



County of Bernalillo
State of New Mexico

Planning and Development Services
111 Union Square SE, Suite 100
Albuquerque, New Mexico 87102
Office: (505) 314-0350
www.bernco.gov/zoning-building-and-planning/

NOTICE OF APPEAL

January 5, 2015

COMMISSIONERS

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Clerk

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Probate Judge

Dan Houston
Sheriff

Manny Ortiz
Treasurer

To Whom It May Concern:

The following appeal has been filed with the Bernalillo County Planning and Development Services:

APPEAL NO: ZCOA2015-0008 ORIGINAL CASE NO: SPR-20130004

APPELLANT: Name: South Valley Coalition of Neighborhood Associations

Address: PO Box 12841, Albuquerque, NM 87105

REASON FOR APPEAL: See Attached

SCHEDULED FOR PUBLIC HEARING BEFORE THE BOARD OF COUNTY COMMISSIONERS ON:

Thursday, February 19, 2015 at 1:30 P.M., at the Vincent E. Griego Chambers, Concourse Level II, One Civic Plaza, NW.

You and all other interested parties are invited and urged to be present at this hearing.

Applicants, agents and those in support or opposition to a request are now required to submit all evidence and presentation materials to the Board of County Commissioners (BCC) through the staff.

Es necesario traer un interprete si no habla ingles o puede llamar a Miriam Aguilar al 314-0369.

If you have any questions, please do not hesitate to contact me at 314-0385.

Sincerely,

Enrico Gradi
Community Development Manager

EG/fs

cc: File

Kevin Grovet, Public Work
Christi L. Tanner, Public Works
New Mexico Environment Law Center, 1405 Luisa St. #5, Santa Fe, NM 87505
Rodey Law Firm, John P. Salazar, P.O. Box 1888, Albuquerque, NM 87103
Western Albuquerque Land Holding LLC
6991 E. Camelback Road, Suite B297, Scottsdale, AZ 85251
Consensus Planning, 302 8th St NW, Albuquerque, NM 87102
Albuquerque Public Schools, Brad Winter, P.O. Box 25704, Albuquerque, NM 87125
Melinda Taber, USDOT/FAA,
Real Estate and Utilities Group, ASW-53, 2601 Meacham Blvd., FT. Worth, TX 76137
Carol and Gilbert Perez, 4621 Spring Valley SW, Albuquerque, NM 87105
Rudy and Angel Garcia, 1200 Don Francison PL. NW, Albuquerque, NM 87105
Charles W. Travelstem, 6100 Buffalo Grass Ct. NE, Albuquerque, NM 87111
Frank Sanchez, 609 Briar Rd., Bellingham, WA 98225
Ruben Marquez, 2927 Cubrul Tr. SW, Albuquerque, NM 87121
Claus Zahn, 9 Dama Rd., Los Lunas, NM 87031
Toan Luong, 1835 Shadow Leader SE, Albuquerque, NM 87123
James Thomas, 2641 San Mateo NE, Albuquerque, NM 87110
Lynette Gallegos, 8623 Bouvandie Ave. NW, Albuquerque, NM 87120
Gary Bernier, 3604 Silver Ave. SE, Albuquerque, NM 87109
Carlos Profit, 5805 Coors Blvd. SW, Albuquerque, NM 87121
Alicia Kassa, 5609 Kimberlite Dr. NW, Albuquerque, NM 87120
Richard Austin, 8423 Mendocino, Dr. NE, Albuquerque, NM 87122
Rod Mahoney, 1838 Sadora Rd. SW, Albuquerque, NM 87105
Andrew Gingerich, MRCOG, 809 Copper Ave, NW, Albuquerque, NM 87102
Marisol Archuleta, 3615 Big Cottonwood Dr. SW, Albuquerque, NM 87105
Diane Reese, 1620 Bernard Thomas Lane SW, Albuquerque, NM 87105
Michael Reed, 2401 Black Mesa Loop SW, Albuquerque, NM 87105
Nathan Perez, 2250 Hyde Street, San Francisco, CA 94109
Zoe Economou, 214 Riverside Dr. SW, Albuquerque, NM 87105
Marcia Fernandez and Rip Anderson, 2401 Violet SW, Albuquerque, NM 87105
Senoria Garcia, 1923 Arenal Rd. SW, Albuquerque, NM 87105
Phillip Kleh, 803 Vassar Dr. SE, Albuquerque, NM 87106
Conrad Zahn, 9 Dama Rd., Los Lunas, NM 87031
Adam Rubinstein, 1431 ½ La Vega SW, Albuquerque, NM 87105
Jay Phelan, 545 Shirk Ln. SW, Albuquerque, NM 87105
Donald L. Hall, 9101 Lagrima de Orone NE, Albuquerque, NM 87111
Lauro Silva, 5005 5th St SW, Albuquerque, NM 87105
Pat McCraw, 3301-R Coors #296, Albuquerque, NM 87121
Jerome Padilla, 3408 Calle Facio NW, Albuquerque, NM 87104
Sara Juarez, 933 Nashville SW, Albuquerque, NM 87105
Roberto Roibal, 2233 Don Felipe Rd. SW, Albuquerque, NM 87105
Juan Reynosa, 211 10th St SW, Albuquerque, NM 87102
James Santiago Maestas, 5734 Evans Rd. SW, Albuquerque, NM 87105

Virginia Neochea, 1212 Montrose SW, Albuquerque, NM 87105
Jorge Garica, 1212 Montrose Pl. SW, Albuquerque, NM 87105
Joe Berumen, 11930 Central SW, Albuquerque, NM 87121
Renee Horvath, 5515 Palomino Dr. NE, Albuquerque, NM 87120
Pablo and Andrea Lopez, 1843 Five Points Rd. SW, Albuquerque, NM 87105
Peter Eschman, 1916 Conita Real Ave. SW, Albuquerque, NM 87105
Elaine Hebard, 1513 Escalante SW, Albuquerque, NM 87104
Susan Elliott, 2231 Lakeview Rd. SW, Albuquerque, NM 87105
Julie Stephens, 4800 Congress NW, Albuquerque, NM 87114
Town of Atrisco Grant, Jerome Padilla, 2708 Rosendo Garcia SW, Atrisco, New Mexico 87105
Jerry Gallegos, 6013 Sunset Gardens SW, Albuquerque, NM 87121
Dave D. Meinke, 1826 Poplar Lane SW, Bldg #2, Albuquerque, NM 87105
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Tomasita Espinoza, P.O. Box 72465, Albuquerque, NM 87195
Sylvia Diaz-Donville, P.O. Box 7143, Albuquerque, NM 87194
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Sisto Abeyta, 2140 Margo Rd. SW, Albuquerque, NM 87105
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Bradley Conway, 2105 Gold Ave. SE, Albuquerque, NM 87106
Janice Varela, 805 Early St., Santa Fe, NM 87505
Pilar Trujillo, P.O. Box 1026, Chimayo, NM 87522
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Justice Irons, 2512 Los Padilla Rd. SW, Albuquerque, NM 87105
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Vanessa Alarid, 544 61st. NW, Albuquerque, NM 87105
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Andres Lazo, 3220 Grasshopper Dr. SW, Albuquerque, NM 87121
Jacque Garcia, 7424 Euclid Ave. NE, Albuquerque, NM 87110
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Jeff Gavvett, 1130 Laves Eve NW, Albuquerque, NM 87114
Brad Lagorio, 2405 Meadow Rd. SW, Albuquerque, NM 87105
Candelaria Patterson, 7608 Elderwood NW, Albuquerque, NM 87120
Andres Romero, 7411 Isleta SW, Albuquerque, NM 87105
Laurel E. Drew, 1905 Gun Club Rd. SW, Albuquerque, NM 87105
Susanne Bronon, 300 Tulave Pl. NE, Albuquerque, NM 87106

Jean Merriman, 1816 Van Court SW, Albuquerque, NM 87105
Louis Head, 802 Headingly Ave. NW, Albuquerque, NM 87107
Emma Sandoval, 1128 18th St NW, Albuquerque, NM 87104
Juan Reynosa, 211 10th St. SW, Albuquerque, NM 87102
Senator Linda M. Lopez, 9132 Suncrest SW, Albuquerque, NM 87121
Kristine Suozzi, 1312 Bryn Mawr NE, Albuquerque, NM 87106
Jacque Garcia, 7424 Euclid Ave. NE, Albuquerque, NM 87110
Monica Trujillo, 561 Coronado Dr., Bernalillo, NM 87004
Maria Gallegos, 6939 Via del Cerro NE, Albuquerque, NM 87113
James Chavez, 2708 Rosendo Garica SW, Albuquerque, NM 87105
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Daniel Michel, 423 11th ST. SW, Albuquerque, NM 87102
Bradie Mitchell, 6517 Mesa Solana Pl. NW, Albuquerque, NM 87120
Adrian N. Carver, 433 Carlisle Blvd. NE, Albuquerque, NM 87106
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Loren Gomez, 2700 Rosendo Garcia SW, Albuquerque, NM 87105
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Roxanne Allen, 1004 Manzano Ct. NW, Albuquerque, NM 87102
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David Vogel, 601 Aliso Dr. SE, Albuquerque, NM 87105
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Greg Tucker and Carol Cooperrider, 1915 Lakeview SW, Albuquerque, NM 87105
Carol Bennson, 1749 Miracerros Pl. NE, Albuquerque, NM 87106
Kelly O'Donnell, 1473 W Ella Dr. Corrales, NM 87048
Tomas Atencio Pacheco, 2128 Lakeview Rd. SW, Albuquerque, NM 87105
Janet Greenwald, 215 Hartline SW, Albuquerque, NM 87105
Marilyn Baner, 2109 Lakeview SW, Albuquerque, NM 87105
Sara Keeney, 1112 La Font Rd. SW, Albuquerque, NM 87105
Jimmy Petitt, 1321 Jeanette SW, Albuquerque, NM 87105
Marla Painter, 506 Valley High SW, Albuquerque, NM 87105
Eleanor Chavez, 1307 Del Mastro SW, Albuquerque, NM 87105
Monica Trujillo, 625 Silver Ave, NE, Albuquerque, NM 87102
Tatiana Ruiz, 620 Cordero Rd. NE, Albuquerque, NM 87102
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Alfred Delgado, 5500 Valle Vista Rd. SW, Albuquerque, NM 87105
Sean-Paul VonAncken, 1609 Silver SE, Albuquerque, NM 87106
Tom Gevsz, 124 Edith Blvd. SE, Albuquerque, NM 87102

Andrea Serrano, 411 Bellamah Ave. NW, Albuquerque, NM 87102
John Varsa, 609 Encino Pl. NE, Albuquerque, NM 87102
Sally Bergen, 1908 Caayno de Compania NW, Albuquerque, NM 87107
Peter Hebard, 1513 Escalante Ave. SW, Albuquerque, NM 87104
Rita Daniels, 800 Alvarado Dr. SE, Albuquerque, NM 87108



County of Bernalillo
State of New Mexico
Planning & Development Services
111 Union Square SE, Suite 100
Albuquerque, New Mexico 87102
(505) 314-0350
APPLICATION

SITE ADDRESS/LOCATION

PERMIT NO: ZCOA2015-0008

Printed: December 29, 2014

PROPERTY OWNER

UPC

LEGAL DESCRIPTION

AGENT

Fees Paid: \$100.00

Description: Santolina Master Plan - Case # SPR-20130004

I HEREBY CERTIFY THAT I HAVE READ AND EXAMINED THIS DOCUMENT AND KNOW THE SAME TO BE TRUE AND CORRECT. ALL PROVISIONS OF LAWS AND ORDINANCES GOVERNING THIS TYPE OF WORK WILL BE COMPLIED WITH WHETHER SPECIFIED HEREIN OR NOT. GRANTING OF A PERMIT DOES NOT PRESUME TO GIVE AUTHORITY TO VIOLATE OR CANCEL THE PROVISIONS OF ANY OTHER STATE OR LOCAL LAW REGULATING LAND USE.

Signature:

A.R. McInnes

(Applicant/Owner Or Authorized Agent)

29 DEC 2014

Date

Approved By:

[Signature]

(ZBP Staff)

12/29/2014

Date

FOR INFORMATION CALL (505) 314-0350

Hearing Date:

Sign Posting Date(s)

From:

To:

BERNALILLO COUNTY

Planning & Development Services
 111 Union Square SE, Suite 100
 Albuquerque, NM 87102
 (505) 314-0350 Fax: (505) 314-0480
 www.bemco.gov



ZONING SECTION

APPEAL TO COUNTY COMMISSION

Application Date: 12.23.2014
 Application Number: ZCOA 2015-0008
 Hearing Date: 2.19.2015 @ 1:30 PM

OWNER/ APPLICANT FOR LAND USE REQUEST Western Albuquerque Land Holdings		PHONE 505-764-9801
MAILING ADDRESS PO Box 56790	CITY Albuquerque	ZIP 87187
AGENT (FOR APPELLANT) Rod Mahoney, President SVCNA		PHONE 505-681-3600
MAILING ADDRESS PO Box 12841	CITY Albuquerque	ZIP 87505
APPELLANT South Valley Coalition of Neighborhood Associations (SVCNA)		PHONE 505-681-3600
MAILING ADDRESS PO Box 12841	CITY Albuquerque	ZIP 87105

SITE ADDRESS N/A		Case # SPR-20130004
DIRECTIONS Bounded by Interstate 40 to north, 118th St. and escarpment to east, Pajarito Mesa on south and escarpment near Rio Puerco valley on west		
LEGAL DESCRIPTION projected sections 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16 & 17, T9N, R1E & sections 6, 7, 8, 16, 17 & 18, T9N, R2E, & sections 32, 33, 34, 35, & 36 T10N, R1E & sections 30 & 31, T9N, R2E, NMPM, Atrisco, BemCo		
ZONE MAP PAGE	CURRENT ZONE(S) A-1	PROPERTY SIZE IN ACREAGE 13700
UPC #	PROPOSED ZONE(S) Master Plan	SUBDIVISION NAME Santolina

CASE # & SCOPE OF APPEAL

Appeal Bernalillo County Planning Commission decision on Santolina Master Plan, see attached appeal

DETAILED INFORMATION

Please see attached appeal document

I hereby acknowledge that I have read this entire application and affirm that all of the provided information is correct. I agree to comply with the requirements of Bernalillo County and the State of New Mexico as outlined in all applicable laws, ordinances and regulations.

A.R. Mahoney
 Printed Name

A.R. Mahoney
 Signature

23 Dec 2014
 Date

APPEAL OF THE
BERNALILLO COUNTY PLANNING COMMISSION
RECOMMENDATION THAT THE
BERNALILLO COUNTY BOARD OF COUNTY COMMISSIONERS
APPROVE THE SANTOLINA MASTER PLAN LEVEL A
FILE NO. SPR-20130004

Submitted by: South Valley Coalition of Neighborhood Associations (SVCNA), 23 Dec 2014

Introduction

This is an appeal of the Bernalillo County Planning Commission (CPC) recommendation that the Bernalillo County Board of County Commissioners approve the proposed Santolina development Master Plan Level A. This appeal is filed by the South Valley Coalition of Neighborhood Associations (SVCNA).

We are appealing the CPC decision under the following topic areas:

(1). No Net Cost and Fiscal Risk

(2). Development Phasing, Transportation, and Employment to Housing Balance

(3). Uphold Recommended Staff and Agencies Findings and Conditions for SRP-2013004 & CZ-20130009. December 3, 2014

(4). Lack of Transparency by ABCWUA Concerning Our Water Resource

(5). 2035 MTP and 2040 MTP Scenarios

(1).No Net Cost and Fiscal Risk

The Santolina economic and fiscal analysis report by O'Donnell Economics and Strategy provides a creditable challenge to the economics that the Santolina Master Plan Level A agent has been overselling concerning the overwhelming benefits to Bernalillo County which, from their perspective, justifies and necessitates approval of the proposed development. The Santolina Master Plan Level A proposal cites a permanent employment benefit to the county, with the associated Gross Receipts and Property tax revenues generated, using a jobs-to-housing ratio of 2-to-1 assumption. To the best of our knowledge this jobs-to-housing balance has not occurred anywhere in the US.

Members of the community have been questioning the realism of the economic benefits cited by the proposal for months and the associated high financial risk to the taxpayers and the detrimental impacts on the county's, and states, current and future infrastructure needs. Currently the county has ~\$420M of capital improvement needs that are unfulfilled. A significant amount of future capital funds would surely be diverted to service the Santolina development obligations if this proposal is approved - leaving legacy and other county-wide obligations ignored.

We believe that the O'Donnell alternative economic impact model for the proposal is more realistic and provides a more realistic county revenue expectation for the Santolina Master Plan Level A proposal. Model input assumptions and parameters are derived from a more regionally specific set of expectations and predicts a jobs-to-

housing ratio of only 0.60-to-1 and ~70% reduction in revenue generation when compared to the developers economic projections.

We believe that the O'Donnell economic modeled results validate that the fiscal risk to the taxpayer of county is much too high to approve this proposal.

(2). Development Phasing, Transportation, and Employment to Housing Balance

Excerpts from Mid-Region Metropolitan Organization submitted documents from, 18 July 2014, 18 September 2014, and 18 October 2013

Santolina would develop in phases that include a complete mix of land uses and jobs/housing ratio targets. MRMPO (Mid-Region Metropolitan Organization) strongly encourages that transportation infrastructure expansion in Santolina be linked with development phases.

MRMPO is concerned that widespread development of residential land-uses in Santolina independent of the non-residential land uses would have the opposite effect, further straining instead of alleviating the surrounding roadway network.

Building only some components of Santolina over large areas independent of the Master Plan's other components leaves the developer, and ultimately the public, more vulnerable to potential changing conditions.

Building Santolina in smaller complete phases would ensure that it emerges in a more sustainable and sound manner throughout its development rather than relying on full build-out to achieve its aforementioned positive contributions to the region.

MRMPO strongly encourages Bernalillo County and developers to create agreements early in the planning stages of the Master Plan to ensure fair and reasonable infrastructure cost sharing.

It appears that the applicant and MRMPO hold different views of what exactly is meant by the term "phasing."

MRMPO disagrees with the applicant that construction jobs be considered part of the employment/housing balance when evaluating phases. Our concerns about phasing are specifically in regard to the long-term employment/housing balance associated with the balance of land uses."

Linking Development Phases and Infrastructure Expansion with Market Demand

Given infrastructure and financial constraints within the region, transportation infrastructure expansion should be market driven and be linked to critical benchmarks of jobs and housing or planned development phases within Santolina.

Agreements should be based on the entire build-out of the approved development such that the mitigation requirements for each phase of development are considered in the full impacts of the master plan. An approach available to the County is for Bernalillo County and developers to consider assessing what is anticipated to develop within five year periods (Phasing).

Since this project has an extended time horizon of 30-50 years, a transparent assurance mechanism is needed to track and verify for the county, the city, the state, all local governments, decision makers and managers that this project is actually benefiting

the taxpayers. To address the significant financial risk to all governments and taxpayers and to verify that the development remains within the cited Master Plan balance for both long-term employment/housing ratio targets this mechanism shall be established and placed on the Bernalillo County 'Sunshine Portal'. The ongoing transparent assurance metrics provided on the 'portal' will enable the assessment of the status of the development and identify where adjustments are needed for subsequent phases and future Development Agreements.

(3). Uphold Recommended Staff and Agencies Findings and Conditions for SRP-2013004 & CZ-20130009. December 3, 2014

If approval of this plan is to be considered, the Findings and Conditions by the Bernalillo County Planning staff and agencies should be upheld. The agent has submitted a number of objections to these findings and conditions that demonstrates a significant lack of concern for our limited natural resources and the current and future financial risk to the taxpayers of the county, the city, and the state of New Mexico.

(4). Lack of Transparency by ABCWUA Concerning Our Water Resource

We have yet to be adequately informed about the current and longer term impacts on our limited water supply that large scale development poses. Listed below are Policies A, J, and L from the Albuquerque Bernalillo County Water Utility Authority (ABCWUA) Water Resources Management Strategy published in October 2007. These policies cite that their actions shall:

'...ensure that its activities do not irreparably harm the aquifer, river and Bosque and the cultural resources of the region' and 'integrate water management policies with land use decisions.'

The ABCWUA has not provided any credible information or documents that demonstrate that any assessment has been done to verify that Policy A or J or L has been followed.

Water Resources Management Strategy

Policies

A. Update and Maintain a Water Budget

POLICY A: The water budget shall be the reporting, planning and management basis for water resources management for the Authority. The water budget shall be updated annually and reviewed no less than every five years.

RATIONALE: The water budget should be considered a dynamic element to be updated and reevaluated periodically because natural processes and their effects are not always predictable.

Interactive Model of the Water Budget

POLICY A.1: The Authority shall acquire or develop a flexible interactive model of the water budget that can evaluate simultaneous multiple scenarios including alternative hydrologic and climatic conditions and forecasts, water supply and demand. The interactive model should be developed using the best available science and should be updated as relevant scientific information is available.

Water Resources Management Strategy

J. Protect Valued Environmental and Cultural Resources of the Region

POLICY J: The Authority shall identify and provide resources to preserve and protect valued environmental resources of the region. The Authority shall work independently and in partnerships to ensure that its activities do not irreparably harm the aquifer, river and Bosque and the cultural resources of the region.

Water Resources Management Strategy

L. Link Land Use Planning with Water Management

Policy L. The Authority shall coordinate and cooperate with the City, County and all other entities with planning authority to integrate water management policies with land use decisions. The Authority recognizes that additional water resources shall be acquired to serve future customers in accordance with the approved water budget.

(5). 2035 MTP and 2040 MTP Scenarios

A letter from the Vecinos del Bosque Neighborhood Association was submitted into the record on 22 July 2014. The following is an excerpt from that letter:

"Our Vecinos neighborhood recognizes that there is a need for both appropriate investment and planning for the future growth of the City of Albuquerque and Bernalillo County. The ongoing planning process of the 2040 MTP is expected to provide a more 'realistic' assessment and multiple scenario examples that match the current economic and demographic realities. The Santolina Master Plan, as currently proposed, does not

adequately address the topic items cited above and does not address the current needs and allocation of the limited fiscal and environmental resources of our communities."

The 2040 MTP Draft Plan excerpts cite the following:

Ultimately, regional planning should be about integrating transportation and land use policies to achieve the best outcomes. The recent slowdown in economic activity provides an opportunity to rethink development patterns and to be more proactive and to anticipate challenges. While many residents will continue to prefer rural and suburban lifestyles, the region can create more options for people who desire a more urban lifestyle by targeting specific locations for mixed-use and for increased housing options. The Preferred Scenario demonstrates that a long range vision for growth can have a range of benefits, including better transportation conditions, less need for investments in new infrastructure, and improved air quality and reduced emissions. What is more, such development can actually reduce impacts on rural communities and ease water demands and threats to agricultural land by minimizing new land consumed.

New Data and Improved Tools

The period following the adoption of an MTP is dedicated to updating tools, acquiring new data, and researching trends in transportation policy. In addition to ongoing collection of transportation data, the 2040 MTP development cycle was marked by major efforts to understand travel behavior in the region. In fall and winter 2013, the Mid-Region Household Travel Survey was conducted to understand how transportation patterns vary depending on variables such as age, household size, income, vehicle ownership rates, and place of residence. In spring 2012 an on-board transit survey was conducted to identify the socioeconomic characteristics of transit users, where riders travel to and from, and how these factors vary based on the type, frequency, and location of transit service.

MRMPO also developed acquired and learned how to use sophisticated modeling tools to improve its ability to project future growth and transportation patterns. These included a new land use model (UrbanSim) that was utilized in creating socioeconomic forecasts, and new implementation of the travel demand model (CUBE) that directly incorporates the data from the household travel survey and the on-board transit survey.

Scenario planning

A major new component of the Futures 2040 MTP is the use of scenario planning. Scenario planning involves the comparison of multiple patterns of future growth using performance measures to determine the most desirable outcomes. The use of scenario planning exemplifies how metropolitan transportation plans are part of an ongoing process. The trend scenario in the 2035 MTP identified high levels of development in peripheral parts of the metropolitan area that resulted in high levels of projected congestion along the region's river crossings.² MRMPO heard repeatedly from its member agencies and the general public that the growth patterns and transportation conditions identified in the plan did not represent a desirable future. Scenario planning became a means of introducing a proactive planning approach that encouraged integrated land use and transportation decision-making. Rather than project one future based on existing plans and policies, the 2040 MTP projects multiple growth scenarios and compares the results so that the most desirable future can be worked toward and hopefully achieved.

Project Development

The MTP contains a list of all transportation projects proposed for implementation over the life-span of the plan. This project list is proposed by member agencies, with analysis conducted by MRMPO to ensure that sufficient federal and local funding exists to implement the proposed projects. MRMPO does not lead the design or construction transportation projects, but does work with member agencies to identify funding sources and analyzes infrastructure needs. Ideally, the information contained in an MTP informs the projects proposed by member agencies.

Many projects carry over from one MTP to the next; however, new priorities emerge and projects may be added or dropped. One particular area that is emphasized to a greater degree by agencies in the AMPA is roadway maintenance and preservation. The reality of operating and maintaining an ever-increasing transportation network on ever-shrinking budgets means that new capacity projects are to be undertaken only when absolutely necessary. For this reason, there are some notable differences in the roadway projects contained in the 2035 and 2040 MTPs.

Due to the large extent of the Santolina Master Plan Level A and its dislocation from the urban core, we believe that the plan does not appropriately address both current economic and demographic realities within our region or those projected over the next several decades. As a result, the Santolina Master Plan Level A, as currently proposed, is much too large and encompasses too many fiscal uncertainties for approval.

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Ultimately, regional planning should be about integrating transportation and land use policies to achieve the best outcomes. The recent slowdown in economic activity provides an opportunity to rethink development patterns and to be more proactive and to anticipate challenges. While many residents will continue to prefer rural and suburban lifestyles, the region can create more options for people who desire a more urban lifestyle by targeting specific locations for mixed-use and for increased housing options. The Preferred Scenario demonstrates that a long range vision for growth can have a range of benefits, including better transportation conditions, less need for investments in new infrastructure, and improved air quality and reduced emissions. What is more, such development can actually reduce impacts on rural communities and ease water demands and threats to agricultural land by minimizing new land consumed.

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MRMPO also developed acquired and learned how to use sophisticated modeling tools to improve its ability to project future growth and transportation patterns. These included a new land use model (UrbanSim) that was utilized in creating socioeconomic forecasts, and new implementation of the travel demand model (CUBE) that directly incorporates the data from the household travel survey and the on-board transit survey.

Scenario planning

A major new component of the Futures 2040 MTP is the use of scenario planning. Scenario planning involves the comparison of multiple patterns of future growth using performance measures to determine the most desirable outcomes. The use of scenario planning exemplifies how metropolitan transportation plans are part of an ongoing process. The trend scenario in the 2035 MTP identified high levels of development in peripheral parts of the metropolitan area that resulted in high levels of projected congestion along the region's river crossings.² MRMPO heard repeatedly from its member agencies and the general public that the growth patterns and transportation conditions identified in the plan did not represent a desirable future. Scenario planning became a means of introducing a proactive planning approach that encouraged integrated land use and transportation decision-making. Rather than project one future based on existing plans and policies, the 2040 MTP projects multiple growth scenarios and compares the results so that the most desirable future can be worked toward and hopefully achieved.

Project Development

The MTP contains a list of all transportation projects proposed for implementation over the life-span of the plan. This project list is proposed by member agencies, with analysis conducted by MRMPO to ensure that sufficient federal and local funding exists to implement the proposed projects. MRMPO does not lead the design or construction transportation projects, but does work with member agencies to identify funding sources and analyzes infrastructure needs. Ideally, the information contained in an MTP informs the projects proposed by member agencies.

Many projects carry over from one MTP to the next; however, new priorities emerge and projects may be added or dropped. One particular area that is emphasized to a greater degree by agencies in the AMPA is roadway maintenance and preservation. The reality of operating and maintaining an ever-increasing transportation network on ever-shrinking budgets means that new capacity projects are to be undertaken only when absolutely necessary. For this reason, there are some notable differences in the roadway projects contained in the 2035 and 2040 MTPs.

Due to the large extent of the Santolina Master Plan Level A and its dislocation from the urban core, we believe that the plan does not appropriately address both current economic and demographic realities within our region or those projected over the next several decades. As a result, the Santolina Master Plan Level A, as currently proposed, is much too large and encompasses too many fiscal uncertainties for approval.