Using Performance Measures to Guide Implementation of an LRTP

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Previous TIP Programming Methods

- Four big players (Albuquerque, NMDOT, Bernalillo County, and Rio Rancho)
- “Programming around a table”
- Federal funds spread out among council districts
- Agencies “bank-rolled” federal funds
Need for Changes

- Many small projects funded which were not regionally significant or targeting critical locations
- Only 40%-55% of available federal funds were being obligated each FY
- Many projects “rolled-over” to the next FY
- **Summary**: need to create more competitive process
Need for Changes

- Metropolitan area boundary expansion
  - One large UZA and one small UZA

- New transit services
  - Commuter rail (NM Rail Runner Express)
  - New Regional Transit District

- Growth projections created a sense of urgency
  → “river crossing issue”
Roadway Enhancements 2012-2035

-$3$ billion in increased capacity
-600 new lane miles
  - North-south capacity
  - New network
-9 new/reconstructed interchanges

Source: MRCOG.
2008 Base Year

2008 SE Data on 2008 Network
PM Peak Hour V/C
Acceptable V/C = 0 - 0.89
Approaching Capacity V/C = 0.9 - 0.99
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

Source: MRCOG.

2035 Build Scenario

2035 SE Data on 2035 Build Network
PM Peak Hour V/C
Acceptable V/C = 0 - 0.89
Approaching Capacity V/C = 0.9 - 0.99
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AMPA Boundary

Source: MRCOG.
2035 MTP Summary Stats

- **Population**: 800,000 to 1,550,000 (75%)
- **Daily miles traveled**: 16 to 31 million (94%)
- **Daily hours traveled**: 0.4 to 1.5 million (275%)
- **Average network speed**: 40 mph to 21 mph
- **Daily trips across the river more than double to reach 1 million by 2035!**
Role of Transit in the Region

Transit Ridership in the Albuquerque Metropolitan Statistical Area

- Fiscal Year
- Passenger Boardings

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MPO Policy Measures

- Respond to challenges and allocate resources in beneficial manner
- Rethink strategies
- “Can’t build our way out of congestion”
- Move people rather than move traffic

- Create incentives through TIP
- Project Prioritization Process
- Transit mode share goals
- Funding set-aside
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Project Prioritization Process

- Improve decision-making in programming of discretionary funds for Transportation Improvement Program ($25 million per year)
- Objective, quantitative method for evaluating proposed projects
- Compare projects to each other
- Transparent process with easy-to-understand guidebooks
- Modified based on geography

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Project Prioritization Process

◆ 13 evaluation criteria linked to goals and objectives of 2035 MTP:
  - Congestion levels, crash rates
  - Air quality impacts
  - Residential & employment density
  - Multi-modalism – transit connections, bike/ped infrastructure
  - Project strategies

◆ Balance of qualitative and quantitative criteria

◆ Mode-specific criteria
Future Role of Transit in Albuquerque Area

- **2035 MTP Mode Share Goals**
  - 10% of river-crossing trips by 2025
  - 20% of river-crossing trips by 2035

- **Transit “set-aside”**
  - Established by policy board
  - 25% of federal discretionary funds
  - $6 million per year
Effectiveness

Funding for transit jumped from 10% of TIP funds to 30%

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Paseo del Norte
High Capacity Transit Study

- Address river crossing congestion and provide competitive alternative to single-occupancy vehicle travel
- Connect northwest metro area with Journal Center and UNM
- $20 million allocated from 2016-19
- Improvements to be phased in as funds become available
- Major consideration: operations!

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