

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

Claude Morelli, AICP, PTP

New Mexico Department of Transportation

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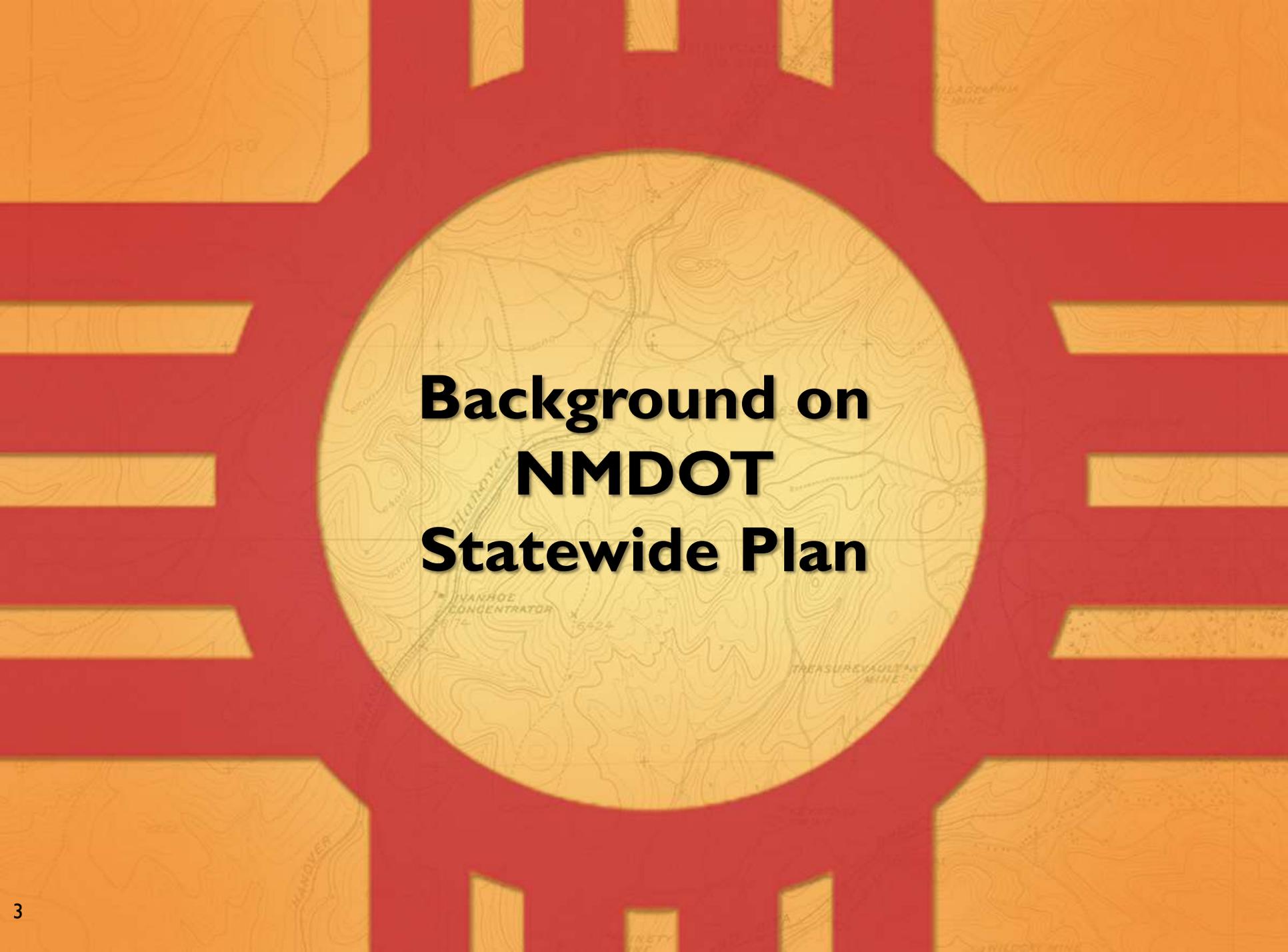


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Outline of this presentation

- ✦ Background on NMDOT's 2040 Statewide Long Range Multimodal Transportation Plan
- ✦ Stakeholder input to date
- ✦ Where to obtain more information





Background on NMDOT Statewide Plan

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).



MAP-21 Requirements

- 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



MAP-21 Requirements

- 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.



National Performance Goals

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

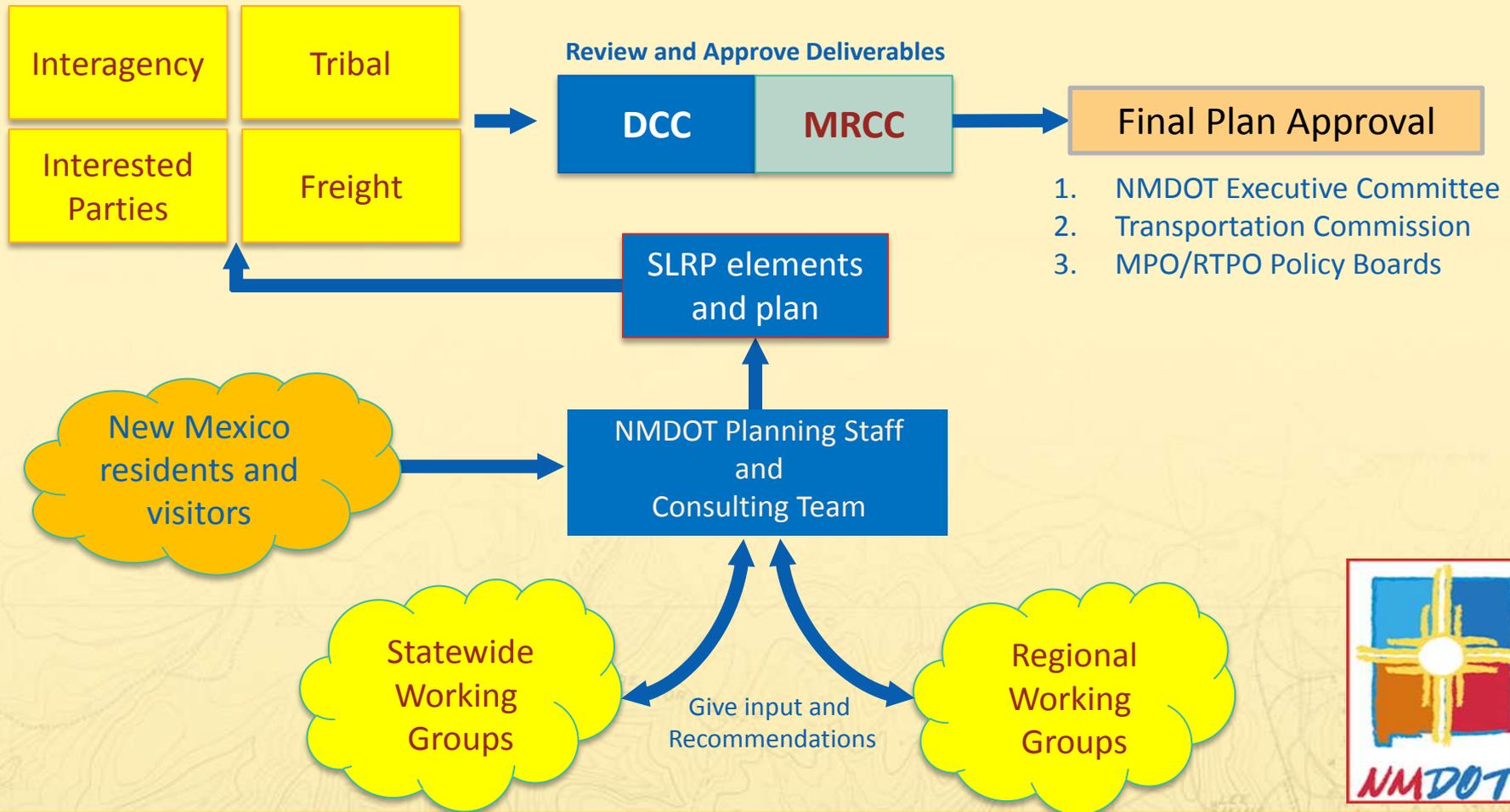
PHASE 4: Implementation – “What Will It Take?”

- Plan Writing, Graphic Design, & Document Management
- Plan Approval and Implementation

Stakeholder Coordination and Plan Approval Process

Coordinating Committees

Advise on critical issues



Working Groups

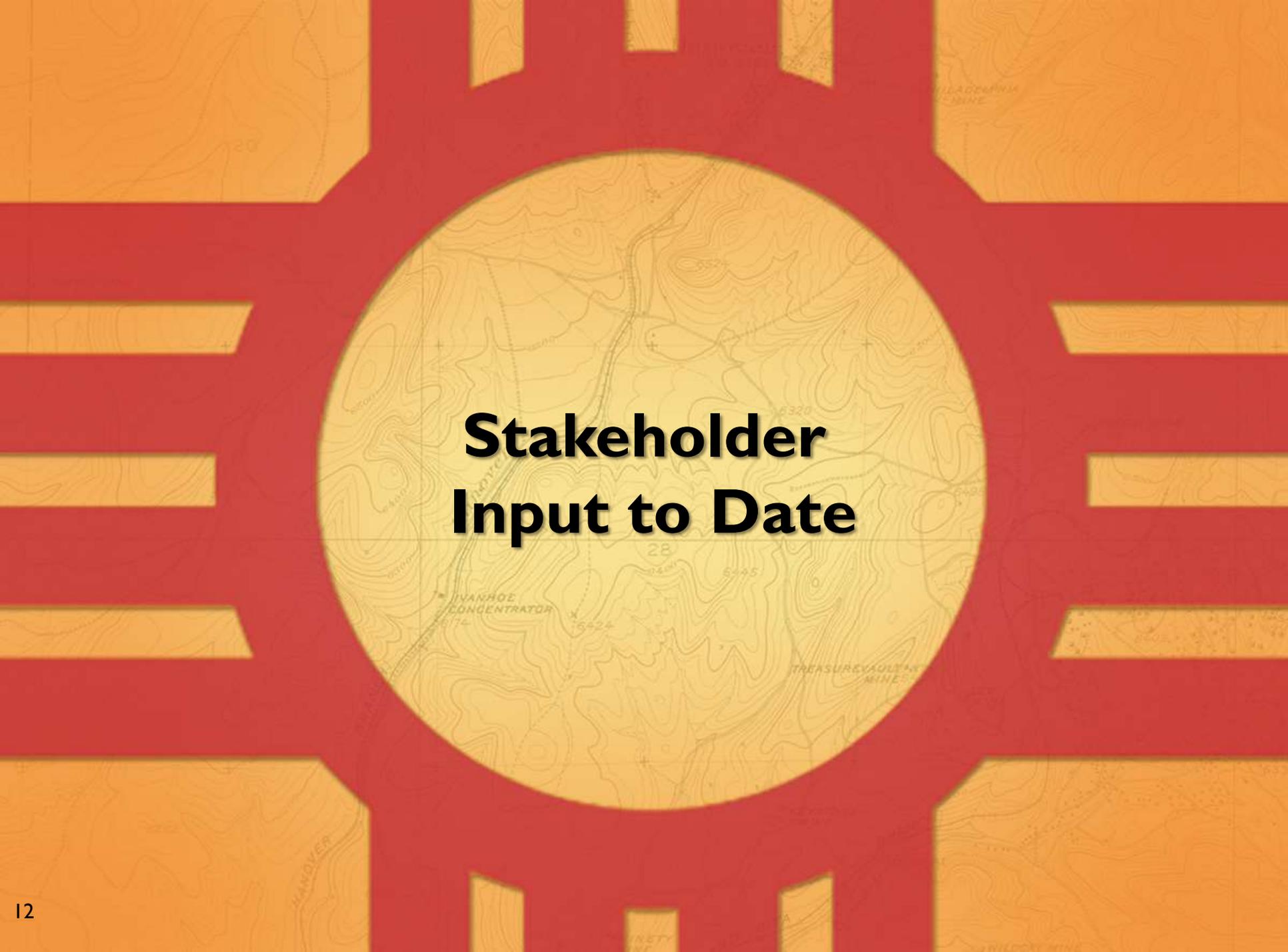
+ Statewide Working Groups:

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



The background features a topographic map with contour lines and labels such as 'IVANHOE CONCENTRATOR', 'TREASURE VAULT MINE', and 'MADISON MINE'. A large red sun-like symbol is centered on the map, with a circular cutout in the middle. The text 'Stakeholder Input to Date' is centered within this circular cutout.

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

Urban Public	Rural Public	RWG members
<ol style="list-style-type: none">1. Finding funding to maintain and improve the system2. Aging and deteriorating infrastructure3. Increasing traffic / congestion delays4. Growing population	<ol style="list-style-type: none">1. Finding funding to maintain and improve the system2. Aging and deteriorating infrastructure3. Balancing urban and rural needs4. Ensuring safety	<ol style="list-style-type: none">1. Finding funding to maintain and improve the system2. Aging and deteriorating infrastructure3. Balancing urban and rural needs4. Providing multimodal options

Survey Results:

Transportation investment priorities

Urban Public	Rural Public	RWG members
<ol style="list-style-type: none">1. Reduce traffic congestion2. Improve roadway connectivity3. Maintain what we already have4. Provide more public transit options	<ol style="list-style-type: none">1. Maintain what we already have2. Improve roadway connectivity3. Improve safety4. Provide more public transit options	<ol style="list-style-type: none">1. Maintain what we already have2. Provide more public transit options3. Improve multimodal connectivity (roads, rail, etc.)4. Provide “active” transportation options (walking & bicycling)

Direct Input from Regional Working Groups

Northwest

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

Southwest

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

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

Northern Pueblos

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

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



Summary of what we've heard thus far...

+ Overall priorities:

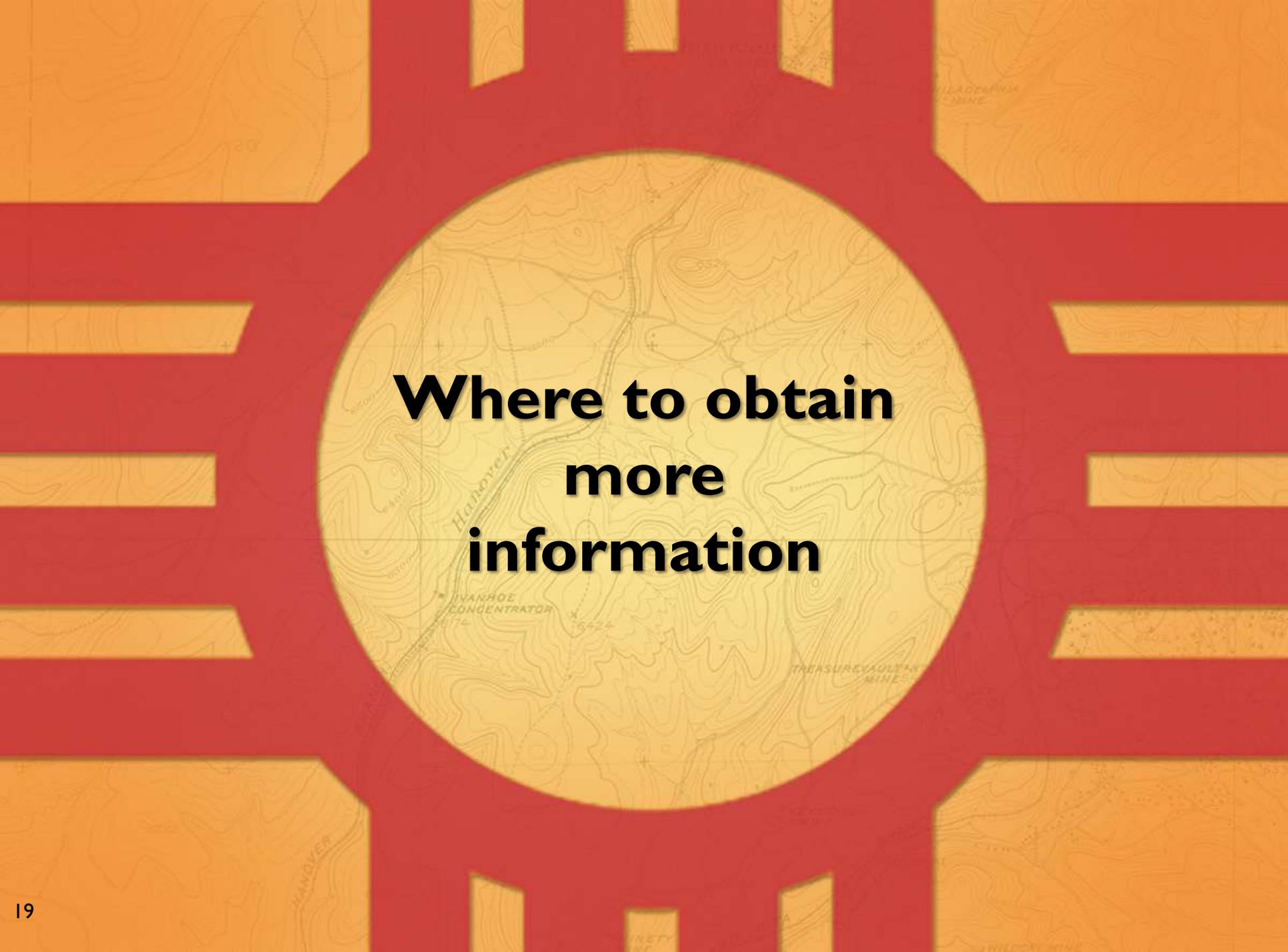
- 1. Find sustainable sources of revenue / spend funds more efficiently** → to fund projects / programs
- 2. Preserve and maintain what we already have** → roads, bridges, railroads, transit services, etc.
- 3. Improve public transportation** → more service, better connectivity, better bus stops, etc.
- 4. Support economic development** → 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** → Support “active” transportation modes (walking and bicycling), protect vulnerable system users (seniors, children, disabled, etc.), address rural roadway safety, etc.

Summary of what we've heard thus far...

+ 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**



The background features a topographic map with contour lines and labels such as 'Hanover', 'IVANHOE CONCENTRATOR', and 'TREASURE VAULT MINE'. A large red sun-like shape is centered on the page, with a circular inset containing the text. The sun's rays are represented by orange and yellow rectangular segments.

**Where to obtain
more
information**

QUESTIONS?

+ Primary Point of Contact

- » Claude Morelli, NMDOT Project Manager
- » claudemorelli@state.nm.us

+ Project Website

- » <http://newmexicotransportationplan.com/>

+ Social Media

- » Twitter: @NMTransPlan
- » Facebook: NewMexicoTransportationPlan

