



# 2040 MTP and Climate Change Scenario Planning Project

August 27, 2014



Mid-Region Council of Governments



# Workshop #1 Summary



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# Central New Mexico Climate Change Scenario Planning Project

## ◆ Climate futures

- ◆ Temperature
- ◆ Precipitation levels

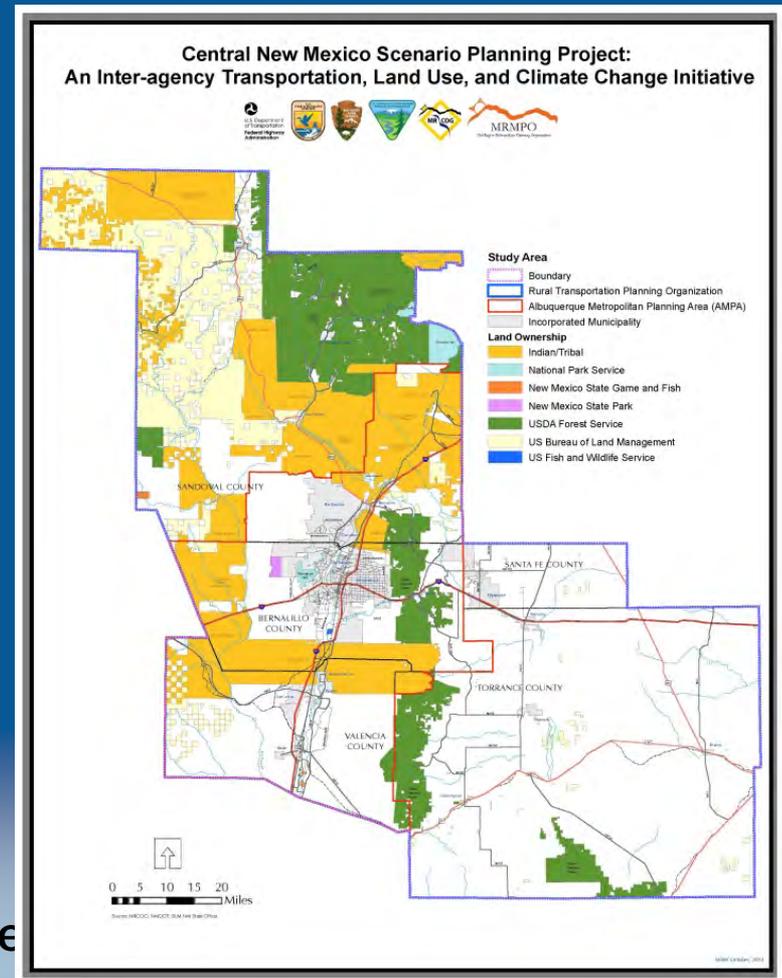
## ◆ Climate change impacts on central New Mexico

- ◆ Will we get hotter and drier?
- ◆ What happens to our water supply?
- ◆ Droughts? Wildfires? Flooding?

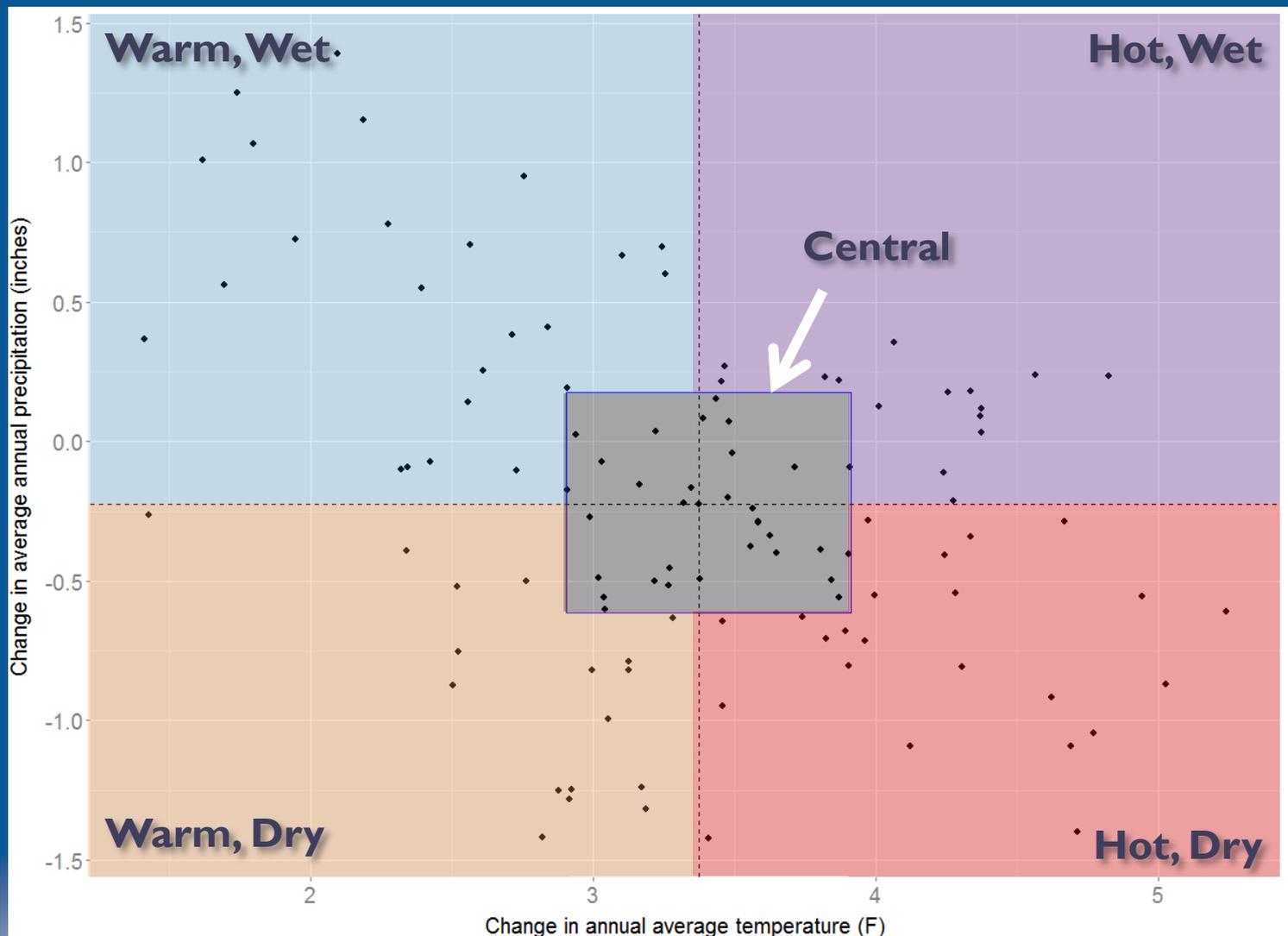
## ◆ Consider whether development patterns make us more or less resilient to climate impacts



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# Projected Changes in Climate Means - 2040



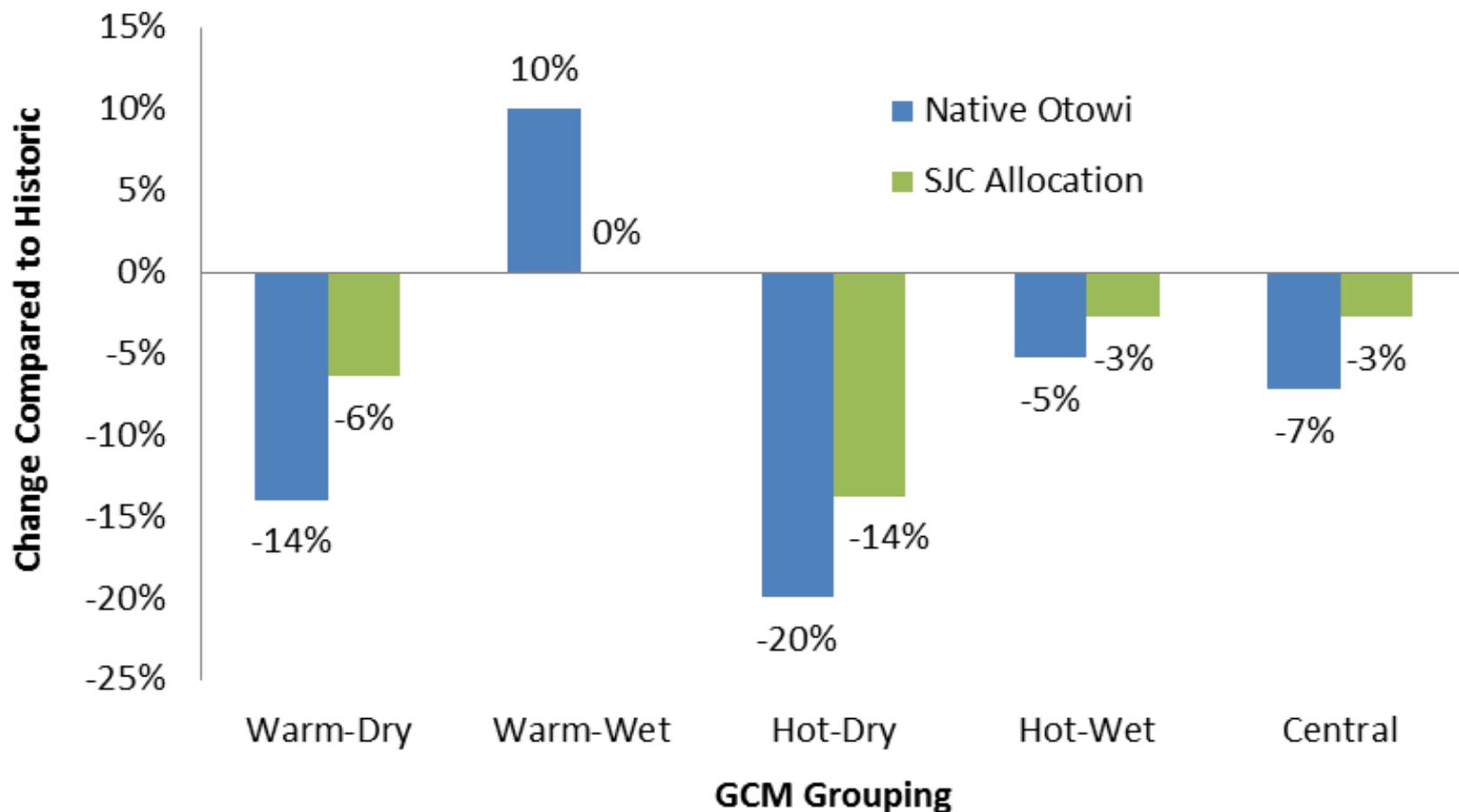
# Big Picture Climate Implications

- ◆ Greater changes in temperature than in precipitation
- ◆ More pronounced temperature increases in the summer
- ◆ More extreme, variable precipitation events
- ◆ More frequent, longer heat waves and increased incidence of drought
- ◆ Higher maintenance costs (e.g., faster pavement deterioration)
- ◆ More damage from extreme events (e.g., flash floods, wildfires, and landslides)
- ◆ Greater power demand



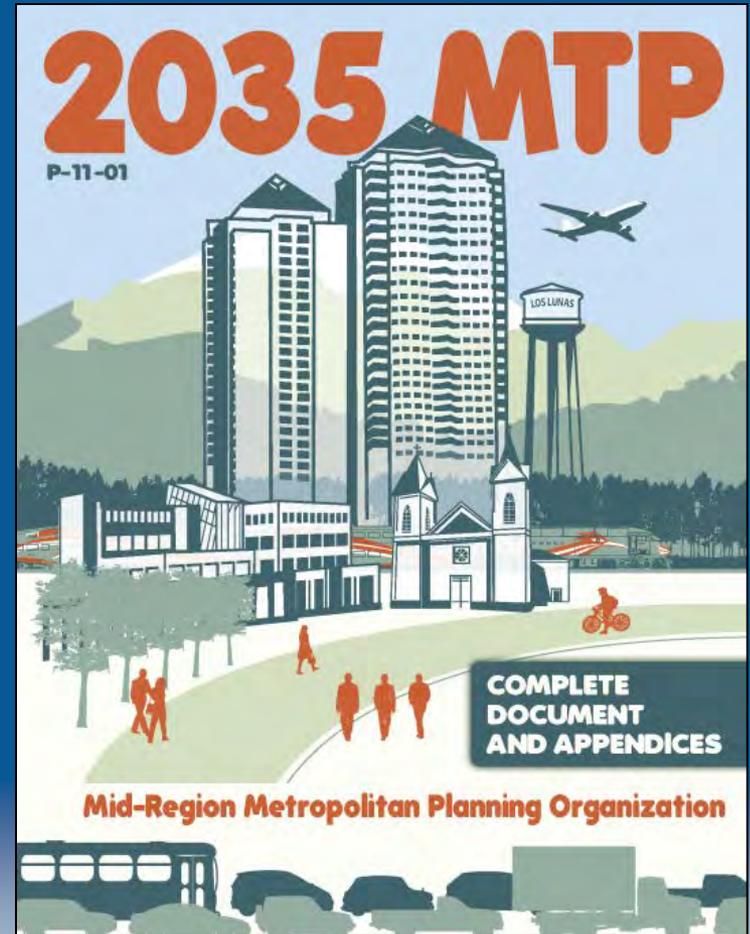
# Water Availability in ABQ Area: 2040

Native (at Otowi) and SJC Water Availability in Rio Grande 2040 Compared to Historic by GCM Grouping



# Metropolitan Transportation Plan

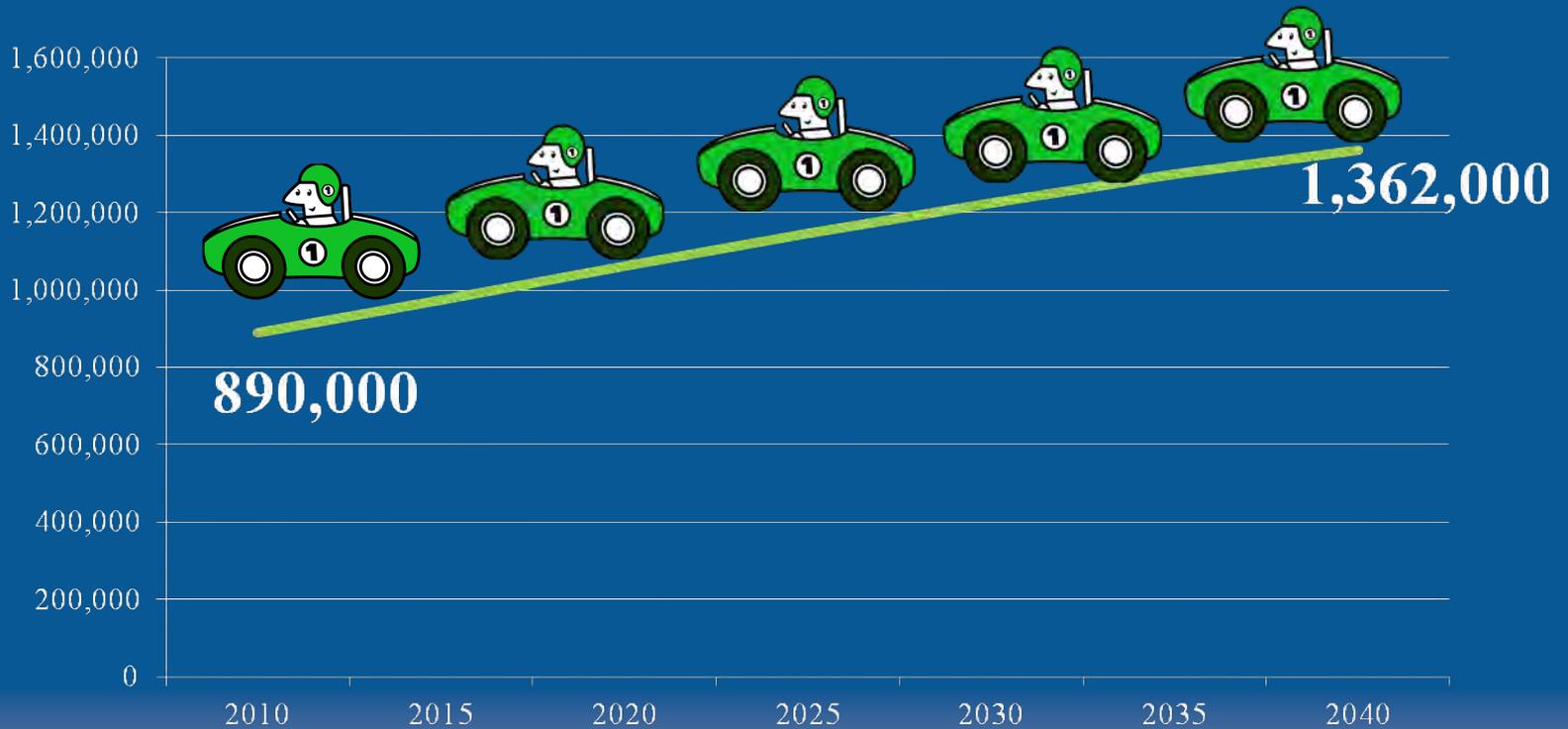
- ◆ Long-range (20+ years) multi-modal transportation plan for the Albuquerque metro area
- ◆ Updated every 4 years (current update → April 2015)
- ◆ Projections of growth/development
- ◆ List of all anticipated transportation projects in the region and their impacts on roadway conditions



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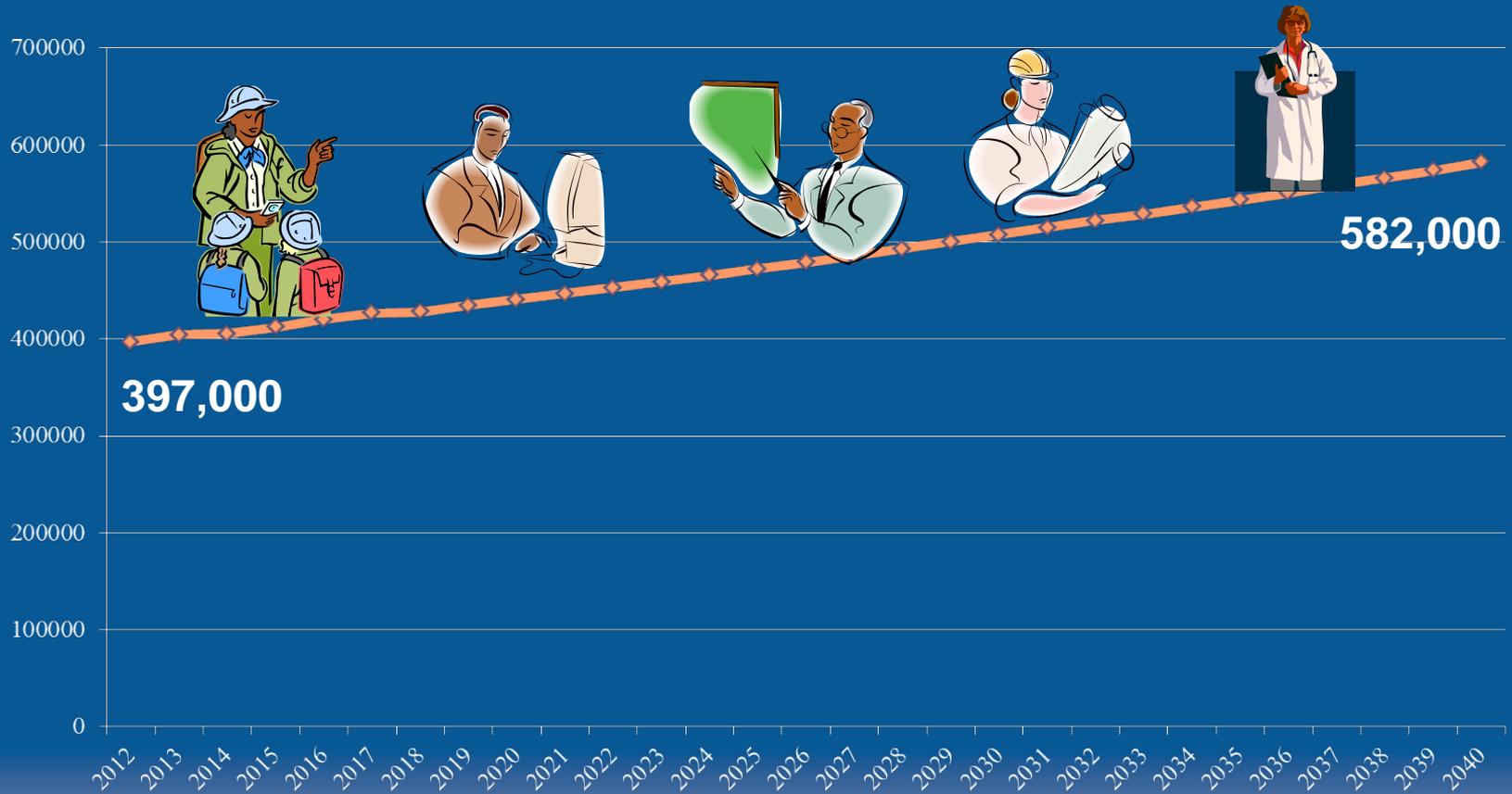


# Population Projection



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# Employment Projection





# Scenario Planning

- ◆ Approach that uses growth scenarios to understand costs and benefits of development patterns
  - ◆ Land consumption
  - ◆ Transportation conditions
  - ◆ Environmental impacts
  - ◆ Economic competitiveness
- ◆ Integrate land use and transportation planning to ensure effective long-term policy decisions



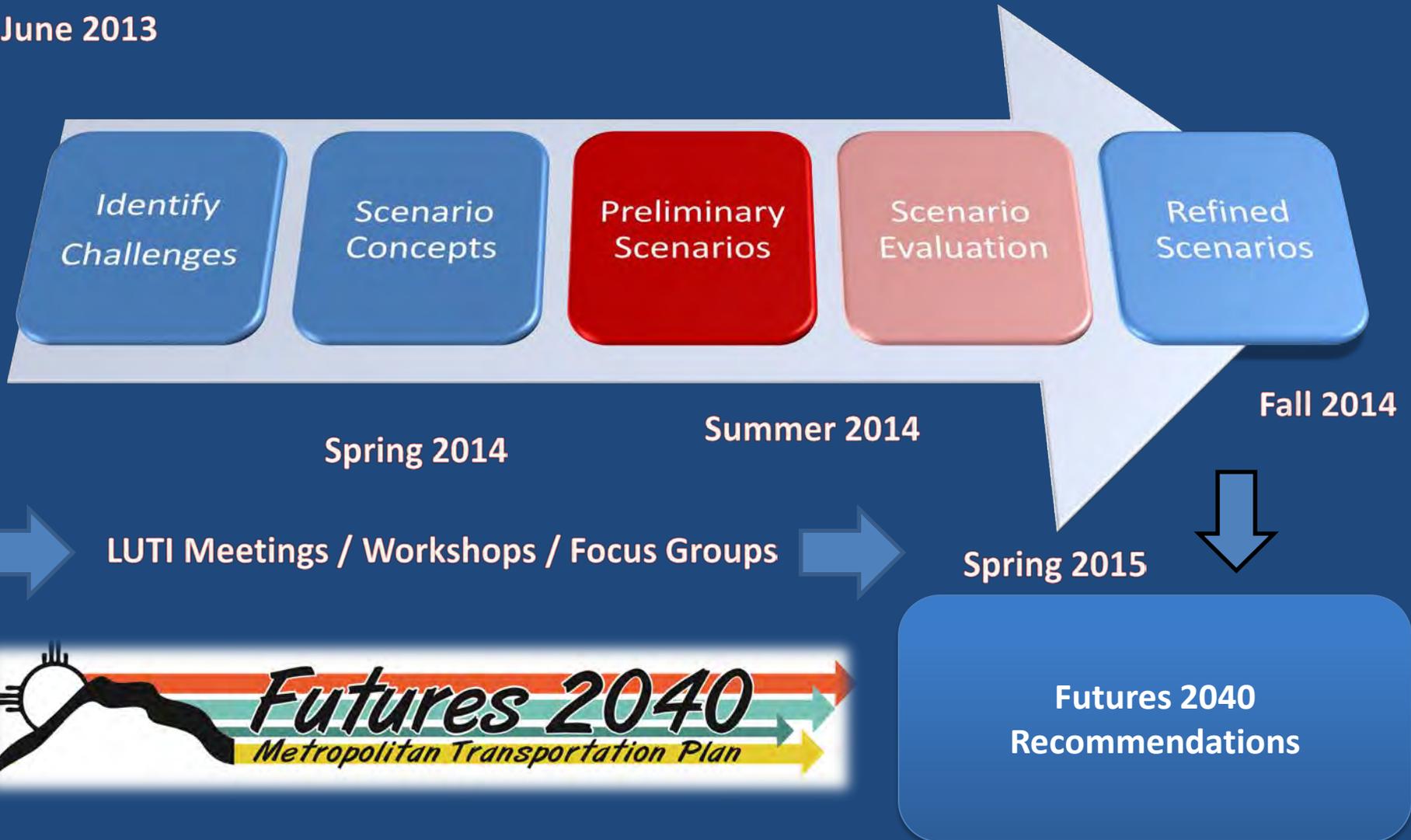
Indicator	Base Case	Alternate Case
Land We Will Consume:	365,000 acres	91,000 acres
Infrastructure Costs:	\$6,957,085,995	\$3,406,798,045
Intersections per acre:	.034	.11
New Road Miles:	4,544 miles	2,225 miles
Acres of New Impervious Surfaces:	62,444 acres	35,033 acres
Vehicle Miles of Travel Increase:	39 miles	35.9 miles
Density Patterns- Region Wide:	1.13 persons/acre	5.8 persons/acre

*Example from Nashville MPO*



# 2040 MTP: Scenario Planning

June 2013



# Preliminary Scenarios

- ◆ Allowable Uses
- ◆ Emerging Lifestyles
- ◆ Balancing Jobs and Housing

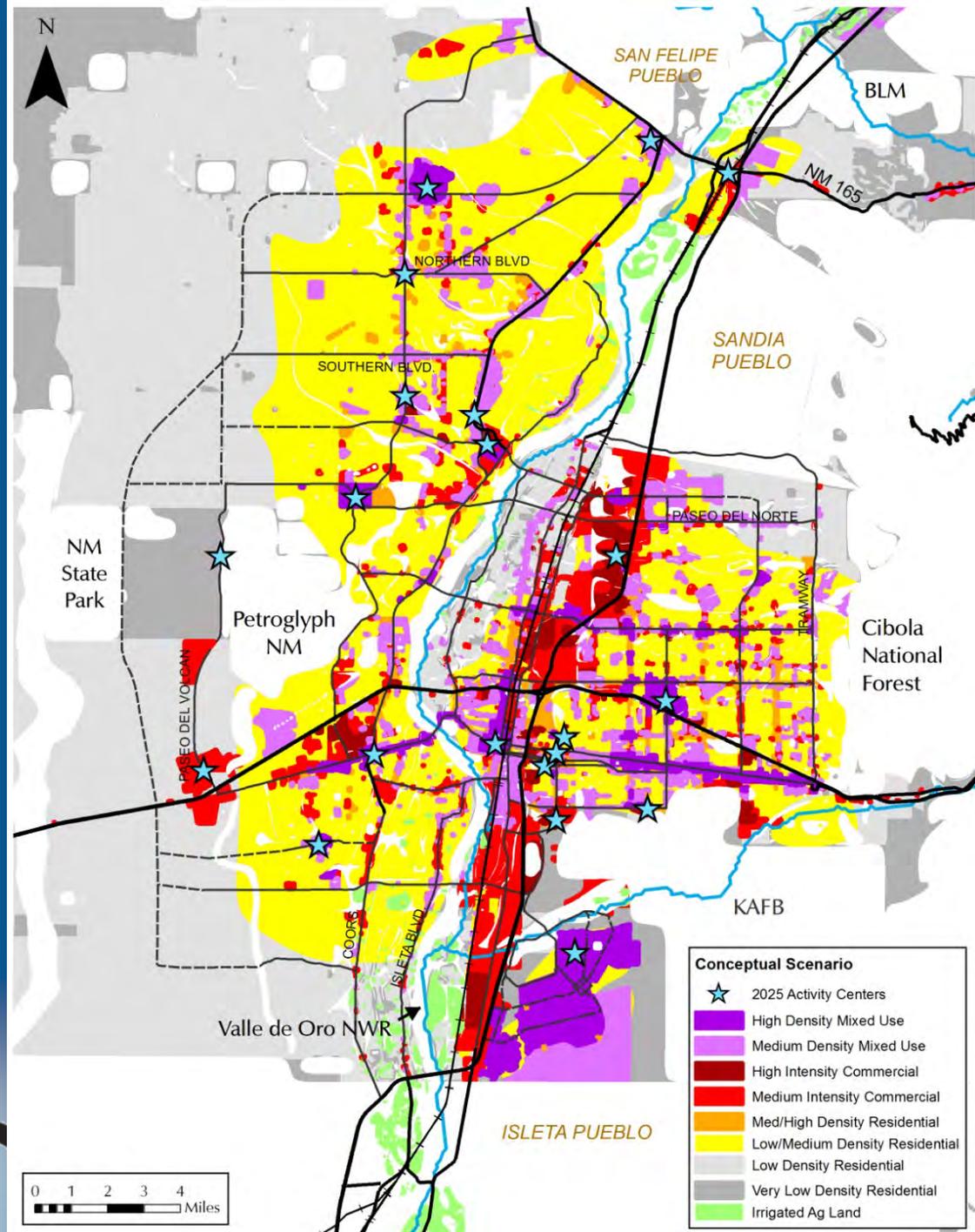


# What do the scenarios have in common?

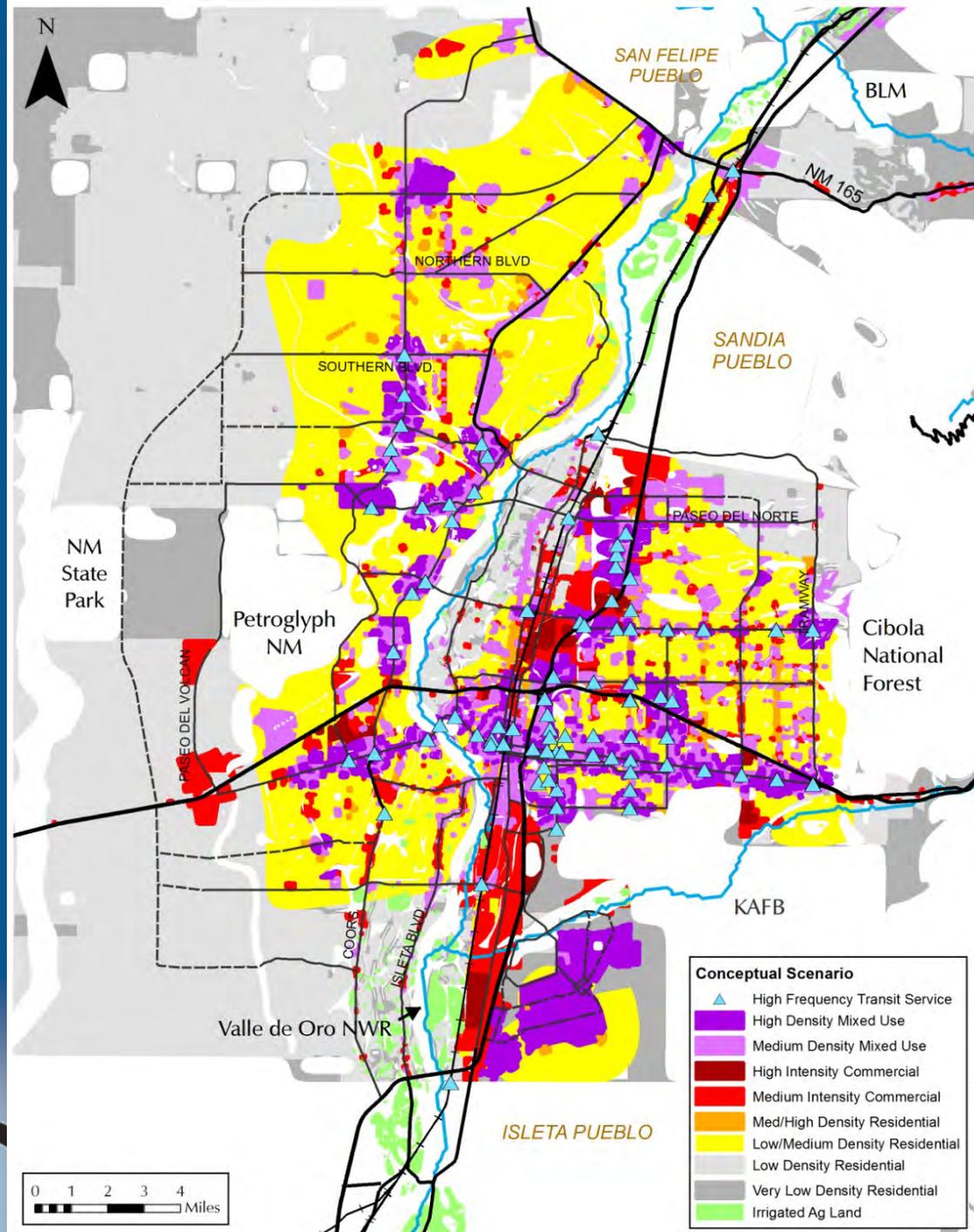
- ◆ Local data (except zoning!!)
- ◆ Model structure & equations
- ◆ Roadway network
- ◆ Regional population projection
- ◆ Regional employment projection



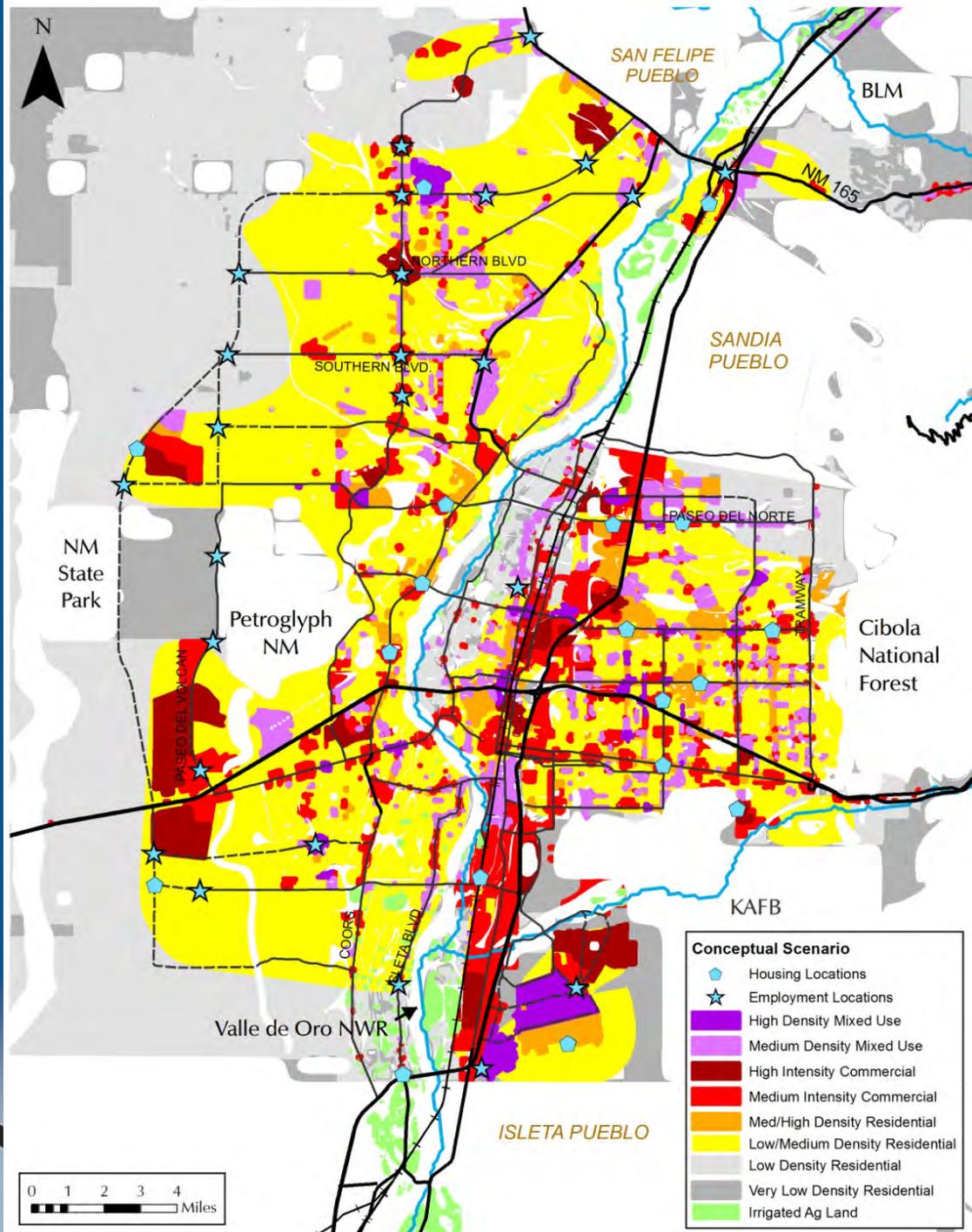
# Zoning: Allowable Uses



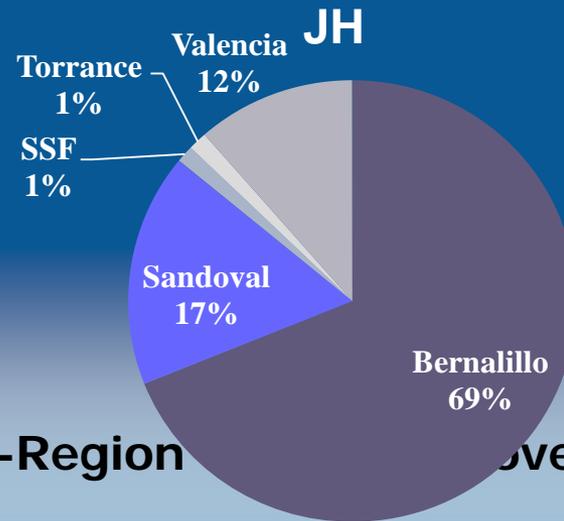
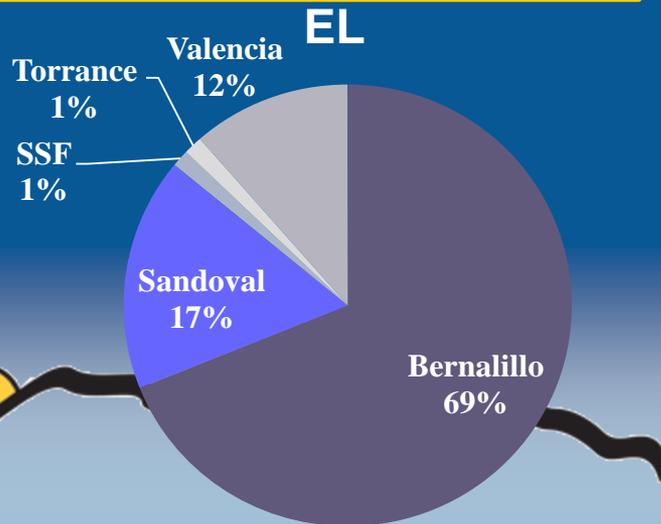
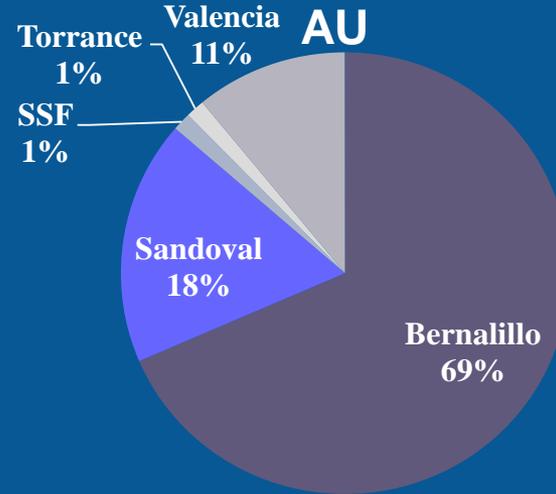
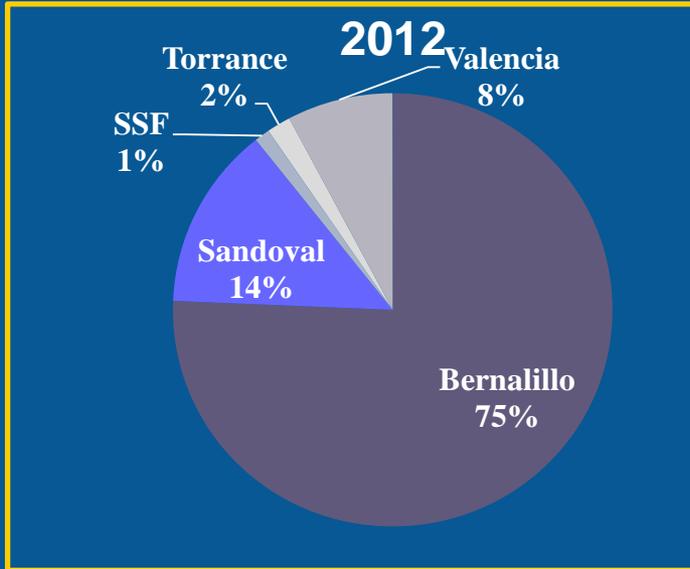
# Zoning: Emerging Lifestyles



# Zoning: Balancing Housing & Jobs

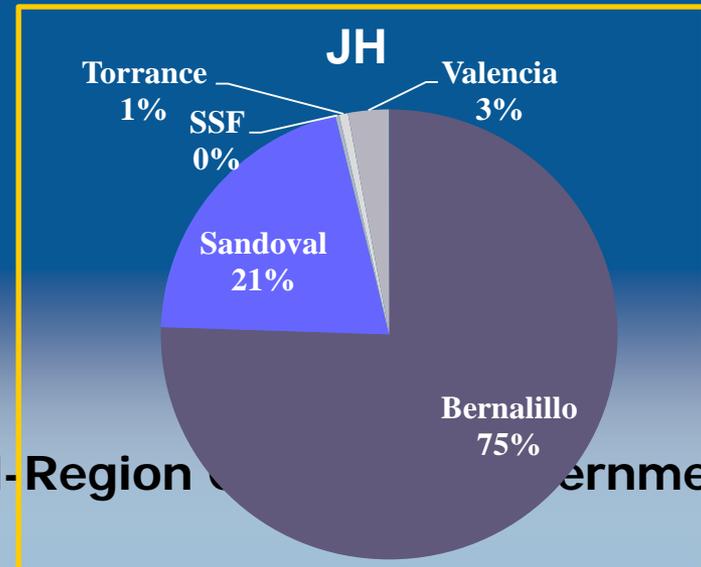
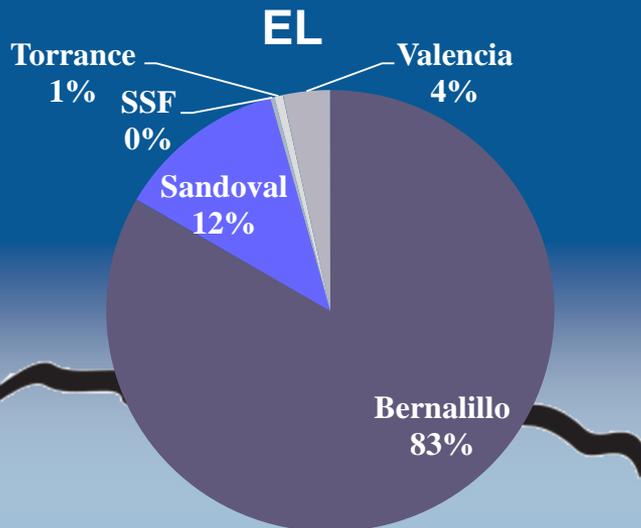
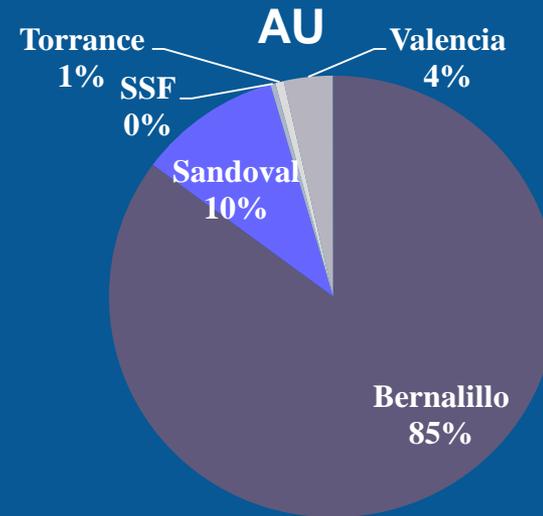
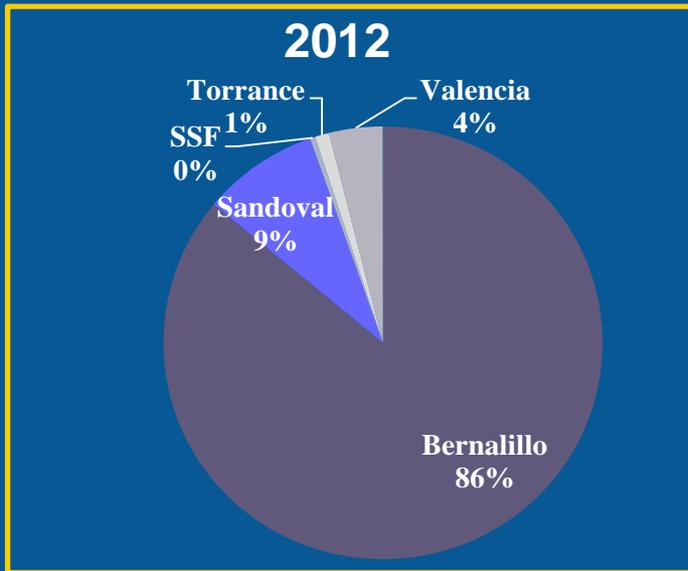


# Population Share by County



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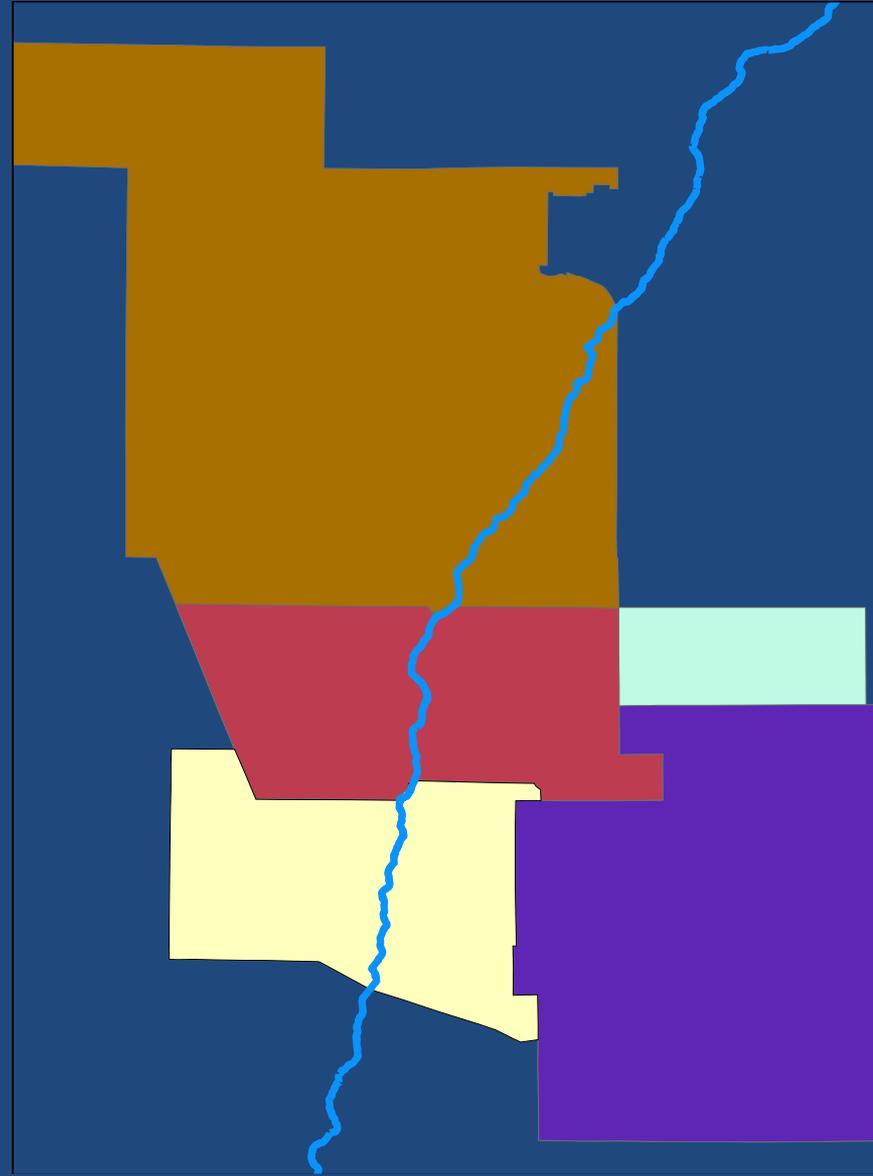
# Employment Share by County



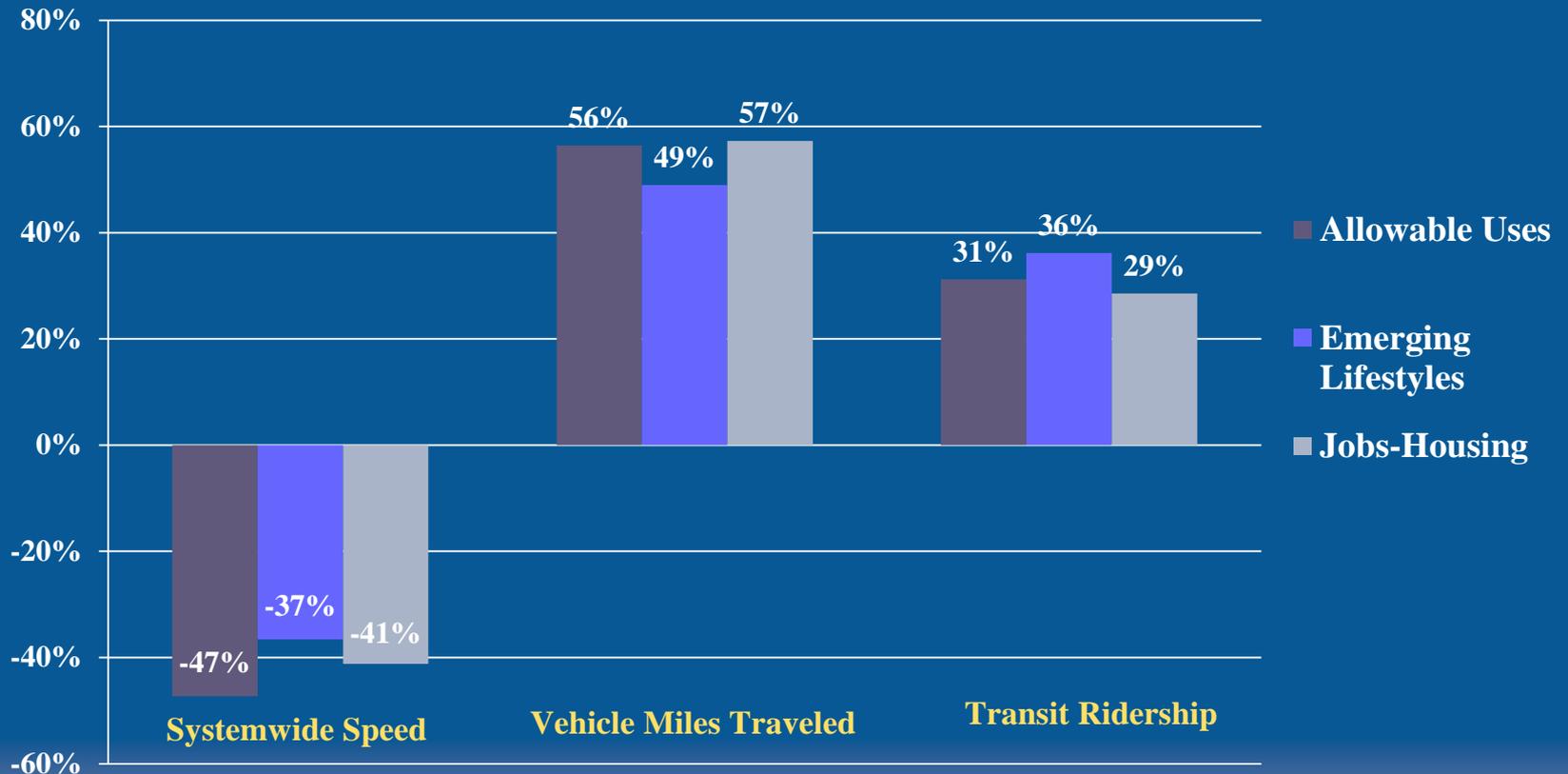
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# Jobs to Housing Balance

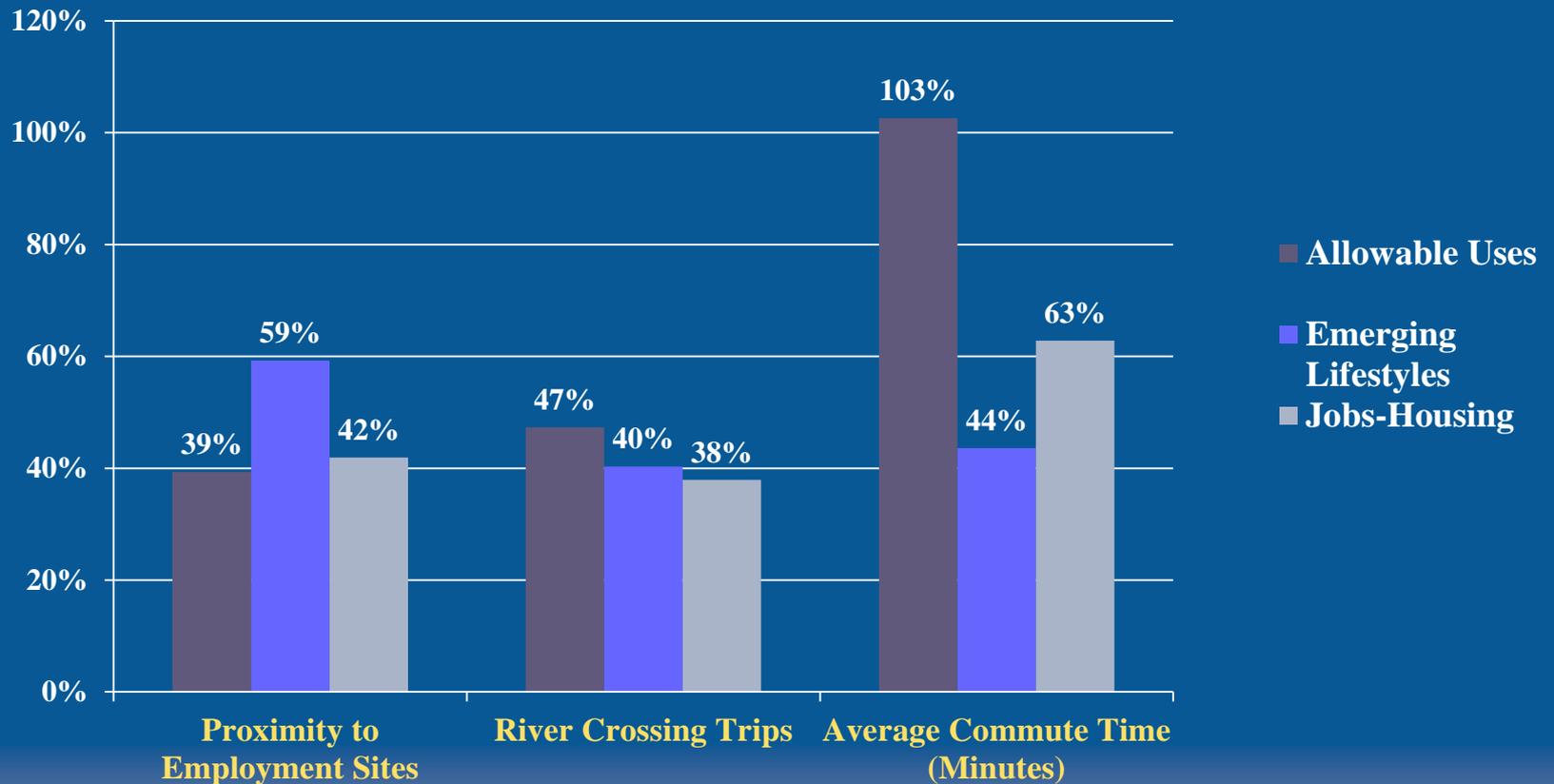
	West	East
<b>2012</b>	<b>0.56</b>	<b>1.34</b>
<b>Allowable Uses</b>	<b>0.52</b>	<b>1.41</b>
<b>Emerging Lifestyles</b>	<b>0.53</b>	<b>1.40</b>
<b>Jobs &amp; Housing</b>	<b>0.71</b>	<b>1.27</b>



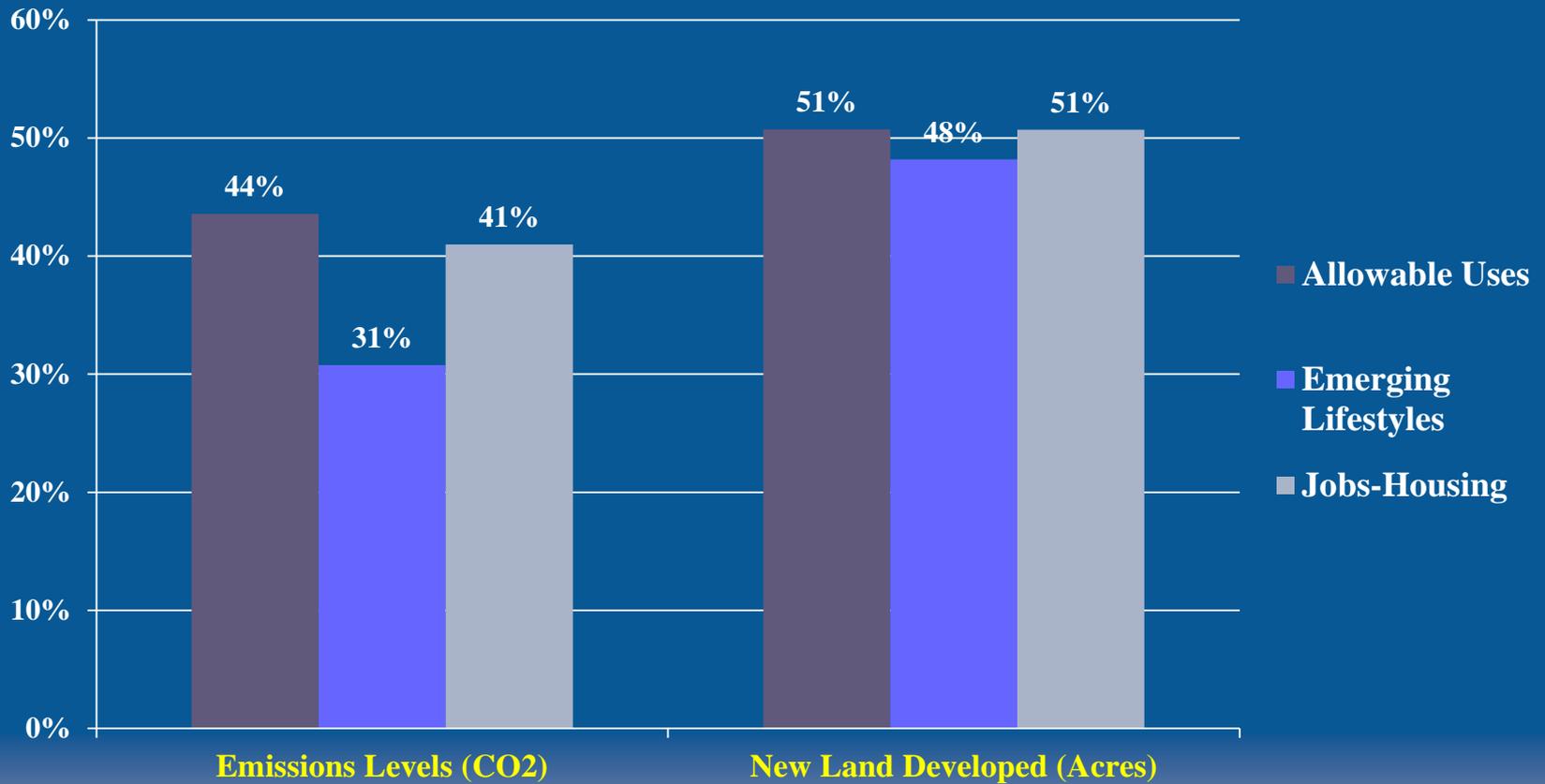
# Roadway Performance



# Commuting Measures



# Sustainability Measures



# Putting it All Together

- ◆ All scenarios show deteriorating travel conditions
- ◆ Zoning does have an impact on roadway performance; it is now time to test other strategies
- ◆ You can have fewer acres consumed by development and less congestion at the same time
- ◆ An increase in jobs west of the river appears to help alleviate the river crossing issue, but not commuting time
- ◆ Development patterns carry different benefits and costs to the region





Is there a way to combine Emerging Lifestyles and Jobs and Housing scenarios to reflect different conditions and characteristics of each area?

## Feedback on scenarios

*What we heard from the July 2014 workshop*



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# Consensus?!

## Group 3

- Emerging Lifestyles held the most promise

## Group 7

- The preferred alternative choice was Emerging Lifestyles

## Group 6

- Emerging Lifestyles scenario is a more realistic and economically efficient scenario

## Group 5

- Liked the Emerging Lifestyles scenario the best, but the edge of the city will develop somehow and should get more special attention

## Group 2

- Selected Emerging Lifestyles as the best scenario, adding some emphasis on getting more jobs on the West Side

## Group 4

- Combine Jobs/Housing with Emerging Lifestyles

## Group 8

- Emerging Lifestyles plus aspects of housing and jobs was preferred

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# Emerging Lifestyles Scenario

## Benefits

- ◆ Addresses changing market demands
- ◆ Potential to reduce emissions and water demand
- ◆ Concentrates development in centers
- ◆ Economic benefits

## Drawbacks

- ◆ High costs of providing transit service
- ◆ Does not fully address river crossing challenge
- ◆ Density is a four-letter word



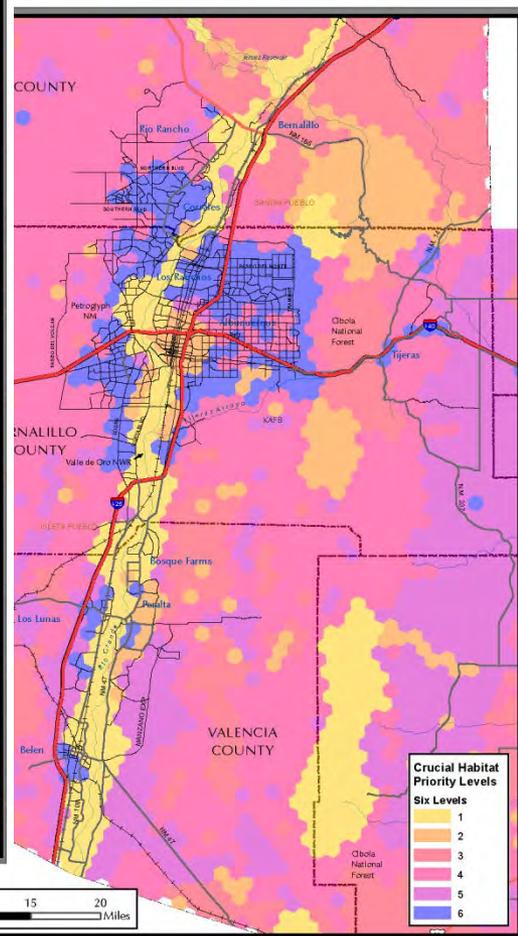
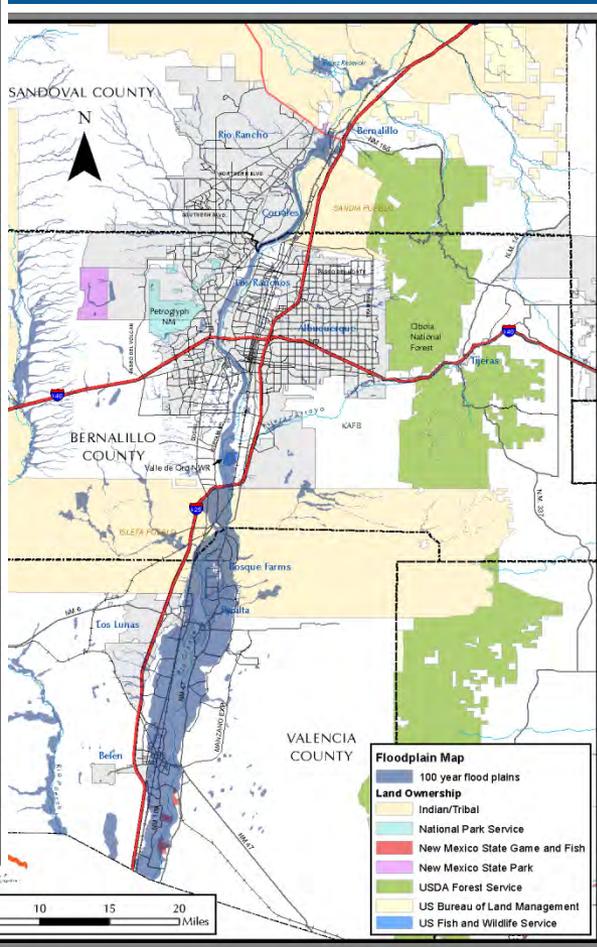
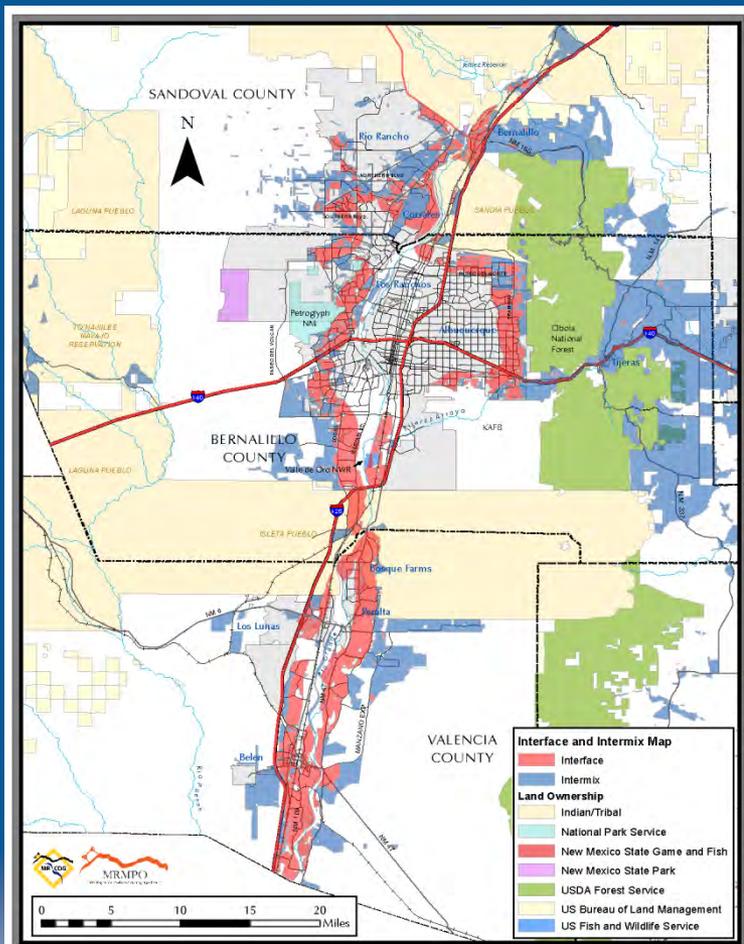
# Feedback: Natural Resources and Resiliency to Climate Change Impacts

- ◆ Politically difficult to decrease or limit growth
- ◆ Incentive-based approach encouraging development in more sustainable locations
- ◆ Determine which scenario has the least negative environmental impact



# What we are doing...

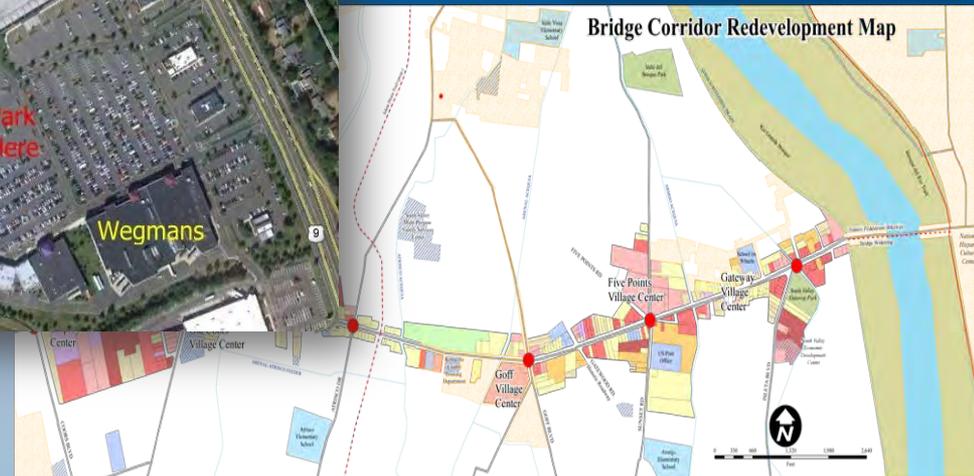
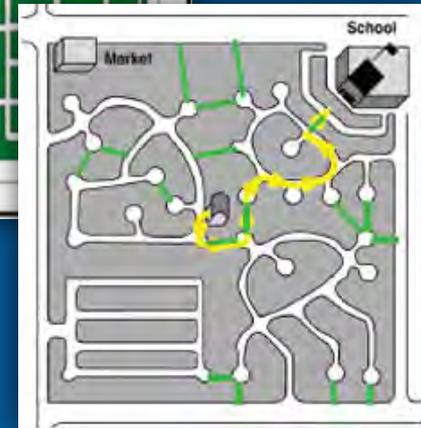
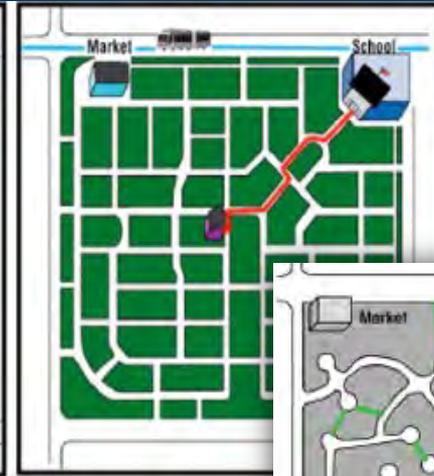
- Calculating amount of agricultural land that is converted to residential or commercial uses
- Working on water consumption analysis related to housing types and land use patterns



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# Feedback: Road Networks, Transit, and Parking

- ◆ Create better connected roads and improve access to transit, especially on west side
- ◆ Overabundance of **parking** → address through parking fees or lowering parking requirements
- ◆ Identify certain corridors that could be redeveloped



# Feedback: Road Networks, Transit, and Parking

- ◆ Develop a meaningful transit plan
- ◆ Promote transit access to major west side job centers and improve connections to key destinations
- ◆ Improve safety of bicycle infrastructure and increase mode share
- ◆ What to do about Paseo del Volcan?



Add infrastructure and service costs to the performance measure analysis



# What We Are Doing

- ◆ Road connectivity and bicycle analysis performed off model
- ◆ Long range roadway map in progress
- ◆ Emphasize development in major activity centers and along key transit corridors (potential to model redevelopment of surface parking lots)
- ◆ Created a conceptual transit plan that emphasizes connections to key centers
- ◆ Paseo del Volcan has been removed due to financial considerations



# Feedback: Land Use and Targeted Growth

- ◆ Greater concentration of activities (multi-use centers and job centers west of the river) rather than dispersed development
- ◆ More infill, mixed-use and housing on east side
- ◆ Downtown should still be the heart of the region
- ◆ East Central should be a corridor for enhanced economic development
- ◆ As a municipality, ensure master plans and flexible zoning are in place, particularly on the fringe





# The Modeled Scenarios

**Kendra Watkins, Socio-Economic Program Manager  
Scenario Planning Workshop II  
August 27, 2014**



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# Conceptual Scenarios

◆ Trend

◆ Preferred

◆ Preferred Constrained



# Building on Past Approaches

- ◆ Refined Zoning
- ◆ Additional Policy Incentives
- ◆ Updated Transportation Networks
- ◆ Integrated Land Use / Travel Demand Forecast



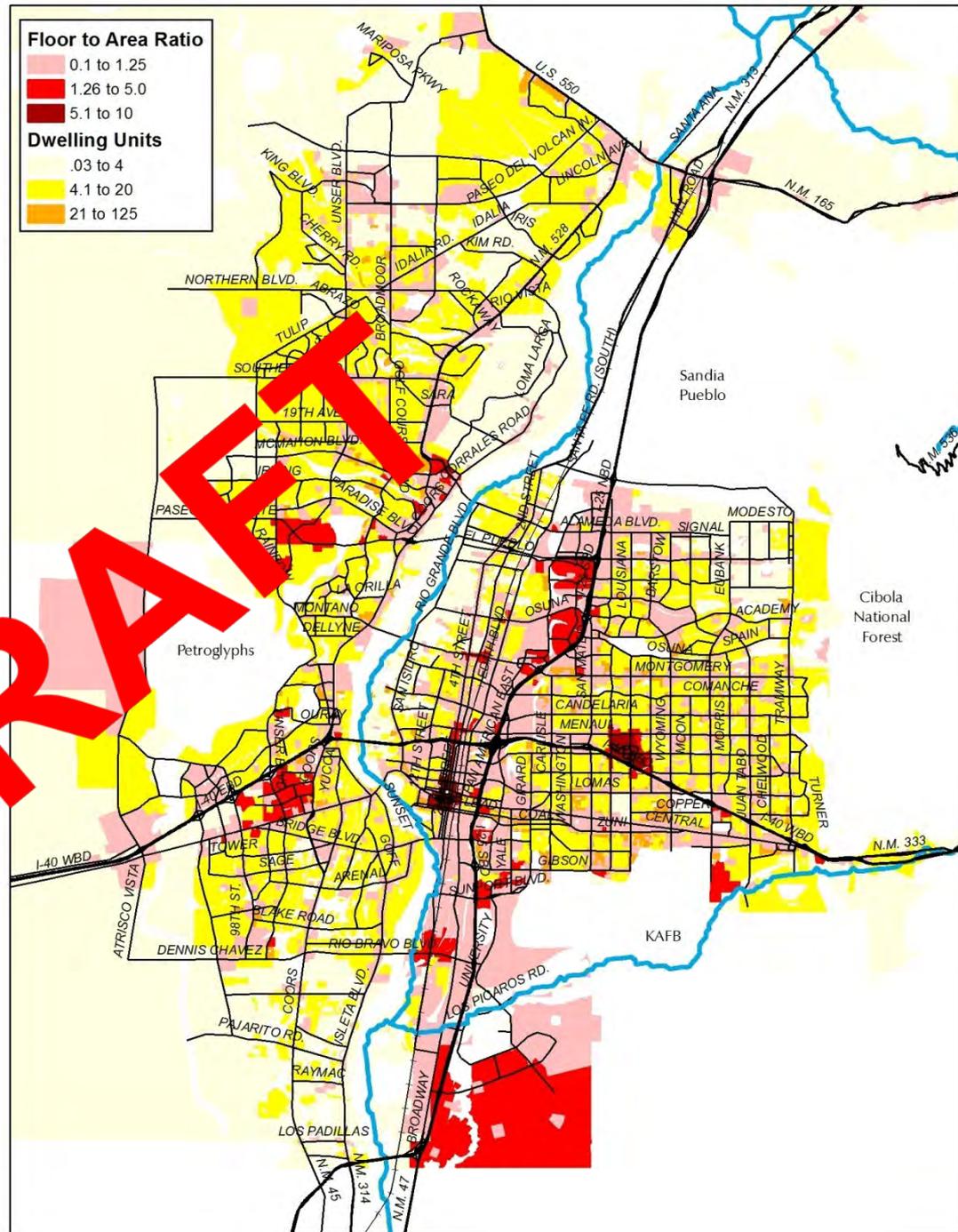
# ...THE SCENARIOS



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# Trend

- ◆ Existing zoning
- ◆ No additional policy incentives
- ◆ Fiscally constrained roadway network
- ◆ Fiscally constrained transit service



# Preferred – Zoning

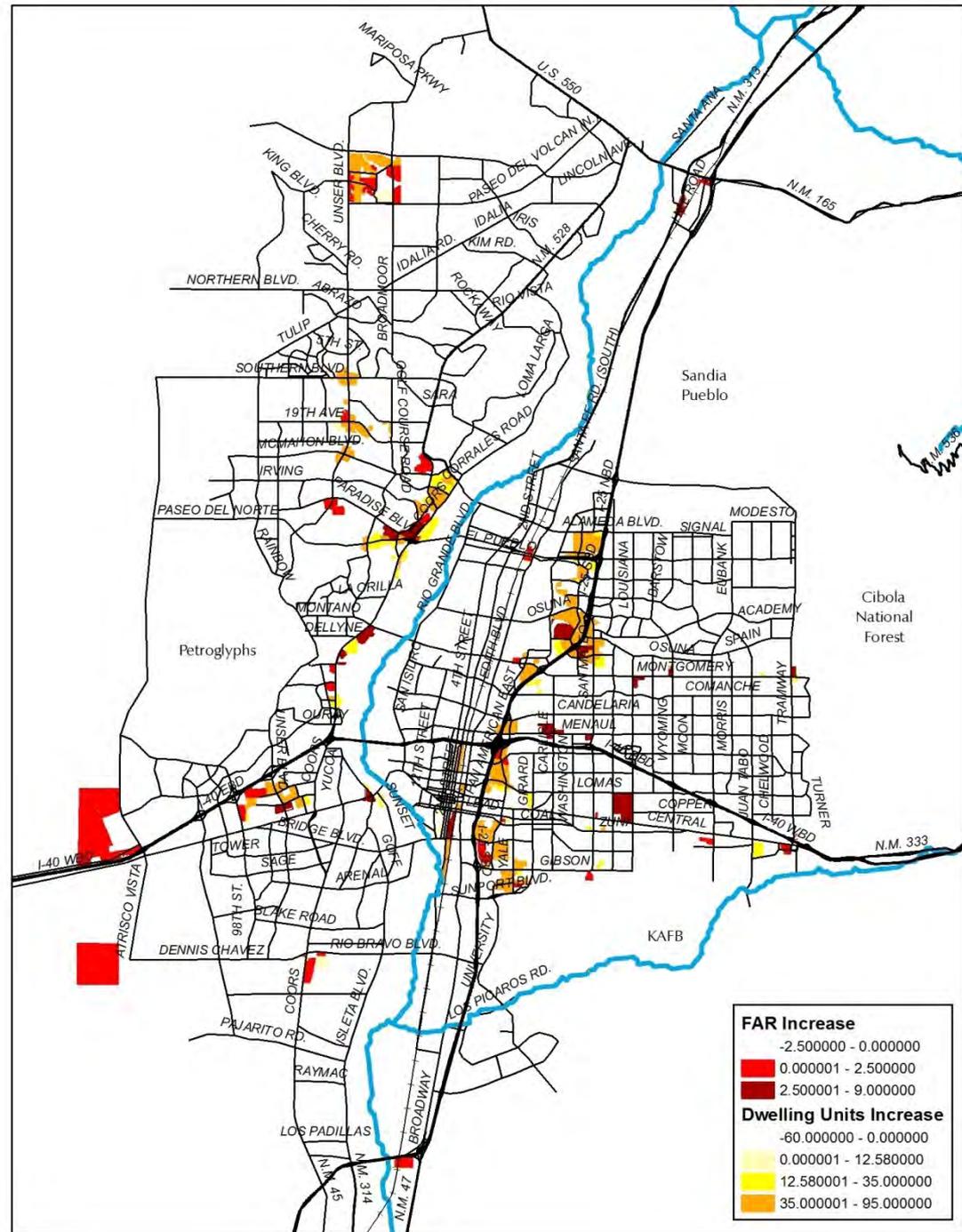
- ◆ Mixed use zoning in key centers and transit nodes

## EAST

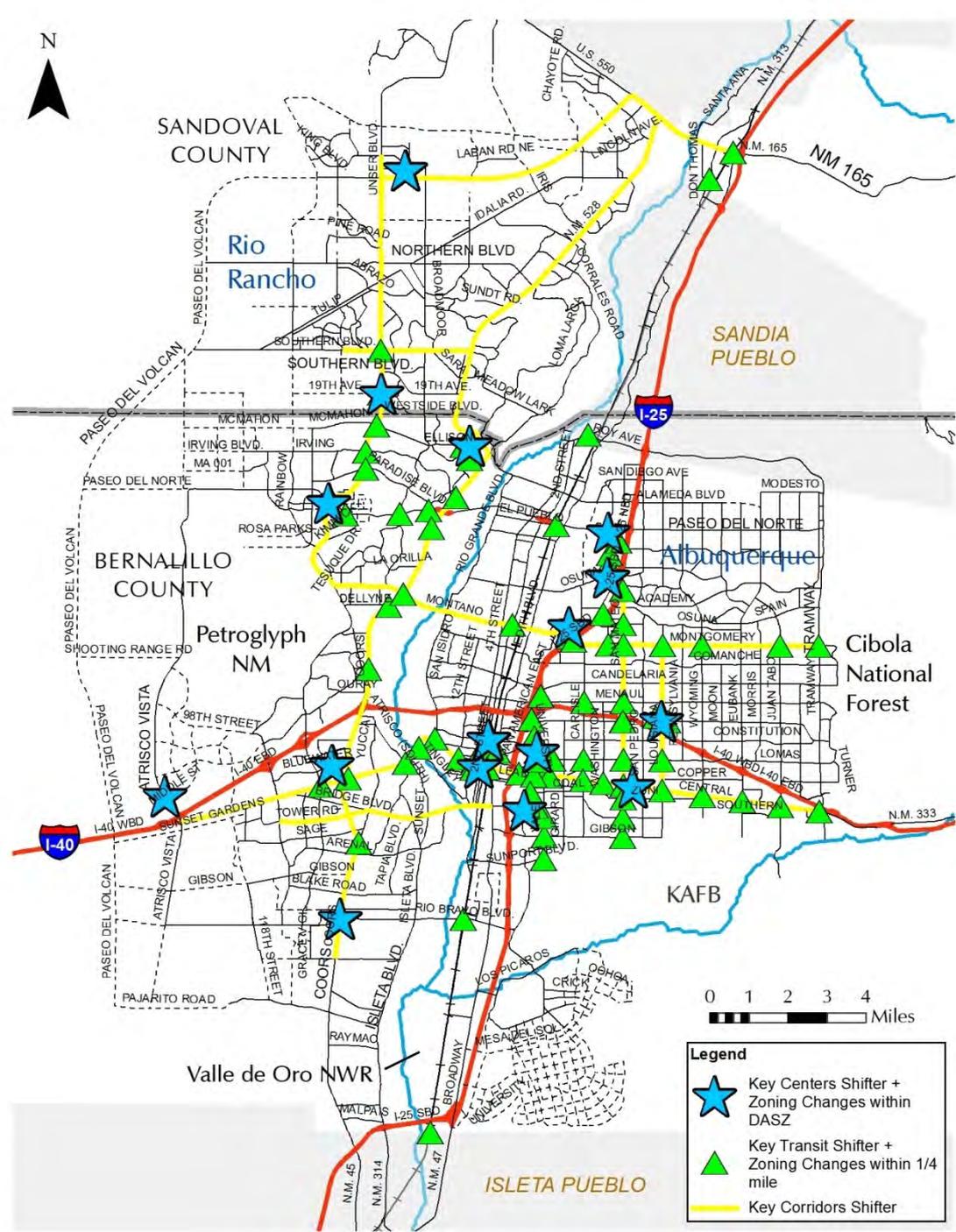
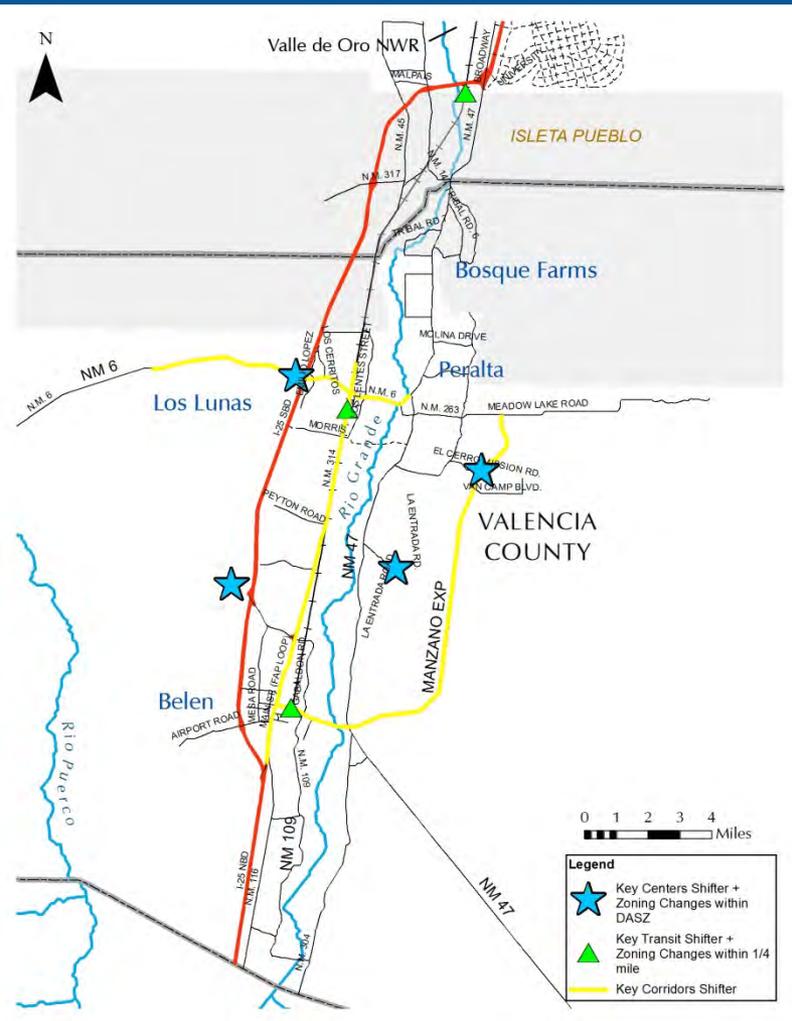
- ◆ MF density in key centers: JC, Uptown to bring homes to jobs
- ◆ Emphasize Downtown Area

## WEST

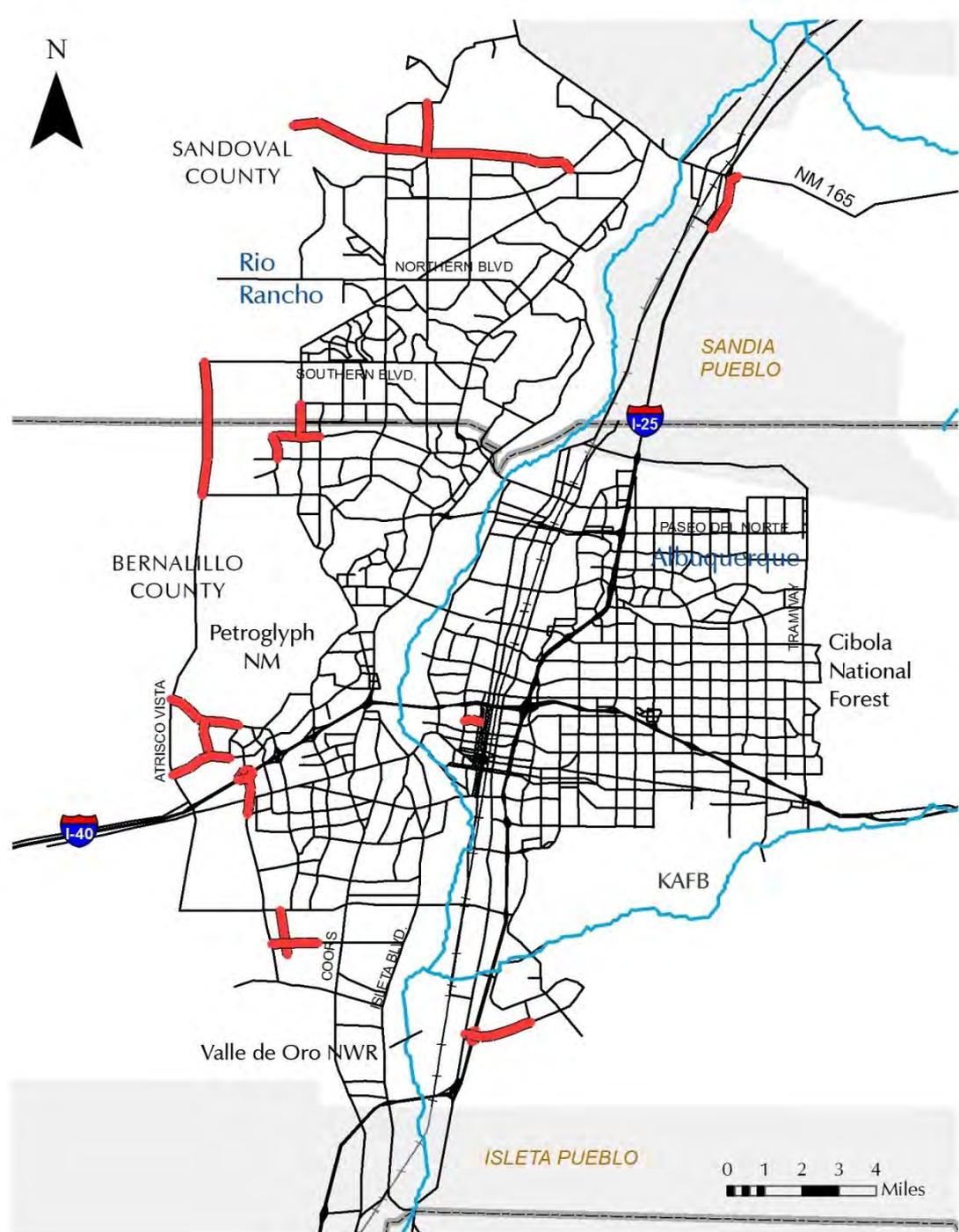
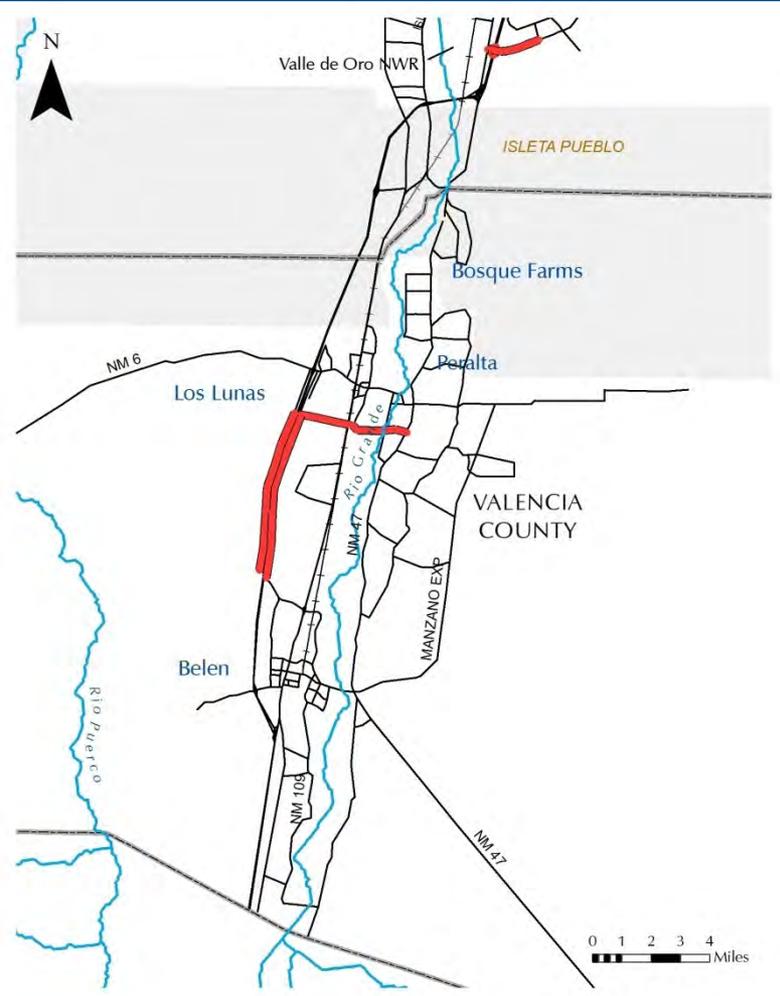
- ◆ Intensify key commercial nodes
- ◆ Emphasize key centers: VH, Atrisco, Unser, Cottonwood



# Preferred – Incentives



# Preferred – Roadways



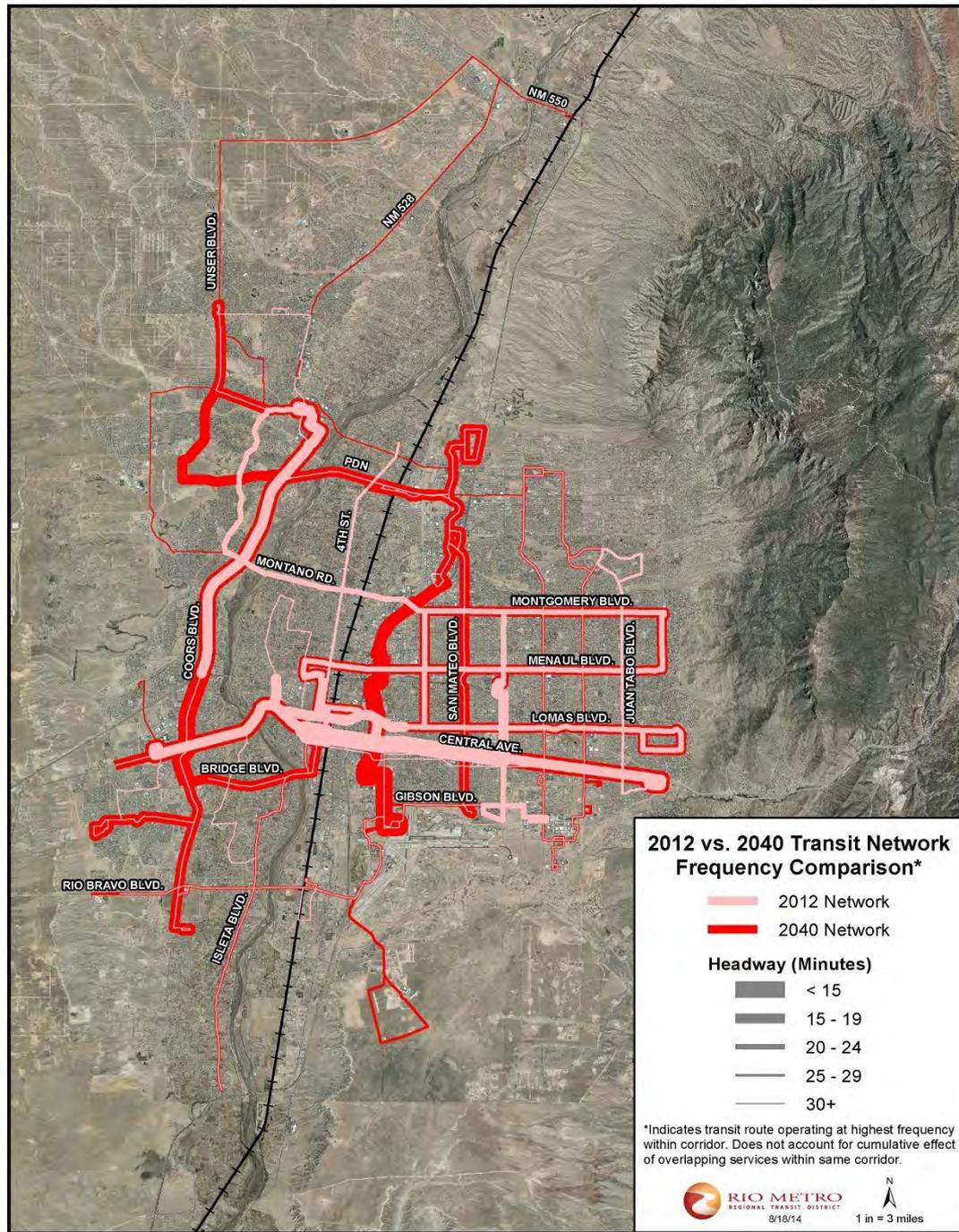
# Preferred – Transit

Preferred

◆ 2040 Transit

Preferred Constrained

◆ 2025 Transit



# ...THE SHORT STORY

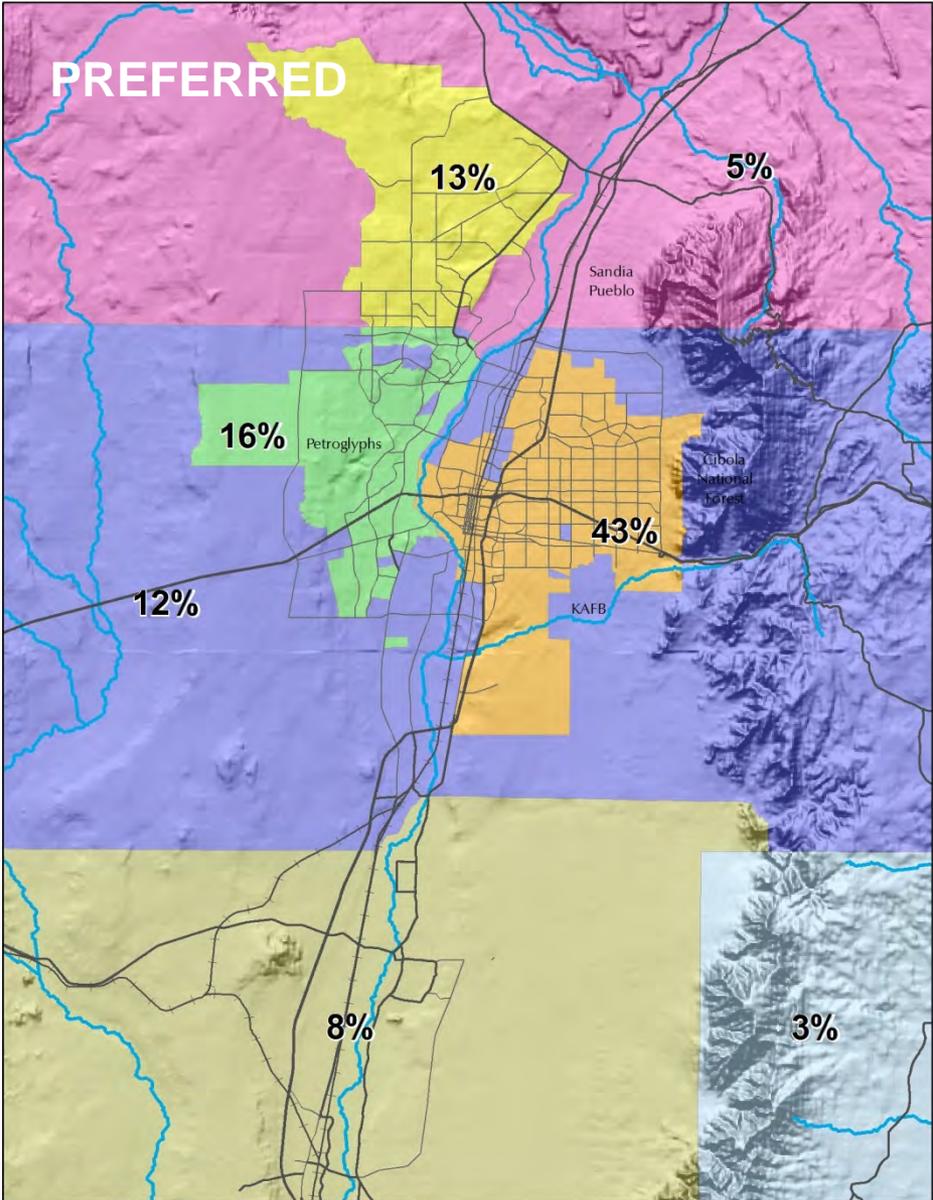
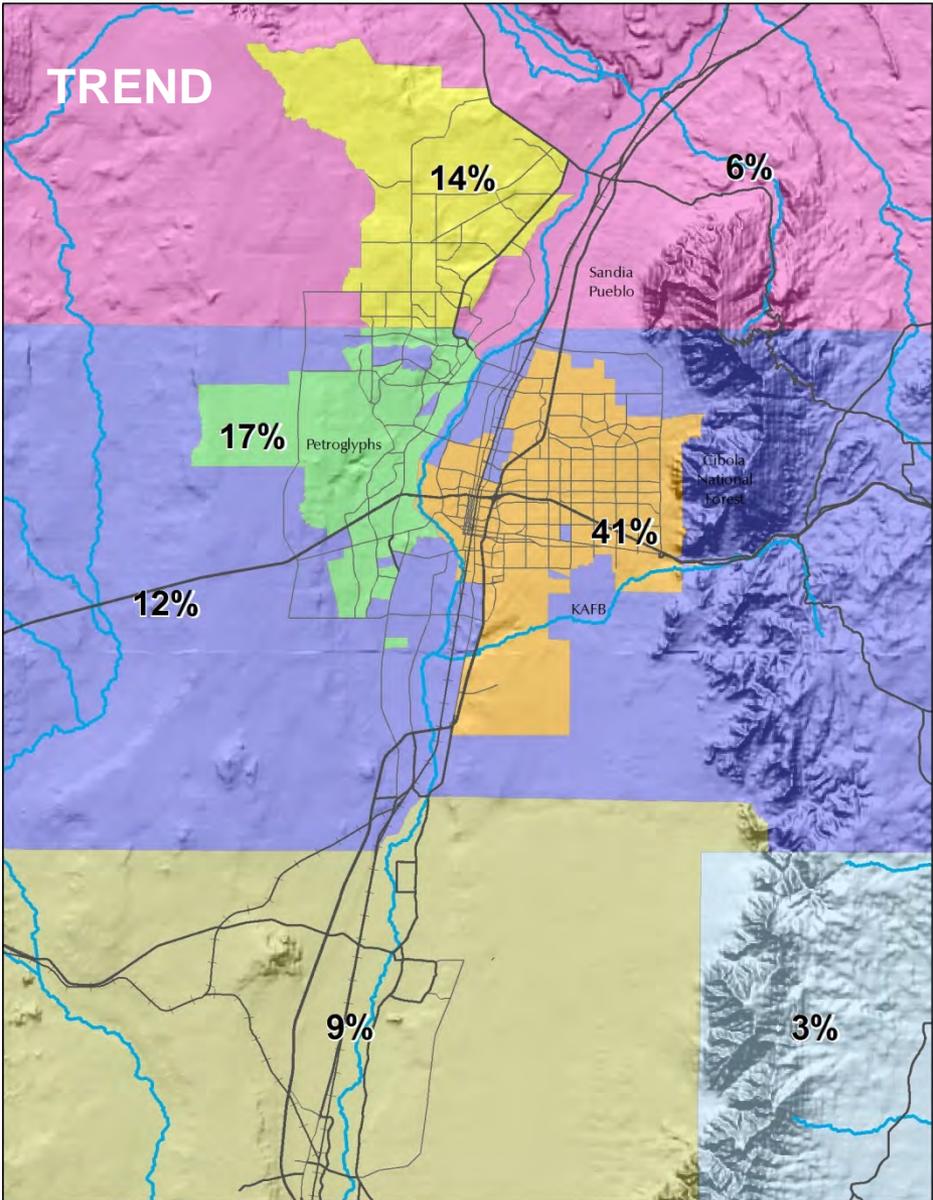


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# Scenario Snapshot

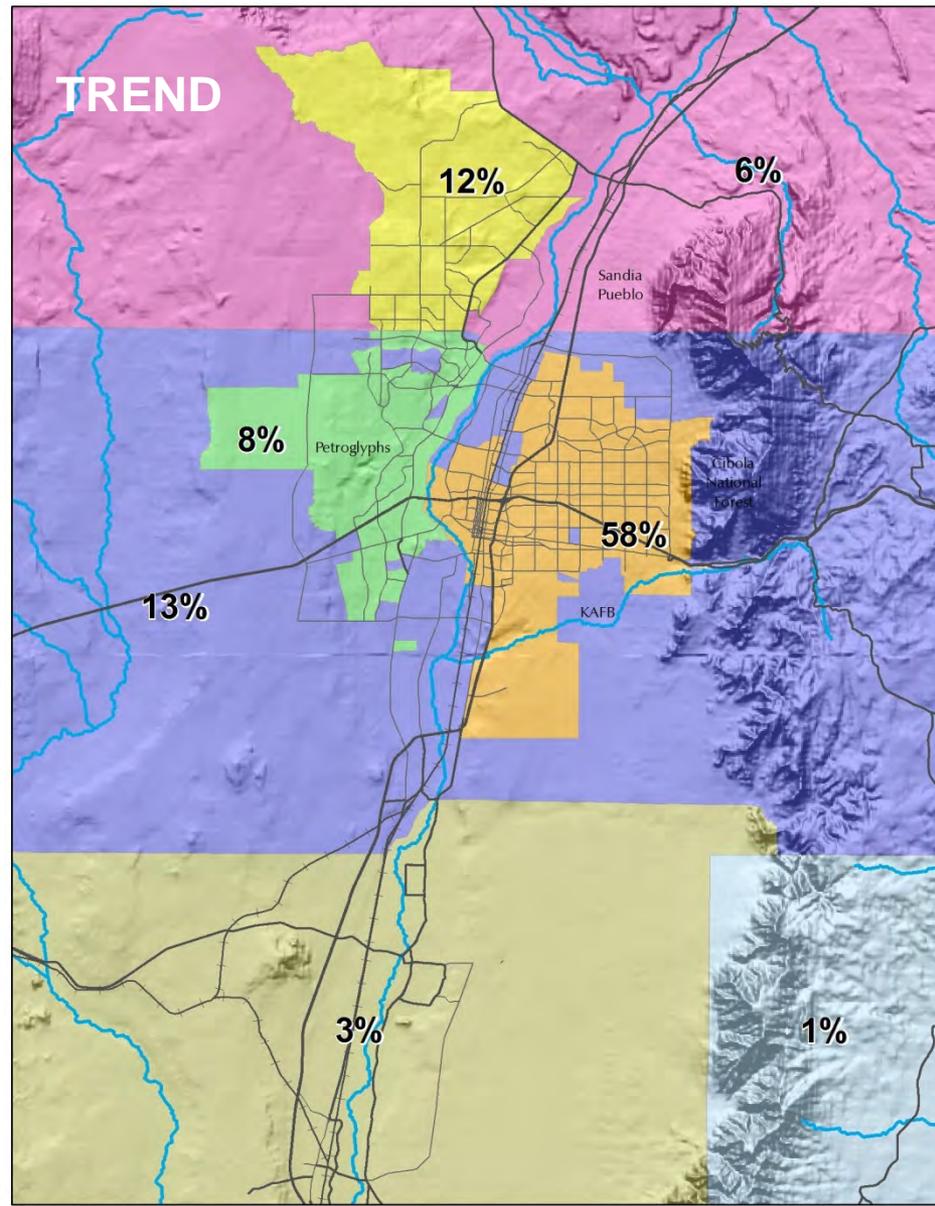
		SCENARIO		
		Trend	Preferred	Preferred Constrained
COMPONENT	Zoning	Existing	Alternative Zoning in Key Areas	Alternative Zoning in Key Areas
	Incentives	Existing	Activity Centers & Transit Nodes	Activity Centers & Transit Nodes
	Roadways	2040	2040	2025
	Transit	2012 + Central BRT	2040	2025

# Household Results: Snapshot

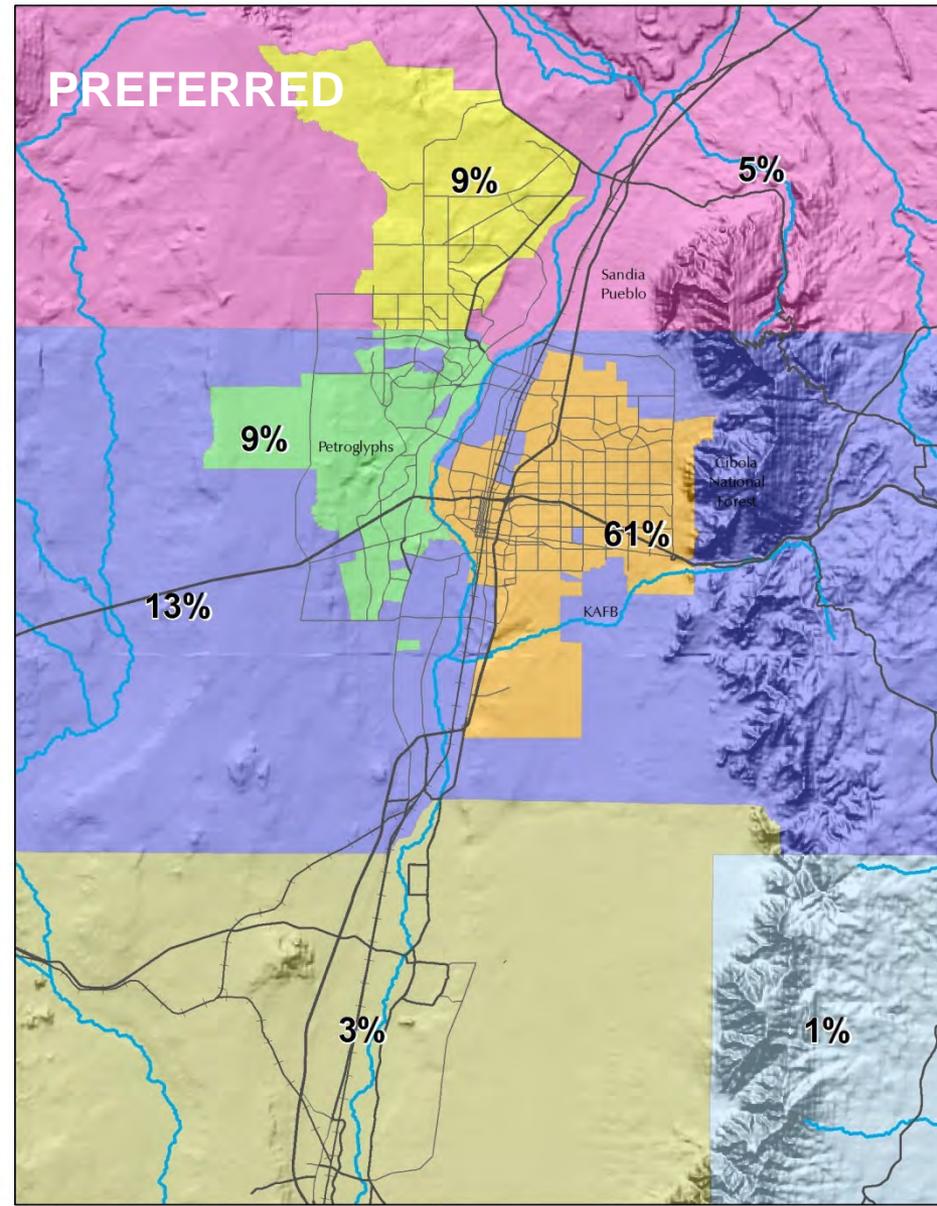


# Employment Results: Snapshot

TREND



PREFERRED



# ...THE LATEST ADDITION



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# Integrated Models



UrbanSim

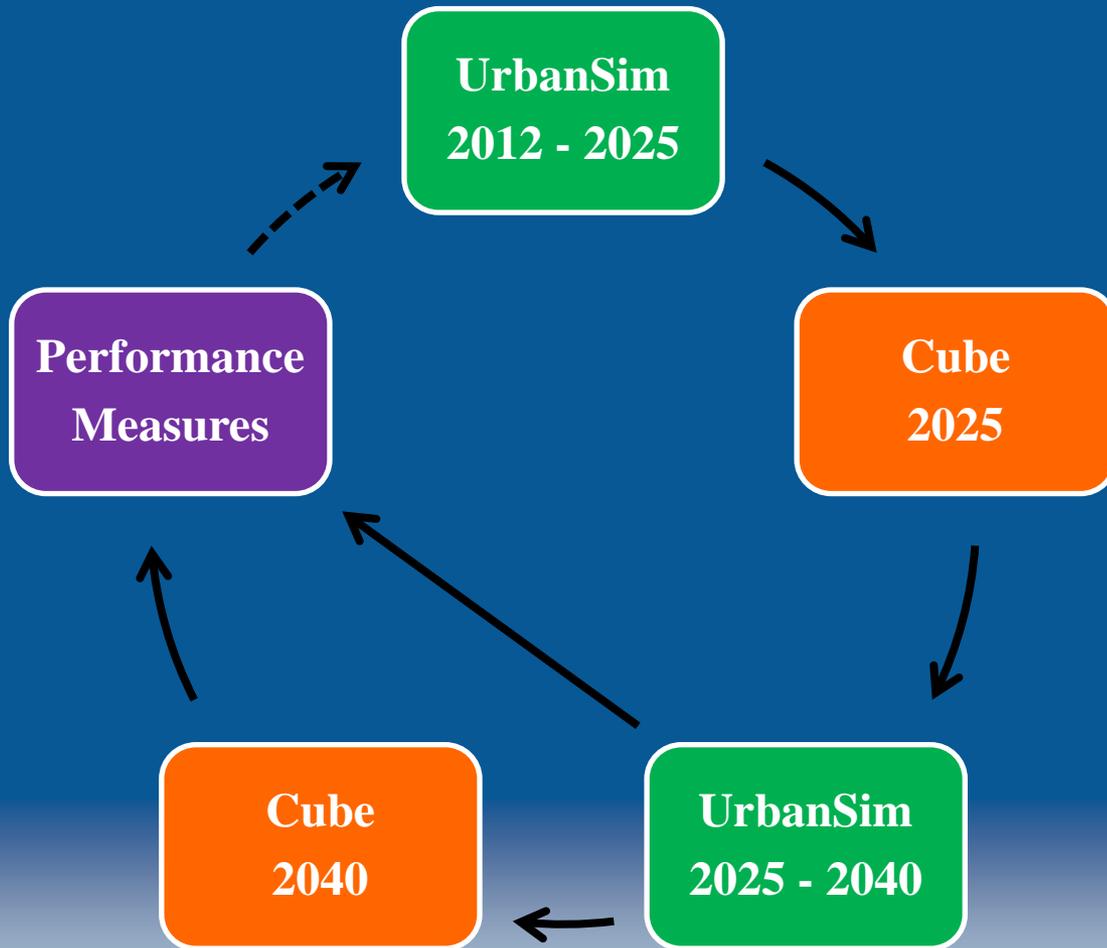


Cube



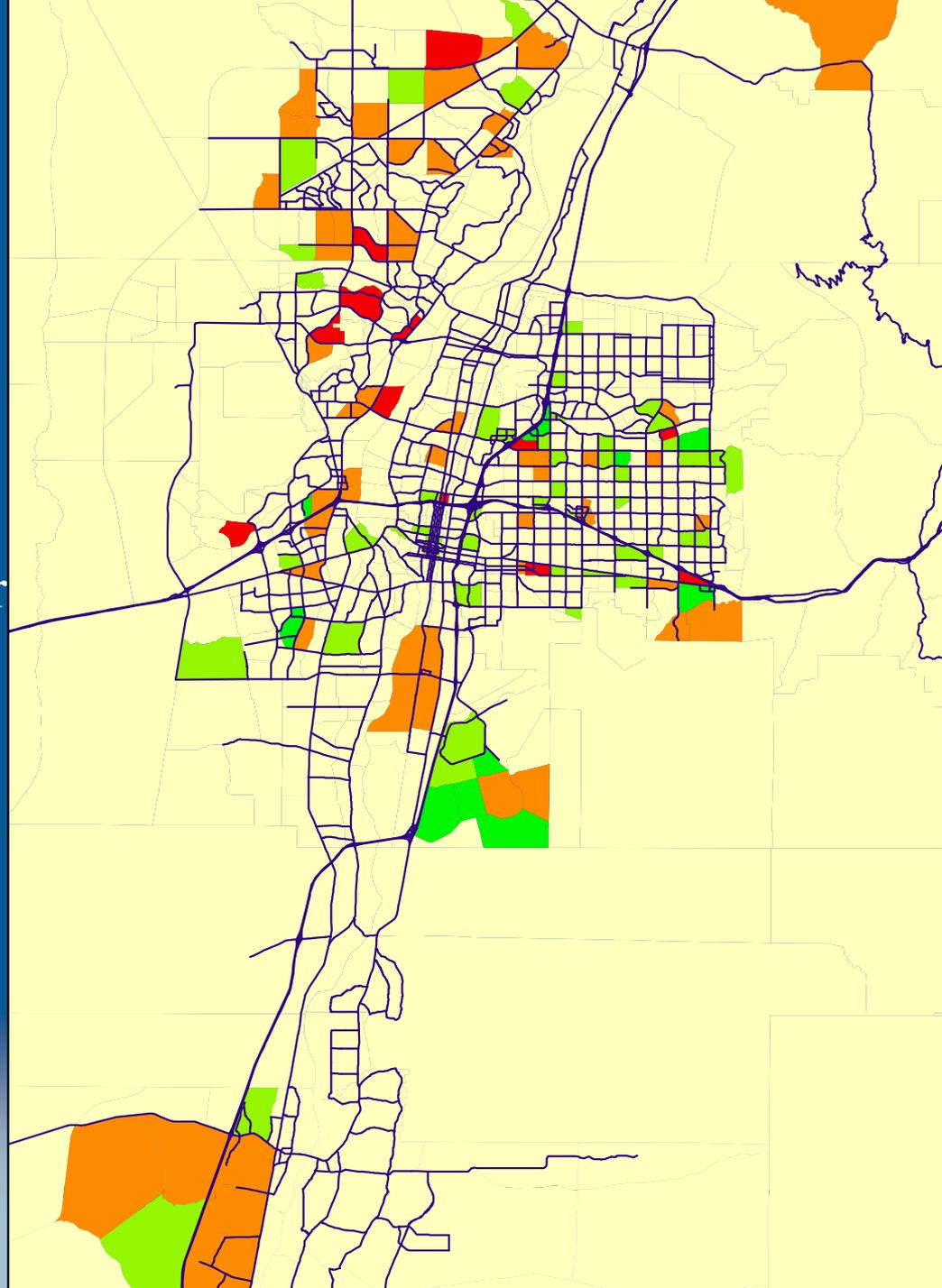
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# Model Feedback Loop



# Trend vs. Integrated Trend

- ◆ 10% more households near key corridors
- ◆ 8% more households in near premium transit
- ◆ 5% more households near key centers



# Transportation Assumptions

- ◆ Dave Pennella – Transportation Program Manager
- ◆ Grant Brodehl – Special Projects Planner



# Roadway Network Changes

- ◆ Update list of carryover projects from 2035 MTP
- ◆ Further changes and additions based on input from member agencies and results of scenario planning workshops
- ◆ Paseo del Volcan removed



# Maintenance Costs

- ◆ Underestimated in 2035 MTP
- ◆ Lack of assumptions for maintenance costs meant that all proposed capacity expansion projects were included in project list



# Funding Uncertainty

- ◆ Federal funding levels are unlikely to increase and may be cut over time
- ◆ Fewer major infrastructure projects with federal funding
- ◆ Available federal funds are competitive



# Constrained Scenario

- ◆ Funding uncertainty and greater recognition of maintenance costs may limit future capacity expansion
- ◆ Consistent with NMDOT Statewide Long-Range Transportation Plan



# Constrained Scenario

- ◆ Assumes that future transportation funding levels fall below current levels in the near future
- ◆ 2025 roadway and transit network
  - ◆ More limited roadway and transit networks than Preferred scenario
  - ◆ In essence, it will take 25 years to build what would only take 10 years in the Trend/Preferred scenarios



# Conceptual 2040 MTP Transit Network

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Rio Metro Regional Transit District

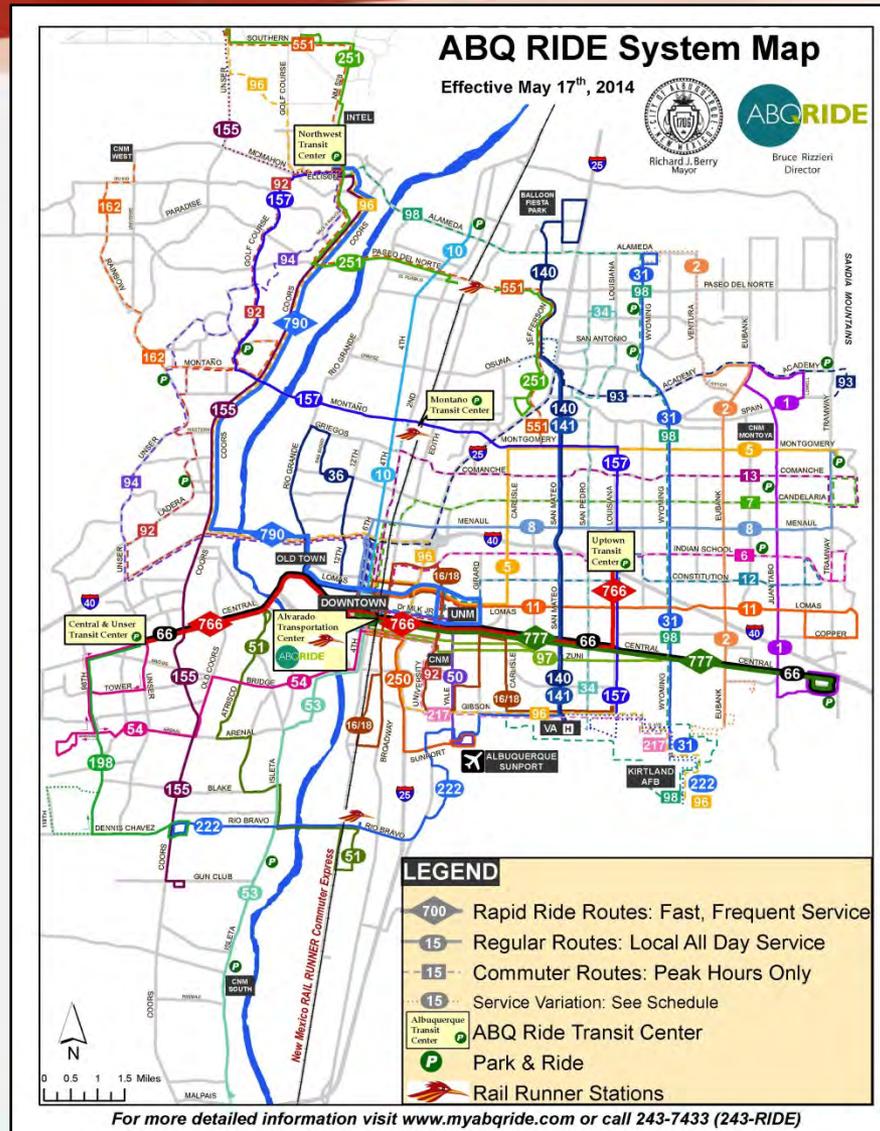
August 2014

# Transit Providers: ABQ Ride

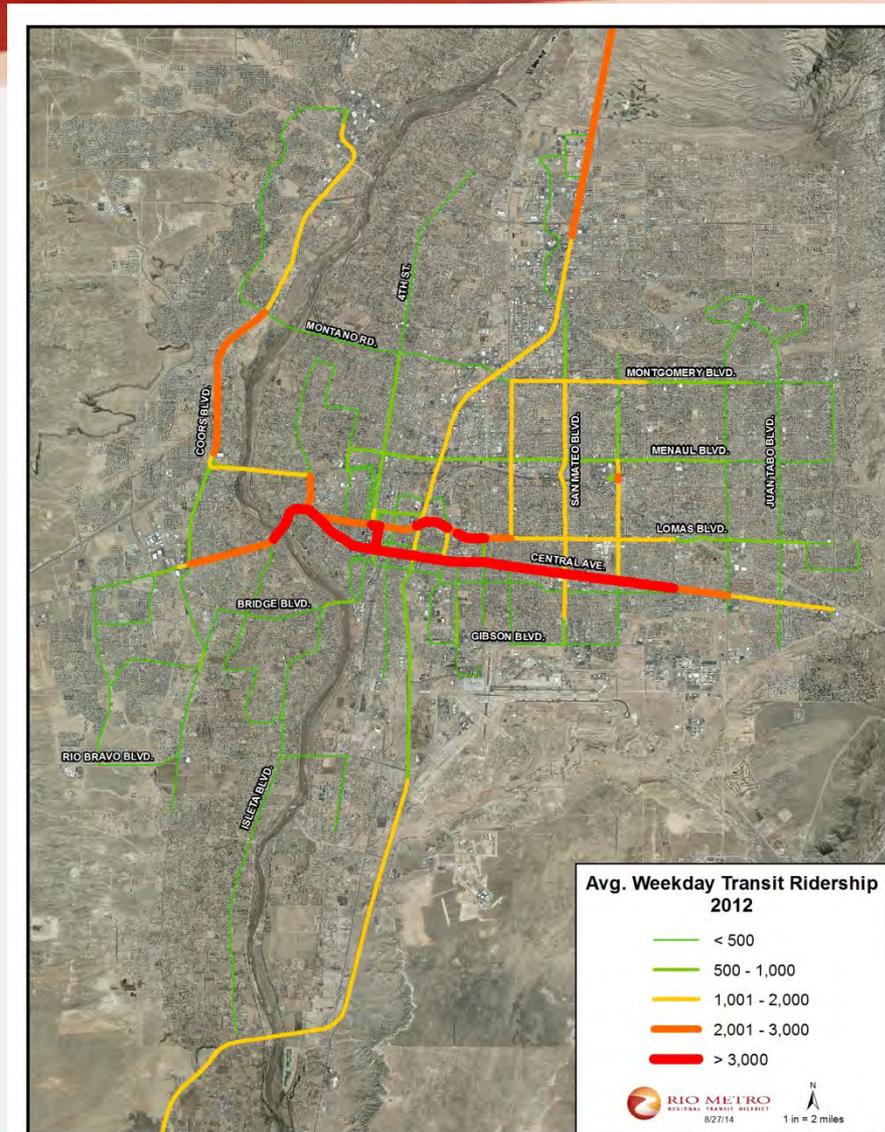
- ABQ Ride
  - 3 rapid ride, 22 local and 16 commuter routes; paratransit
  - Ridership (FY 12): 13,059,274
  - Passenger Miles Traveled (FY 12): 48,244,579
  - Budget (FY 15): \$46.8 million
  - Primary local fund source: General Fund



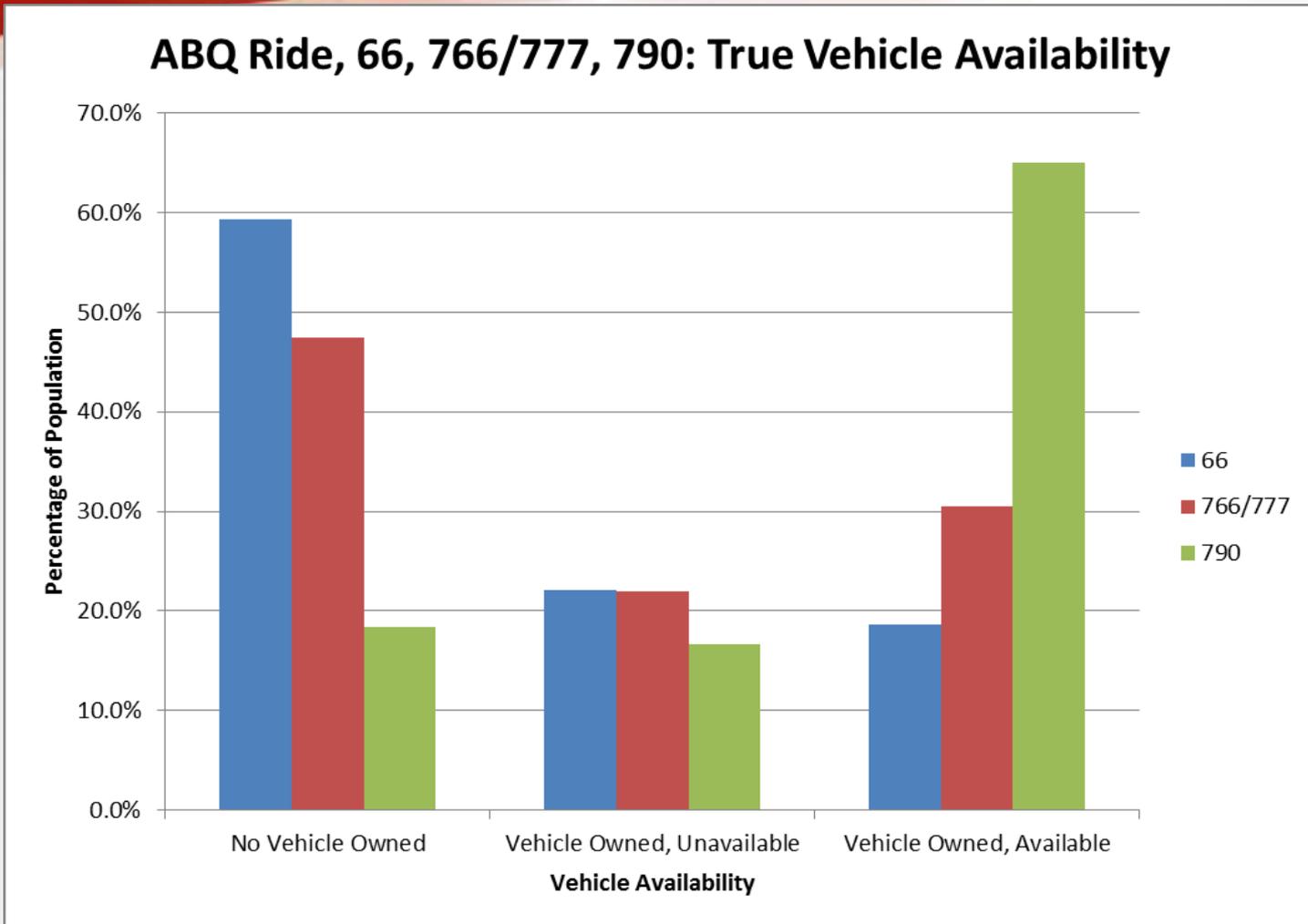
# ABQ Ride System Map



# ABQ Ride: Avg. Weekday Transit Ridership



# ABQ Ride: True Vehicle Availability



# Transit Providers: Rio Metro

- Rio Metro Regional Transit District (RMRTD)
  - Rail Runner, fixed route, commuter bus, demand response, community transportation (taxi), ABQ Ride
  - Ridership (FY 12): 1,217,841
  - Passenger Miles Traveled (FY 12): 52,000,595
  - Budget (FY 15): \$49.5 million
  - Primary local fund source: 1/8<sup>th</sup>-cent gross receipts tax



# Rio Metro Services and Connections



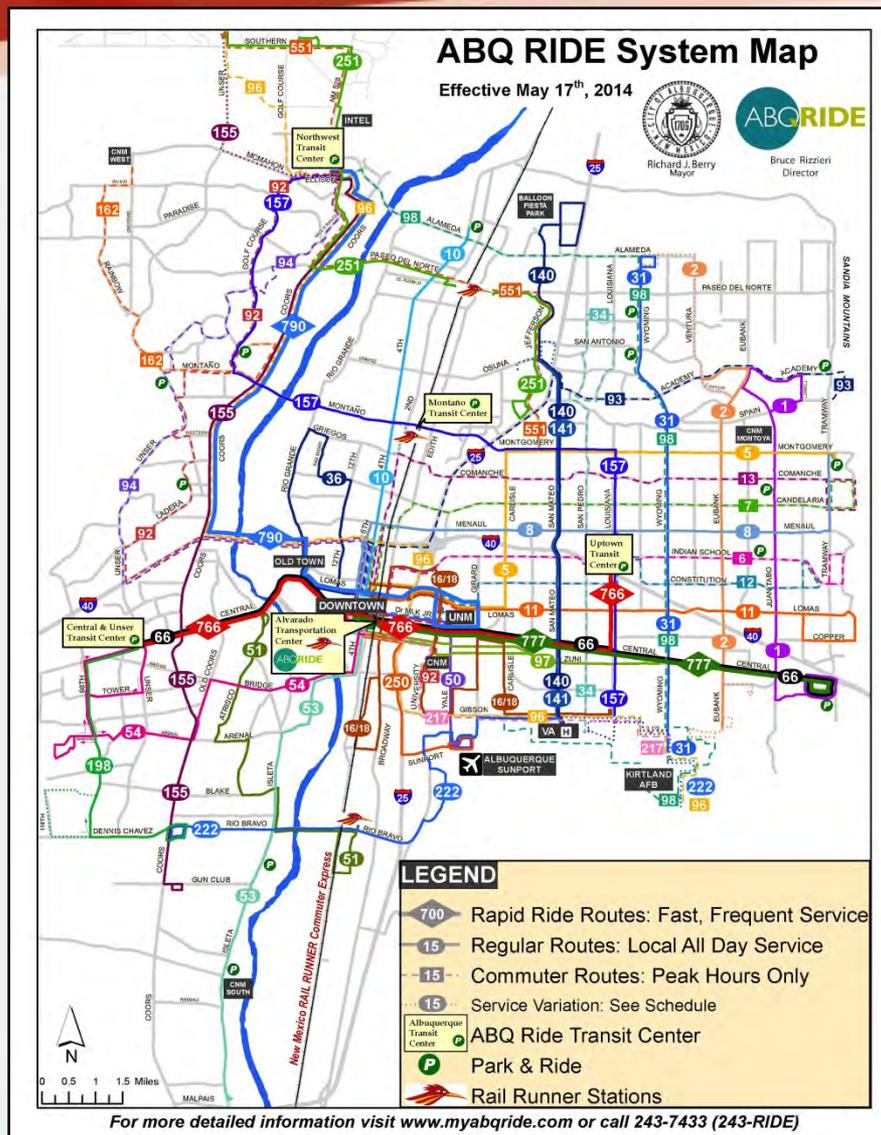
# Methodology

- 2012 and 2040 network route selection
- Inputs
  - Headway (minutes between buses)
  - Avg. speed (miles per hour)
  - Length of route (miles)
  - Span of service (hours per day)
- Outputs
  - Vehicle revenue hours (hours in service)
  - # of buses
- Calculating costs
  - Determine difference in vehicle revenue hours between 2012 and 2040 networks
  - Use cost per revenue hour data to determine how many additional vehicle revenue hours can be “purchased” within revenue constraints

# 2012 Network Assumptions

- Not an exact replication of existing ABQ Ride network
- *Models* existing ABQ Ride rapid ride and local routes operating at peak frequency all day
- Assumes buses travel entire length of route
- Excludes commuter routes

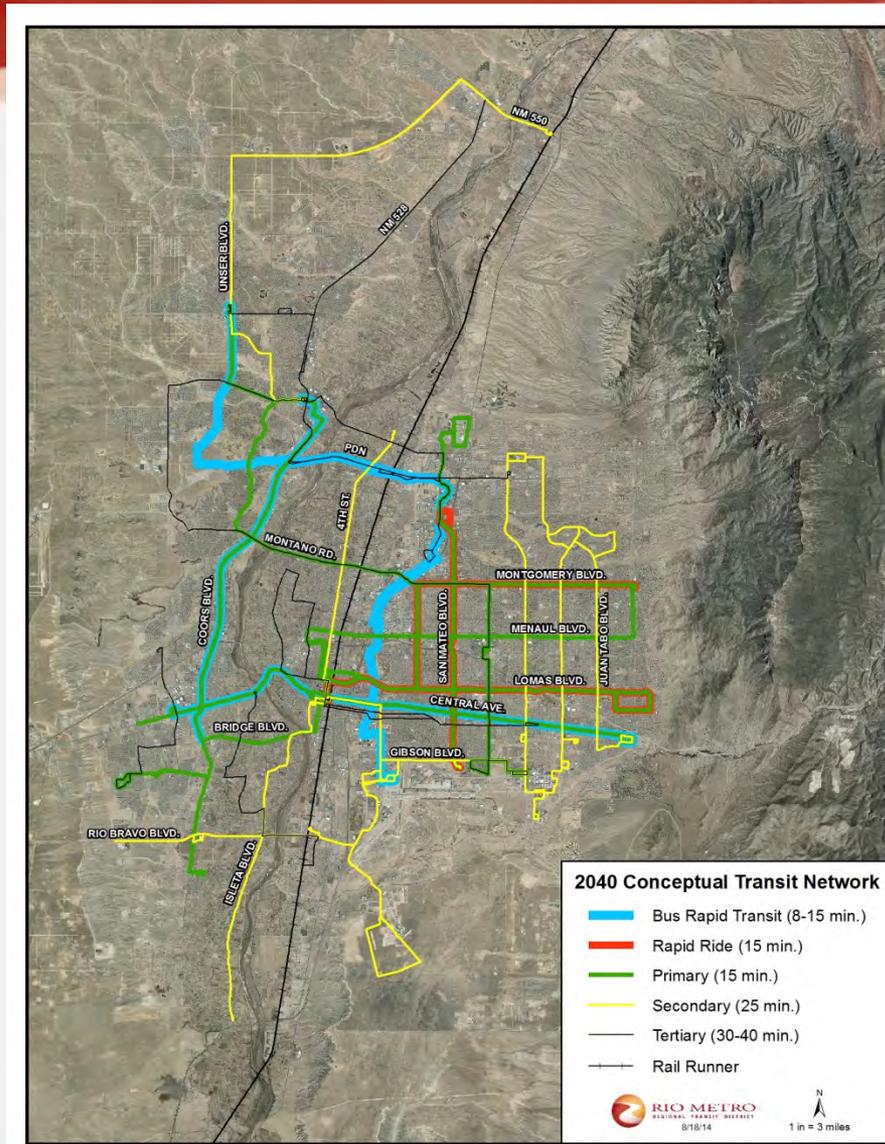
# ABQ Ride System Map (2012 Network)



# 2040 Network Assumptions

- 3/8<sup>th</sup>-cent increase in RMRTD gross receipts tax (\$63 million)
  - \$42 million for expanded and new ABQ Ride BRT, rapid ride and local fixed routes (including capital improvements)
  - \$13 million to construct Rail Runner capital improvements and increase vehicle revenue hours by one third
  - \$8 million to proportionally expand all other ABQ Ride/RMRTD services
  - Includes vehicle replacement for new services
- Continued federal funding for capital infrastructure (e.g. Small Starts and TIP funds)
- Existing COA/RMRTD budgets fund 2012 network
- Costs/revenues/GRT inflate at equal rates

# 2040 Network Map



# 2040 Network Summary

- Route types
  - Four BRT routes, 8-15 minute headways, 17-18 hour spans
  - Three rapid ride routes, 15 minute headways, 17-19 hour spans
  - Seven primary local routes, 15-20 minute headways, 17 hour spans
  - Eight secondary local routes, 25-40 minute headways, 15 hour spans
  - Eight tertiary local routes, 25-40 minute headways, 15 hour spans
- Vehicle revenue hours
  - 2012: 448,888
  - 2040: 833,392 (+384,504 / 86% increase)

# What is Bus Rapid Transit?



Uniquely Designed Buses



Stations with Raised Platforms



Dedicated Bus Lanes

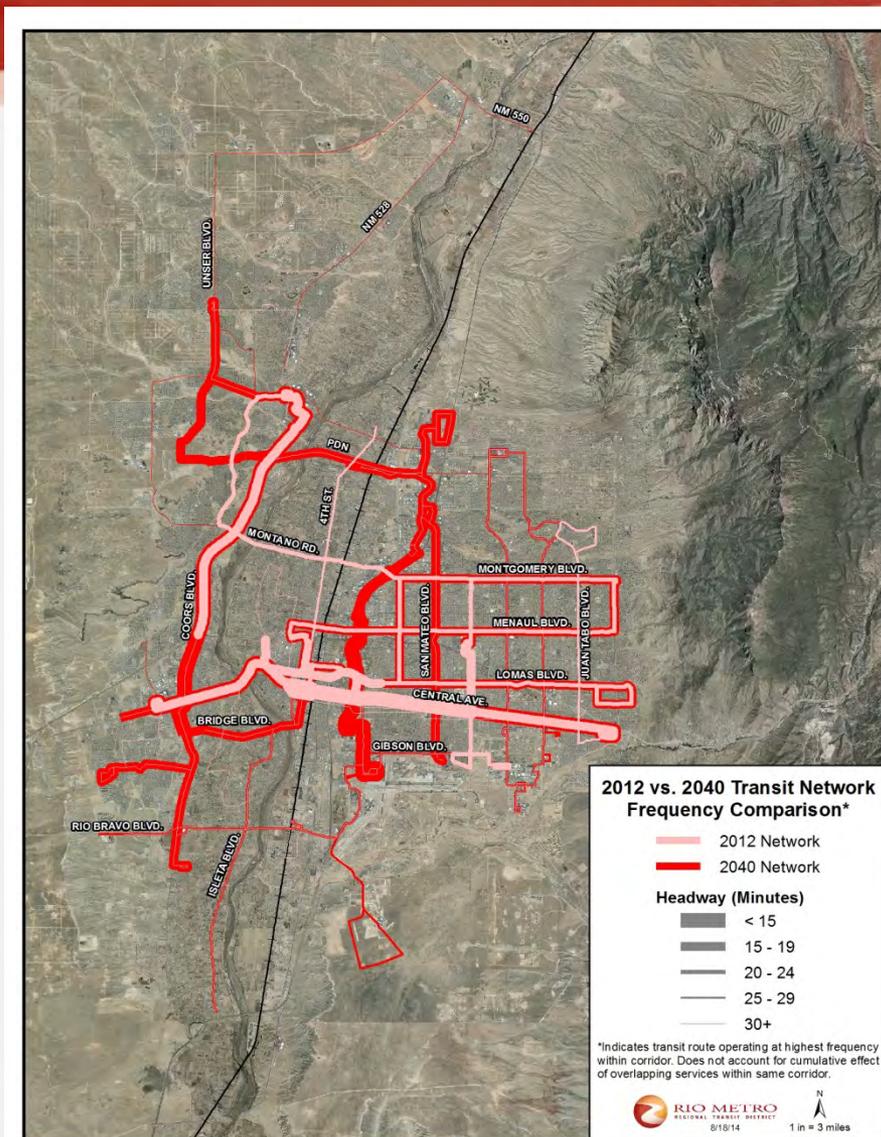


Off-Bus Fare Machines



Signal Priority

# 2012 vs. 2040 Frequency Comparison



# Final Considerations

- What is transit's role in meeting regional travel needs?
- What is a reasonable expectation for the region's transit system?
- How might proposed transit service characteristics vary based on location in the AMPA (What do we want and where)?
- Trade-offs (e.g. congestion mitigation vs. ridership)
- How could the 2040 network be influenced by the RMRTD's visioning process?
- Need for more detailed, route-level analysis to better approximate cost effectiveness and efficiency of proposed services



# Scenario Performance



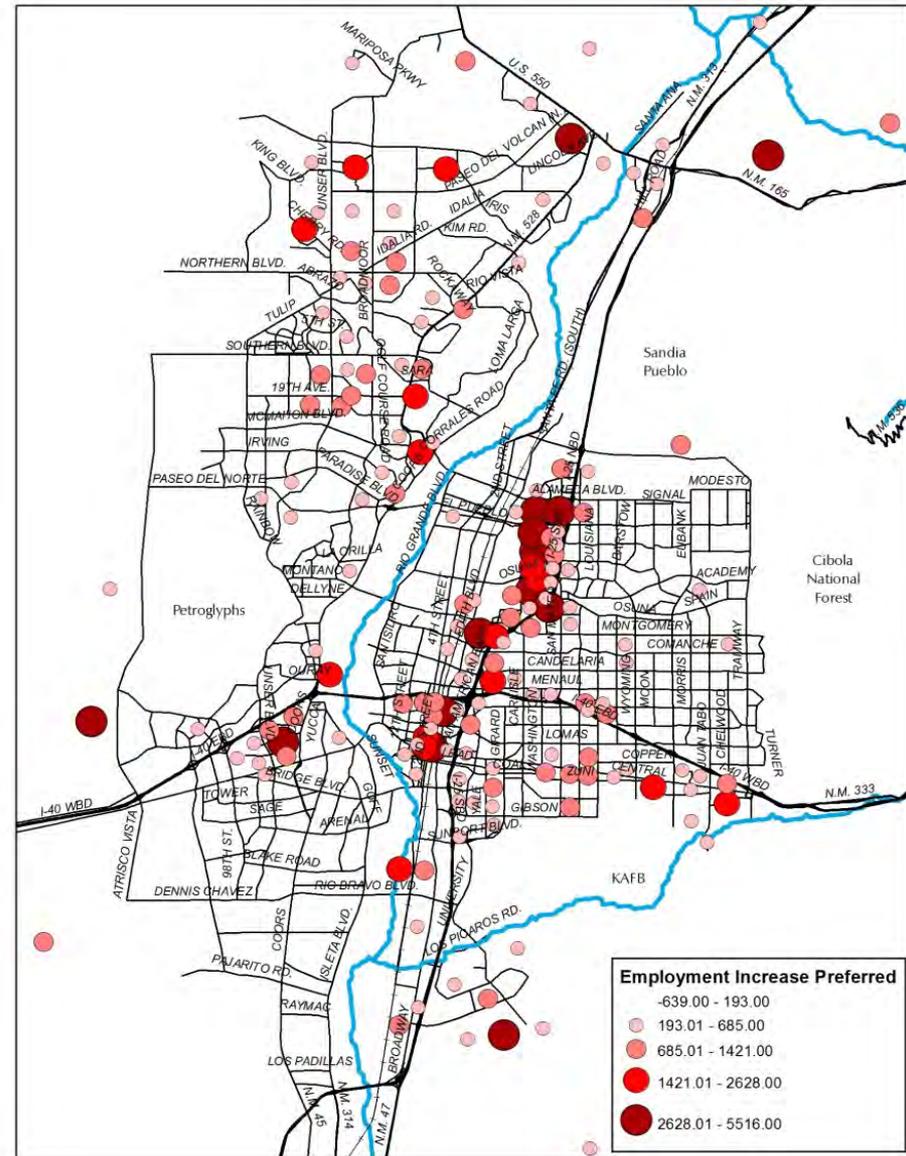
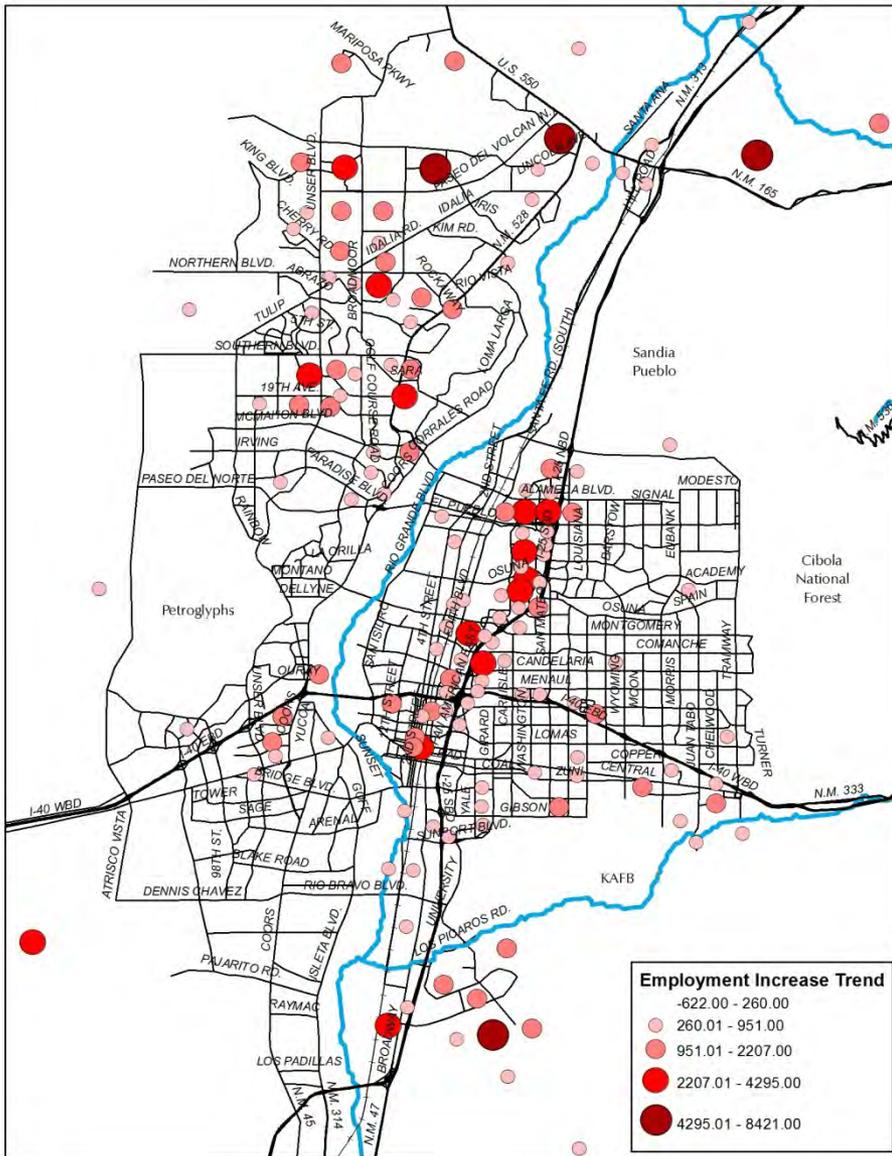
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# Comparing Scenarios

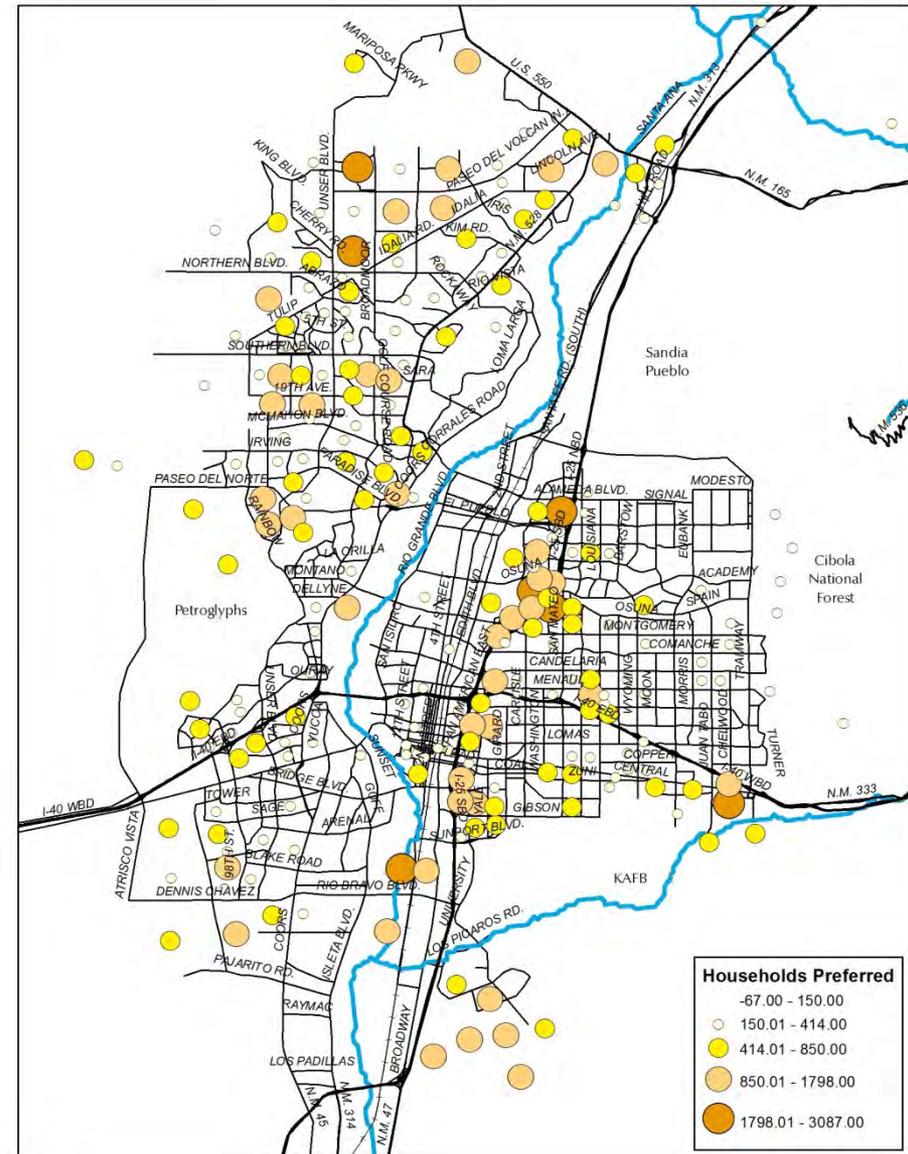
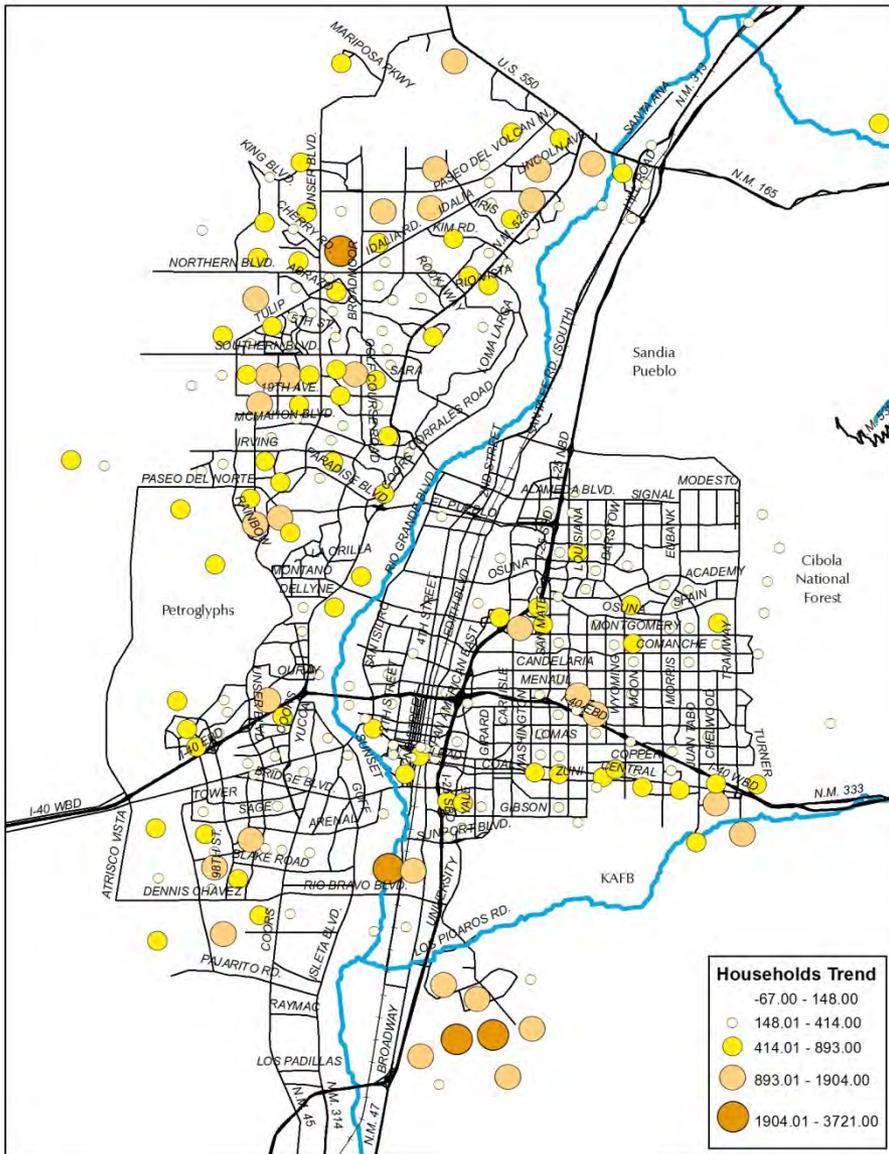
- ◆ Trend/Preferred vs. 2012
- ◆ Preferred vs. Trend
- ◆ Preferred vs. Constrained



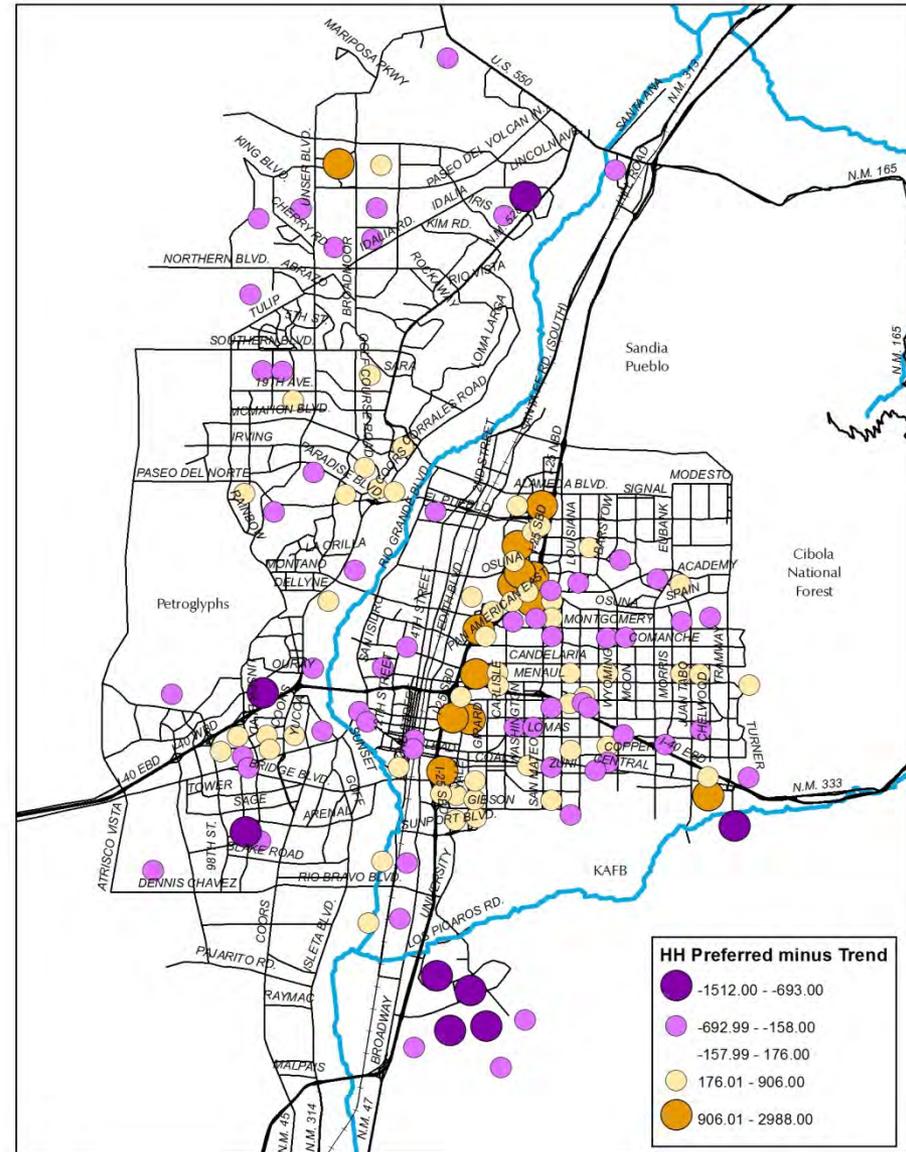
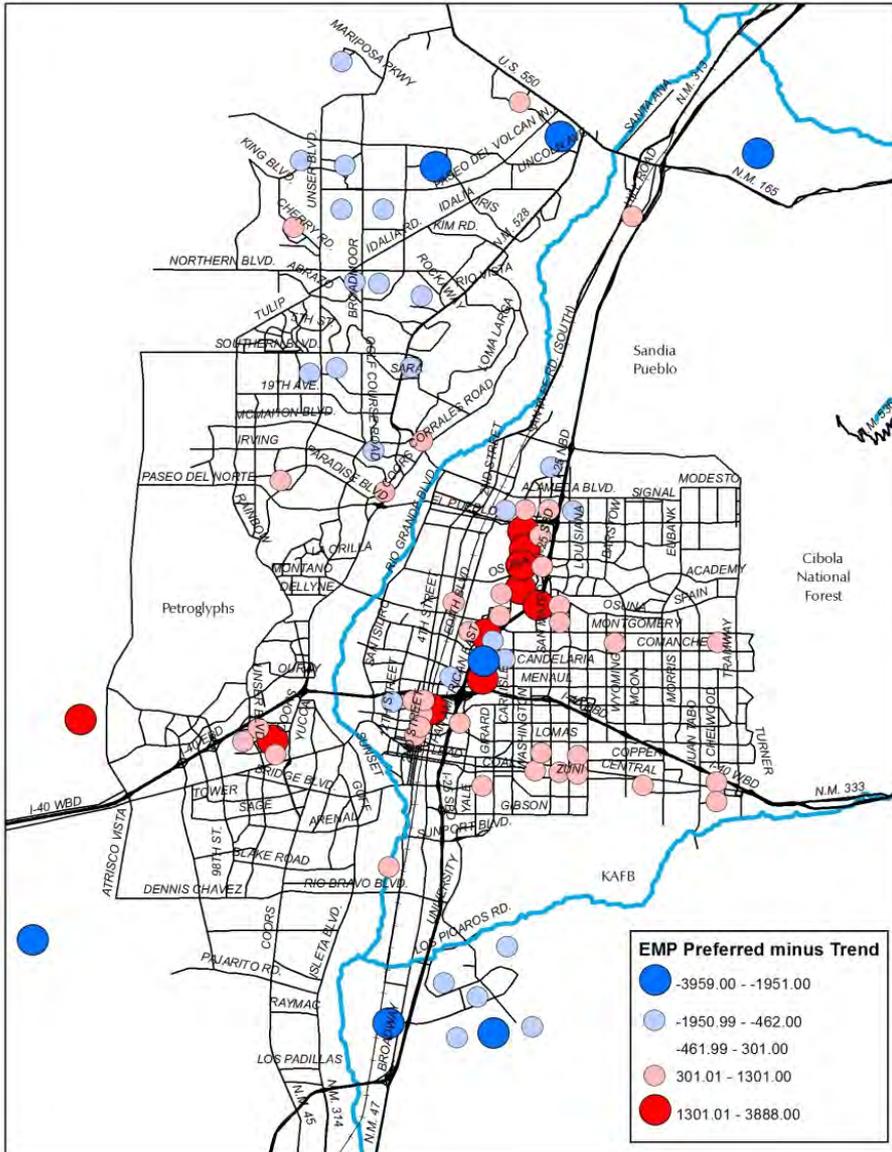
# New Employment: Trend vs. Preferred



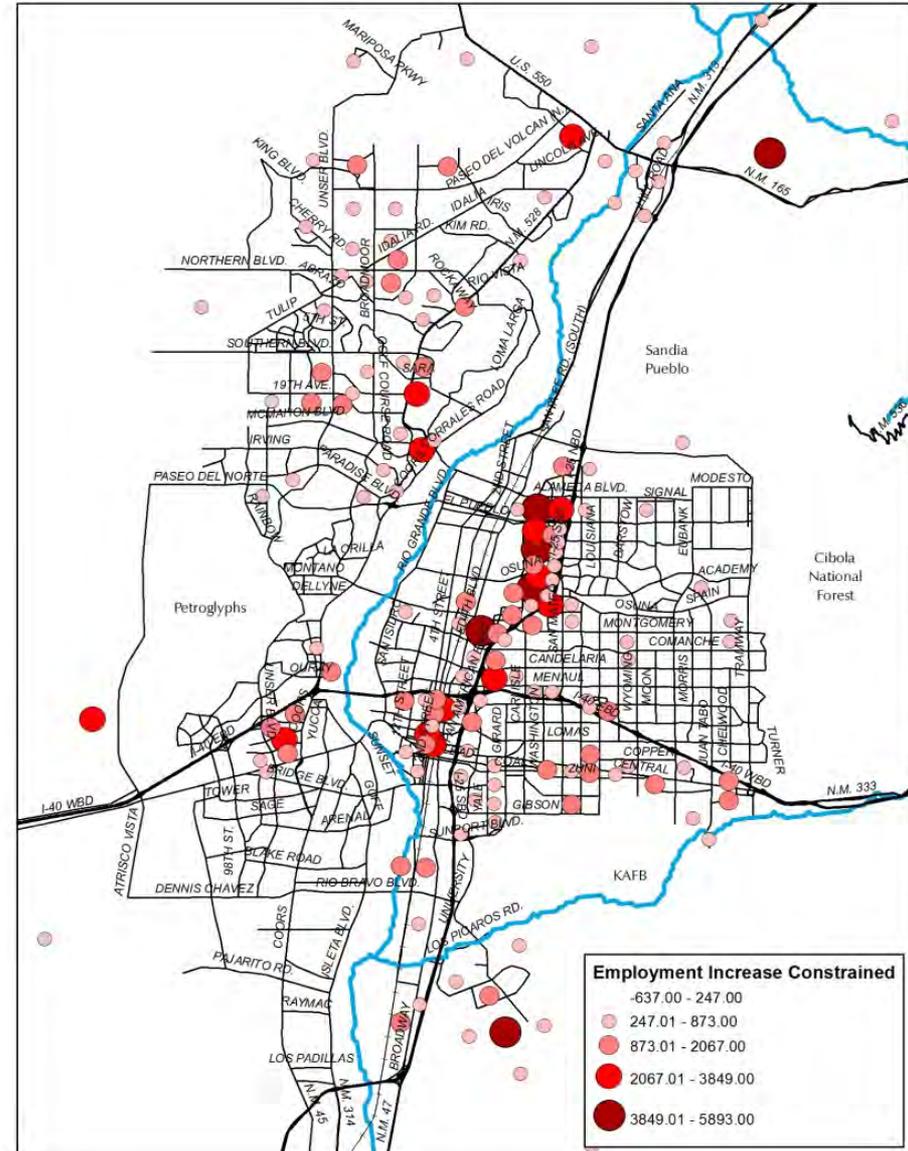
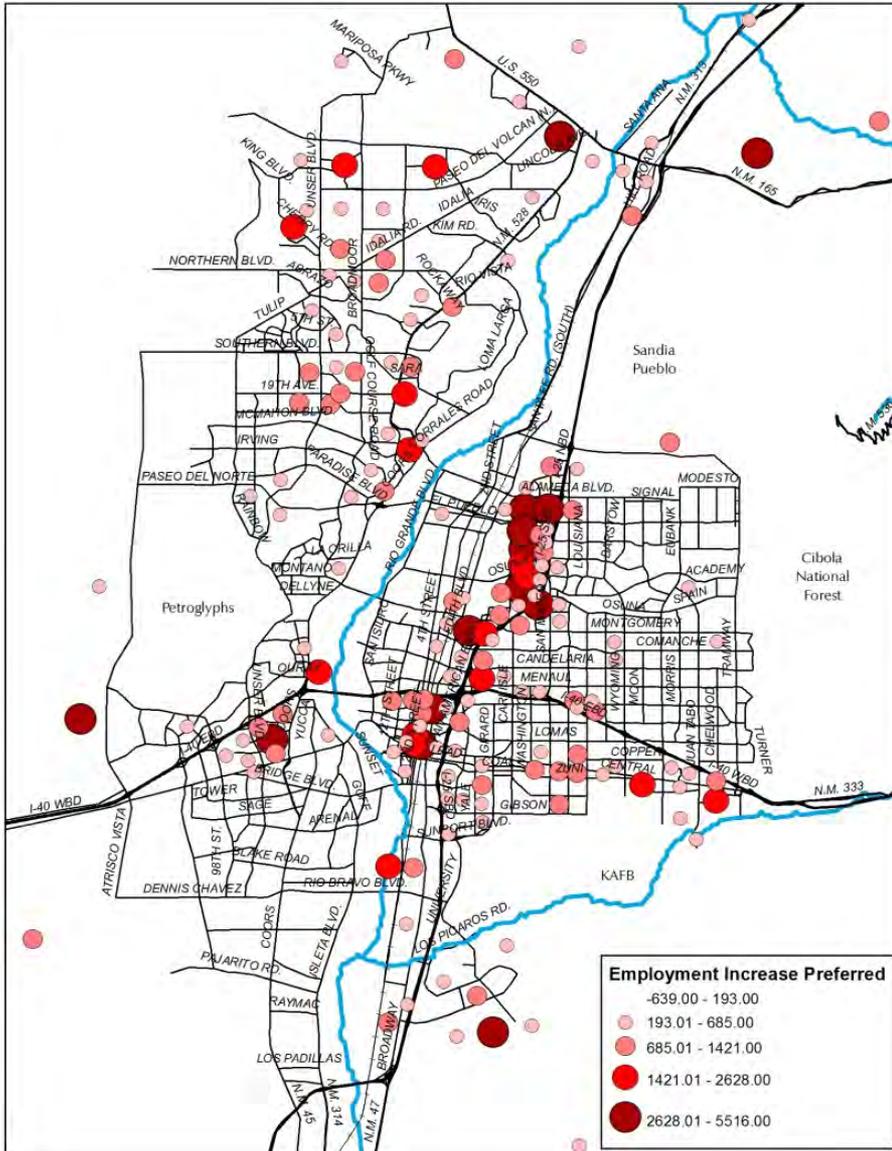
# New Households: Trend vs. Preferred



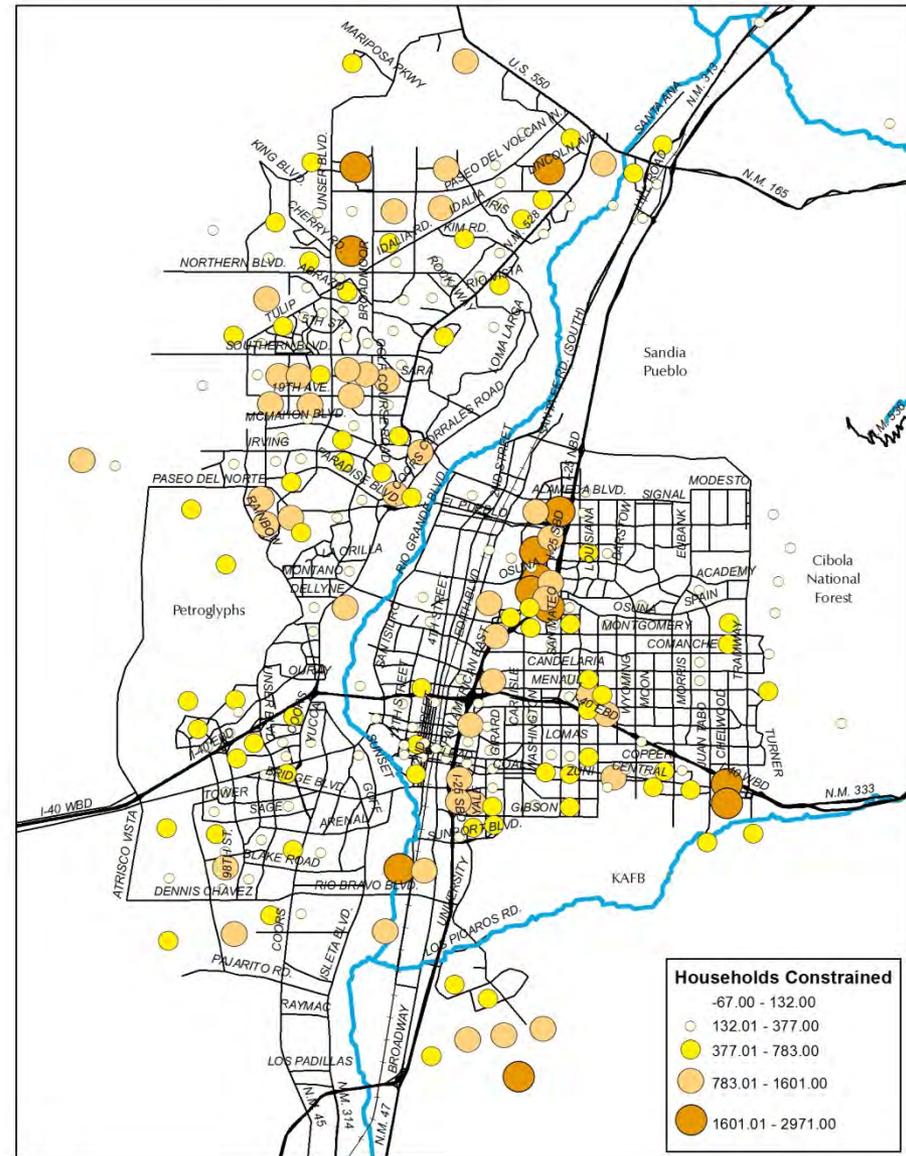
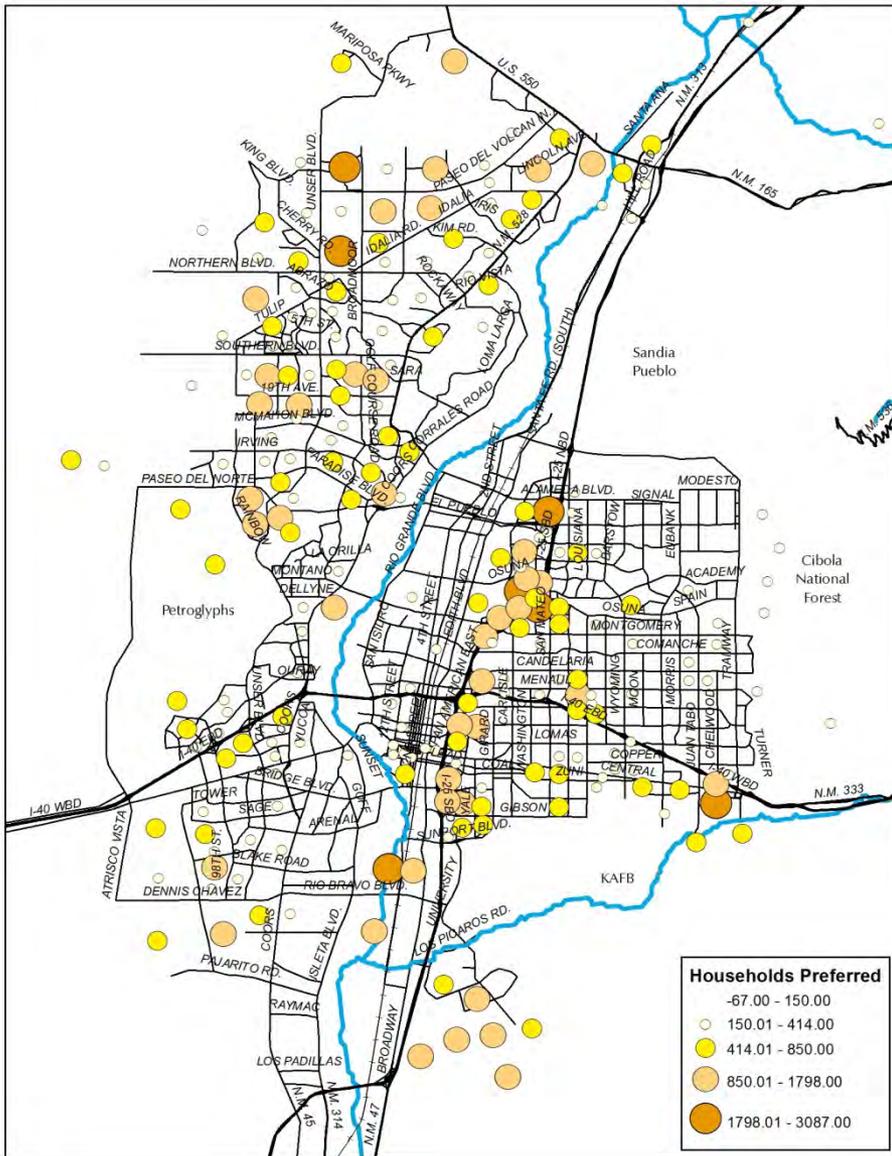
# Differences: Preferred – Trend



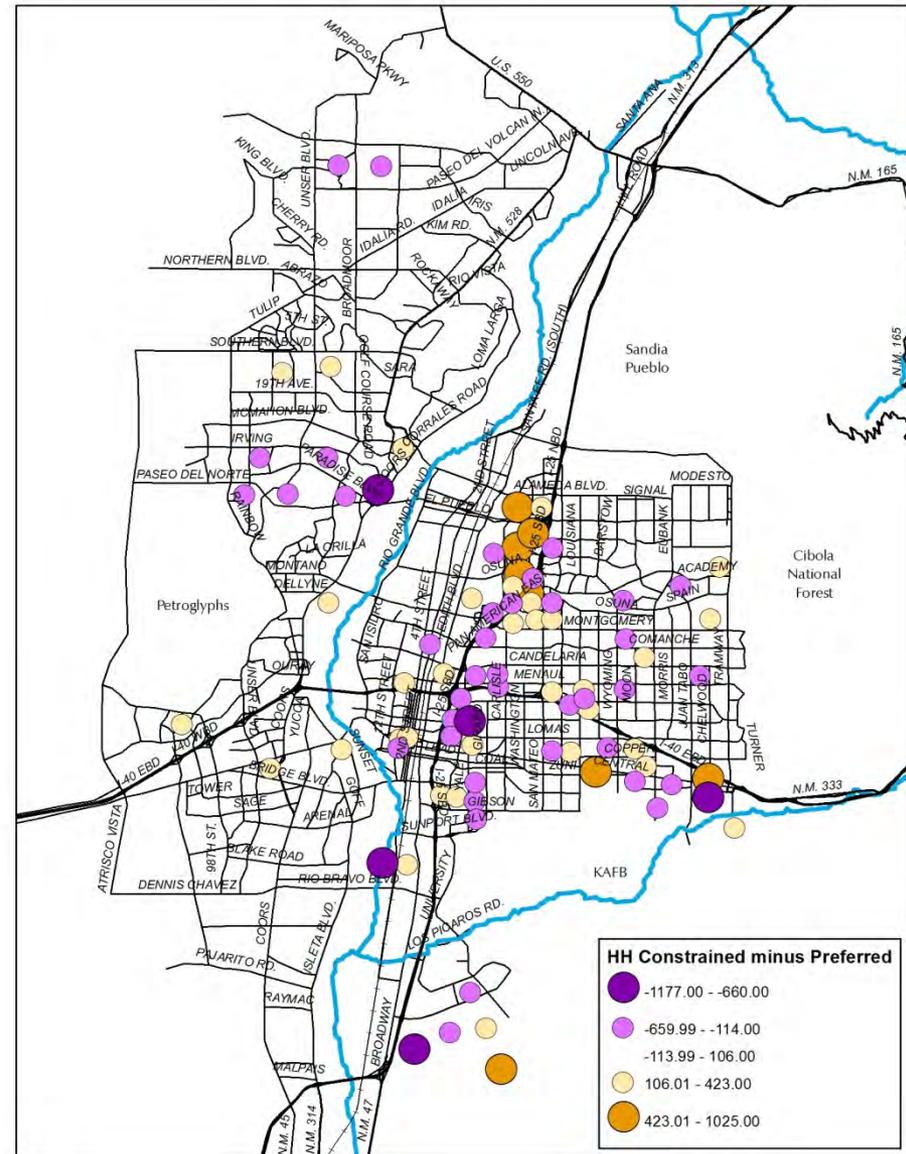
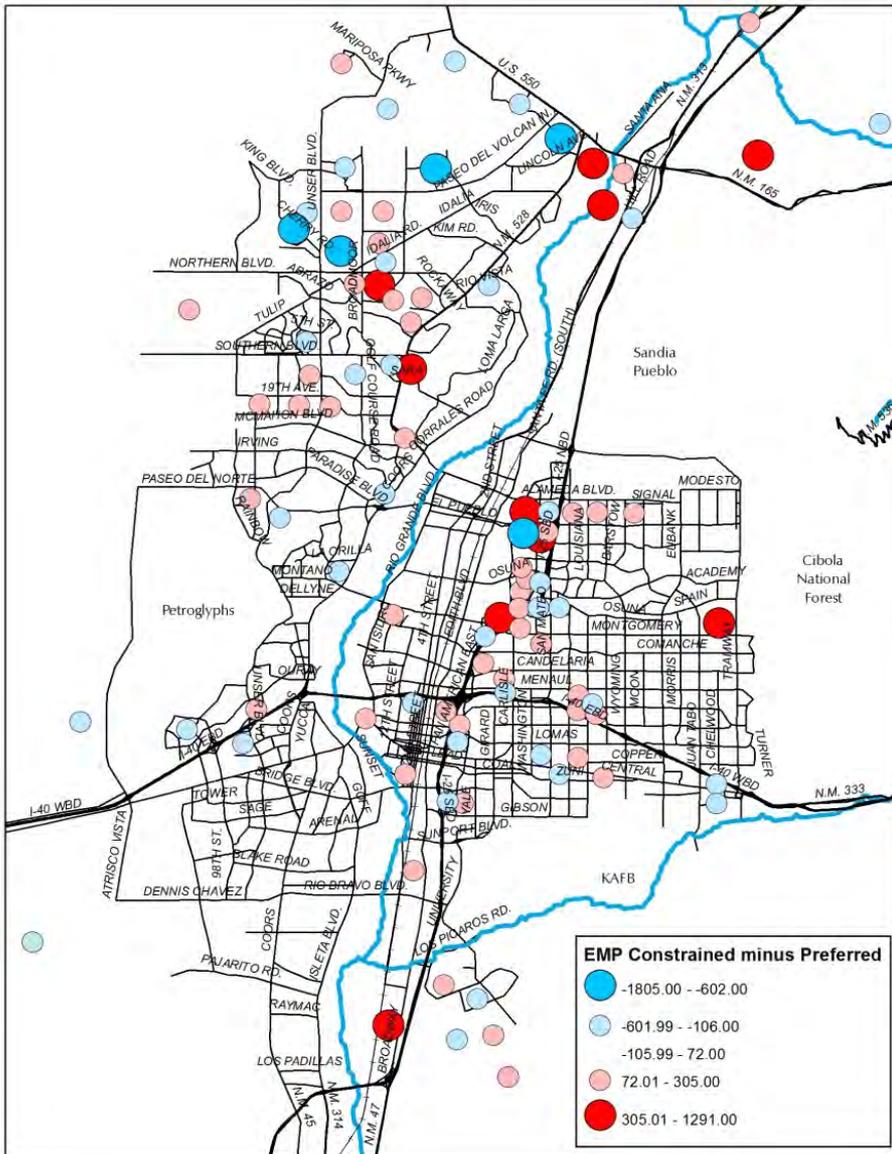
# Employment: Preferred vs. Constrained



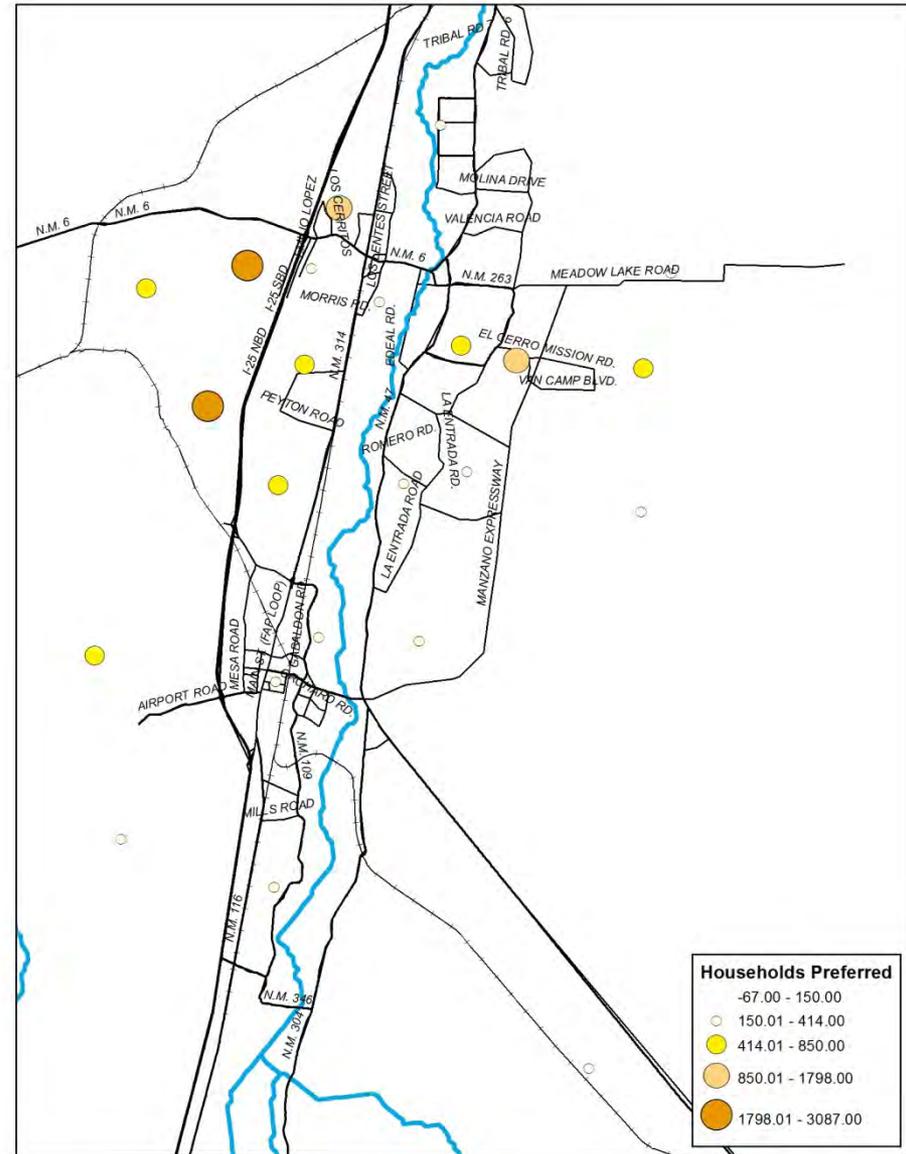
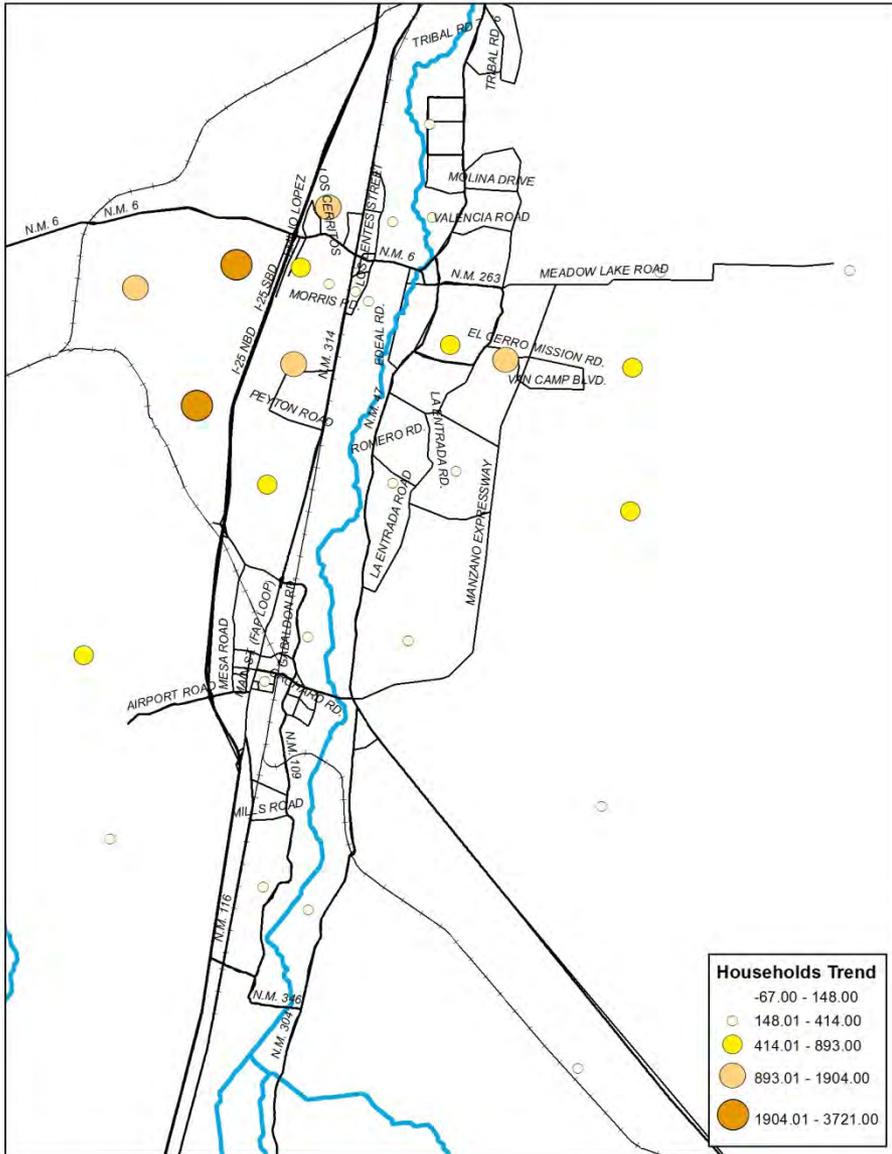
# Households: Preferred vs. Constrained



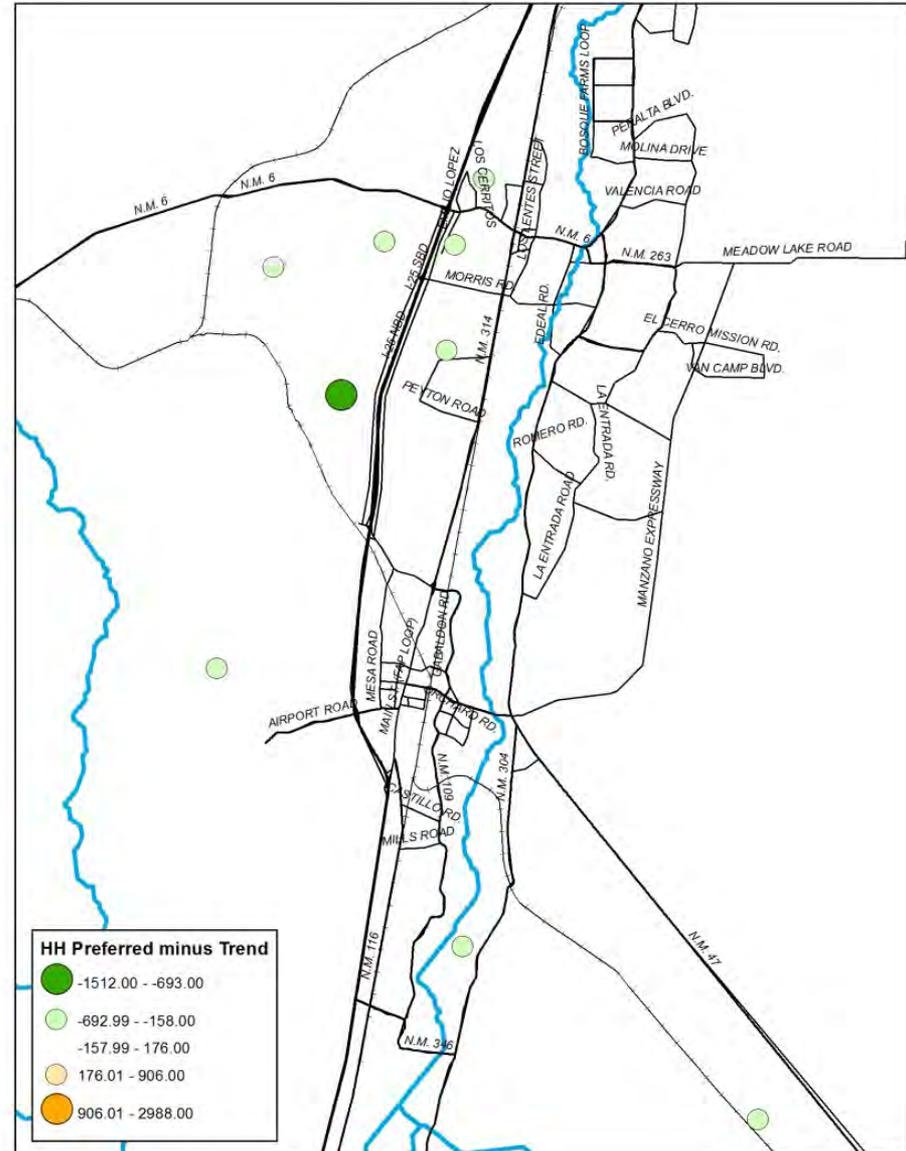
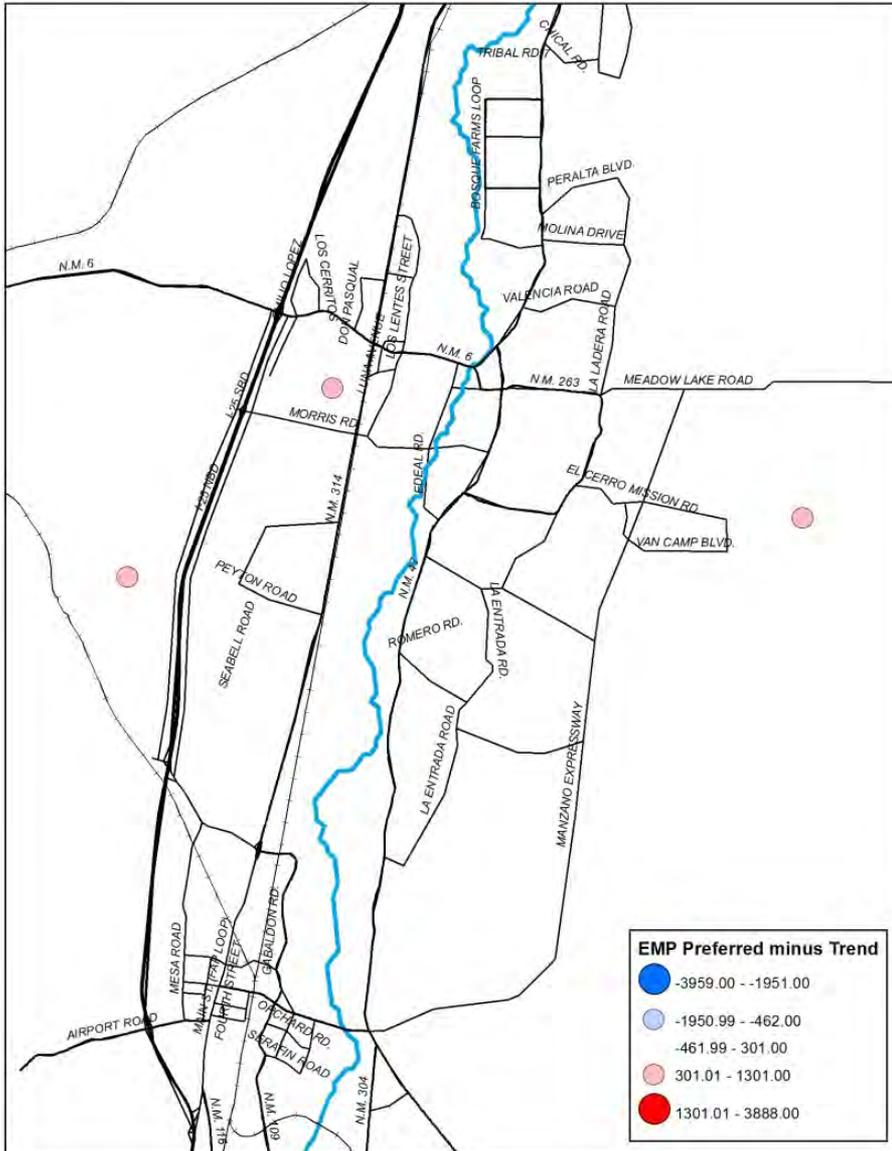
# Differences: Constrained – Preferred



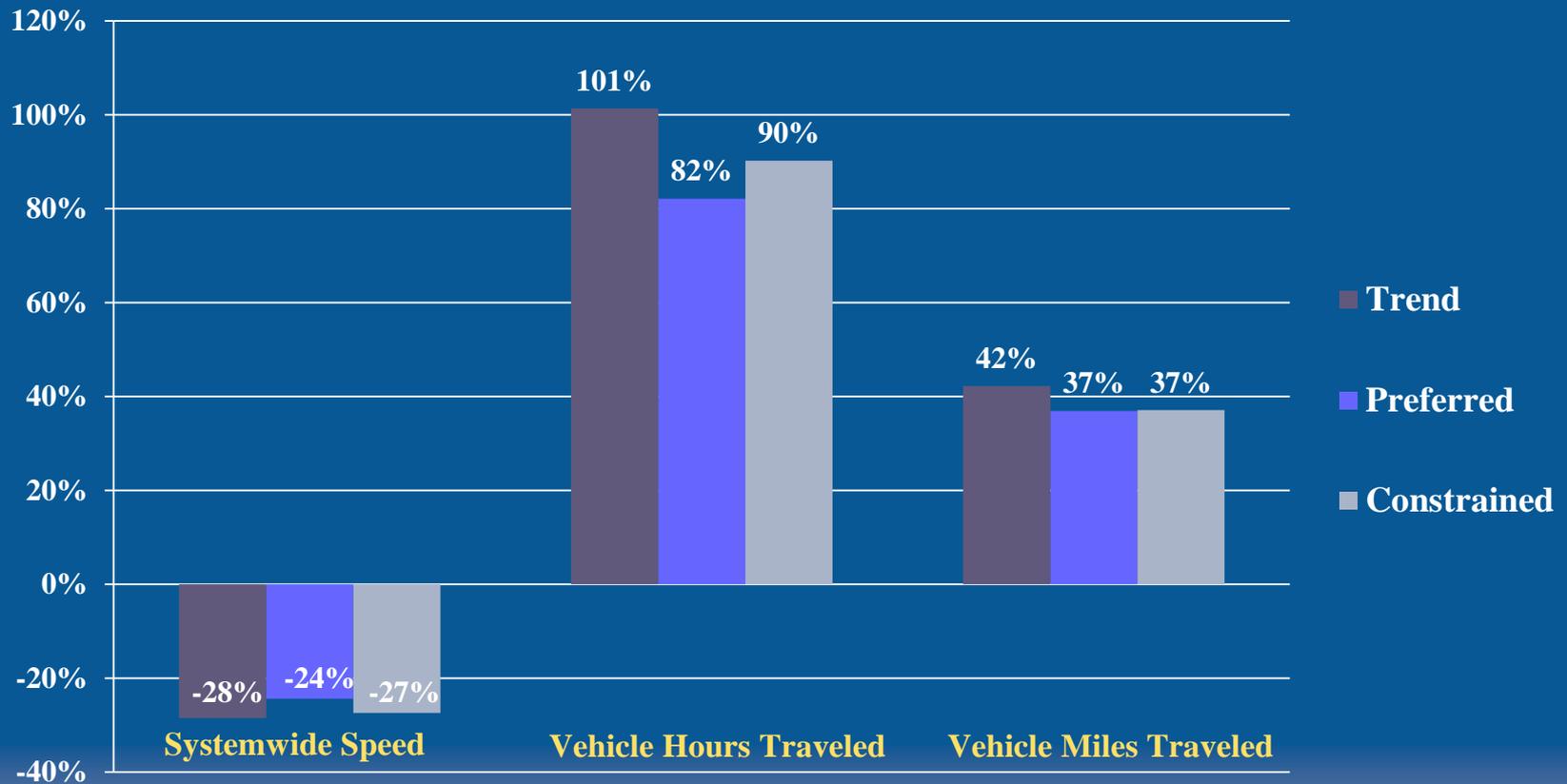
# Valencia County: Households



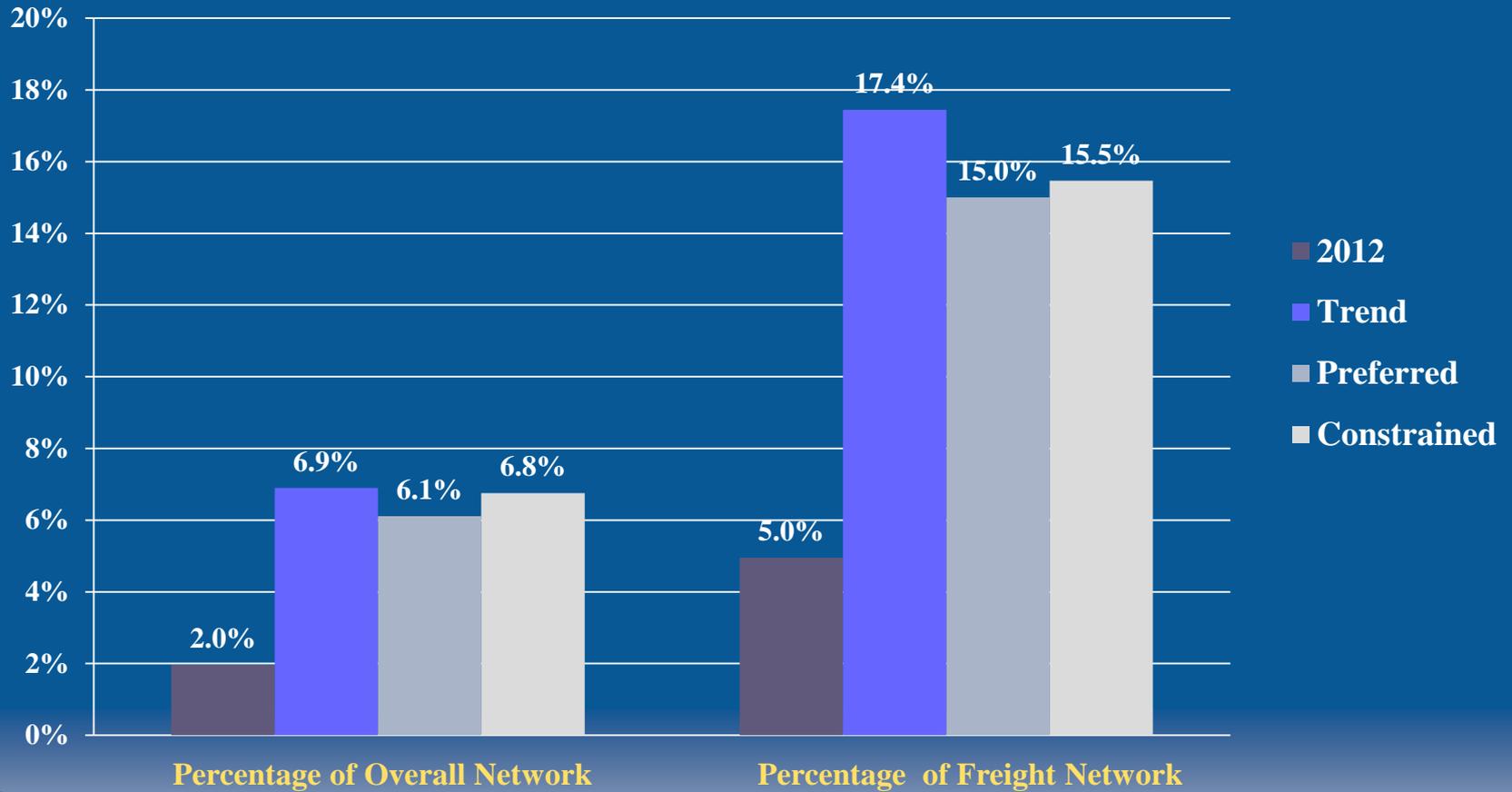
# Valencia County: Differences



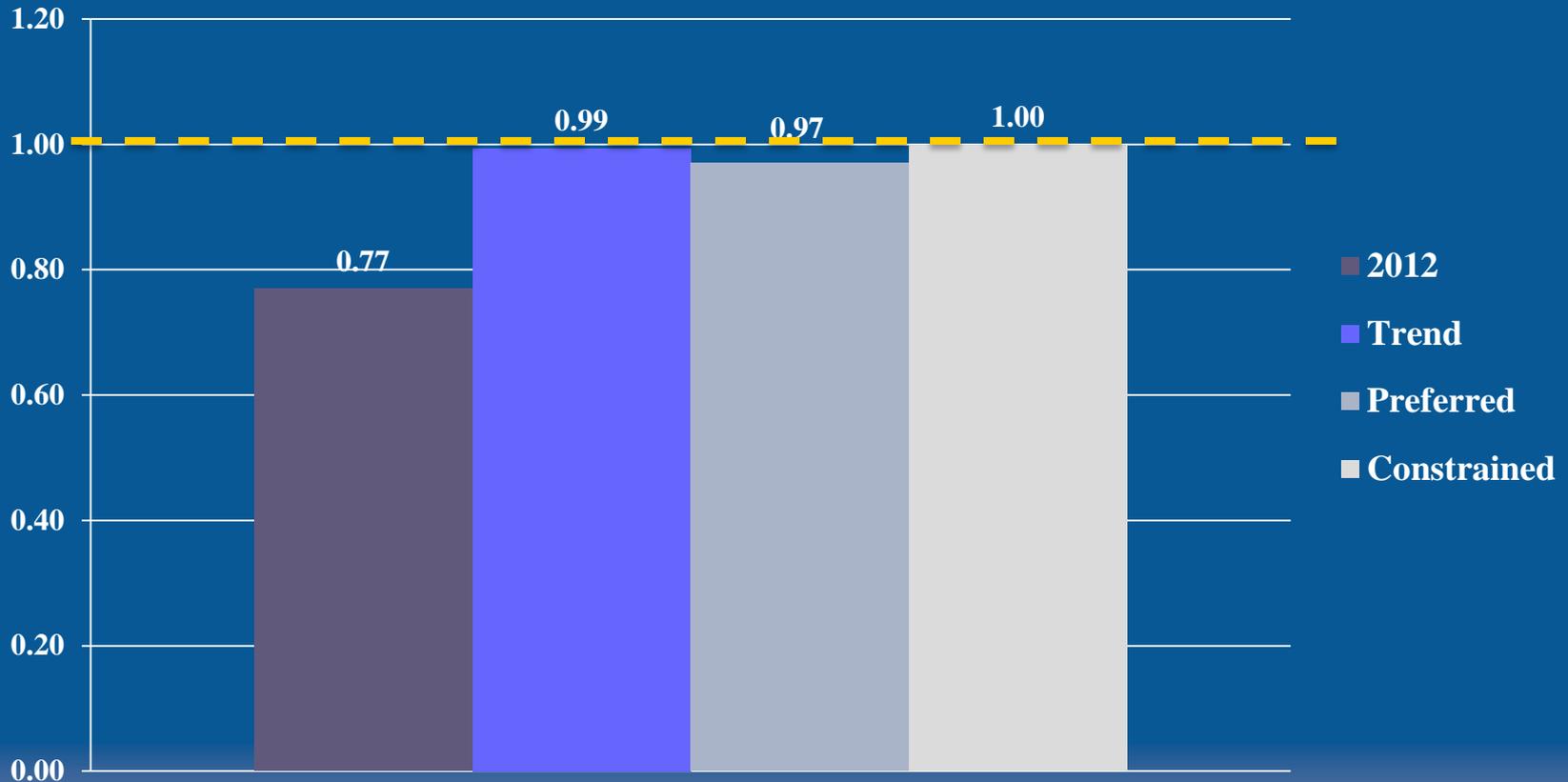
# Summary Travel Statistics



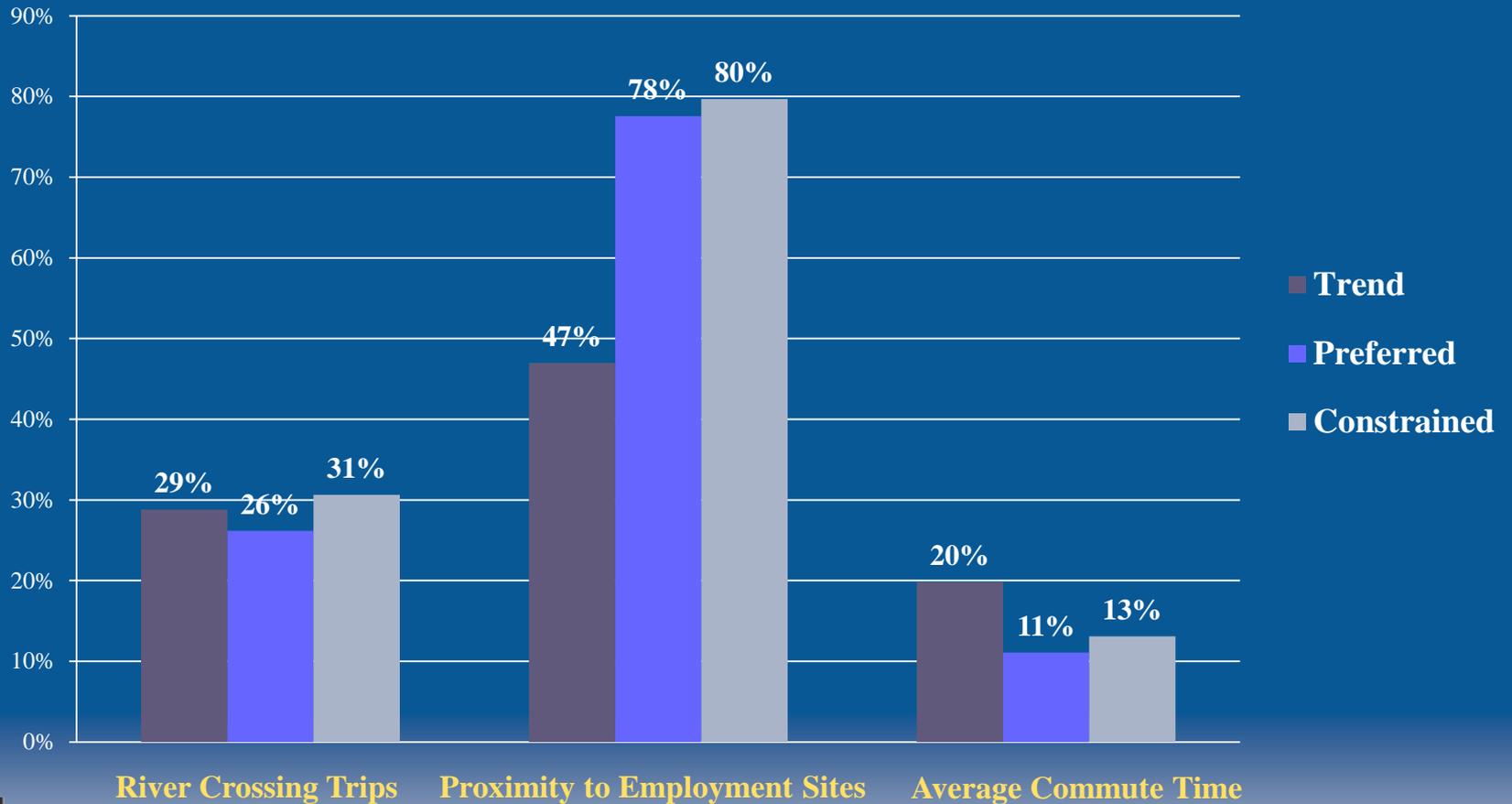
# Congested Conditions

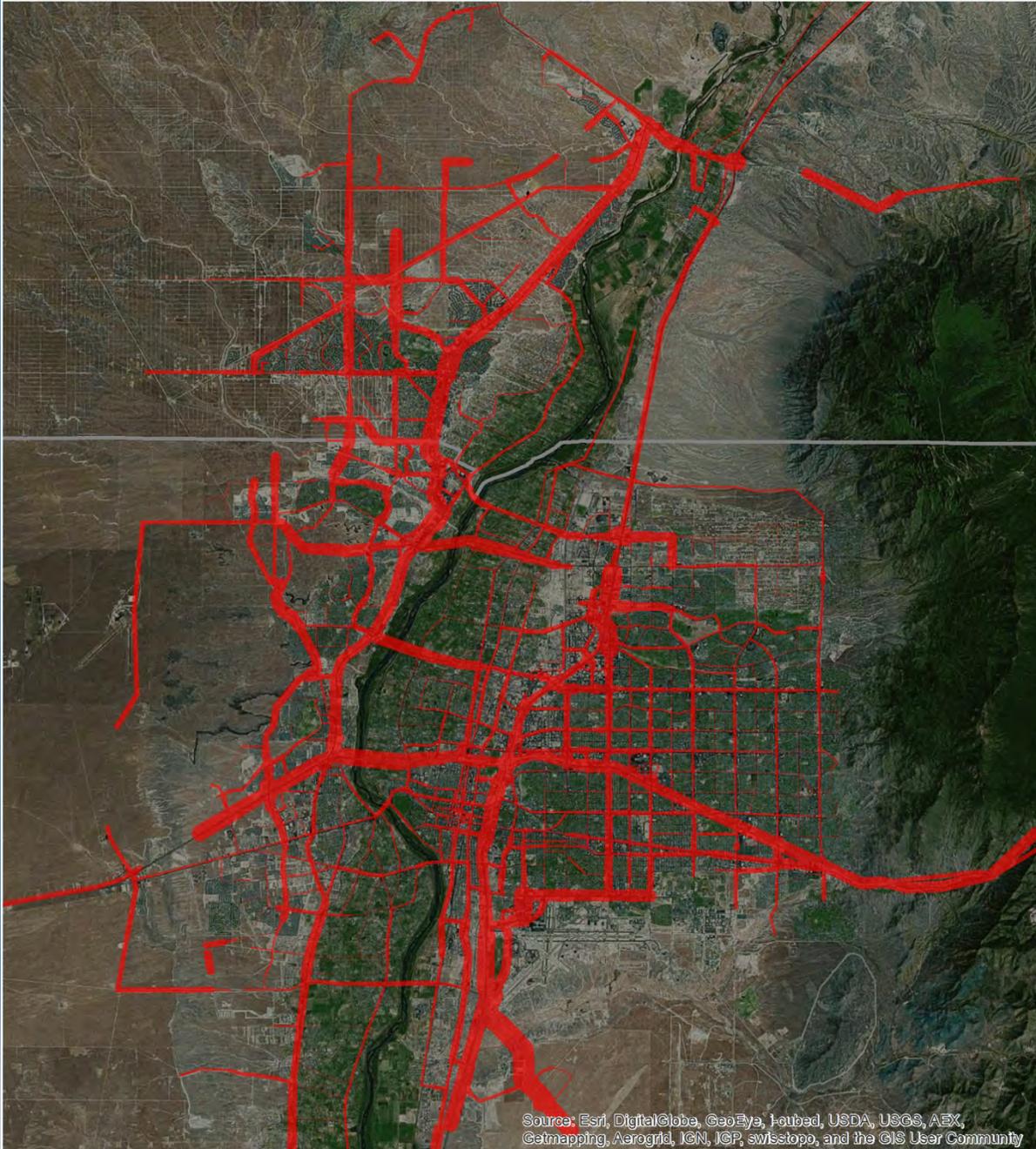


# Volume-to-Capacity Ratio – River Crossings



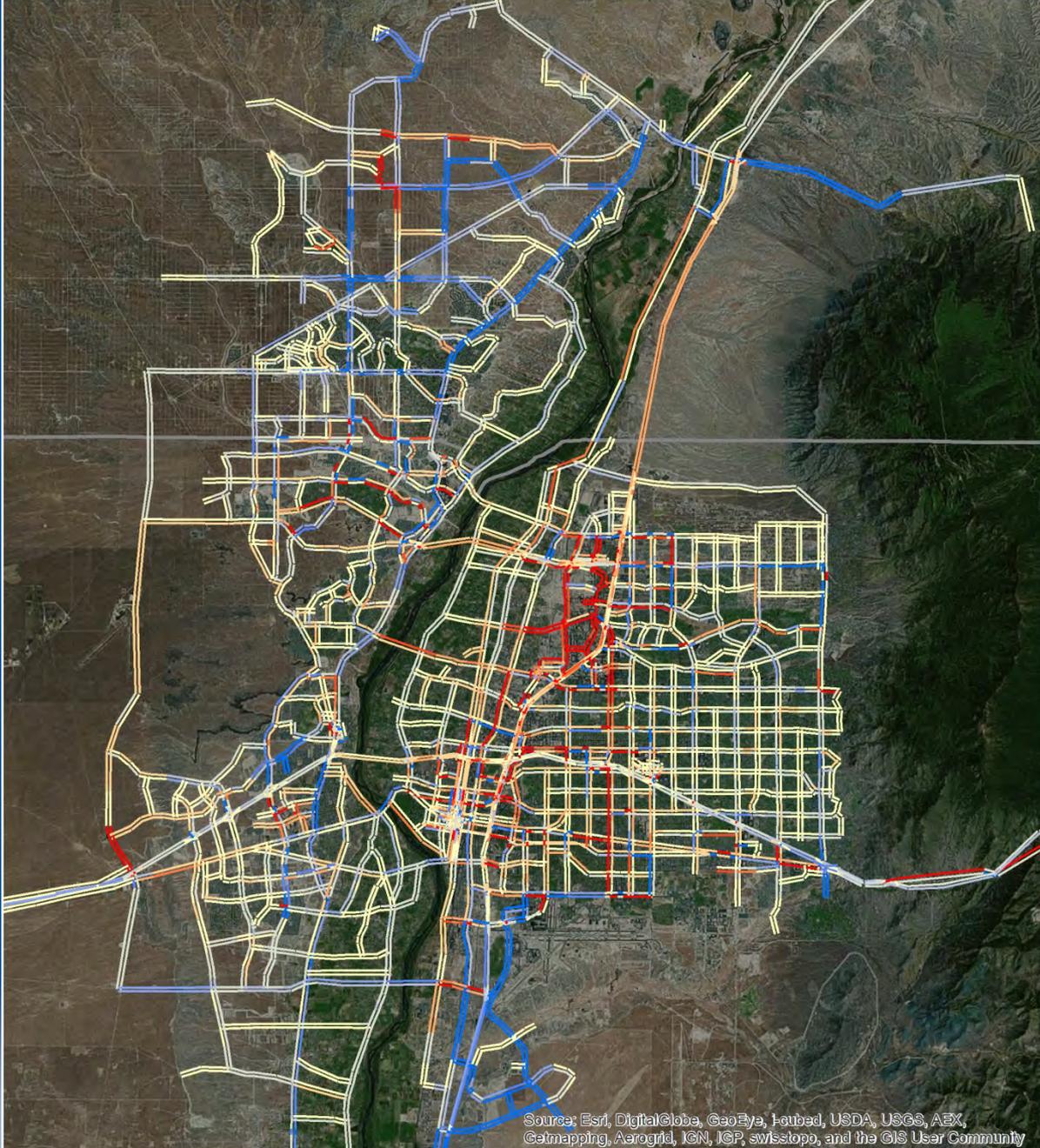
# Commuting Measures





Change in Daily Traffic Volume (2040 Trend - 2012 Baseline)



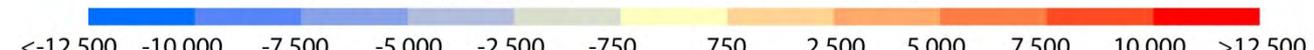


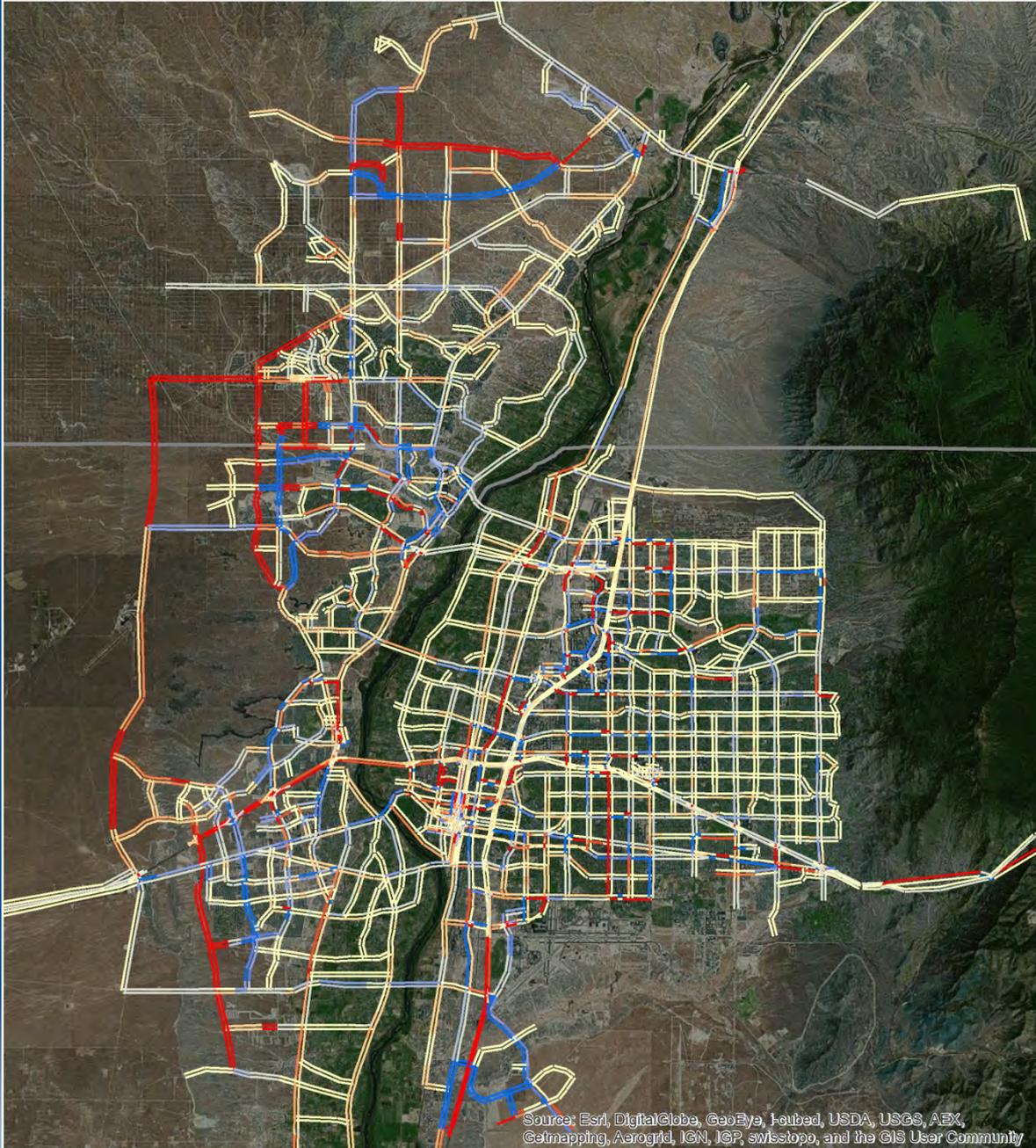
Source: Esri, DigitalGlobe, GeoEye, I-satellite, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



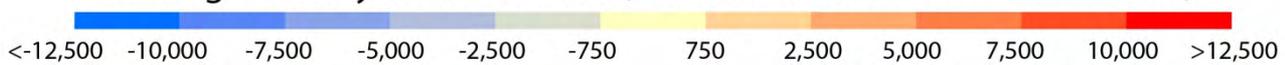
Source: Esri, DigitalGlobe, GeoEye, I-satellite, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Change in Daily Traffic Volume (2040 Preferred - 2040 Trend)

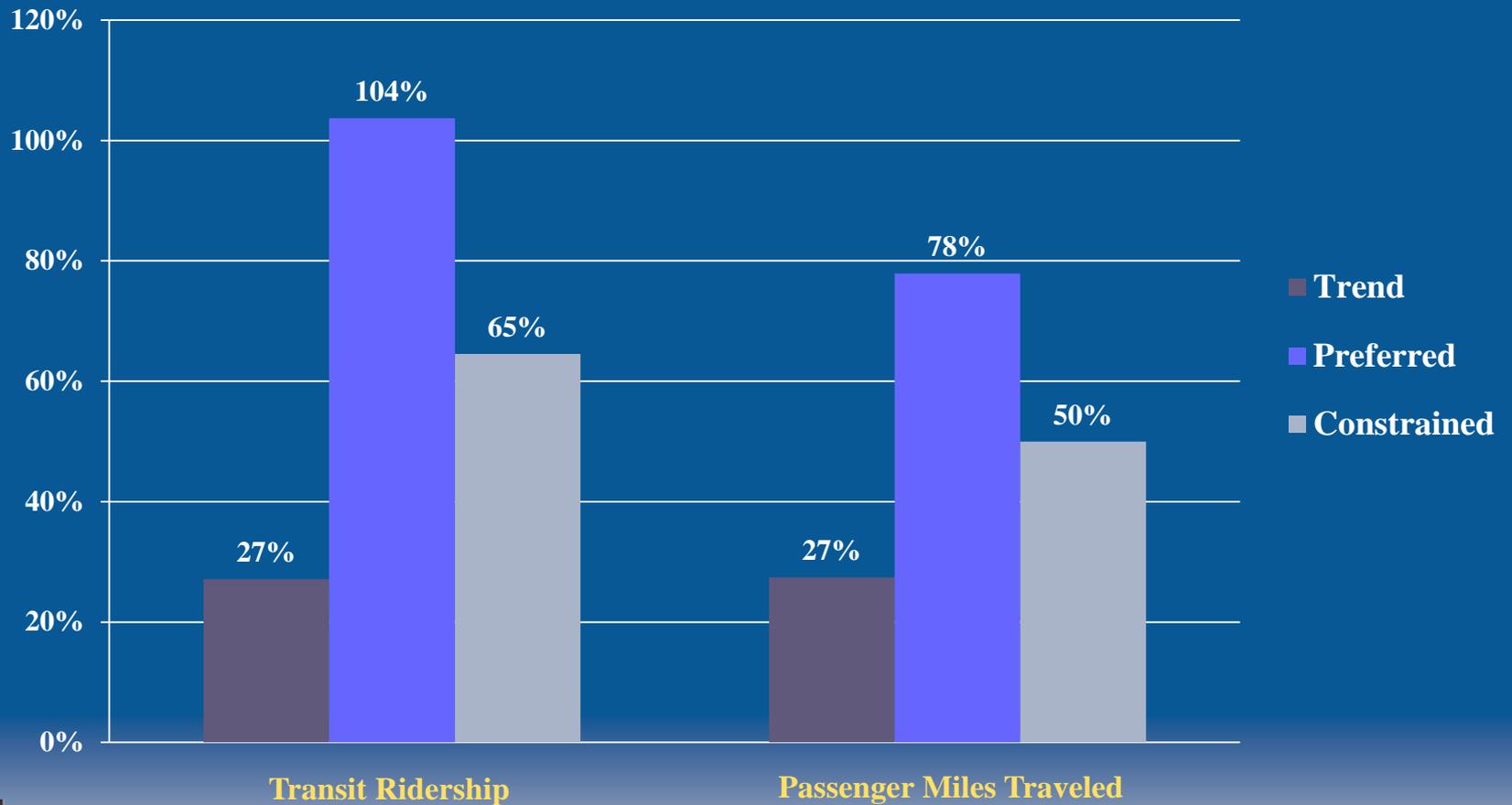




Change in Daily Traffic Volume (2040 Preferred - 2040 Constrained)



# Transit Impacts

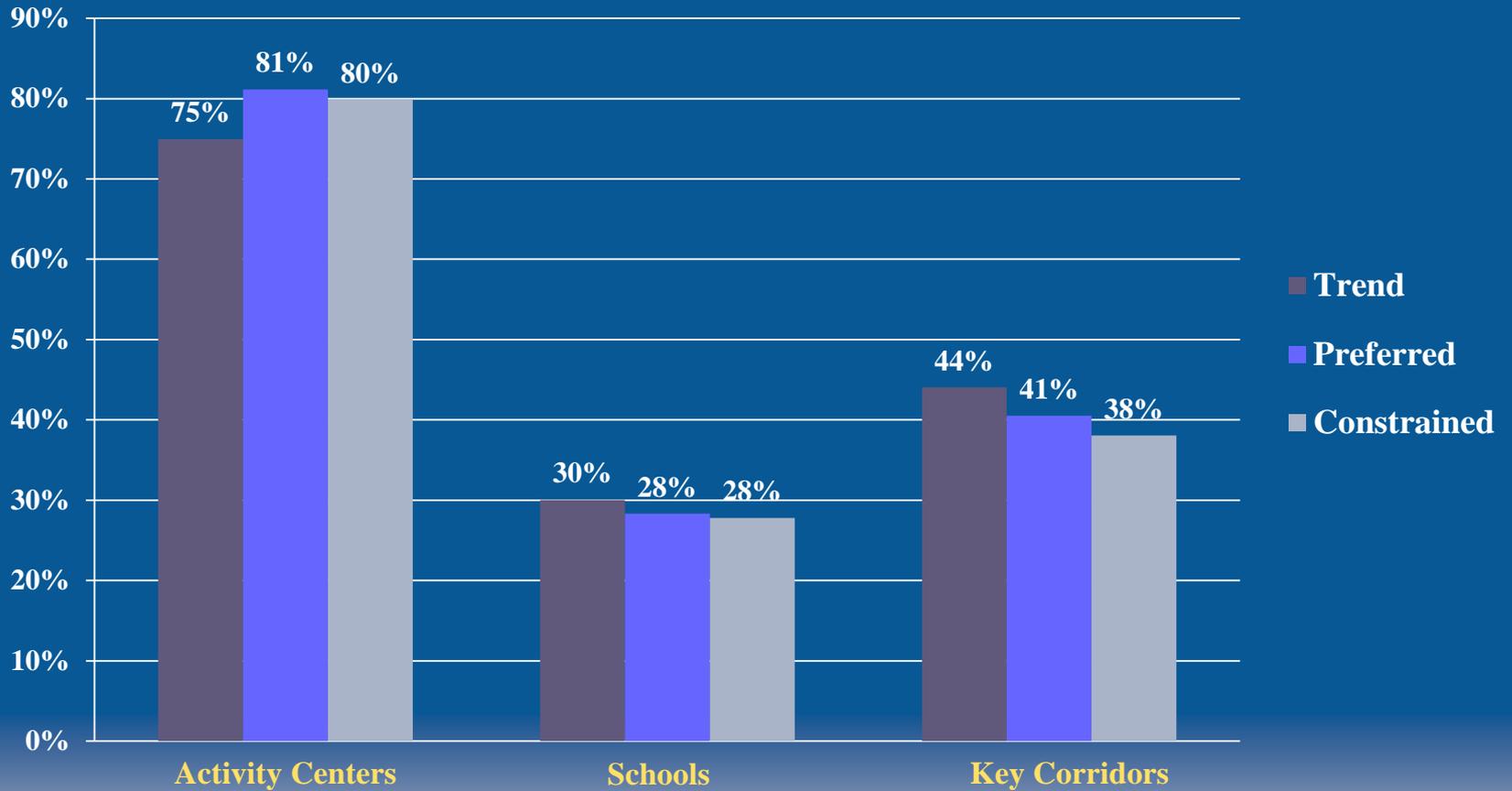


# Traveler Behavior - Preferred

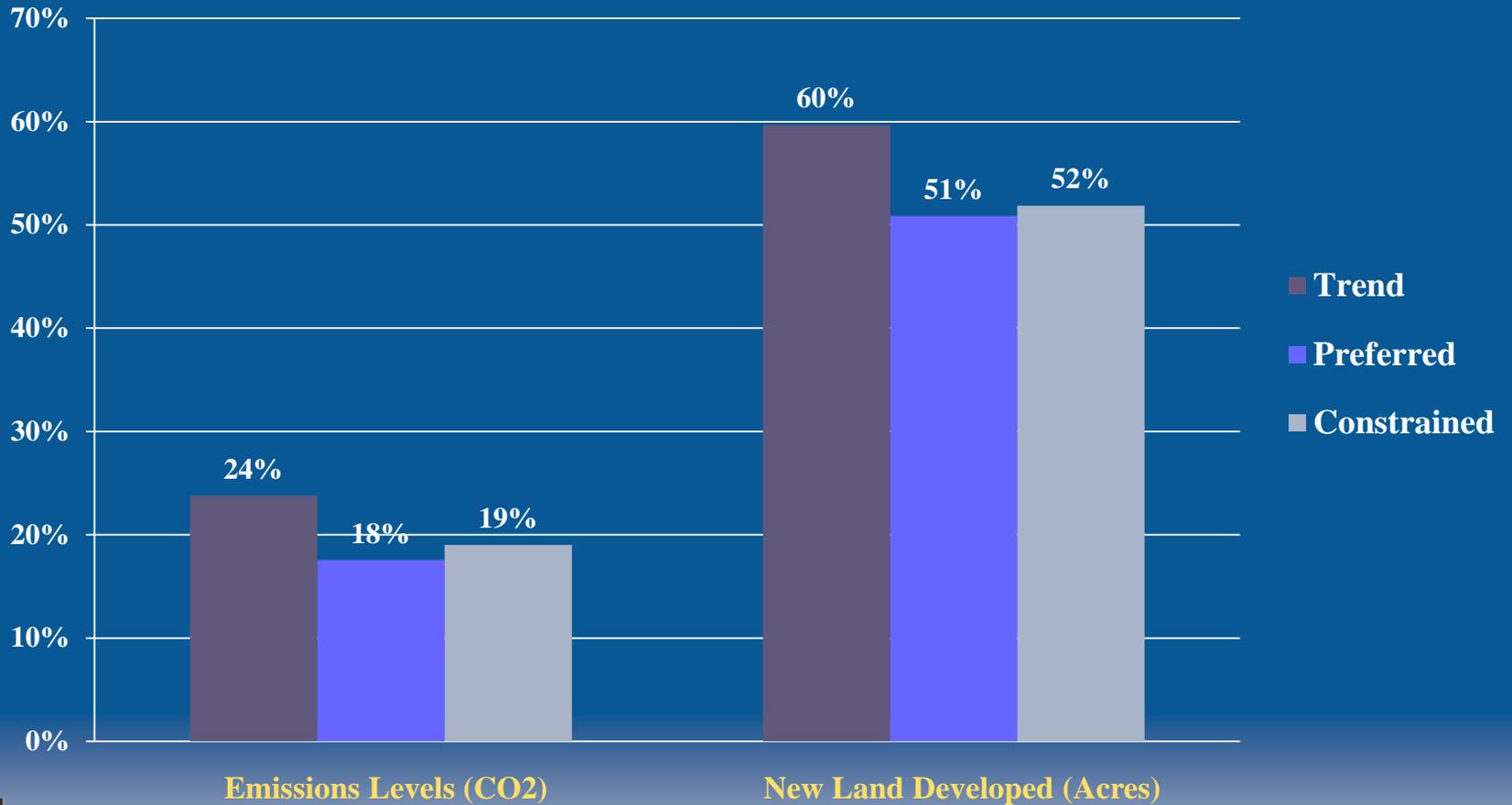
- ◆ Greater increase in transit and non-motorized mode share
- ◆ Reduced levels of congestion
- ◆ Lower levels of driving overall
- ◆ Travel increases in locations with greater capacity



# Accessibility (Proximity Measures)



# Sustainability Measures



# Urban Footprint and Economic Impacts

## ◆ Decrease in VMT and VHT

- More efficient roadway system overall
- More disposable income, less \$ spent on transportation costs

## ◆ Improved access to labor and goods

## ◆ Reduced footprint

- ◆ Lower roadway maintenance costs
- ◆ More efficient provision of services
- ◆ May require upgrading existing utilities



# Resiliency and Development Patterns

- ◆ Reducing paved surfaces in general is a good thing
  - ◆ Reduce runoff
  - ◆ Fewer surfaces that can crack and be damaged by weather
  - ◆ Reduce urban heat island
- ◆ Need to provide green spaces and green infrastructure



# Resiliency Measures

## ◆ Forest-fire risk locations

- ◆ Wildland-Urban Interface
  - **Intermix** – low-density housing intermingles with agricultural) vegetation
  - **Interface** – areas with housing and low-density vegetation within fire's reach (1.5 miles) of a contiguous block of wildland vegetation

## ◆ Flood risk locations

- ◆ FEMA-designated 100-year floodplains

## ◆ Crucial habitat areas

- ◆ Western Governors Association Crucial Habitat Assessment Tool (CHAT)

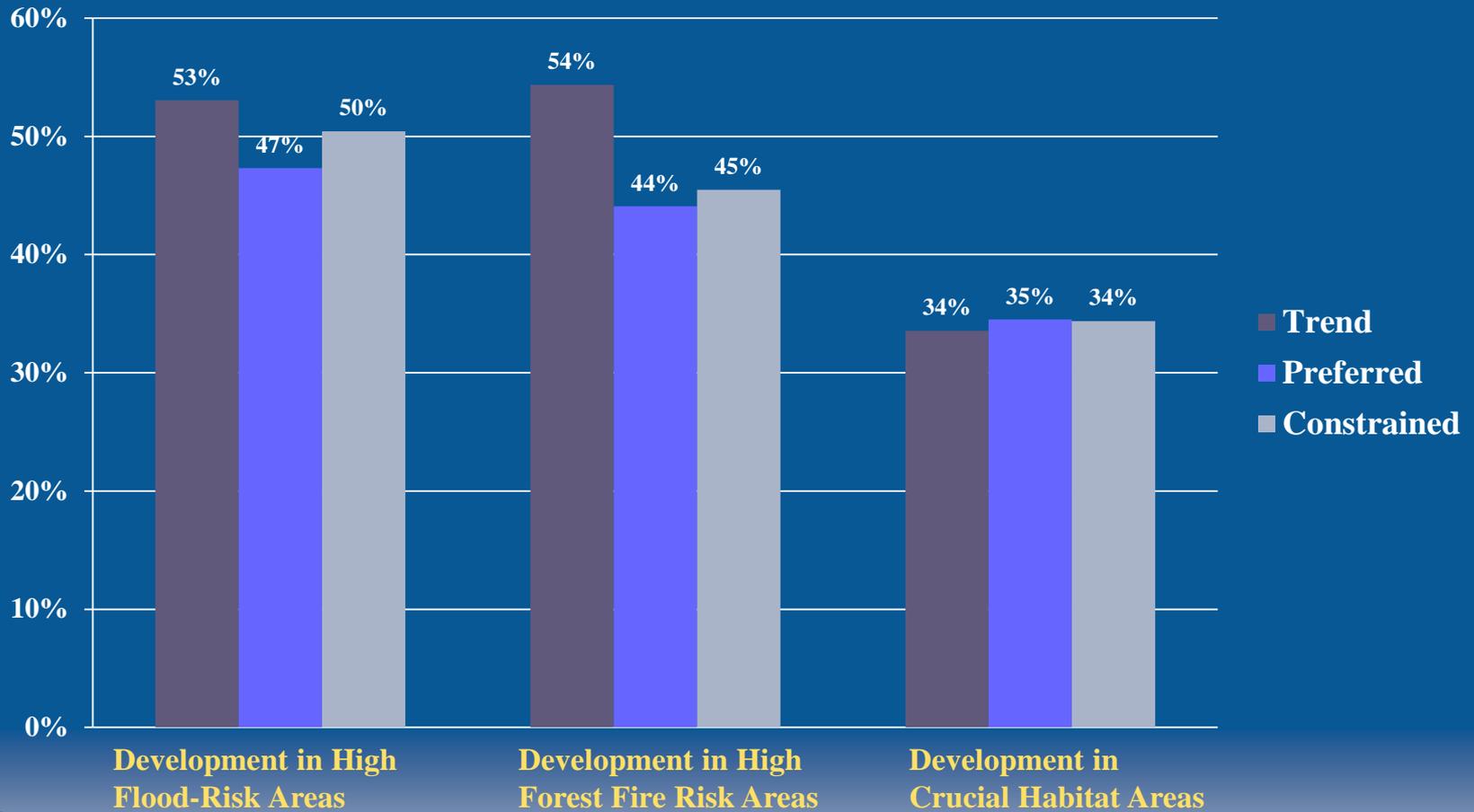


# Resiliency Measures

- ◆ Growth was not prevented from occurring in any of these areas
- ◆ Incentivize growth in other locations and see if we can minimize risks
- ◆ Carrots rather than sticks



# Resiliency – Composite Scores



# 100-Year Floodplains

County	2012	Trend		Preferred		Constrained	
	HH + Emp	HH + Emp	% Difference	HH + Emp	% Difference	HH + Emp	% Difference
Bernalillo	8,508	16,928	99%	16,777	97%	17,444	105%
Sandoval	4,293	8,835	106%	8,029	87%	8,396	96%
Santa Fe	111	272	145%	266	140%	270	143%
Valencia	21,558	26,720	24%	25,710	19%	25,743	19%
<b>Total</b>	<b>34,470</b>	<b>52,755</b>	<b>53%</b>	<b>50,782</b>	<b>47%</b>	<b>51,853</b>	<b>50%</b>

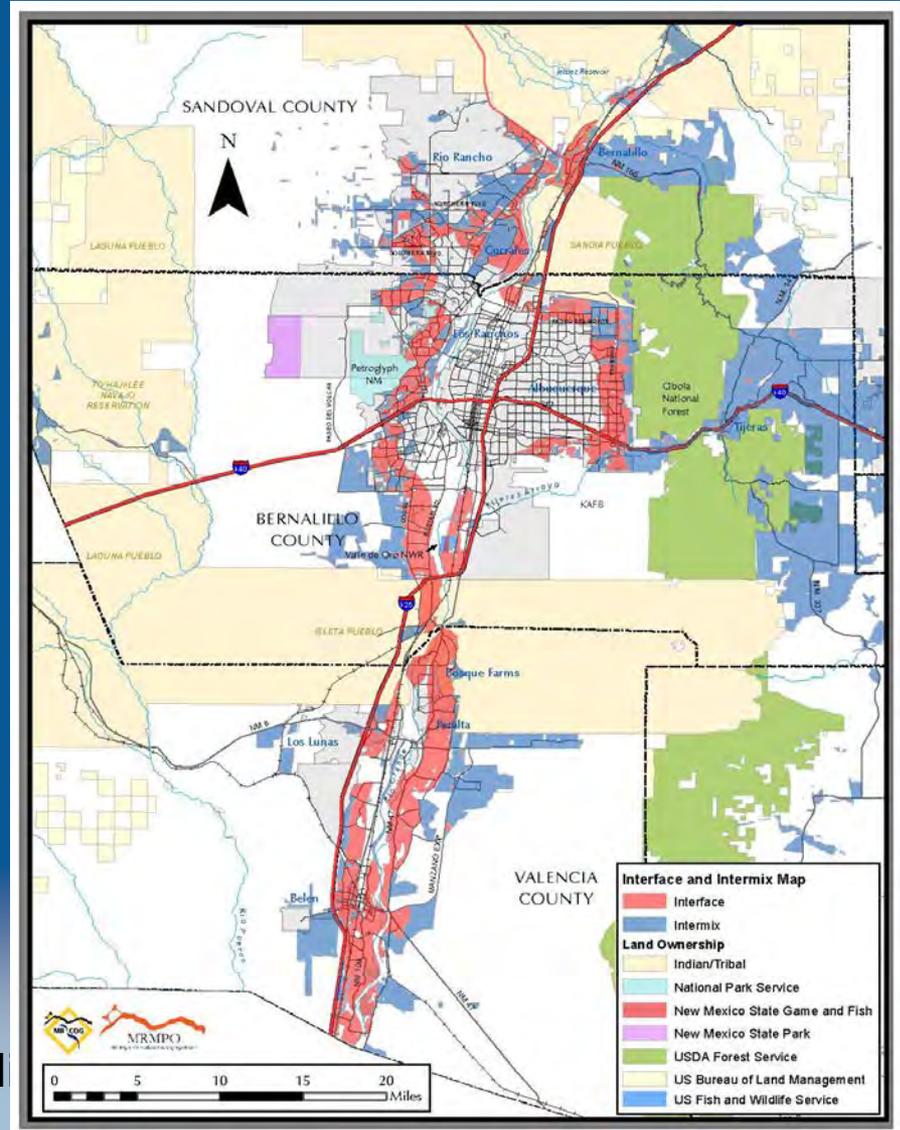
Percent of new development in existing floodplains			
County	Trend	Preferred	Constrained
<b>Sandoval</b>	70%	65%	66%
<b>Valencia</b>	88%	88%	85%



# Wildland-Urban Interface

## Composite Score

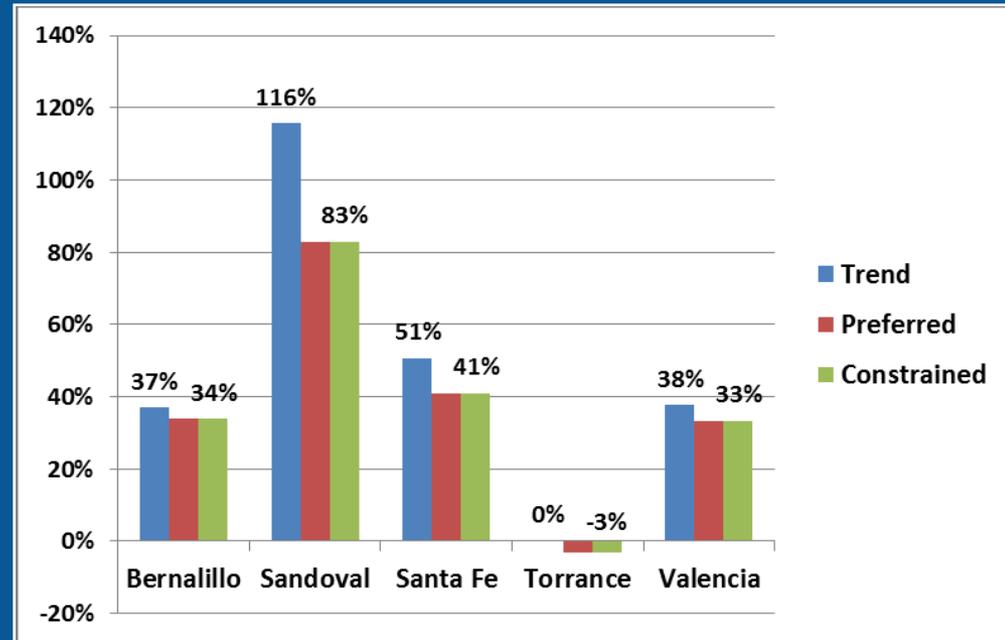
- ◆ 2012 = 3.14
- ◆ Trend = 4.85
- ◆ Preferred = 4.53
- ◆ Constrained = 4.57



# Wildland-Urban Interface

## Composite Score

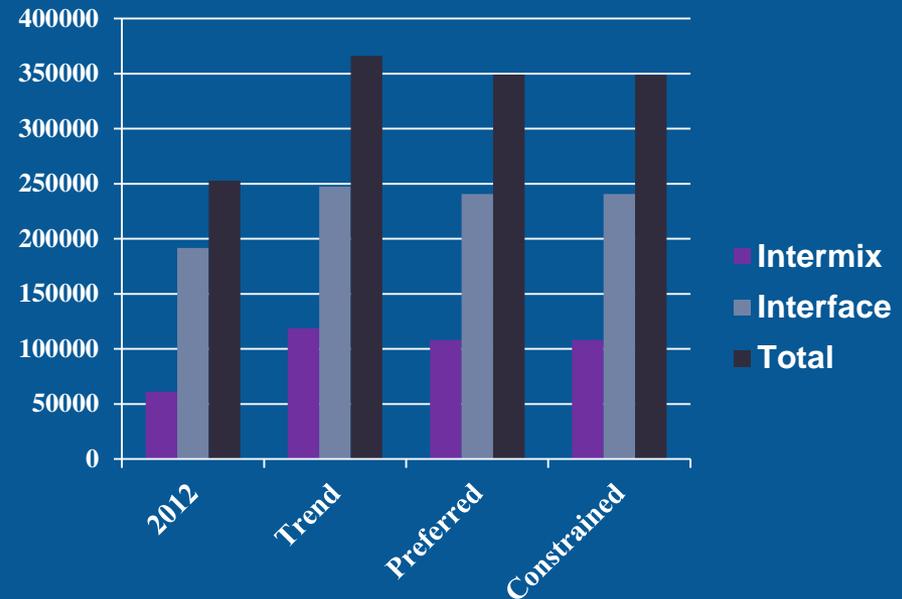
- ◆ 2012 = 3.14
- ◆ Trend = 4.85
- ◆ Preferred = 4.53
- ◆ Constrained = 4.57



# Wildland-Urban Interface

- ◆ Trend sees greater growth in “Intermix” and “Interface” areas
- ◆ Disproportionately high growth in “Intermix,” especially Sandoval County

Households + Employment



Percent Increase from 2012			
Scenario	Intermix	Interface	Total
Trend	94%	29%	45%
Preferred	76%	26%	38%



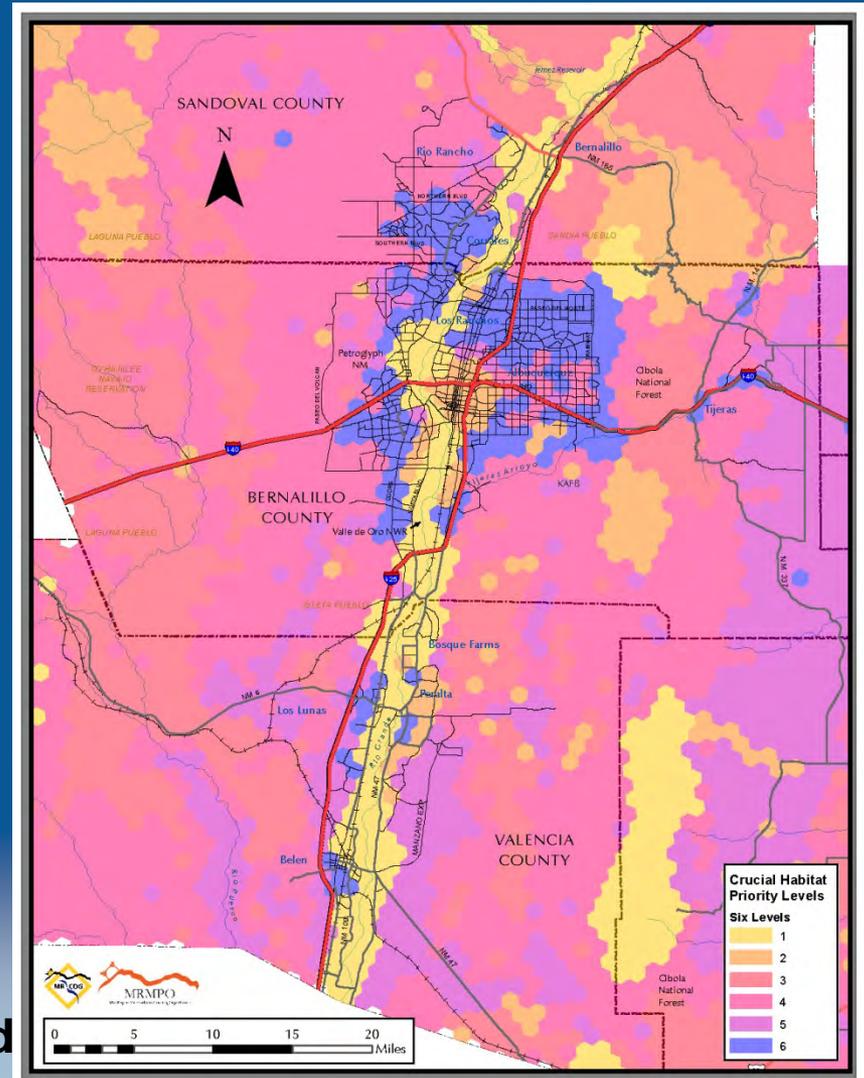
# Crucial Habitat Assessment Areas

## *Developing in Existing Urban Footprint*

Trend Vs 2012				
	Rank 1	Rank 2	Rank 3	Total
County	HH+Emp	HH+Emp	HH+Emp	HH+Emp
Bernalillo	14,638	35,568	186	50,392
Sandoval	13,481	628	6,637	20,746
Valencia	3,355	707	42	4,104
Total	31,474	36,903	6,865	75,242

Preferred Vs 2012				
	Rank 1	Rank 2	Rank 3	Total
County	HH+Emp	HH+Emp	HH+Emp	HH+Emp
Bernalillo	16,358	48,044	157	64,559
Sandoval	10,483	397	2,762	13,642
Valencia	2,628	473	45	3,146
Total	29,469	48,914	2,964	81,347

Preferred vs. Trend				
	Rank 1	Rank 2	Rank 3	Total
County	HH+Emp	HH+Emp	HH+Emp	HH+Emp
Bernalillo	1,720	12,476	-29	14,167
Sandoval	-2,998	-231	-3,875	-7,104
Valencia	-727	-234	3	-958
Total	-2,005	12,011	-3,901	6,105



Mid

# CHAT – New Development Areas

Trend	Difference - New Development Areas					
	Rank 1	Rank 2	Rank 3	Rank 4	Rank 5	Rank 6
	County	HH+Emp	HH+Emp	HH+Emp	HH+Emp	HH+Emp
Bernalillo	2745	12030	6808	26597	6431	30532
Sandoval	479	6668	1817	14474	460	-5873
Santa Fe	0	19	1387	2789	5203	270
Torrance	1	1076	1546	2221	6539	0
Valencia	-167	-168	2215	3878	7641	-347
Total	3225	19793	11558	46081	18633	24929

Preferred	Difference - New Development Areas					
	Rank 1	Rank 2	Rank 3	Rank 4	Rank 5	Rank 6
	County	HH+Emp	HH+Emp	HH+Emp	HH+Emp	HH+Emp
Bernalillo	1341	1177	8803	-35222	7530	3198
Sandoval	4108	7241	5830	-8574	343	0
Santa Fe	0	14	1351	2239	4823	268
Torrance	1	1086	1624	1380	6342	2
Valencia	160	22	2113	2333	6811	0
Total	5450	9518	17608	-40177	19038	3468

Preferred vs. Trend	Rank 1	Rank 2	Rank 3	
	County	HH+Emp	HH+Emp	HH+Emp
	Bernalillo	-1404	-10853	1995
Sandoval	3629	573	4013	
Valencia	0	-5	-36	
Total	2225	-10285	5972	



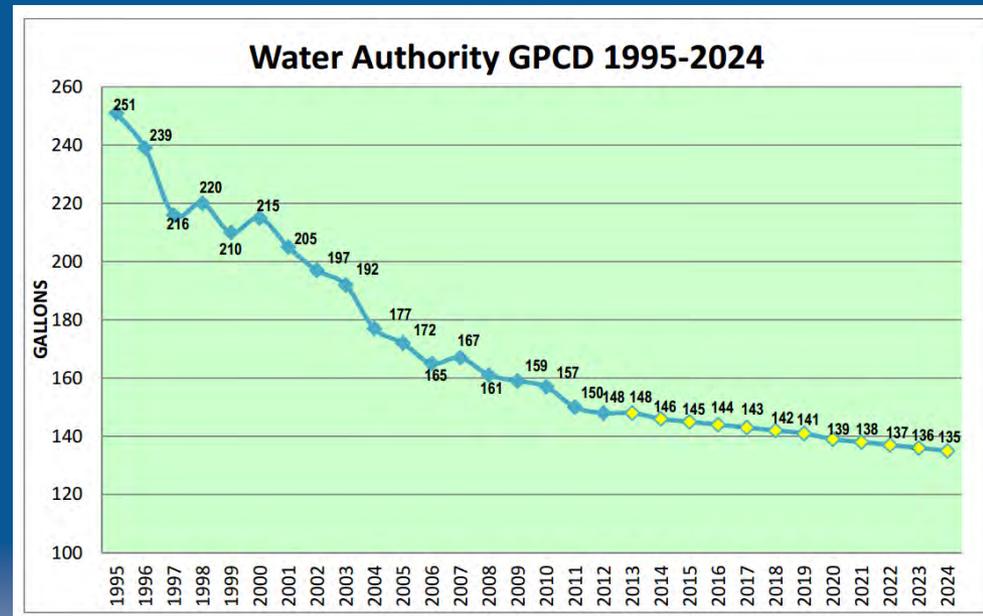
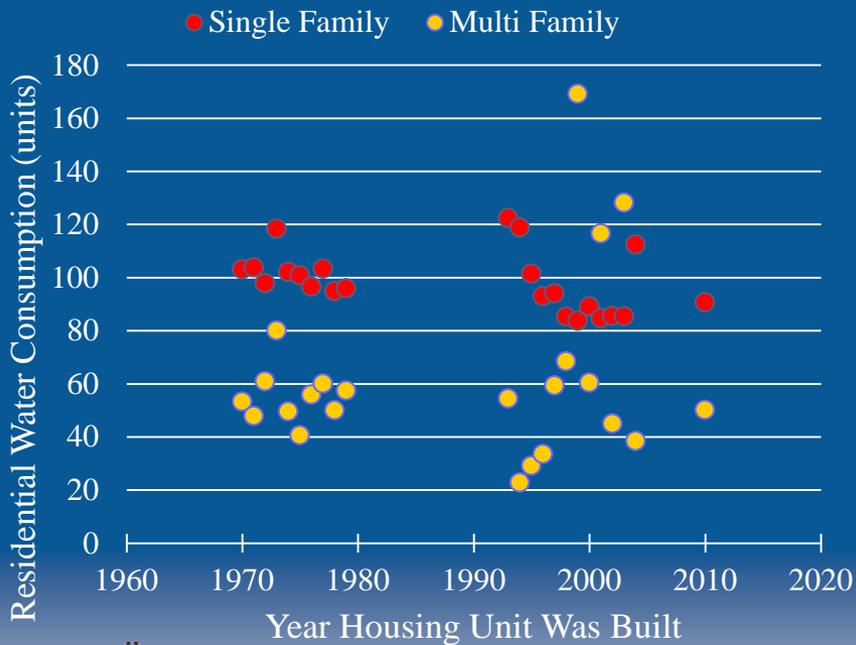
# CHAT Analysis

- ◆ More new development in CHAT 1 areas in Sandoval County in particular
- ◆ Much less new development in CHAT 2 areas
- ◆ Overall, less new development in previously undeveloped high risk areas than the Trend scenario



# Water Consumption Trends

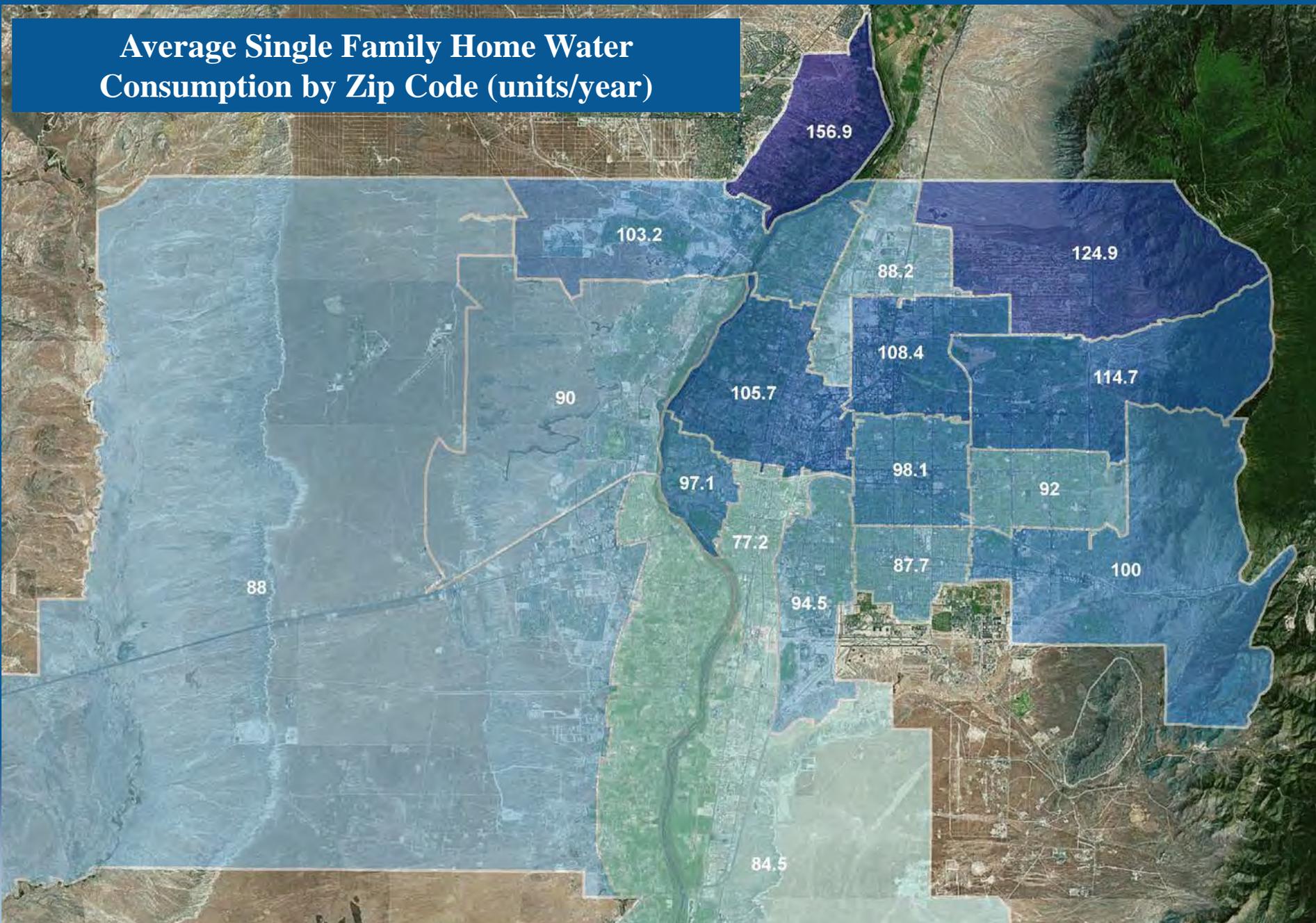
- ◆ How we grow impacts how much water we consume
- ◆ Analyze consumption patterns by land use and housing mix



Source: [http://www.abcwua.org/uploads/files/2024\\_Water\\_Conservation\\_Plan\\_Update.pdf](http://www.abcwua.org/uploads/files/2024_Water_Conservation_Plan_Update.pdf)



# Average Single Family Home Water Consumption by Zip Code (units/year)



# Water Questions

- ◆ Water consumption rates by industrial, institutional, and commercial users
- ◆ Agricultural to urban conversion
- ◆ Future improvements in efficiency



# Resiliency Analysis

- ◆ Incentivizing development in urban core and strategic growth centers does minimize development at risk due to climate change-related impacts.



# Resiliency Analysis

- ◆ We already have a lot of development in floodplains. How do we prepare? Minimize development in new floodplains to ensure better allocation of resources.
- ◆ Targeting growth can improve resiliency to wildfires, reduce water consumption
  - ◆ Provide more flexibility to pursue other uses, such as agriculture



# Did we achieve greater differences?

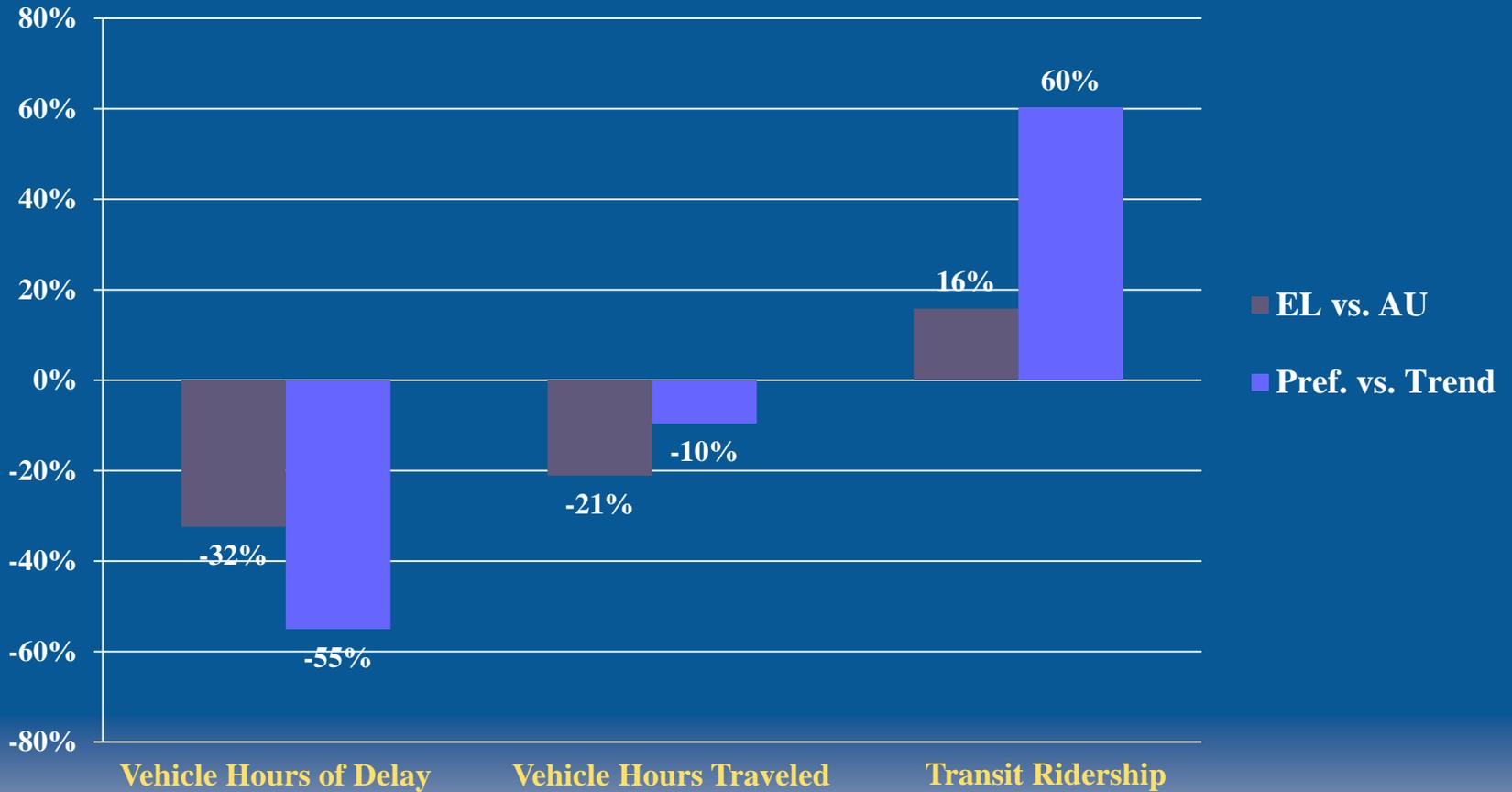
- ◆ Differences between the Emerging Lifestyles (EL) and the Allowable Uses (AU) scenarios from Workshop #1

vs.

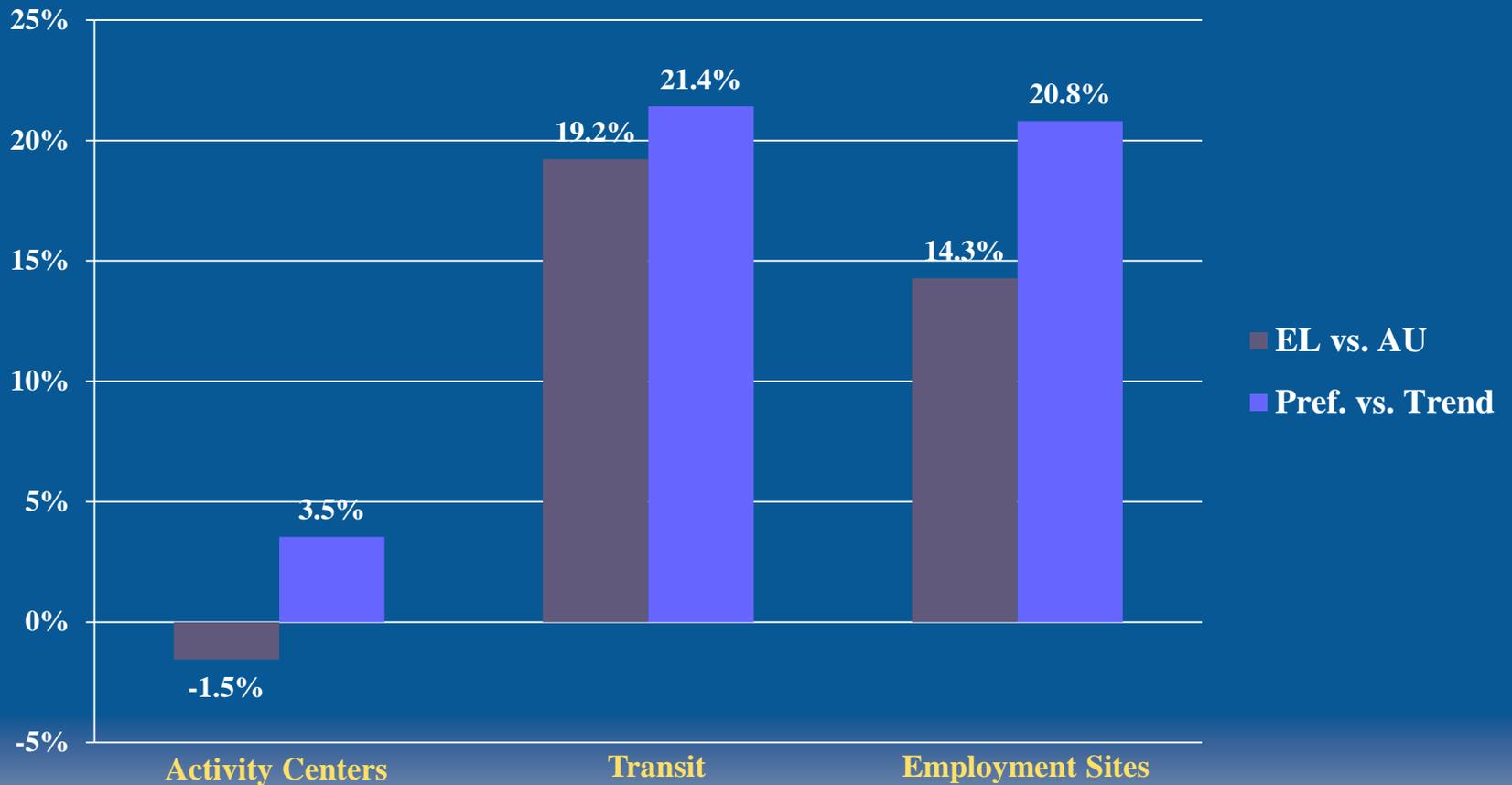
- ◆ Differences between Preferred and the Trend scenarios in Workshop #2



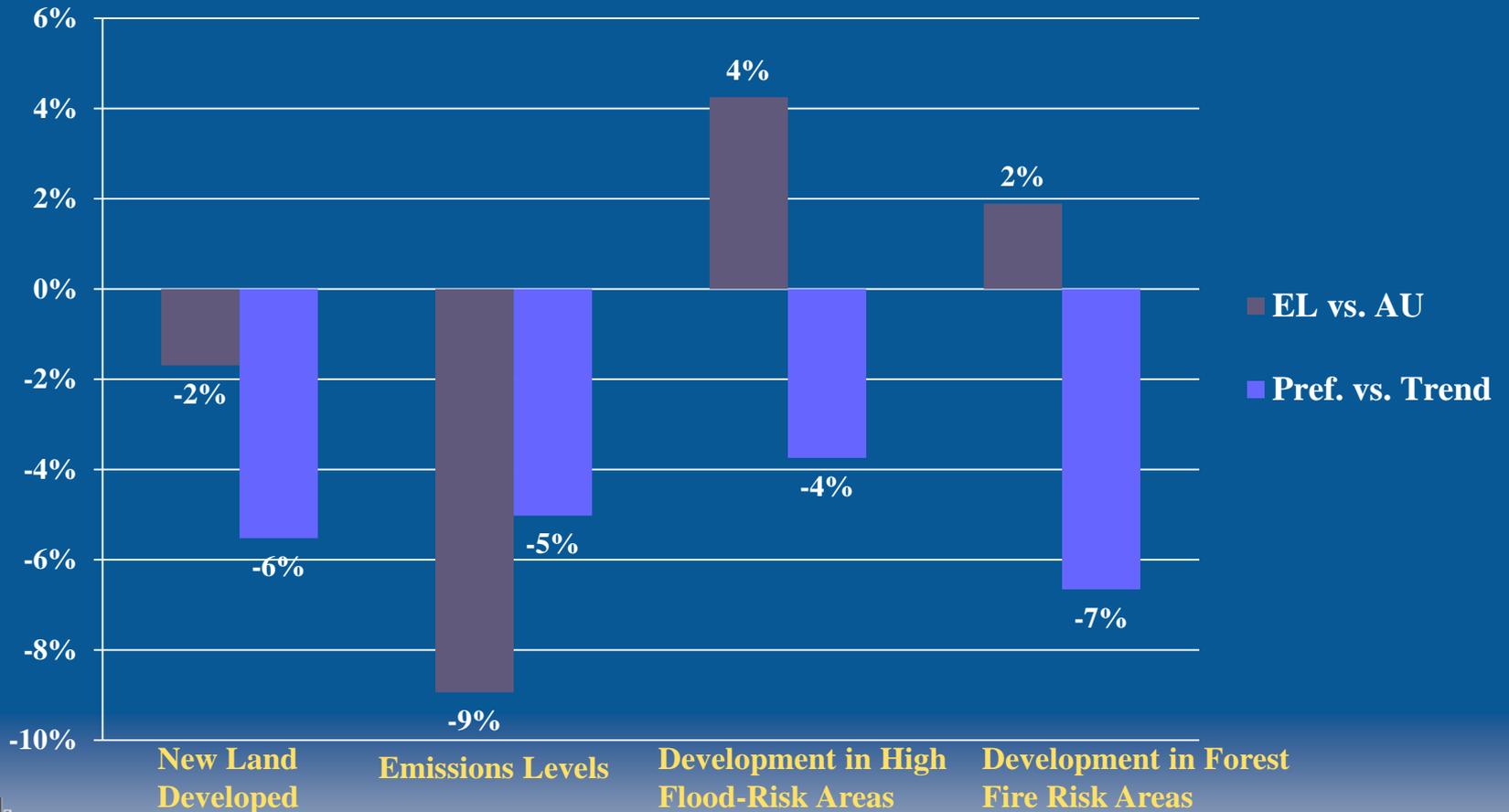
# Transportation Measures



# Accessibility Measures



# Sustainability Measures



Mid-Region Council of Governments



# Implementation

Futures 2040 Strategies



Mid-Region Council of Governments

# 2040 MTP: Scenario Planning

June 2013



# Implementation Discussion

## Phase I

1. List of potential strategies



2. Top three strategies



## Phase II

3. Prioritize strategies



4. Discuss how to achieve the top strategies



# Phase II Discussion

- ◆ What **first steps** might agencies need to take to help implement the top strategies?
- ◆ What **incentives** would be most effective for attracting or detracting development to key places?



# Action Steps

# Incentives



**Mid-Region Council of Governments**