural products
- Regional public transportation
- Unpaved roadways / school buses
Summary of what we’ve heard thus far...

Overall priorities:

1. Find sustainable sources of revenue / spend funds more efficiently \(\rightarrow\) to fund projects / programs

2. Preserve and maintain what we already have \(\rightarrow\) roads, bridges, railroads, transit services, etc.

3. Improve public transportation \(\rightarrow\) more service, better connectivity, better bus stops, etc.

4. Support economic development \(\rightarrow\) strategic highway links, new rail lines/facilities, Amtrak, walkable Main Streets, tourism, transit service for job access and tourists

5. Address public health and safety needs \(\rightarrow\) Support “active” transportation modes (walking and bicycling), protect vulnerable system users (seniors, children, disabled, etc.), address rural roadway safety, etc.
Overall priorities (cont’d):

6. Provide access and mobility for everyone, everywhere → Address the needs of all system users (not just some) and in all communities (urban, rural, tribal); address the needs of tourists, visitors and recreational travelers.

7. Support freight movement → Make it easy for freight of all types to move by all modes (road, rail, air, etc.), facilitate intermodal connectivity, etc.

8. Protect and preserve what makes New Mexico special and unique → Culture, history, landscapes, flora, fauna

9. Coordinate across jurisdictional / regulatory boundaries and increase transparency
Where to obtain more information
QUESTIONS?

❖ Primary Point of Contact
   » Claude Morelli, NMDOT Project Manager
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❖ Project Website
   » http://newmexicotransportationplan.com/

❖ Social Media
   » Twitter: @NMTransPlan
   » Facebook: NewMexicoTransportationPlan