

# Chapter 5: Monitoring the Progress of the 2035 MTP

Planning documents are continually being developed and updated, but one way to ensure a plan remains relevant and effective is to monitor its performance. Doing so allows for a continuous evaluation of the plan and for changes to be made if the plan is not achieving its desired outcomes. The 2035 MTP sets out specific performance targets to better measure and monitor the progress of the plan and determine whether or not the plan is meeting its three primary goals—preserve and improve *quality of life, mobility of people and goods* and *support economic activity and growth*.

## A. Performance Targets and Action Items

Performance targets have been developed that are directly linked to the goals and objective statements of the 2035 MTP. These targets are intended to be ambitious yet achievable, simple but substantive. Whereas the Project Prioritization Process evaluates the merits of specific projects, the MTP performance targets consider the system as a whole. Therefore the overall goals and objectives for the MTP and Project Prioritization Process are the same, but the performance measurements are different.

The performance targets for the MTP are primarily quantitative. However, there are also qualitative objectives identified, referred to as MTP action items. The action items have been discussed throughout this 2035 MTP and are listed in this chapter. Therefore, goals may be achieved in a quantitative manner by increasing mode share or decreasing transportation costs to the end user (MTP performance targets), and goals may also be addressed qualitatively by undertaking a transportation study or expanding coordination on a particular issue (MTP action items). Identifying specific performance targets and action items allows MRMPO to evaluate whether the MTP goals are being fulfilled.

### *Ongoing Evaluation*

Following are the performance targets and objectives for each goal, as well as a list of action items for each goal. An annual report that updates these performance targets and expands on this section will be provided in 2012. The annual report will be presented to MRMPO committees for their input and review. As this process unfolds, MRMPO will continue to evaluate its usefulness and change targets or methods as needed.

## Quality of Life Performance Targets

### *Objective Statement*

Enhance the livability, safety, and environmental conditions of the region through proactive, responsible, equitable and sustainable transportation decisions.

### *Performance Targets*

There are four performance targets for this goal. They include measurements for Air Quality, Environmental Justice, Safety, and Existing Infrastructure. They are as follows:

1. *Air Quality: Maintain Vehicle Miles Traveled (VMT) per capita at or below 2008 levels*
2. *Environmental Justice: Increase accessibility to transit for environmental justice (EJ) areas*
3. *Safety: Reduce fatal and injury crashes by 2.3% per year*
4. *Existing Infrastructure: Improve bridge and pavement conditions compared to 2008 levels*

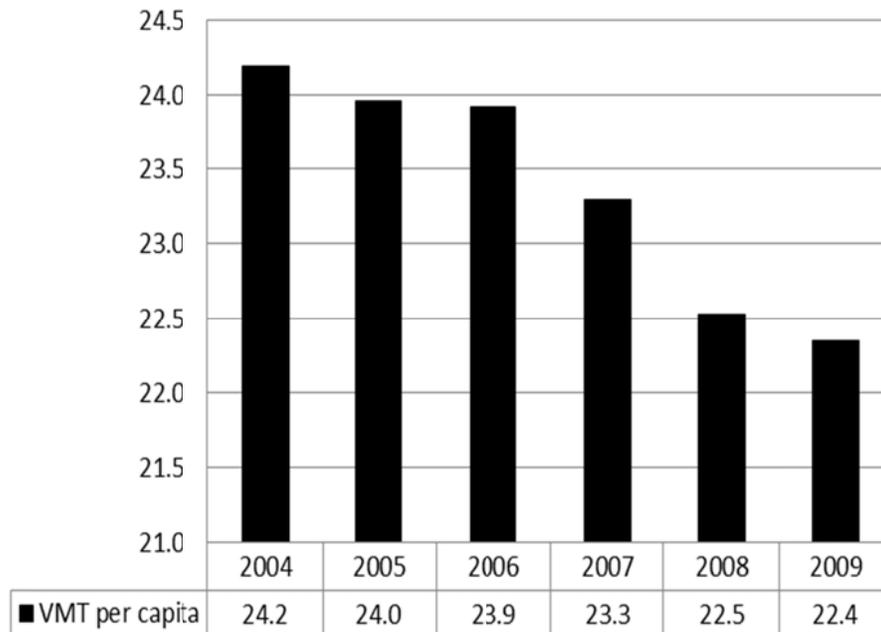
## 1. Air Quality Performance Target

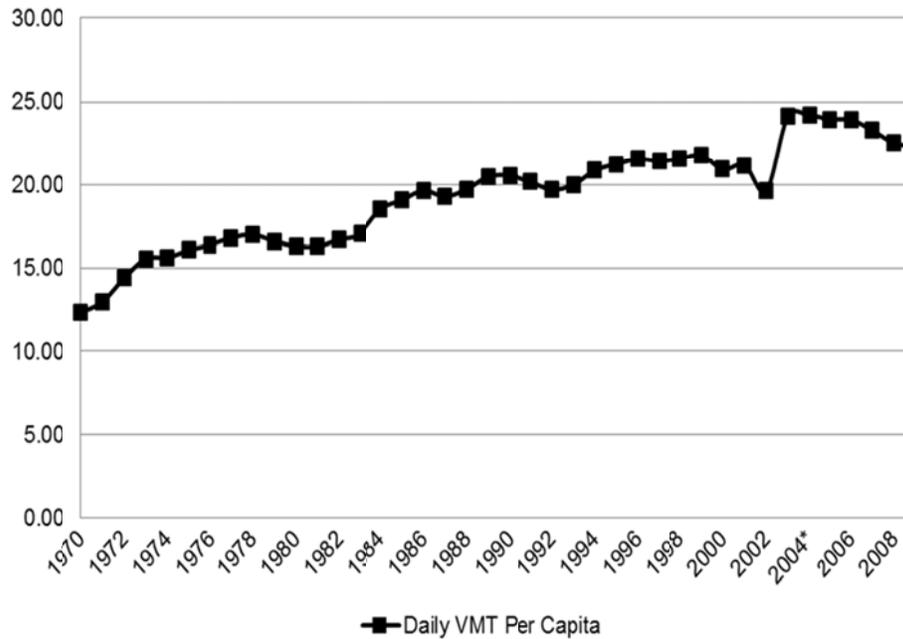
- *Maintain vehicle miles traveled (VMT) per capita at or below 2008 levels*

### *Baseline, Background and Desired Trend*

In 2008, the AMPA daily VMT was 172,275,632 and per capita VMT was 22.53. Although it looks like the trend for per capita VMT is downwards since 2004, data from the past 30 years shows that the overall growth in vehicle miles traveled per capita continues to climb, despite interim peaks and valleys that coincide with events such as national energy price fluctuations and economic forces or local major construction projects (See Figure 5-1 and Figure 5-2).

**Figure 5-1: AMPA VMT Per Capita Rates, 2004-2009**



**Figure 5-2: Daily Vehicle Miles Traveled Per Capita in the AMPA, 1970-2009**

The Federal Surface Transportation Policy and Planning Act of 2009 included the goal “to reduce national per capita motor vehicle miles traveled on an annual basis. This type of policy is likely to be seen in the next transportation bill. VMT is highly correlated with the emission of heat-trapping gases (such as carbon dioxide, or CO<sub>2</sub>) and gasoline consumption and can therefore have a significant impact on air quality. Nationally, according to the U.S. Greenhouse Gas Emission Inventory, the transportation sector is the second largest source of CO<sub>2</sub> emissions. Automobiles and light-duty trucks account for almost two-thirds of those emissions. Improving this measure will require a combination of proactive transportation investments, smart land use policies and transportation demand management (TDM).

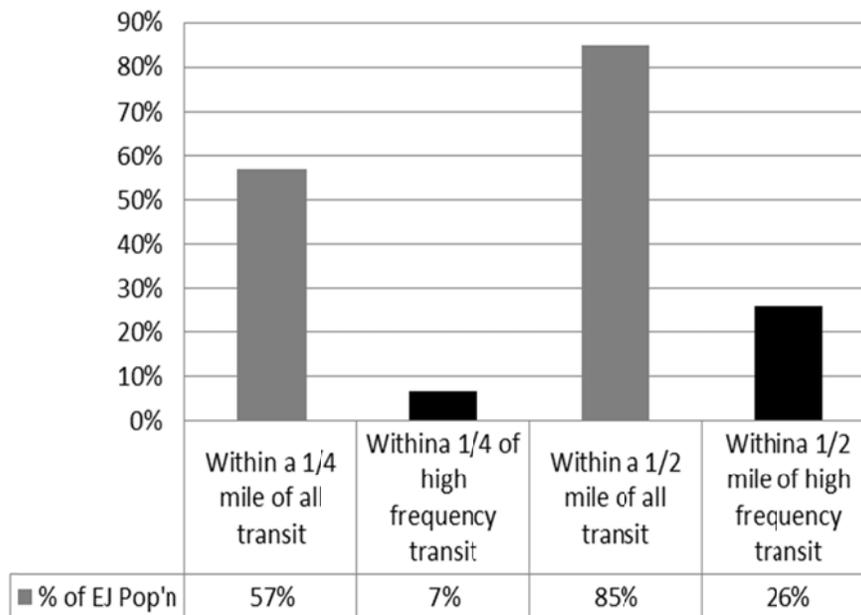
## 2. Environmental Justice Performance Target

- Increase accessibility to transit for Environmental Justice (EJ) areas

### *Baseline, Background and Desired Trend*

Transportation planning policies are concerned with an equitable distribution of, and accessibility to, infrastructure and services within a region. Accessibility can be defined as people's ability to reach desired goods, services and other activities of interest, and can be measured in cost, distance and time. Often, there is a trade-off between different forms of access and increased automobile mobility. At the regional level, density and land use mix, transit service and connectivity can also have a considerable effect on how accessible goods and services are to the population. MRMPO produced an environmental justice index using 2000 Census data, the only source for which small-area, protected group status data was available. Typically, an environmental justice index uses the percentage of the population living in poverty. The MRMPO index instead uses median household income relative to the state average, since higher-quality data is available for median household income. Figure 5-3 provides the baseline for this performance target by considering the extent to which EJ populations currently have access to transit. The analysis includes both access to all transit services and access to transit with high frequency service.

**Figure 5-3: Percent of EJ populations with Access to Transit Service, 2008**



### 3. Safety Performance Target:

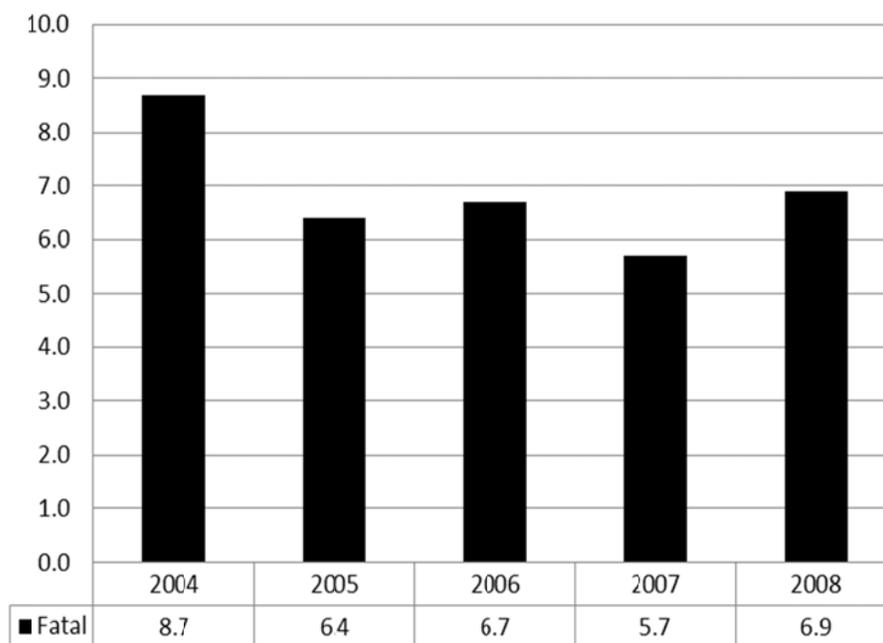
- Reduce fatal and injury crashes by 2.3 percent per year

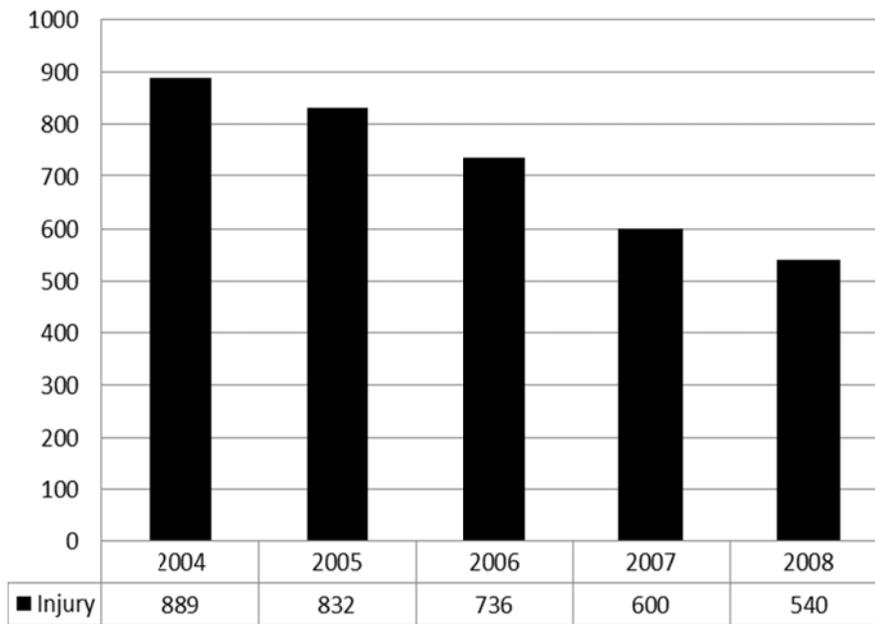
#### *Baseline, Background and Desired Trend*

Road safety is one of the most important considerations when making public investments in transportation. Analyzing crash data is a core activity of MRMPO, and the data is used to target projects for funding and other education, enforcement and emergency response strategies. MRMPO provides an annual report on transportation safety. On a state level, the New Mexico Department of Transportation (NMDOT) has developed a Comprehensive Transportation Safety Plan (CTSP) that was updated in 2010. This safety performance target replicates the state goal in the CTSP.

Fatal and injury crashes increased 5.5 percent in the AMPA from 2007 to 2008. This calculation includes 6.9 fatal crashes per 100,000 people (a 21 percent increase from 2007) and 540 injury crashes per 100,000 people (a 10 percent decrease from 2007). Although the target is to reduce crashes by 2.3 percent every year, it is also important to look at trends over a certain period. MRMPO will continue to look at four year average statistics for the region in addition to annual changes.

**Figure 5-4: Fatal Crashes, 2004-2008**



**Figure 5-5: Injury Crashes, 2004-2008**

#### 4. Existing Infrastructure Performance Target:

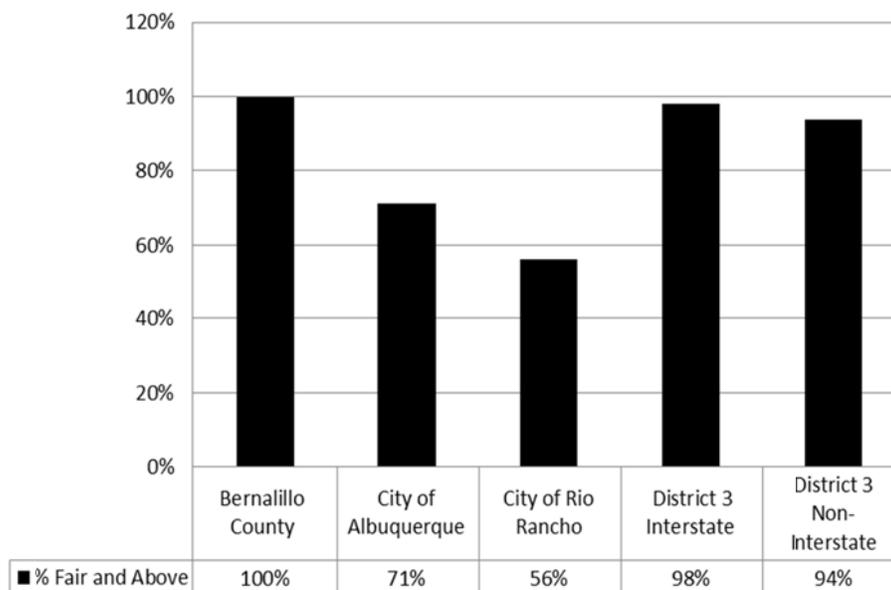
- *Improve bridge and pavement conditions compared to 2008 levels*

##### *Baseline, Background and Desired Trend*

Figure 5-6 shows road conditions for 2008. Bridge conditions will be analyzed at a future time. An important aspect of the 2035 MTP is the realization that we cannot build our way out of congestion. The maintenance of many existing roadways and bridges is being neglected in favor of expanded capacity, which is not always the best choice for the region. Overall system efficiency rather than continued expansion is the higher priority. Local agencies must work cooperatively to monitor the transportation network and find cost-effective strategies for maintaining the roadway system in a safe and serviceable condition.

Some of the local jurisdictions review and rate their roadway conditions periodically. These conditions are subsequently used to prioritize repaving and maintenance needs. Maintenance is particularly important because roads in poor condition result in increased occurrences of congestion, delay and vehicle damage as well as increased fuel consumption and travel time. Although roadway conditions in the AMPA appear to be better than conditions nationally, system preservation is nonetheless a high regional priority (comparable data for the state of New Mexico from the 2009 *Report Card* indicate that 22 percent of all major roads and 19 percent of all bridges in the state are in poor condition or are structurally deficient).

**Figure 5-6: Pavement Conditions, Current**



*\*Note that Bernalillo County ranks all of its roadways as "Fair" or "Good"*

## Mobility of People and Goods Performance Targets

### *Objective Statement*

Enable the efficient movement of people and goods within and through the region and provide residents with a range of viable transportation options.

### *Performance Targets*

There are three performance targets for this goal. They include measurements for Geographic Needs, Multimodal Connections and Performance Strategies. They are as follows:

1. Geographic Needs: *Increase transit mode share along river crossings to 10 percent by 2025 and 20 percent by 2035*
2. Multimodal Connections: *Increase non-single occupancy vehicle trips to 25 percent by 2025 and 30 percent by 2035*
3. Performance Strategies: *Implement High Priority Congestion Management Process strategies from the Congestion Mitigation Process Toolkit*

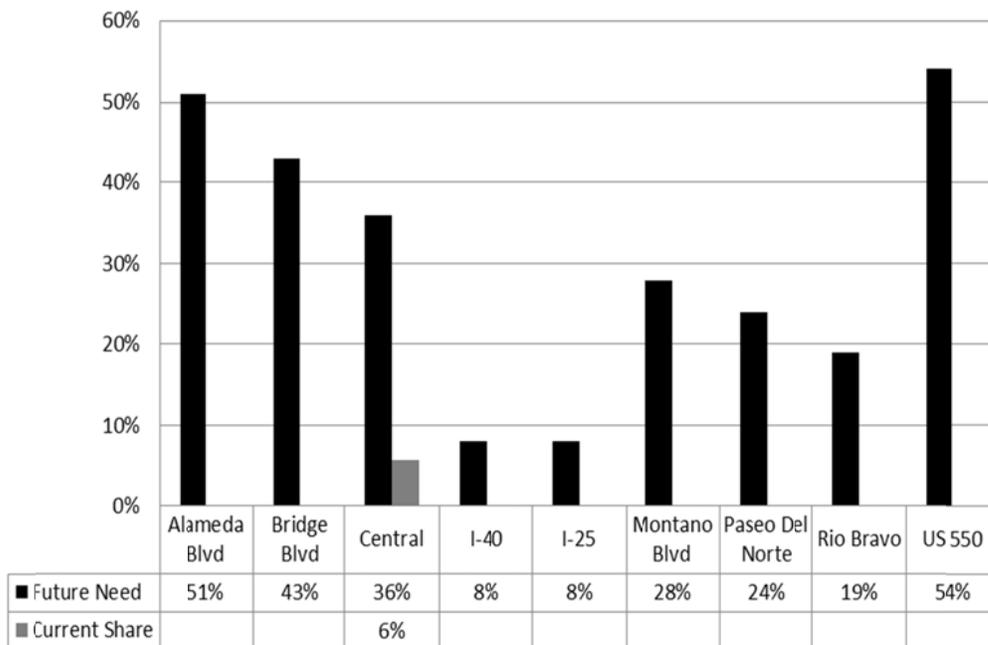
## 1. Geographic Needs Performance Target:

- Increase transit mode share along river crossings to 10 percent by 2025 and to 20 percent by 2035

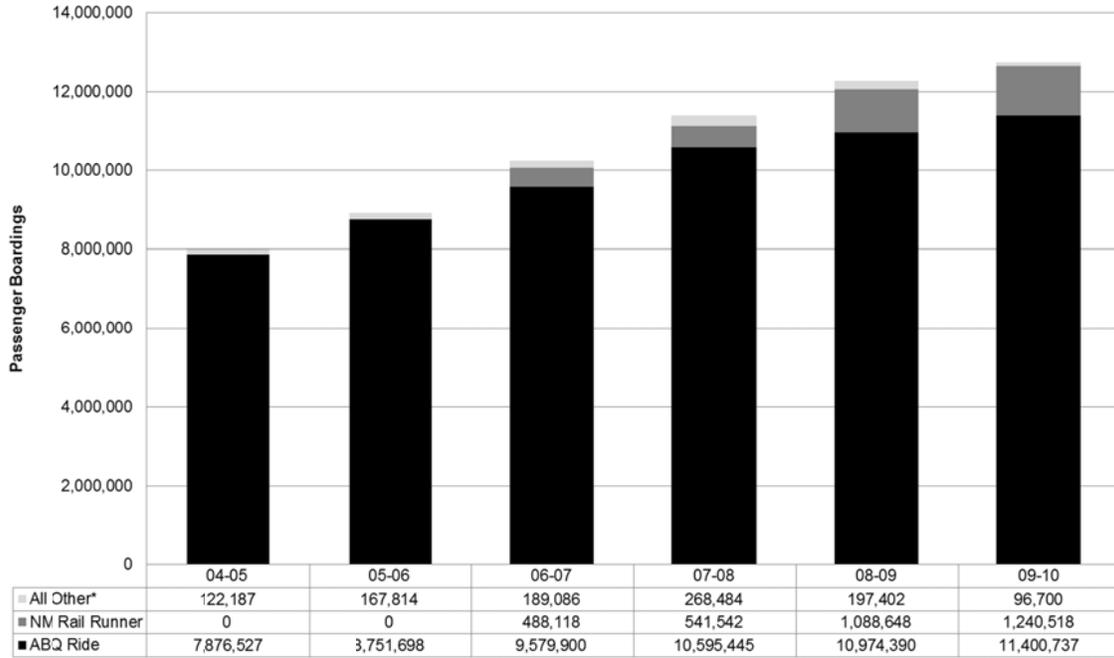
### *Baseline, Background and Desired Trend*

Current transit mode share across the river can only be calculated for Central Avenue because of insufficient data or due to the lack of transit services across these corridors. In 2008, the mode share for transit on Central was 5.8 percent. Further analysis by MRMPO to provide insight into the share of transit services is needed to reduce congestion on river crossings. Using a speed of 30mph for single-occupancy vehicles, MRMPO calculated the percentages needed for transit mode share. By 2025, the percentage needed ranges from 8 to 54 (depending on the crossing location). Current annual transit ridership numbers in the region are also provided in this section to show the recent increases in transit use.

**Figure 5-7: Transit Mode Share, 2008**



**Figure 5-8: Transit Ridership for the AMPA, 1999-2010**



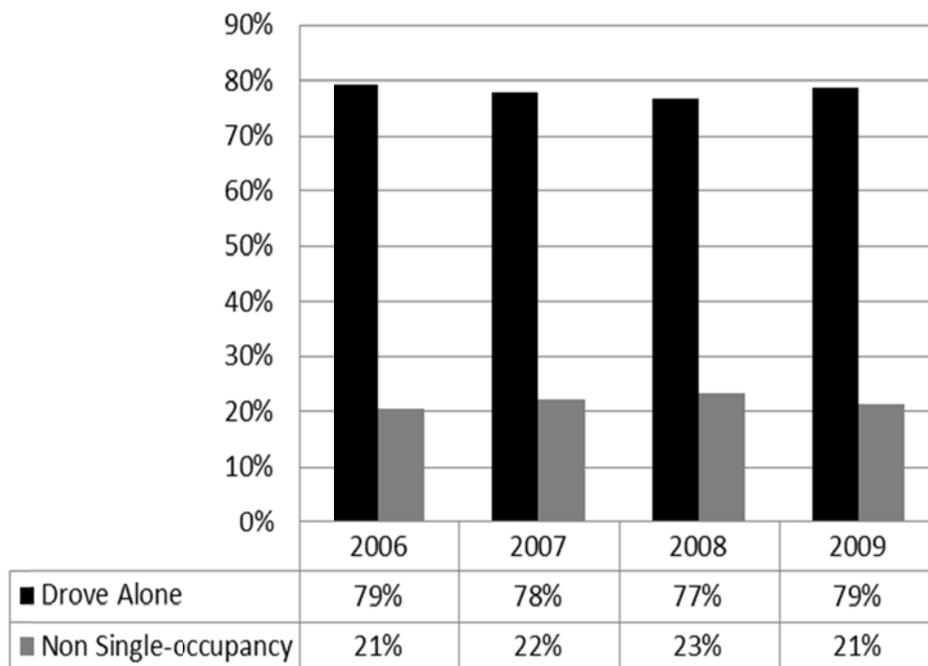
## 2. Multimodal Connections Performance Target:

- Increase non single-occupancy vehicle trips to work to 20 percent by 2025 and 30 percent by 2035

### *Baseline, Background and Desired Trend*

This performance target supports the 2035 MTP goal of mobility because it measures how well the region is increasing options for all users. Much of this will be achieved by developing land use patterns and well-connected streets that are designed for the comfort and convenience of all users and that provide concentrated development (where appropriate) so that more trips can be accomplished by walking, bicycling or transit. The best data to track these numbers are at the county level. According to one year American Community Survey data for Sandoval, Bernalillo, and Valencia Counties, the 2009 Means of Transportation to Work for non-single occupancy vehicle trips was 21 percent.

**Figure 5-9: Non Single-Occupancy Vehicle Trips to Work in Regional Counties, 2006-2009**



### 3. Congestion Strategies Performance Target:

- *Implement High Priority Congestion Management Process strategies from the Congestion Mitigation Process Toolkit*

#### *Baseline, Background and Desired Trend*

The *Congestion Mitigation Process Toolkit* is a resource for transportation agencies and local jurisdictions to identify strategies to reduce traffic congestion. The *Toolkit* offers a wide sample of mitigation strategies that address various locations, situations and sources of congestion. In addition to reducing congestion, most strategies will help improve air quality and reduce fuel/energy consumption. The *Toolkit* encourages agencies to implement modest, small-scale projects that will reduce traffic delay and increase mobility, perhaps delaying or avoiding higher-cost roadway expansion projects.

The Congestion Management Process Committee reviewed congested corridors in the area and ranked a variety of strategies from low to high priority on 30 corridors. If a strategy is employed as a part of a TIP project it will receive more points in the TIP Project Prioritization Process if it is a higher priority strategy. This performance target indicates the number of projects funded in the latest TIP that received the maximum score of four points (meaning the project features a strategy which is considered a high priority for the project location). Twenty out of forty roadway and transit projects submitted to the 2012-2017 TIP received the maximum score of four points, and of these projects 12 were funded in the 2012-2017 TIP.

## Economic Activity and Growth Performance Targets

### *Objective Statement*

Develop a transportation system that promotes economic activity in the region achieved through decisions that provide an affordable, efficient, and accessible multimodal transportation network.

### *Performance Targets*

There are three performance targets for this goal. They include measurements for Investment Areas, Private Sector and Local Priorities and Land Use. They are as follows:

1. *Investment Areas: Target transportation investments that improve connectivity and mobility for all modes within high Activity Density Areas*
2. *Local Priorities and Land Use: Increase transit services and appropriate thoroughfare connections to locally-designated Activity Centers and rail station areas*
3. *Housing and Transportation Affordability: Reduce the average household combined cost of housing and transportation compared to costs in 2010*

## 1. Investment Areas Performance Target:

- *Target transportation investments that improve connectivity and mobility for all modes within 2008 Activity Density Areas*

### *Baseline, Background and Desired Trend*

The 2008 Activity Density Areas were developed by MRMPO and are a measurement of combined residential and commercial activity in a particular Data Analysis Sub Zone (DASZ). DASZs are geographic units used by the MRMPO for data gathering and travel demand modeling and forecasting. The purpose of this measurement is to ensure that MRMPO highlights areas of intensive use so that they may be further developed in the form of transit-oriented or some other type of compact development. This does not mean that all areas within a DASZ should be intensified; rather further inspection would be needed to target those areas that are best suited for more compact development. As MRMPO's economic model develops (which calculates the economic impact of transportation projects; see Chapter 6 for more details), this performance target will evolve into a more specific measurement that includes dollar amount values. At this time, the projects that are submitted and funded are being tracked. For the 2012-2017 TIP, sixteen out of the sixty-seven projects submitted received scores of three or higher, and seven of these were funded in the 2012-2017 TIP (to receive three points for this performance target is considered high).

## 2. Local Priorities and Land Use Performance Target:

- *Increase transit services and appropriate thoroughfare connections to locally-designated Activity Centers and rail station areas*

### *Baseline, Background and Desired Trend*

Better integration of transportation and land use planning is essential to achieving the goals set forth in this plan and the development of a sustainable transportation system in the future. In order for transportation and land use integration to occur plans that are similar in geographic scope, and strategies that are at a similar scale, need to be consistent. This means that local agency plans such as the Albuquerque Bernalillo County Comprehensive Plan and this 2035 MTP should be as interconnected as possible. In an effort to draw a link between these plans, MRMPO has developed this performance target that looks at how roadways and transportation services are supporting the development of identified Activity Centers from the Albuquerque Bernalillo County Comprehensive Plan, rail station area plans, and other city centers in the region (both existing and proposed). As projects are identified and funded for the region MRMPO will track these changes. In addition, MRMPO will be using local land use plans to develop alternative land use scenarios to examine the impact these plans will have on the regional transportation system (for more information on alternative land use scenarios see Chapter 6).

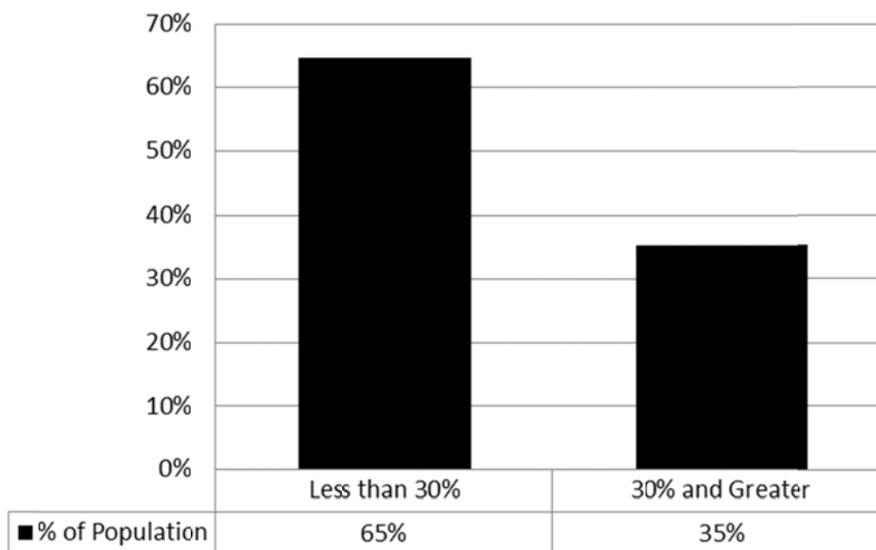
### 3. Housing and Transportation Affordability Performance Target:

- *Reduce the average household combined cost of housing and transportation compared to costs in 2010*

#### *Baseline, Background and Desired Trend*

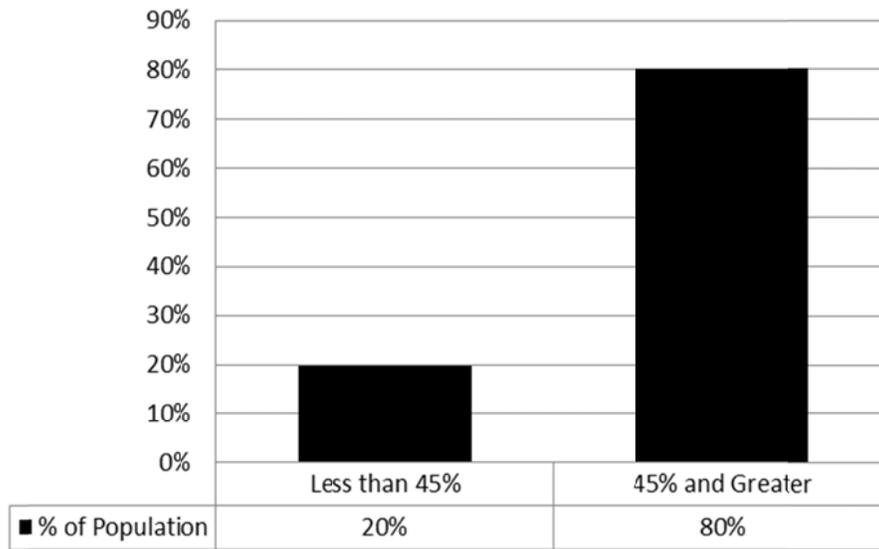
The data for housing and transportation costs in the Albuquerque region are from the Center for Neighborhood Technology ([www.cnt.org](http://www.cnt.org)). Transportation and housing costs are typically the two largest expenditures for a household. Often, there is an inverse relationship between the two: as housing costs decrease in areas far from the region's core, transportation costs may increase significantly with longer commutes and dispersed development patterns that put a strain on personal transportation costs. Housing is traditionally considered affordable if it costs 30 percent or less of household income. For 2010, 35 percent of the Albuquerque population is located in areas where housing may not be affordable (see Figure 5-10).

**Figure 5-10: Affordable Housing Costs, 2010**



However, the Housing + Transportation Affordability Index provides a more accurate picture of the cost of housing by including the transportation costs associated with the location of that housing. Combined housing and transportation costs are considered affordable if they constitute 45 percent or less of household income. According to this data, 80 percent of the population is located in areas where housing may not be affordable (see Figure 5-9).

**Figure 5-11: Affordable Housing and Transportation Costs, 2010**



These figures are based on the median income of \$39,088. As the region's roadways and transit service expand these numbers will change. MRMPO will continue to track these numbers to monitor whether transportation investments in the region are having a positive impact on household expenses.

## MTP Action Items

### Quality of Life:

- Support plans for implementation of alternative fuels and infrastructure
- Develop strategies/plans for prioritizing safety improvements
- Develop livable/sustainable community measures
- Pursue the use of built environment health impact assessments
- Identify locations for improved pedestrian facilities using the Pedestrian Composite Index
- Support the incorporation of complete streets principles into MPO and local plans and policies and develop a regional roadway design document based on complete streets and context sensitive design elements
- Support the convenience and safety of non-motorized modes of travel as commuting alternatives
- Investigate regional strategies for mitigating/adapting to climate change

### Mobility of People and Goods:

- Encourage increased transit services on Primary Transit Improvement Corridors (key corridors for transit)
- Complete Bus Rapid Transit study for the Northwest Metro Area
- Analyze levels of people movement (pedestrians, transit passengers, vehicle drivers and passengers) rather than vehicle traffic alone to better understand how people are travelling along a corridor
- Increase involvement in Safe Routes to School programs and school siting
- Assess and improve connectivity of thoroughfare system and local streets to improve walkability and better distribute vehicle traffic
- Close gaps in the regional bicycle network
- Support the expansion of park and ride facilities
- Identify specific locations for dedicated transit facilities, right-of-way acquisition and signal improvements

### Economic Activity and Growth:

- Work with member agencies on coordinating regional growth strategies with the transportation network
- Assess economic impacts of transportation projects and transit-oriented development
- Support development of Transportation Demand Management (TDM) activities
- Assess economic impacts of various land use scenarios
- Work on measuring and evaluating the combined housing and transportation costs for the region
- Identify transportation projects to be constructed through financial and project implementation arrangements with private sector parties
- Support incorporation of transit-oriented development principles into local development plans and policies
- Assist local governments in reviewing truck restrictions and policies to allow for the more efficient movement of goods

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