

# The Futures 2040 Preferred Scenario



## Preferred Scenario Activity Centers, Transit Stops and Commercial Corridors

### Activity Centers

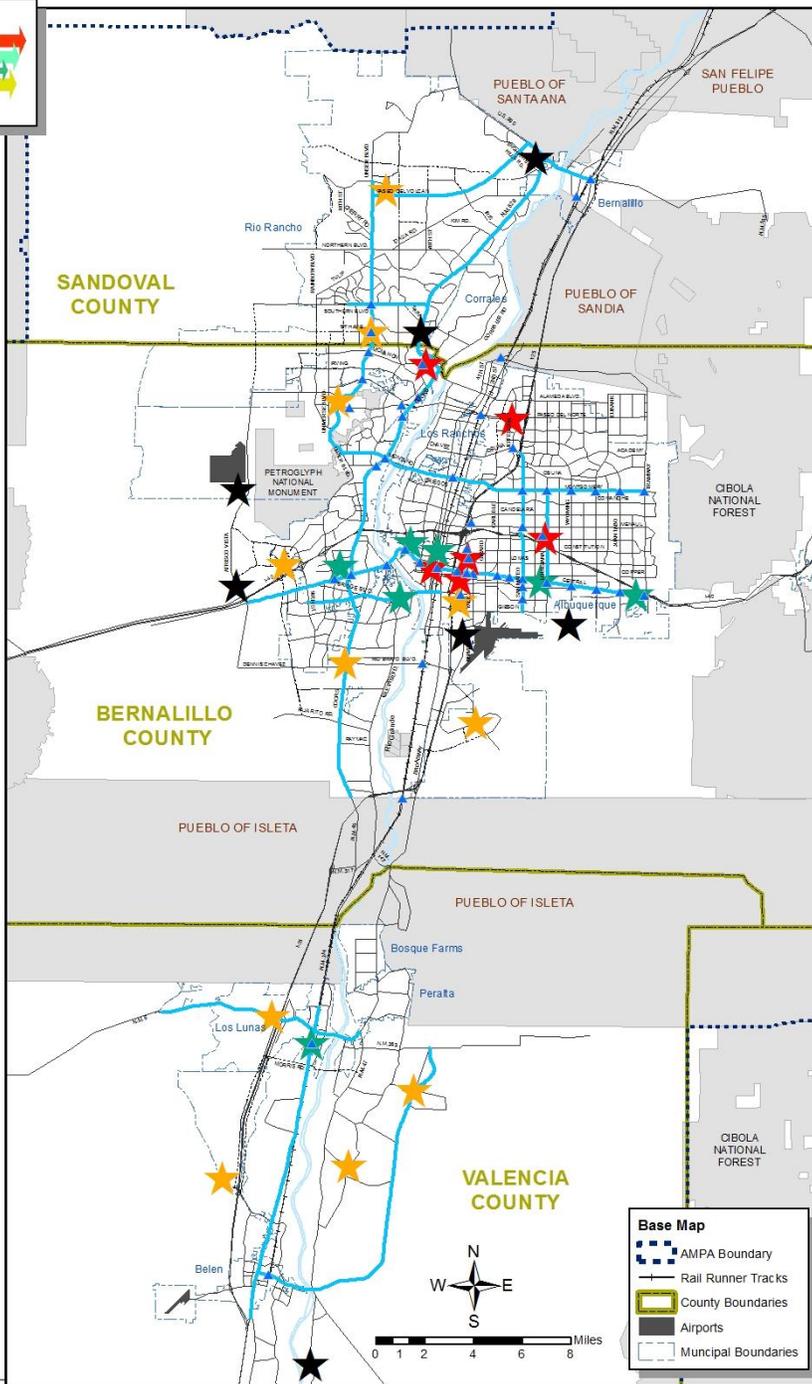
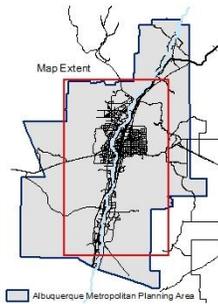
- ★ Regional Center
- ★ Opportunity Center
- ★ Reinvestment Center
- ★ Employment Center
- ▲ Key Transit Stops
- Key Commercial Corridors
- - - - Future Roadways

**Regional Center**  
 a. Large regional market with existing employers and mix of uses  
 b. Existing transit connections

**Opportunity Center**  
 a. Currently vacant or growing center  
 b. Opportunity to become a mixed use destination

**Reinvestment Center**  
 a. Existing node of activity  
 b. Targeted for redevelopment  
 c. Central location for sub-regional market

**Employment Center**  
 a. Large existing single employer or business center  
 b. No plans for housing  
 b. Not targeted for change



## What is the 'Preferred Scenario'?

Over the two years leading up to the draft 2040 MTP, MRMPO engaged in a scenario planning process with member agencies from across the AMPA that ultimately resulted in two scenarios: a Trend Scenario based on existing plans and policies, and a Preferred Scenario that prioritizes development in regionally-identified activity centers, commercial corridors, and transit nodes.

Scenario planning was used as a tool to consider the ways in which the region could grow—and understand the costs and benefits associated with those different forms of growth.

The Preferred Scenario was developed collaboratively among the member agencies of central New Mexico and presents a target for the region to work toward through a set of shared principles.

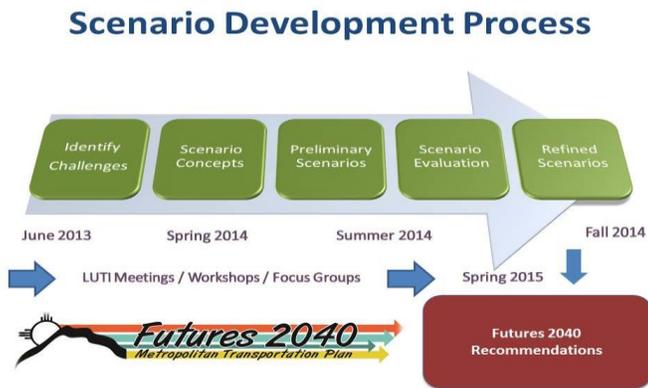
## Key elements that characterize the Preferred Scenario

- Concentrated development along transit lines, key corridors and activity centers (achieved with mixed use zoning and development incentives in targeted locations)
- Incorporates new sources of revenue for public transit and includes a more robust conceptual transit network

## How the Preferred Scenario Came About

Several steps were taken in the development of a Preferred Scenario. The first issue that was tackled was the

identification of the challenges facing the region. Extensive outreach was undertaken through public and agency meetings, workshops, surveys and focus groups. After that, scenario concepts were developed that responded to these identified challenges. The scenario concepts were then translated into preliminary scenarios that were modeled, evaluated, and compared. Once the performance of the preliminary scenarios was assessed, staff and agency consensus was reached on a Preferred Scenario. MRMPO and other partners will continue to vet this scenario to achieve buy-in and consensus with the public and all regional partners.



## The Resulting Future Growth Scenarios

There are two growth scenarios presented in the Futures 2040 MTP: the Trend Scenario and the Preferred Scenario. The Trend Scenario reflects a continuation of development patterns that have marked the previous decade. While it is likely that the majority of residential growth will occur west of the Rio Grande, the Trend Scenario anticipates that employment growth will be dispersed fairly evenly as the majority of large employers lie east of the river. This continues an existing jobs-housing imbalance and a disproportionate need for eastbound river crossing trips in the morning and westbound river crossing trips in the evening.

By contrast, the Preferred Scenario emphasizes additional development in activity centers, along key commercial corridors, and near premium transit nodes. The approach of supporting higher density and a mix of uses in targeted locations specifically addresses a number of identified challenges. These include a broader range of housing and transportation options and balancing the distribution of jobs and housing to bring employment west of the river and additional housing

east of the river. Reducing transportation costs and creating places where people want to be are also crucial in making the region more economically competitive. While the Trend and the Preferred are based on the same infrastructure network, the Preferred Scenario assumes a greatly expanded transit network.

Performance Measure	Trend	Preferred
<i>Access</i>		
Housing near Activity Centers	51%	99%
Housing near Transit	59%	108%
Housing near Employment Sites	40%	75%
<i>Transportation</i>		
Systemwide Speed (MPH)	-37%	-29%
Vehicle Hours Traveled	132%	96%
Vehicle Miles Traveled	47%	40%
Transit Ridership	40%	142%
River Crossing Trips	36%	31%
Average Commute Time	36%	12%
<i>Sustainability</i>		
New Land Developed (acres)	27%	19%
Emissions (CO <sub>2</sub> )	31%	22%
Growth in Forest-Fire Risk Areas	84%	63%

## The Differences between the Trend and Preferred Scenarios

While transportation conditions are projected to get worse under both scenarios – a function of growth rates, land use patterns, reliance on single-occupancy vehicles, and limited transportation funding – there are clear benefits associated with Preferred Scenario. The Preferred Scenario results in households closer to employment sites, amenities, and public transit services and leads to a smaller footprint than the Trend by reducing the amount of new land consumed, as well as a smaller increase in CO<sub>2</sub> emissions. While roadway conditions deteriorate in both scenarios, the Preferred leads to substantially lower amounts of delay and vehicle travel, and more modest growth rates in commute times and river crossing trips.