

FUTURE GROWTH

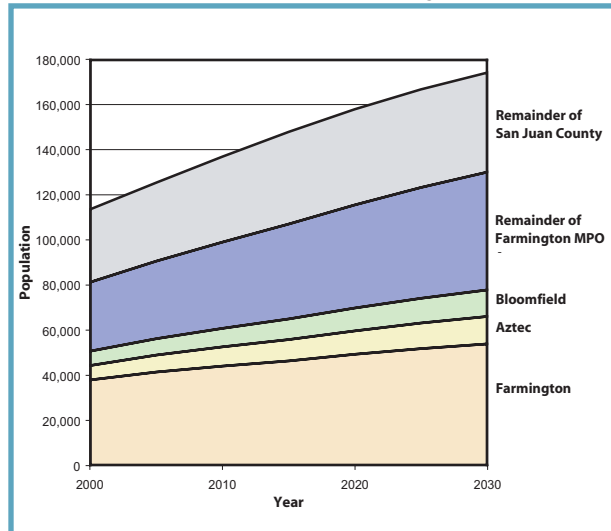
The Farmington MPO area is expected to grow considerably over the next several decades. Through extensive coordination with the MPO and the cities of Farmington, Aztec, Bloomfield and San Juan County, socioeconomic data forecasts were developed for the MPO area and allocated to traffic analysis zones. Traffic analysis zones (TAZ's) are small areas into which data is aggregated for input into the travel demand model. In urban areas, these TAZ's are typically made up of several blocks and in rural areas they can be as large as several square miles. These forecasts and estimates built upon existing work already completed by the City of Farmington. The forecasts utilized data from the U.S. Census Bureau, the Bureau of Business and Economic Research at the University of New Mexico, the Farmington MPO, the Cities of Aztec, Bloomfield and Farmington, San Juan College, the United States Geological Survey, as well as other sources. Once the socioeconomic data forecast and allocation were completed, it was approved by the Farmington MPO. Population and employment are both expected to increase by over 40% between 2003 and 2030.

Population and Dwelling Units

The population of the Farmington MPO is forecast to grow by 47% between 2003 and 2030, from 88,500 to 130,200, as shown in figure 5.2. The City of Farmington is expected to grow by 30% over that time period, from 41,400 to 53,800. The remainder of the MPO area is expected to grow at an even greater rate, increasing 62% from 2003 to 2030. Dwelling unit growth in the MPO area will closely follow population growth, increasing by 48% from 29,700 dwelling units in 2003 to 44,000 units in 2030.

Figure 5.2 shows the approximate distribution of future dwelling units. Dwelling units are a useful proxy

POPULATION GROWTH (Fig. 5.1)



for population, and show the relative distribution of the population as well. It is important to note that the dots shown on the map are based on much more general data. In other words, the dots do not represent actual locations or actual numbers of new houses or development, but do show the relative locations and amount of growth.

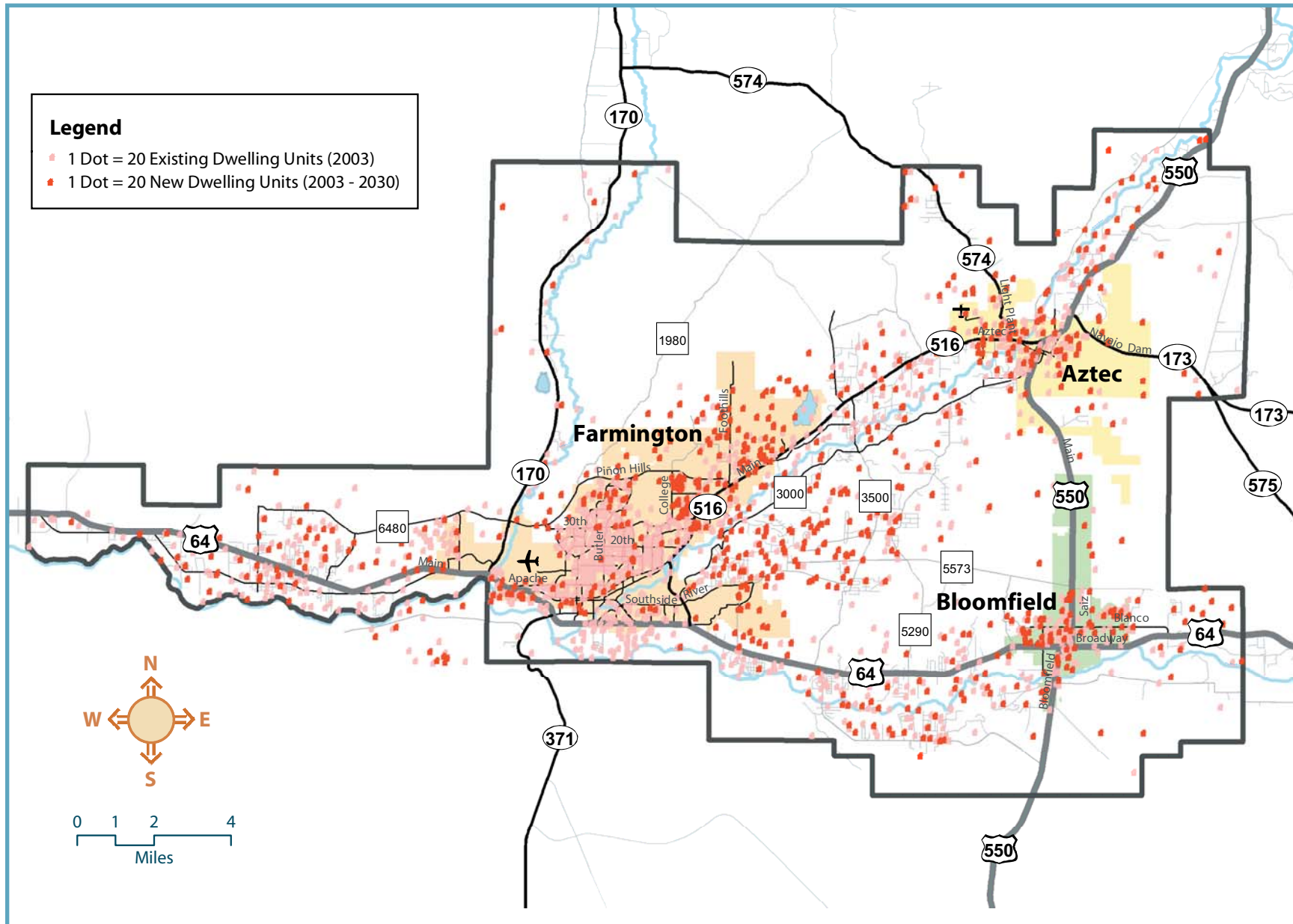
What does all this mean?

Between the large growth in inter-city travel in the region and the constraints imposed on those corridors by geography, a large strain will be placed on the limited number of facilities linking the communities in the MPO region, such as NM 516, US 64, and US 550. Future growth cannot be accommodated without deteriorating the existing levels of service without significant enhancements to these transportation corridors.

Future Growth



DWELLING UNIT GROWTH (Fig. 5.2)

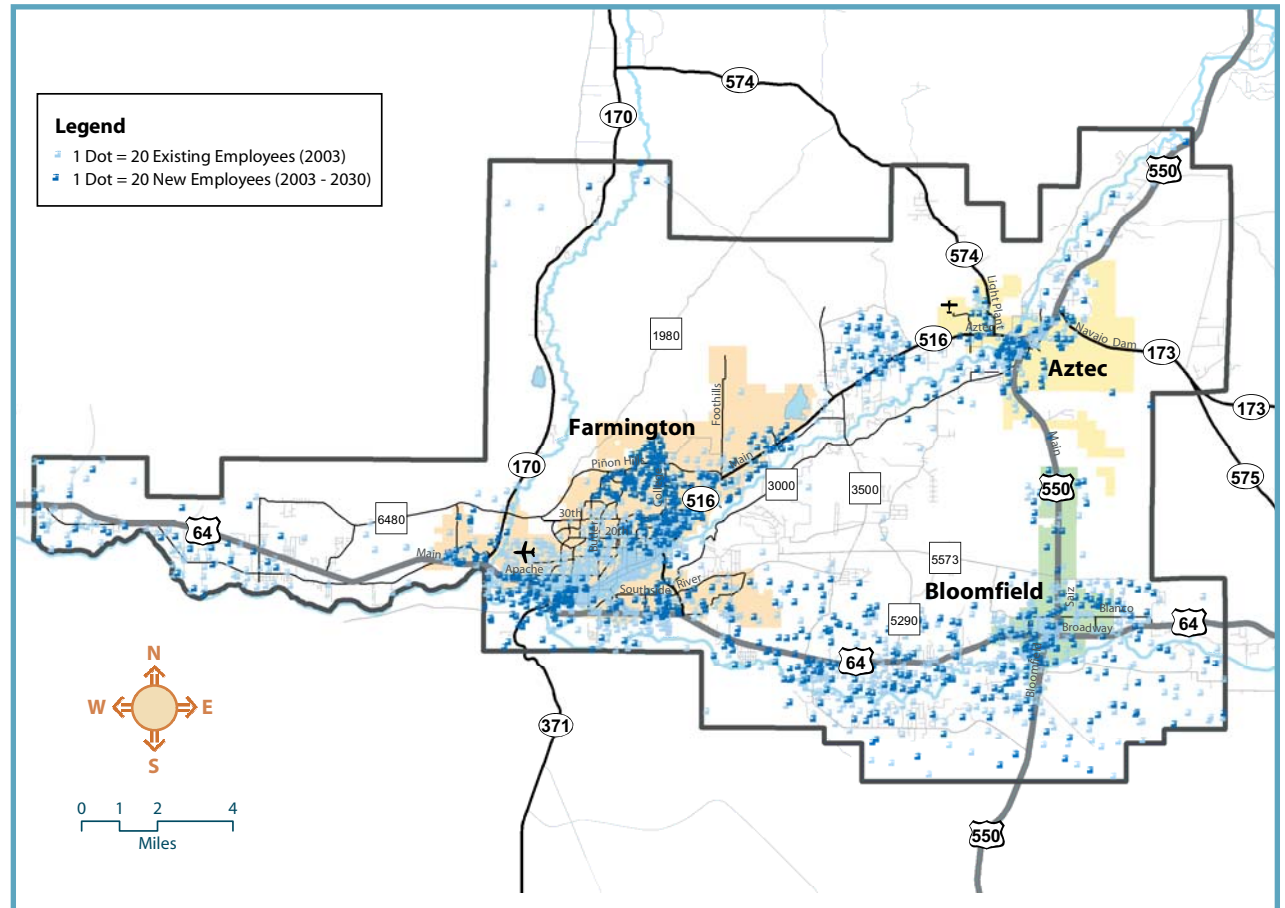


Employment

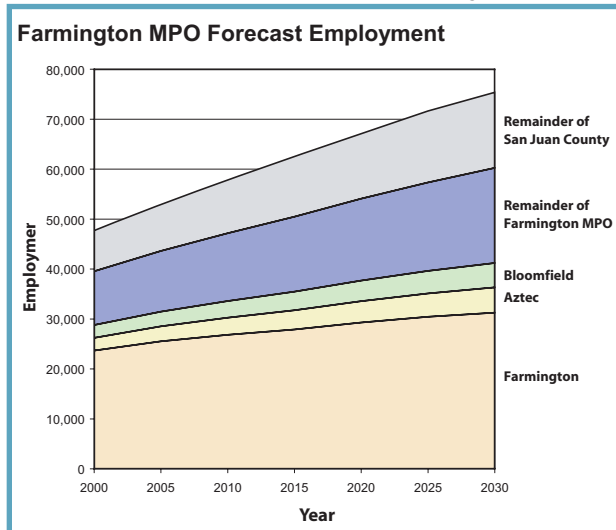
Employment within the MPO area is forecast to grow by approximately 40%, from 42,900 in 2003 to 60,300 in 2030, as shown in figure 5.3. Most of the employment growth will take place outside of the City of Farmington. The City of Farmington is expected to grow by 5,600 jobs (22%) between 2003 and 2030, from 25,700 to 31,300. The area of the MPO outside of the City of Farmington is expected to gain twice as many jobs, increasing by 11,800 jobs (69%) from 17,200 to 29,000 jobs between 2003 and 2030.

Figure 5.4 shows the approximate distribution of existing and future employment. It is important to note that the dots shown on the map are based on much more general data. In other words, the dots do not represent actual locations or actual numbers of new employment, but do show the relative locations and amount of growth.

EMPLOYMENT GROWTH (fig. 5.4)



EMPLOYMENT GROWTH CHART (Fig. 5.3)



Travel Patterns

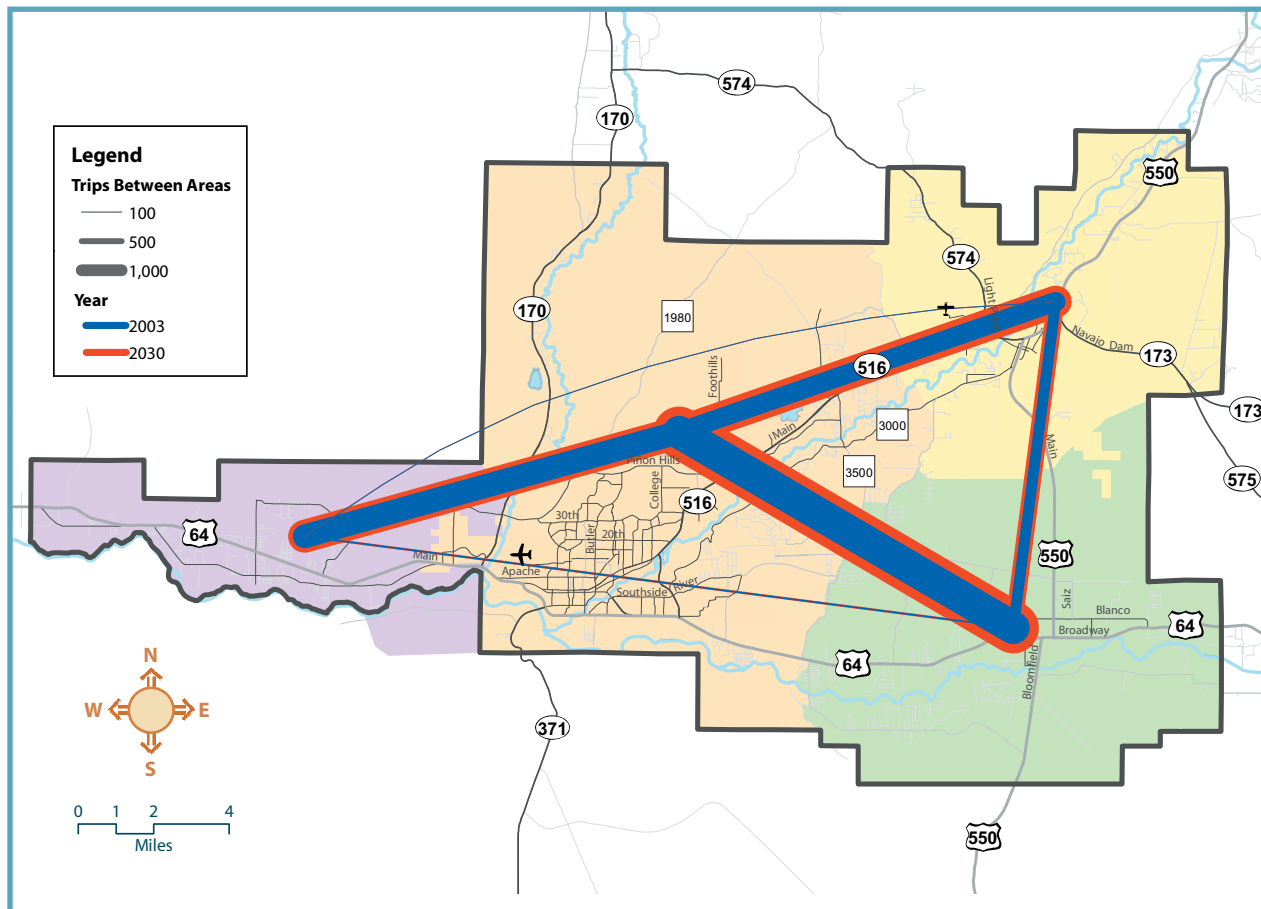
As would be expected, current travel between the cities within the Farmington MPO is primarily from and to the City of Farmington. The width of the blue lines in figure 5.3 show the relative current traffic volumes between those cities. Traffic volumes are similar between Aztec and Farmington and the Kirtland area and Farmington. There are considerably more trips made between Bloomfield and Farmington and considerably less made between Aztec and Bloomfield.

The red outer lines on the same map show the forecast traffic growth between the cities between 2003 and 2030. Travel between the communities is expected to grow by over 50% between 2003 and 2030, except between

Kirtland and Farmington, which is only expected to increase by approximately 40%. Travel between Farmington and Aztec and between Aztec and Bloomfield is anticipated to grow by over 60% in each case.

The growth of intra- and inter-city travel was also analyzed. As can be seen in figure 5.6, most of the growth in number of trips in Aztec, Bloomfield, and Kirtland are in the inter-city category. In other words, most of the new trips being made in the outlying communities between 2003 and 2030 are leaving that community going (or coming from) somewhere else. The trips within the City of Farmington and between Farmington and another community are both growing considerably over the next twenty-five years.

TRAVEL PATTERN (Fig. 5.5)



TRAVEL PATTERNS BY CITY (Fig. 5.6)

