PROJECT PRIORITIZATION PROCESS GUIDEBOOK FOR THE ALBUQUERQUE METROPOLITAN PLANNING AREA (AMPA)

TRANSPORTATION IMPROVEMENT PROGRAM

MRMPO
Mid-Region Metropolitan Planning Organization

MR COG
Communities Working Together

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B ABOUT THIS DOCUMENT

The goal of the Project Prioritization Process is the establishment of an objective, primarily quantitative based method for evaluating and comparing proposed transportation projects. Ultimately, through an approach which can be applied across the Albuquerque Metropolitan Planning Area, the project prioritization process highlights projects which reflect and incorporate regional priorities from the latest Metropolitan Transportation Plan. (MTP)

Guidebook Purpose and Components

This guidebook is an introduction to MRCOG's Project Prioritization Process (PPP) and an attempt to explain its purpose and components. By providing an explanation of the elements included in the PPP, the reasons for their selection, how the components and criteria fit together in a comprehensive process, and the scoring methodology for each performance measure, the document explains how regional needs are measured and how member agencies and project developers can craft projects which address MTP goals, and thus regional challenges and needs.

Data Driven Approach

The need for a PPP begins with the desire for a more data-driven approach to project selection and transportation decision-making. In addition, a PPP is increasingly relevant for the AMPA region given the dynamic growth and development expected to occur in the area. MRMPO land use forecasts indicate the imbalance of housing and jobs across the region may continue and that the number of trips across the river will increase at a far higher rate than population growth. These projections clearly demonstrate the need for a process that prioritizes projects that lead to the long-term sustainability and continued functionality of the transportation network.

The PPP and The Congestion Management Process

The PPP emerged from the Congestion Management Process (CMP) Committee's desire to see federal transportation dollars allocated to corridors in the AMPA which experience the most congestion and poorest transportation conditions. To do so required a meaningful and objective

methodology that could incorporate all facets of the transportation planning process and comprehensively evaluated the benefits of individual projects.

> *The Congestion Management Process is a federally-mandated program to analyze the sources and extent of congestion in a metropolitan planning area over time. A CMP may also provide recommendations for projects to be included in the TIP. The CMP Committee is comprised of technical experts from MRMPO member agencies.*

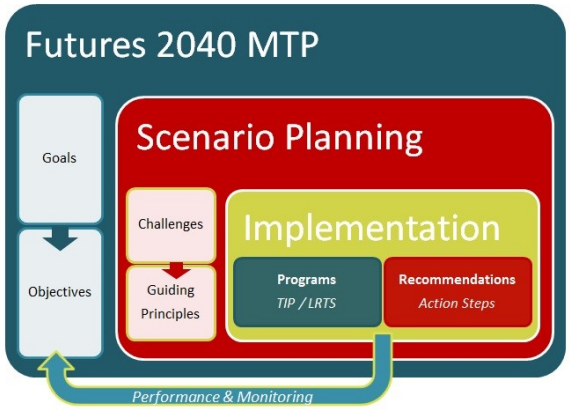
History of the PPP

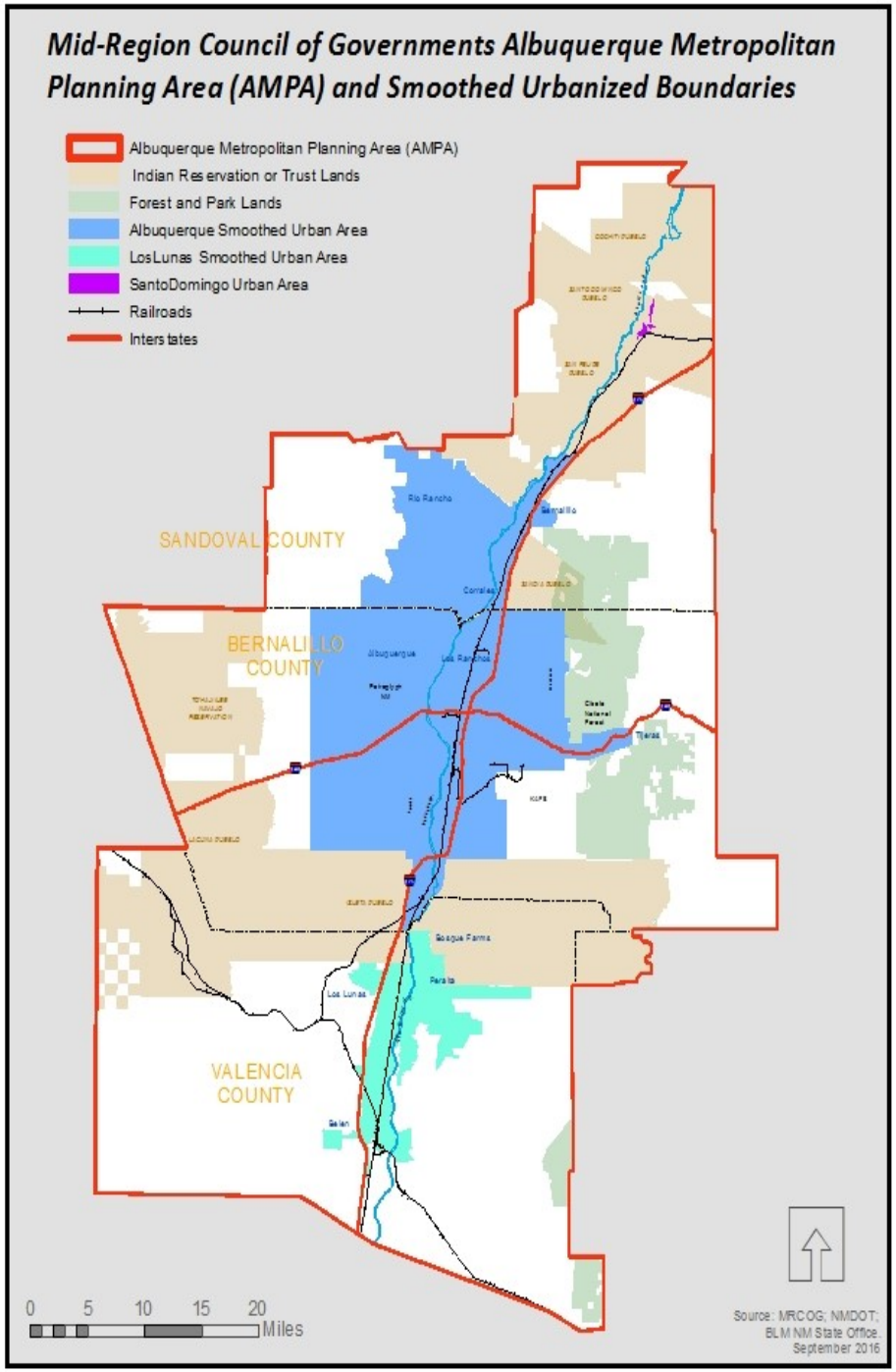
The Project Prioritization Process (PPP) was first utilized in 2010 as a tool in the development of the 2012-2017 Transportation Improvement Program (TIP). The development of the PPP began by reviewing practices of other Metropolitan Planning Organizations (MPOs) to assess criteria for evaluating and prioritizing transportation projects. Once a list of methods was compiled, staff along with the Congestion Management Process (CMP) Committee, determined which performance measures could be effectively incorporated into MRMPO's process.

Criteria were considered and discussed by the CMP Committee and the MTP Steering Committee. The CMP Committee was specifically tasked with developing criteria for evaluating roadway and transit projects for the Mobility of People and Goods goal, one of the three goals of the 2035 MTP, while the MTP Steering Committee developed criteria for the other two goals (Quality of Life and Economic Activity). The Pedestrian-Bicycle Technical Advisory Group (PB-TAG) was asked to develop regional mobility priorities and performance measures for evaluating pedestrian and bicycle projects with respect to the Mobility goal. Once performance measures were developed and approved by the committees, MRMPO staff developed point totals for each prioritization criterion, which were then presented again to the committees for review and comments. MRMPO staff applied the draft evaluation criteria to sample projects drawn from the 2010-2015 TIP to assess patterns or issues that emerged from the performance measures. The 2016 update incorporated new goals and objectives from the 2040 MTP, Futures 2040. The 2018 update largely takes after the 2016 update as it is based off the same MTP. However, three significant changes were made to the 2018 PPP. 1) All narrative questions were moved to the beginning of the document. 2) The PPP now explains how the 2040 MTP goals meet the Fast Act national goals and performance measures. 3) The safety questions and strategies were altered to incorporate the Regional Transportation Safety Action Plan (RTSAP).

Futures 2040 and the Preferred Scenario

Not only were the goals updated with the 2040 MTP, but this MTP focused heavily on scenario planning and the development of a Preferred Scenario for the region. The Preferred Scenario includes a list of principles that support targeted mixed-use development in key centers and along key corridors, enhanced transit services, and an emphasis on affordable housing close to services. This effort has led to the integration of key centers and corridors into the PPP analysis under the Economic Vitality goal.





Metropolitan Transportation Planning Process

To accomplish the objectives in 23 CFR §450.300 and 23 CFR §450.306 (b), metropolitan planning organizations designated under 23 CFR §450.310, in cooperation with the State and public transportation operators, shall develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State. The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in the following section.

National Performance Goals and Performance Measures

The FAST Act continues MAP-21's overall performance management approach to transforming the Federal Aid Highway Program, within which States and Metropolitan Planning Organizations invest resources in projects that collectively will make progress toward national goals. The seven national goals set forth by MAP-21 and continued under the FAST Act, comprise of:

1. **Safety**.-To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure condition**.-To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion reduction**.-To achieve a significant reduction in congestion on the National Highway System.
4. **System reliability**.-To improve the efficiency of the surface transportation system.
5. **Freight movement and economic vitality**.-To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental sustainability**.-To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced project delivery delays**.-To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Establishment of Performance Measures

Not later than 18 months after the date of enactment of the MAP–21 the United States Department of Transportation (USDOT), in consultation with State departments of transportation, and metropolitan planning organizations (MPOs), and other stakeholders shall establish performance measures and standards for pavement conditions and performance for the Interstate and National Highway System (NHS), bridge conditions on the NHS, serious injuries and fatalities, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System.

Establishment of Performance Targets

Within one year of the USDOT final rule on performance measures, states are required to establish performance targets in support of those measures established by USDOT under 23 USC 150(c). States may

choose to set different performance targets for urbanized and rural areas. To ensure consistency each state must, to the extent practicable, coordinate with an MPO when setting performance targets for the area represented by that MPO. The State must establish these targets within one year after the USDOT final rule on performance measures (23 USC 135 &150) May 27, 2018. The performance measures and targets established shall be considered by a State and MPO when developing policies, programs, and investment priorities reflected in the MPO Metropolitan Transportation Plan and Transportation Improvement Program.

Setting of MPO Targets

MPOs are required to set performance targets in relation to the performance measures within 180 days of states or providers of public transportation setting performance targets, for each measure established in 23 USC 150(c). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant state department of transportation and public transportation providers when setting performance targets (23 USC 134 (h)(2)). MPOs develop Metropolitan Transportation Plans (MTPs), which are federally-mandated plans that outline MPO performance measures, goals and targets. All projects in MPO TIPs must be consistent with the MTP (23 USC 450.326(i)) and must help the MPO achieve its performance measures, goals and targets. An MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other state transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program.

TIP Development and Performance Based Planning

The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall reflect the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated every 2 years for the Albuquerque Metropolitan Planning Area (AMPA). Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.

The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d).

The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

The PPP and the Transportation Improvement Program (TIP)

The Project Prioritization Process (PPP) is to be used in the development of the short-range Transportation Improvement Program (TIP).

The TIP is the means for allocating federal funding to Specific transportation projects which are consistent with the Metropolitan Transportation Plan. The selection process is competitive and the demand for federal funds is generally far greater than supply. The PPP serves as the tool for implementing a performance-based approach to transportation decisions by prioritizing investments in projects that collectively will make progress toward the national goals, measures, and targets promulgated under MAP-21 and continued under the FAST Act. The PPP is structured to prioritize projects which best meet the four goals of the MTP:

1. Mobility
2. Economic Vitality
3. Environmental Resiliency
4. Active Places

Each MTP Goal above has been evaluated and linked to one or more of the national goals set forth by Map-21 and the FAST Act to ensure that MRMPO's transportation planning and programming processes are inherently performance-based. The following section reviews each MTP goal and its link to one or more national goals. The following section also covers the measures used to evaluate and score the project. Each individual project will not always align with or satisfy every established performance measure perfectly. Because of this reality, MRMPO's goal is to program a group of projects that will collectively focus on improving surface transportation in the AMPA by focusing our efforts on:

- Improving pavement and bridge conditions
- Improve system performance and reduce traffic congestion AMPA-wide
- decreasing serious injuries and fatalities,
- reduce on-road mobile source emissions, and
- Improve freight movement throughout the AMPA

It is through this goal above, in which the Transportation Improvement Program can collectively make an impact in transforming the Federal Aid Highway Program towards a performance-based approach. The acknowledgement and implementation of this goal will attain the established national goals, gear programming toward established measures and standards, and hit established targets.

Within this context, the project prioritization process will guide the development of the TIP and lead the allocation of federal dollars in the most productive and meaningful method possible. It is the Metropolitan Planning Organization's hope that the evaluation criteria presented form a consequential role in the planning process, and may even prove useful for member agencies in the development of their own capital improvement projects.

The PPP and the Metropolitan Transportation Plan (MTP)

A project must be included in the long-range transportation plan for the region – the most recent version for the AMPA is the 2040 Metropolitan Transportation Plan (MTP) or Futures 2040 – for it to be considered for inclusion in the short-range TIP. MRMPO uses the Project Prioritization Process (PPP) as a tool for project selection. **At its core, the Project Prioritization Process distills the goals and objectives of the most recent MTP into something which can be measured.** This allows projects proposed for inclusion in the TIP to be evaluated based on the extent to which they address regional needs and to be compared and contrasted against each other.

MTP Goals

1. Mobility/Moving People

Mobility is the concept of moving people and goods efficiently throughout the region and relies upon providing multiple transportation options, ensuring transportation infrastructure is in good working order, and addressing congested locations.

National Performance Goals linked with Mobility/Moving People:

Congestion Reduction, System Reliability, and Reduced Project Delivery Delays

Project Prioritization Evaluation Sections/Measures

Project Readiness

- Project already received federal funds
- Soft match

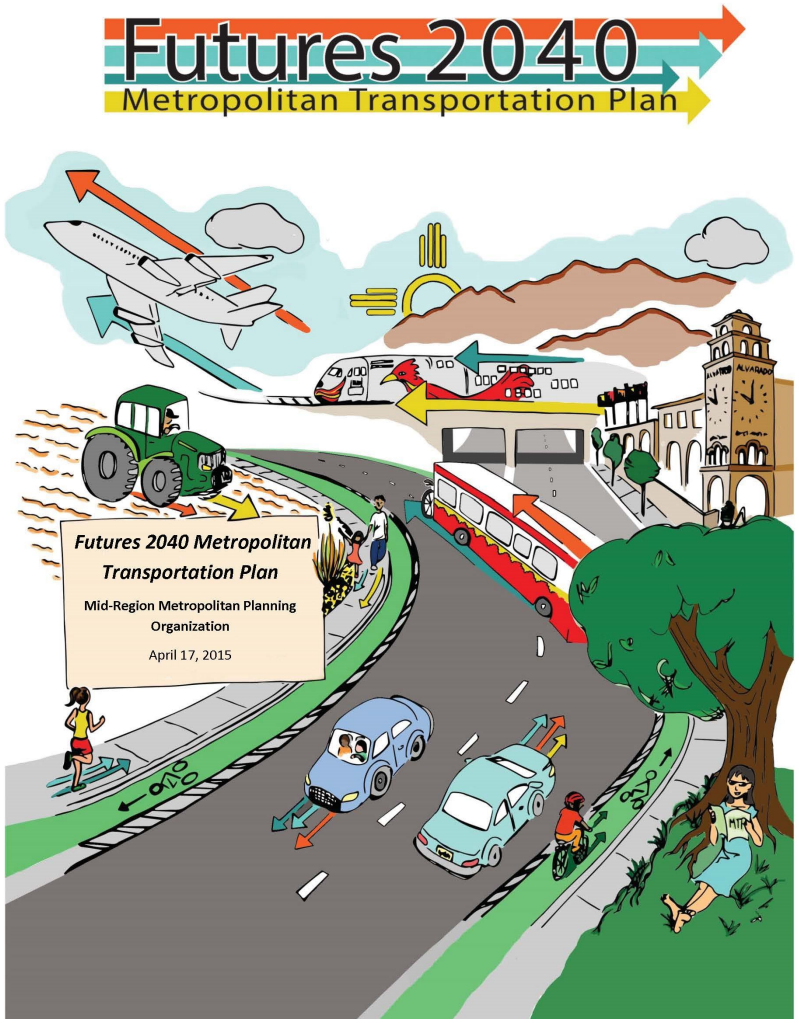
Manage Congestion and Operations

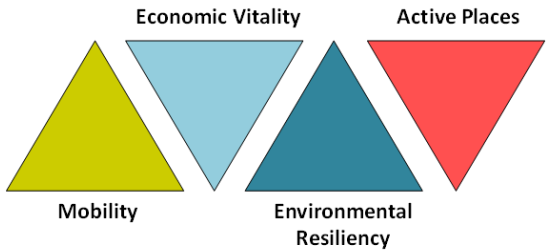
- CMP network rank
- ITS priority corridors
- Transit priority corridors
- Long-range bikeway system
- Pedestrian Priorities

Management and Operations Strategies

- CMP strategies
- ITS strategies
- Pedestrian/Bicycle strategies
- Transit strategies

Project location and People Movement Analysis





2. Economic Vitality

Infrastructure investments support economic activity in multiple ways:

Creating places where people want to be by offering a range of transportation options that attract and retain workers locally
Creating reliable access to jobs, services, and labor markets and;
Reducing the burden from transportation costs on businesses and individuals.

National Performance Goals linked with Economic Vitality

Congestion Reduction, System Reliability, and Freight Movement and Economic Vitality

Project Prioritization Evaluation Sections/Measures

Key Centers and Corridors

Connects centers, transit nodes and on an identified commercial corridor

Activity Density

Current activity density
Future activity density

Freight Movement

On primary freight corridor/interstate
Alleviates a bottleneck
On secondary freight corridor
Improves connection to intermodal facility

Equity Index

Equity ranking

3. Environmental Resiliency

Changing climate will impact water availability and put the region at increased risk for wildfires, droughts, and flooding. These phenomena also affect the built environment, which may be in need of additional standards and maintenance requirements. Infrastructure investments should support environmental stewardship to ensure the region's natural resources are preserved.

National Performance Goals linked with Environmental Resiliency

Infrastructure Condition and Environnemental Sustainability

Project Prioritization Evaluation Sections/Measures

Preserve Existing Infrastructure

Project primarily preserves existing infrastructure
Brings a bridge off the deficiency List
Brings area up to ADA compliance

Preservation Strategies

Air Quality and Climate Uncertainties

Coordination with drainage authority
Low Impact Development or Green Infrastructure

Air Quality/Climate Strategies

Open Space and At-Risk Areas

Access to open space
Mitigates at-risk areas
Improves or creates wildlife crossing

4. Active Places

Active Places are locations where people can utilize a range of transportation modes and have safe and convenient access to services, recreational opportunities, and destinations such as shopping, school, and work sites.

National Performance Goals linked with Active Places

Safety and System Reliability

Project Prioritization Evaluation Sections/Measures

Access to Services and Destinations

- Goes above and beyond federal ADA compliance and or local design standards
- Addresses ADA Transition Plan or improves identified pedestrian priority area
- Accessibility to services/schools/stations/centers/transit
- Fills in a non-motorized gap or provides roadway redundancy

Healthy Safe and Convenient Options

- Addresses LRTS/complete streets design

Safety Crash Rates

- High Fatal and Injury Network (HFIN)
- Addresses top fatal and injury crash intersections
- Addresses top pedestrian and bicycle crash intersections

Safety Strategies

- RSA conducted, State Highway Safety Plan (SHSP) or safety study addressed
- Address safety strategies identified in the Regional Transportation Safety Action Plan (RTSAP)

C PPP SCORING SYSTEM

While the 2040 MTP should be viewed as the definitive document outlining regional goals and needs, the prioritization process distills those objectives into performance measures which calculate the ability of a given project to address regional goals and objectives. In general, projects which have the broadest impact and widest benefits for regional quality of life including multi-modal mobility, safety, economic activity, and environmental sustainability will be highlighted as a result of the prioritization process.

Qualitative vs. Quantitative

Quantitative criteria are data-driven, and the scores generated are based on whether a project meets scoring thresholds for the criterion. For the most part, qualitative criteria are bases on yes-no adherence to a definition. Projects will be deemed to either meet or fail to meet criterion definition and will be awarded maximum points or zero points for these criteria with no middle ground. One corollary to this approach is that a relatively high percentage of projects score the maximum points for the section. Quantitative criteria generate points based on a project's characteristics and whether section scoring thresholds are met. Scoring thresholds are based on whether a project is located in a high need area (with need based on a points scale) or through measuring the magnitude of the project's impact on the transportation network. The greater the location need or the greater the impact, the higher the number of points the project will receive. The decision was made to not break quantitative criteria into equal shares. This is based on the philosophy that projects should target areas of need rather than benefit from a scoring system that awards some points to all projects. In other words, rather than break all roads or zones into groups of equal size with points awarded on a scale, points will only be awarded to projects which address an identified transportation priorities, as defined by the individual criterion. Generally, when criteria are data-driven it is more difficult to achieve maximum points as only a small percentage of project areas will qualify under the high-scoring thresholds. It may be easier for projects to score one or two points for quantitative criteria, but it will be decidedly more difficult for projects to score maximum points.

Therefore, in order not to tip the process too greatly in favor of qualitative criteria, the maximum available points for quantitative criteria are greater than those for qualitative criteria.

Project Scoring

Scoring of projects in the PPP will be completed by filling out Form C and then further refined by MRMPO staff. Each project proposed for inclusion in the TIP will be scored individually and all projects will have the same number of maximum points possible. If member agencies feel a project has been unfairly scored and that its prioritization will suffer, they may refer the project to the CMP Committee, an interagency committee that will review the project and scoring methodology and consider whether the project should be scored differently. The CMP Committee will also make recommendations for changes to future PPPs.

Project Comparison

Once projects are scored they will be grouped in two lists. **The first list is a compilation of all projects of similar mode types.** In particular, this method of comparison highlights the roadway, transit, bike and pedestrian, or any other project which most effectively addresses regional goals compared to other projects of the same type. The mode specific lists are important for the reason that some federal funding categories are only available for certain types of projects. In these instances a project's overall score is less important than how it scores against like projects. **The second list is a master project scoring list compiling all projects into a comprehensive inventory for comparison between projects and across mode types.** The master list will identify the projects which most (and least) effectively address the regional goals. It should be made clear that neither list is definitive, and both lists should be viewed as means for assessing the benefits and impact of projects during the project selection process.

TIP Application

The TIP application asks project applicants to provide information on the details, scope, and parameters of the project, along with a narrative description that more fully explains the project. More detailed applications will provide greater information upon which to base evaluation and will generally lead to higher project scores. The narrative components of the TIP application will not generate points in the PPP but will serve as important references during the qualitative scoring discussion. More specifically, the narrative component will provide project applicants the opportunity to make public any additional considerations for project selection that are not considered in the PPP.

Regional and National Goals and Performance Measures

MRMPO staff has evaluated how our regional goals fit into national FAST ACT goals and developed a crosswalk that explains these connections. We have also provided the Performance Measures that are available thus far from the Federal Highway Administration and the

Federal Transit Administration.

Fast Act Goals and Performance Measures

1. Safety - to achieve significant reduction in traffic fatalities and serious injuries on all public roads. Performance Measures include reducing number and rate of fatalities and serious injuries, and reducing number of non-motorized fatalities and serious injuries.

2. Infrastructure Condition - to maintain the highway infrastructure asset system in state of good repair. Performance Measures include percentage of pavements in good and poor condition, and bridges in good and poor condition.

3. Congestion Reduction - to achieve significant reduction in congestion on the National Highway System. For our region, this is an AMPA wide goal on all major roads that is addressed through our Congestion Management Process.

4. **System Reliability** - to improve the efficiency of the surface transportation system. Performance Measure includes percent of person-miles traveled that are reliable.

5. Freight Movement and Economic Vitality - to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development. Performance Measure includes improving the Truck Travel Time Reliability Index (TTTR).

6. Environmental Sustainability - to enhance the performance of the transportation system while protecting and enhancing the natural environment. Performance Measures include reducing tailpipe CO2 emissions, increasing percent of non-SOV travel as well as annual hours of excessive delay per capita of percent non-SOV travel.

7. Reduced Project Delivery Delays - to reduce project costs, promote jobs and economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies work practices.

8. Transit - addressing a need identified in the Transit Asset Management Plan with regards to rolling stock, equipment, facilities, and infrastructure.

Narrative Questions in the TIP

1. Describe the purpose, need, and regional significance of the project..
2. If this project primarily preserves existing infrastructure, please explain.
3. Describe the value of the project to the local community.
4. Describe how the project conforms to existing local transportation plans, including transit plans (reference document and associated section), and existing land use plans and whether the land use de-

partment has been consulted regarding the appropriateness of the project (reference document and associated section).

5. Describe whether congestion management and/or intelligent transportation strategies are associated with this project.
6. Explain how, and for which modes, infrastructure or services are being improved to a regional center, transit node, or along a regional corridor please name the center/s and corridor/s).
7. Does the project address Complete Streets design as identified in the Long Range Transportation System Guidelines (LRTS)? Identify the proposed roadway design and how it helps to create a complete multimodal street. If not applicable, specify why.
8. How does the project address any identified Local safety issues? Please provide name of document or explain analysis that identifies the safety issue addressed.
9. Describe any additional considerations that accompany the project that you feel staff and the committees should know about.

Limitations and Considerations

It is worth mentioning that project selection is subject to a number of factors and influences which are not included in the PPP, in particular:

- Consideration of available funding.
- Best methods for utilizing the various funding sources and categories.
- The intrinsic value of a project to a particular community.

It is therefore important to establish that the PPP is a tool rather than the ultimate determinant in the distribution of federal transportation dollars. The prioritization process is not intended to replace the debate and dialogue associated with the TIP process. Rather, it is meant to serve as a guide to shape the discussion around common evaluative criteria and to bring attention to projects which most effectively address the needs of the region as identified in the 2040 MTP.

Community Size and Funding Sources

An issue that emerged in 2012 is the designation of the Los Lunas Urbanized Area by the U.S. Census Bureau. The designation required the majority of Valencia County, including the Village of Los Lunas, to form a metropolitan planning area. Los Lunas was already part of MRMPO and the surrounding communities decided to join MRMPO as well rather than form their own metropolitan planning organization. The communities of Cochiti Pueblo, Santo Domingo Pueblo, and San Felipe Pueblo have also joined the AMPA. As a result, new communities in less developed areas now participate in the development of the TIP. When developing the PPP, MRCOG staff and the CMP Committee made considerable efforts to create criteria that could be applied across the region. While it is essential to consider the magni-

tude of the impact a project will have, it is also important to emphasize regional strategies and the approach a community takes to meeting their transportation needs. Applying the same prioritization criteria to these small and rural communities is a challenge, however; smaller communities could leverage their assets, such as transit facilities or multi-modal trails, and a well-designed project in smaller jurisdictions could be competitive. An additional and important consideration is that many of the new jurisdictions within the AMPA are eligible for certain federal funding sources (known as STP-Small Urban, STP-Rural, and Tribal Road funds) that larger agencies may not apply for.

D RESOURCES AND CONTACTS

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Congestion Management Process Specialist:
Willy Simon, wsimon@mrcog-nm.gov

Long Range Transportation System Guidelines Specialist:
Andrew Gingerich, agingerich@mrcog-nm.gov

Useful Websites

Mid-Region Metropolitan Planning Organization
http://www.mrcog-nm.gov/transportation

Mid-Region Metropolitan Planning Organization TIP
http://www.mrcog-nm.gov/transportation/metro-planning/short-range-tip

Mid-Region Metropolitan Planning Organization MTP
http://www.mrcog-nm.gov/transportation/metro-planning/long-range-mtp

Mid-Region Metropolitan Planning Organization LRTS
http://www.mrcog-nm.gov/transportation/metro-planning/long-range-mtp/46-transportation/1275-long-range-transportation-system-guide-lrts

Federal Highway Administration
https://www.fhwa.dot.gov/

Federal Transit Administration
https://cms.fta.dot.gov/

New Mexico Department of Transportation
http://dot.state.nm.us/content/nmdot/en.html

FHWA Fast Act
https://www.fhwa.dot.gov/fastact/

ITE Context Sensitive Design Solutions
http://www.ite.org/css/

1 PROJECT DELIVERY

"Project Delivery" does not refer to the procurement system of a project, but rather refers to the implementation of a project, from its inception to the close-out of construction. While nomenclature may vary and activities may overlap, the phases involved with Project Delivery generally include: planning, environmental, design, right-of-way, construction and construction close-out.

According to the national performance goal reducing project delivery delays means reducing the project costs, promoting jobs and the economy, and expediting the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices. Projects will be advanced or switched among the first four federal fiscal years of the TIP based on a project's readiness to complete the development phase for which its funds are programmed. By utilizing all funding available to the region in a fiscal year, it maximizes the amount of money flowing to the construction industry, design services, etc.

The MPO encourages expediting project delivery through understanding the project's readiness and the utilization of soft match. Donations of cash, land, material, or services may be credited to the state's (or local agency's) non-federal share of participating work (the match); however, it may not exceed the total costs incurred by the state or local agency on the project. These types of in-kind contributions are often referred to as "soft match".

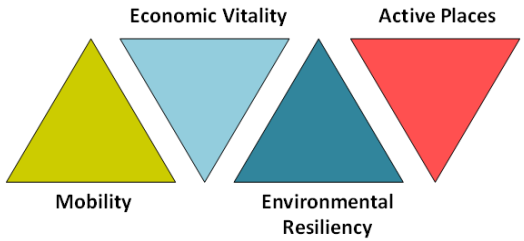
Project Delivery

Purpose: Encourage projects that have been thoroughly vetted and are ready to be implemented.

Components: Extent to which project is ready and funds committed.

Scoring: Phase of project delivery and soft match.

1. Has the project already received federal funds?
2. For what project delivery phase has it received funds?
3. Will the project be utilizing soft match?



2 MOBILITY / MOVING PEOPLE

This goal pays particular attention to efficiency by targeting locations with the greatest congestion and regional need, as well as those that would have the broadest impact. The differences between projects for different modes are particularly acute when measuring impacts in terms of mobility. Locations which are appropriate for roadway improvements may not necessarily be conducive to transit or pedestrian/bicycle treatments, and vice versa. Nevertheless, it is important to initially address all modes and provide reasoning for not including all modes in a project.

Evaluation Sections

The mobility goal is intended to maximize performance and efficiency in the transportation system by targeting congested and regionally significant locations, creating multiple transportation options, and implementing meaningful and appropriate strategies. The evaluation sections for Mobility / Moving People include:

1. Manage Congestion and Enhance Operations
2. Management and Operations Strategies
3. Project Location Congestion Analysis

Manage Congestion and Enhance Operations

The purpose of this section is to address the locations with greatest needs. These locations vary by mode type but reflect overall regional priorities established during the 2040 MTP development process. This section contains:

1. A map of each of the priority transportation system networks
2. Strategies that address each type of network
3. Congestion and user analysis of the specific geographic location of the project

In order to receive the most points the project must be on a network and making a corresponding strategy improvement. If improvements

are being done and the project is not on an identified network the project may still receive points with proper explanation. This is particularly true for the evaluation of Small Urban and Rural areas.

The multi-modal areas of need include the following networks:

- CMP Corridors
- ITS Priority Corridors
- Long Range Roadway System
- Long Range Bikeway System
- Priority Transit System

Congestion Management Process (CMP) Corridors

The CMP collects peak period data for a network of 30 corridors across the AMPA and the two Interstate facilities. Three types of data are collected as part of the CMP that evaluate the amount and type of travel that the roadway is expected to carry smoothly and safely. They are: Volume-to-capacity ratio (V/C), which measures the actual traffic on a roadway compared to the intended capacity; congested speed differential, which compares the peak average vehicle speed to the posted speed limit; and intersection crash rates, which create delay and serve as an indicator of nonrecurring congestion. This data is analyzed and compared using scoring metrics to determine the extent and magnitude of congestion within the corridors across the network. The scores result in a corridor ranking table which sorts corridors from 1-to-30 based on their overall profile (Interstates are analyzed separately).

Intelligent Transportation System (ITS) Prioritized Corridors

ITS entails the application and integration of advanced communications technologies into the transportation infrastructure for the purpose of providing travel conditions to travelers, "real time", as well as enhanced data collection, improved communications, and operational/system management for agencies and first responders. Benefits of ITS include improved mobility, reduced congestion, improved safety, enhanced emergency response, and improved multi-modal decision-making, resulting in better overall system efficiency. ITS strategies can be a specific project type, or can be included as a part of other roadway or transit projects.

The ITS Corridors map established by the ITS Subcommittee identifies key corridors for general ITS investments; it is consistent with the CMP and defines the larger ITS "system" where ITS deployment would be most beneficial. A subset of the ITS System is the ITS Priority Corridors map, which focuses on river crossings and select major north-south corridors west and east of the river with regional function and/or decent access-control. The ITS Strategies Matrix, later in this chapter, details these corridors with specific strategies to deploy, based on current deployment and gaps in traveler services.

Long Range Bikeway System (LRBS)

The Long Range Bikeway System provides a map of existing conditions by location and type of bicycle facility and recommends the location of future bicycle routes as well. This system is a part of the Long Range Transportation System or LRTS guidelines that were adopted as part of the 2040 MTP. The LRTS guide discusses types of bicycle facilities and also recommends design standards for federally classified roadways.

Priority Transit Corridors

Currently, there is not a long range plan developed by the local transit agencies, as such, the MTP provides some guidance for which corridors are priorities for the region. In 2015, the MTP adopted a resolution for transit corridors that are eligible for set-aside funds aimed at improving the mode share for transit. This priority network along with a future conceptual network from the MTP are combined to create the transit network for this section. These corridors are identified as opportunities for premium transit service.

Pedestrian Priorities

The Federal Highway Administration (FHWA) has identified the City of Albuquerque as a Focus City and the State of New Mexico as a Focus State in its efforts to address the issue of high pedestrian and bicycle fatalities across the country. The Albuquerque Metropolitan area stands out amongst peer cities as having a significant problem with pedestrian fatalities.

MRMPO undertook a safety audit of the region and are working on a ***Regional Transportation Safety Action Plan (RTSAP)*** to assess where bike and pedestrian crashes have occurred in the past 5 years and what the top contributing factor is in most of these crashes. The RTSAP identifies a High Fatal and Injury Network (HFIN) in the region as well as proven safety countermeasures that can reduce pedestrian and bicyclist crashes. The PPP's safety strategies draw from the RTSAP's data analysis and strategy suggestions.

Management and Operations Strategies

CMP Strategies Matrix

The CMP strategies intend to highlight projects which implement proven congestion management strategies to maximize the functionality of the overall transportation network. Both targeted improvements and overall programmatic steps are included that result in improved traffic flow, reduced congestion, or increases in non-motorized users.

ITS Strategies Matrix

Like the CMP matrix, the ITS Strategies Matrix has been developed by the ITS Subcommittee with specific strategies evaluated. It considers existing infrastructure deployment to identify gaps in ITS Service on the Priority Corridors, thus allowing for projects to be identified to in-

clude specific ITS deployments on a project by project basis. The travel data collected and traveler information disseminated by an ITS system must be comprehensive and consistent along an entire corridor, and gaps in deployment drastically reduce the ability to manage travel information effectively and improve travel efficiency. Therefore, high priority is given to projects that build upon existing deployments or fill gaps in service. The matrix is intended to assist agencies in identify project opportunities to fill these gaps and complete the ITS Service on a corridor. ITS Services include such items as the provision of real-time "traveler information", ie, speeds, crashes, roadway alerts, etc. for each corridor. ITS elements can include surveillance/detection, dynamic message signs (DMS), travel information/transit kiosks, advanced communications/telemetry, roadway surveillance equipment, etc.

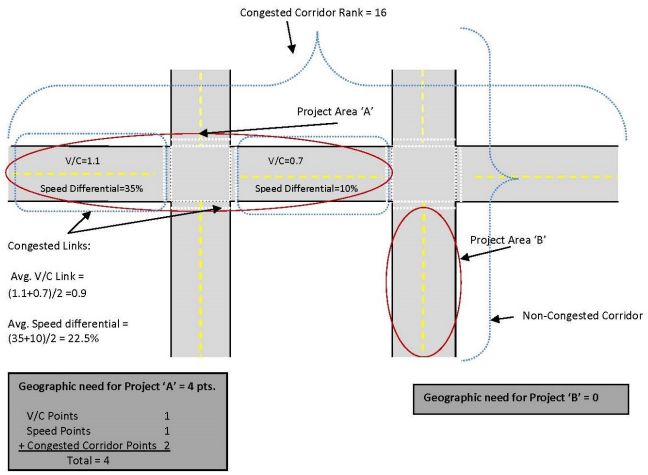
It is important to note that the inclusion of ITS elements is subject to AMPA's Regional ITS Architecture to ensure interagency operability and consistency with federal guidelines, as well as to meet federal guidelines (Rule 940) for Systems Engineering certification from the New Mexico Department of Transportation prior to project implementation.

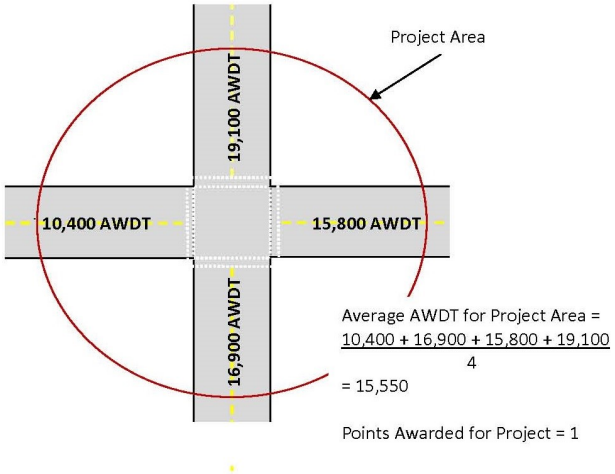
Transit Strategies

The Transit Strategies rewards projects that improve transit networks with added efficiency and reliability means improving the frequency or adding times of the day when people can take transit to centers, schools, and job sites.

Bike / Pedestrian Strategies

The Bike / Pedestrian Strategies awards points to projects that utilize strategies specifically geared towards improving the comfort of facilities and services for bicyclists and pedestrians. Projects receive points if they are stand alone or include pedestrian and bicycle elements as secondary components which create new or improved pedestrian or bicycle infrastructure. Examples include roadway projects which create facilities where none existed before, extend existing sidewalks or bicycle lanes, or voluntarily expand or widen bicycle lanes to meet guidelines established by the American Association of State Highway for the Development of Bicycle Facilities. All pedestrian or bicycle improvements must be described in the TIP application for a project to





receive points. Involuntary improvements, such as bringing existing pedestrian infrastructure into compliance with the Americans with Disabilities Act (ADA) during a larger roadway project, will not generate points. In general, if a project adds or removes barriers for individuals to use non-motorized travel options it will receive points.

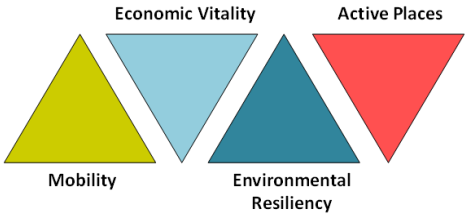
Project Location Congestion Analysis

This section identifies locations with high peak-hour activity. The link score therefore evaluates the link-level conditions and awards points based on the severity of the congestion along the project area. This evaluation is based on V/C and speed differential data, but not crash rates. The more congested the project area, the higher the link score for the project. Projects will be evaluated regardless of whether or not they are located along a CMP corridor.

Examples of Project Location Congestion Analysis and People Movement:

People Movement

Also a part of the Project Location Congestion Analysis is the People Movement score. When evaluating a particular link it is important to consider the overall number of users of a particular roadway, not just the number of vehicles affected. The PPP assesses people movement as the total number of vehicle and transit users along a project area. The total number of vehicle users is determined by taking the Average Weekday Daily Volume (AWDT) multiplied by the vehicle occupancy rate (MRMPO assumes an average vehicle occupancy rate of 1.2 persons per vehicle). Transit user totals are developed by taking boarding and alighting surveys conducted by MRMPO and ABQ Ride and assessing the percentage users of a route onboard along a given segment. The number of total riders along a segment is a function of that percentage and the overall daily ridership for a route. Totals by route by segment are summed for roadways with overlapping transit routes. The total transit users for a segment are added to the total vehicle users to find an overall users volume. Rail Runner ridership should also be considered in this section.



2 SCORING MOBILITY / MOVING PEOPLE

Manage Congestion and Enhance Operations Networks

Purpose: Encourage projects on corridors that are heavily travelled or have multi-modal needs.

Components: Ranked and priority multi-modal and transportation management corridors.

Scoring: Check priority transportation corridors.

1. Is the project on the Congested Management Process (CMP) Corridors? What is it's rank? A project can still receive points for implementing CMP strategies on corridors that are not in CMP network.
2. Is the project or proposed ITS element included in the Regional ITS Architecture.
3. Is the project on the Intelligent Transportation Systems (ITS) map? Is it on the Priority Network or General ITS System?
4. Does any ITS service currently exist on the corridor (deployed by your agency or another agency)?
5. Is the project on the Long Range Bikeway System map? What is the type of facility? Does the project preserve the existing type or add the proposed type of facility?
6. Does the project address an established pedestrian priority for your local jurisdiction
7. Is the project on the Priority Transit System map or a Rio Metro route? What transit network is the project on?

Management and Operation Strategies

Purpose: Encourage projects that address heavily-traffic, congested corridors and multi-modal systems.

Components: Prioritized strategies related to specific type of multi-modal and transportation management corridors.

Scoring: Check strategies related to specific type of multi-modal corridors.

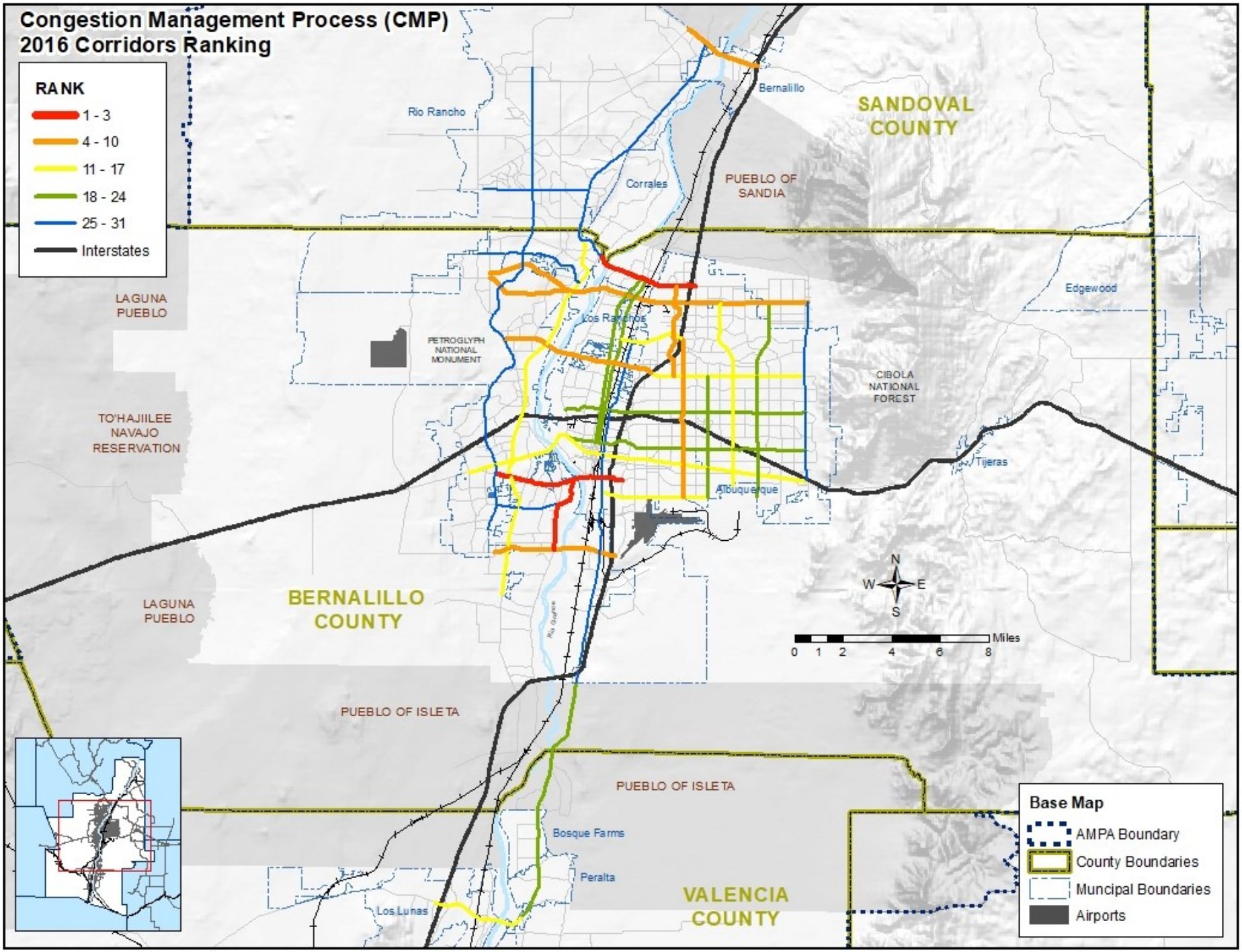
1. Identify which strategies that are being utilized from the CMP Matrix for the project?
2. Identify which strategies that are being utilized from the ITS Matrix for the project. Identify if ITS services currently exist on the corridor.
3. Identify Bicycle / Pedestrian strategies being utilized.
4. Identify Transit Strategies being utilized.

Project Location Congestion Analysis / People Movement

Purpose: Encourage projects that address heavily-traffic, congested corridors.

Components: Traffic volumes, Congestion Management scores, and Transit users on the project corridor.

Scoring: Staff will calculate the specific segment volume-to-capacity score, speed score, traffic volume, and transit users for the roadway, trail, or rail line.


Congestion Management Process (CMP)
2016 Corridors Ranking
RANK
1 - 3
4 - 10
11 - 17
18 - 24
25 - 31
Interstates
Rio Rancho
Bernalillo
SANDOVAL COUNTY
Corrales
PUEBLO OF SANDIA
Edgewood
LAGUNA PUEBLO
Los Ranchos
PETROGLYPH NATIONAL MONUMENT
CIBOLA NATIONAL FOREST
TO'HAJIILEE NAVAJO RESERVATION
Tijeras
Albuquerque
N
W
E
S
LAGUNA PUEBLO
BERNALILLO COUNTY
Miles
0 1 2 4 6 8
PUEBLO OF ISLETA
PUEBLO OF ISLETA
Bosque Farms
Peralta
Los Lunas
VALENCIA COUNTY
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports

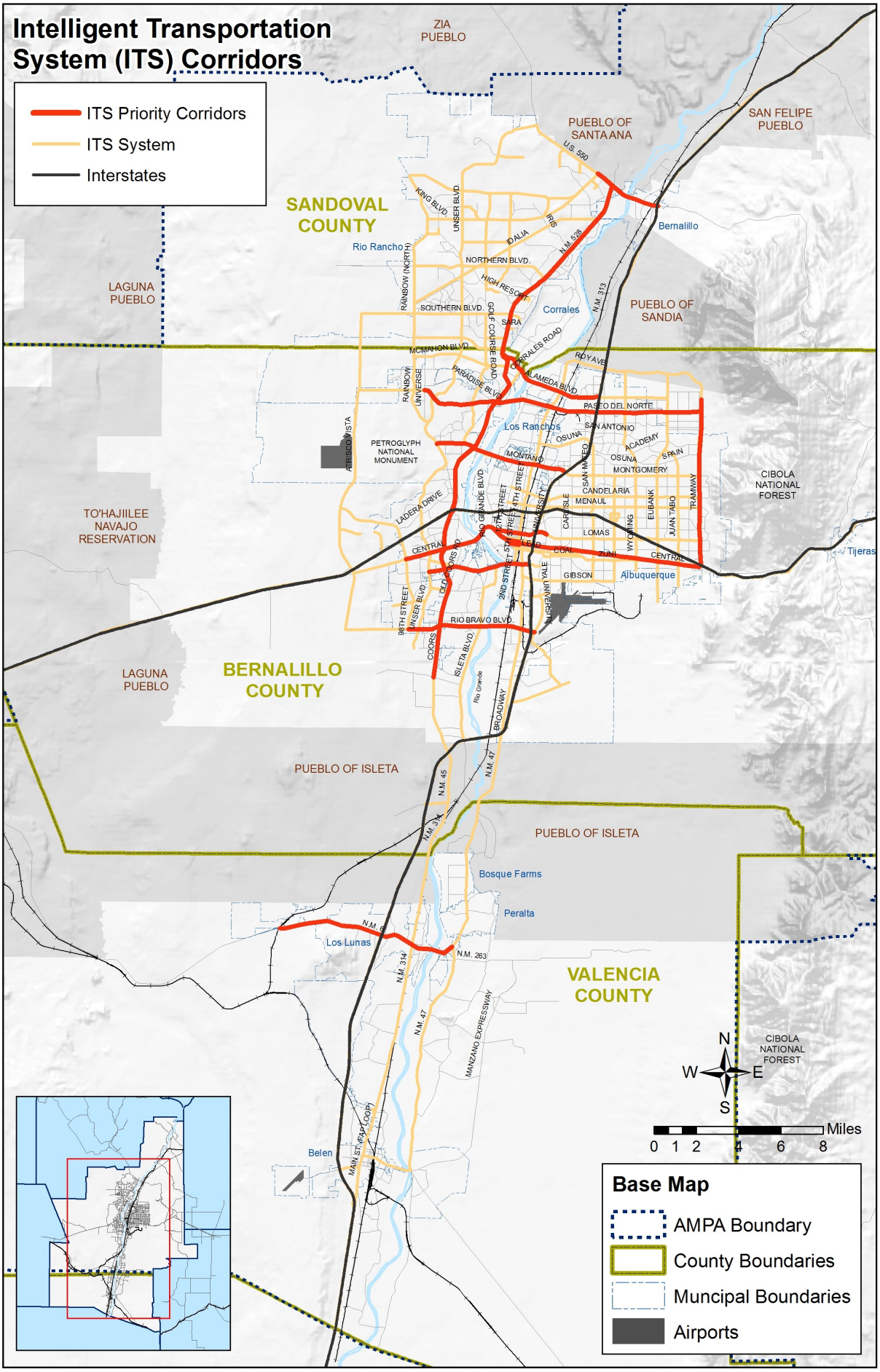
2018 CMP Strategies Matrix

		Active Roadway Management					Travel Demand Management/Alternative Travel Modes									Physical Roadway Capacity						
		Expanded traffic signal timing and coordination -ITS	Traffic signal equipment modernization - ITS	Traveler information devices - ITS	Communications networks and roadway surveillance - ITS	Access management	Fixed guideways and dedicated transit lanes	Transit service expansion	Transit vehicle information	Transit intersection queue-jump lanes and signal priority	Electronic fare collection	Park & Ride facilities	Off-street multi-use trails	On-street bicycle treatments	Parking management	Intersection turn lanes	Deceleration lanes	Freight Improvement Strategies	Grade-separated railroad crossings	New grade-separated intersections	New travel lanes (general purpose)	New roadways
	Non-CMP Corridor (NC)																					
	Interstate 25																					
	Interstate 40																					
1	Alameda Blvd.																					
2	Isleta Blvd.																					
3	Bridge/Cesar Chavez Blvd.																					
4	US 550																					
5	Montano Rd.																					
6	Paseo del Norte Blvd.																					
7	Jefferson St.																					
8	Dennis Chavez/Rio Bravo																					
9	Paradise Blvd.																					
10	San Mateo Blvd.																					
11	NM 6																					
12	Central Ave.																					
13	Osuna Blvd.																					
14	Montgomery Blvd.																					
15	Coors Blvd.																					
16	Wyoming Blvd.																					
17	Gibson Blvd.																					
18	Eubank Blvd.																					
19	2nd St.																					
20	Menaul Blvd.																					
21	Lomas Blvd.																					
22	4th St.																					
23	NM 47																					
24	Louisiana Blvd.																					
25	Unser Blvd.																					
26	Broadway Blvd.																					
27	NM 528																					
28	Arenal Blvd.																					
29	Southern Blvd.																					
30	Tramway Blvd.																					
31	Irving Blvd.																					

^ See CMP Toolkit for additional corridors for which the strategy is a high priority.

Priority is based on CMP/ITS review, and has been updated to consider current deployments along the corridor.

- High Priority
- Medium Priority
- Low Priority
- Not Appropriate


Intelligent Transportation System (ITS) Corridors
ITS Priority Corridors
ITS System
Interstates
ZIA PUEBLO
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
Bernalillo
Rio Rancho
Corrales
PUEBLO OF SANDIA
LAGUNA PUEBLO
Los Ranchos
PETROGLYPH NATIONAL MONUMENT
CIBOLA NATIONAL FOREST
TO'HAJIILEE NAVAJO RESERVATION
Albuquerque
Tijeras
BERNALILLO COUNTY
LAGUNA PUEBLO
PUEBLO OF ISLETA
Bosque Farms
Peralta
Los Lunas
VALENCIA COUNTY
Belen
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports
N
W
E
S
Miles
0 1 2 4 6 8

ITS Priority Corridors 2018

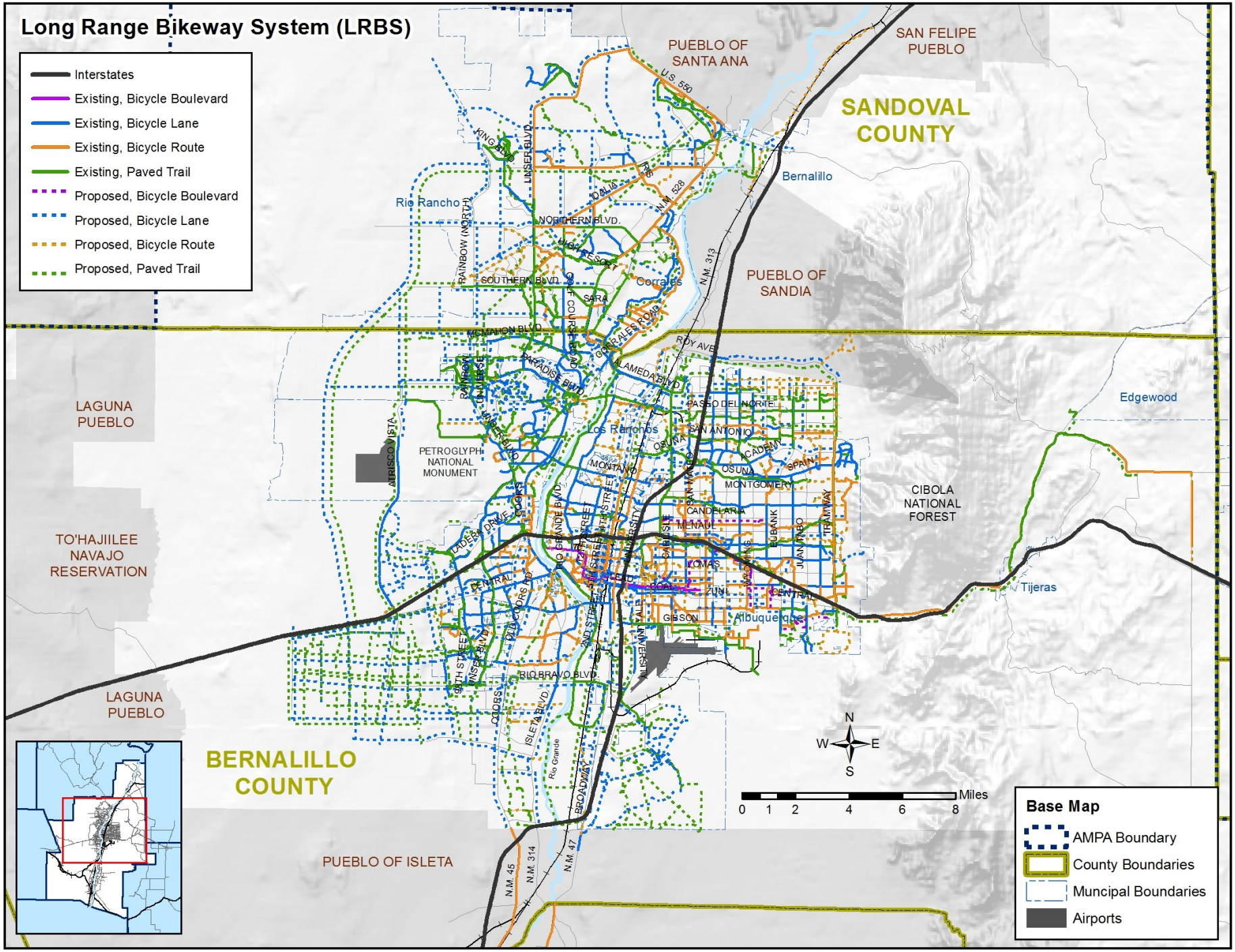
Ranking Critera:

5-4	Deficient/High Priority
2-3	Medium Priority
1	Adequate/Low Priority

2016 CMP Rank	To the right - ITS Architecture Service Packages correlated from the Architecture, and aligned with our Priority Matrix ranking-criteria:	Expanded Signal Timing and Coord. date/#plans	Traffic signal equipment modernization (ASC, flshg ylw)	Traffic and Roadway Condition Devices (DMS)	Communications networks (fiber, wireless, etc)	Roadway surveillance coverage (cctv, radar, bluuetooth, wifi, etc)	Bus-Transit Pre-emption/Priority	Transit Veh Realtime Location (App or Kiosk)
		ATMS03 - Traffic Signal Control	ATMS01 - Network Surveillance, ATMS03 - Traffic Signal Control	ATMS06 - Traveler Information Dissemination	Communications	ATMS01 - Network Surveillance	APTS09 - Transit Signal Priority	APTS01 - Transit Vehicle Tracking
1	Alameda Blvd. *Cottonwood to I-25	4	4	4	1	1	5	2
5	Montano Rd. (Unser to I-25)	4	5	3	1	2	5	2
2	Bridge/Cesar Chavez Blvd. *	4	2	5	4	4	5	2
4	US 550 * PdV to I-25	4	1	3	4	4	5	4
15	Coors Blvd. 1 (S/I40)	2	2	2	1	4	5	2
15	Coors Blvd. 2 (N/I40 incl. Ellison)	2	2	2	1	2	5	2
6	PdN Blvd. 1 (Universe to Coors)*	4	5	4	4	4	5	2
6	PdN Blvd. 2 (Coors to W/I-25)*	N/A	N/A	4	1	1	5	2
6	PdN Blvd. 3 (E/I-25 to Tramway)*	4	4	3	1	2	5	2
8	Dennis Chavez (118th to Coors)	5	1	5	5	2	5	2
8	Rio Bravo 1 (Coors to Isleta)	4	3	5	3	4	5	2
8	Rio Bravo 2 (Isleta to University)	4	5	4	3	4	5	2
30	Tramway Blvd. (Central to Cedar Hill)	5	1	4	1	4	5	2
12	Central Ave. (98th to Rio Grande Blvd)	4	1	4	1	2	2	2
12	Central Ave/Lomas (Rio Grande Blvd to E/I-25) - CBD	1	1	2	1	1	1	1
12	Central Ave. (W/I-25 to Washington)	1	1	1	1	1	1	1
12	Central Ave. (Washington to Tramway)	5	1	4	1	2	1	2
27	NM 528 1 (Westside to Northern)	3	2	3	1	3	5	4
27	NM 528 2 (Northern to US 550)	1	4	3	4	4	5	4
11	NM 6 (Huning Ranch Loop to I-25)	5	4	5	5	4	2	2
11	NM 6 (I-25 to NM 47)	5	4	3	3	4	2	2

Ranking Critera:

5-4	Deficient/High Priority
2-3	Medium Priority
1	Adequate/Low Priority


Long Range Bikeway System (LRBS)
Interstates
Existing, Bicycle Boulevard
Existing, Bicycle Lane
Existing, Bicycle Route
Existing, Paved Trail
Proposed, Bicycle Boulevard
Proposed, Bicycle Lane
Proposed, Bicycle Route
Proposed, Paved Trail
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
Bernalillo
Rio Rancho
PUEBLO OF SANDIA
Corrales
Edgewood
LAGUNA PUEBLO
PETROGLYPH NATIONAL MONUMENT
Los Ranchos
CIBOLA NATIONAL FOREST
TO'HAJIILEE NAVAJO RESERVATION
Tijeras
Albuquerque
LAGUNA PUEBLO
BERNALILLO COUNTY
PUEBLO OF ISLETA
U.S. 550
N.M. 528
N.M. 313
N.M. 45
N.M. 314
N.M. 47
Miles
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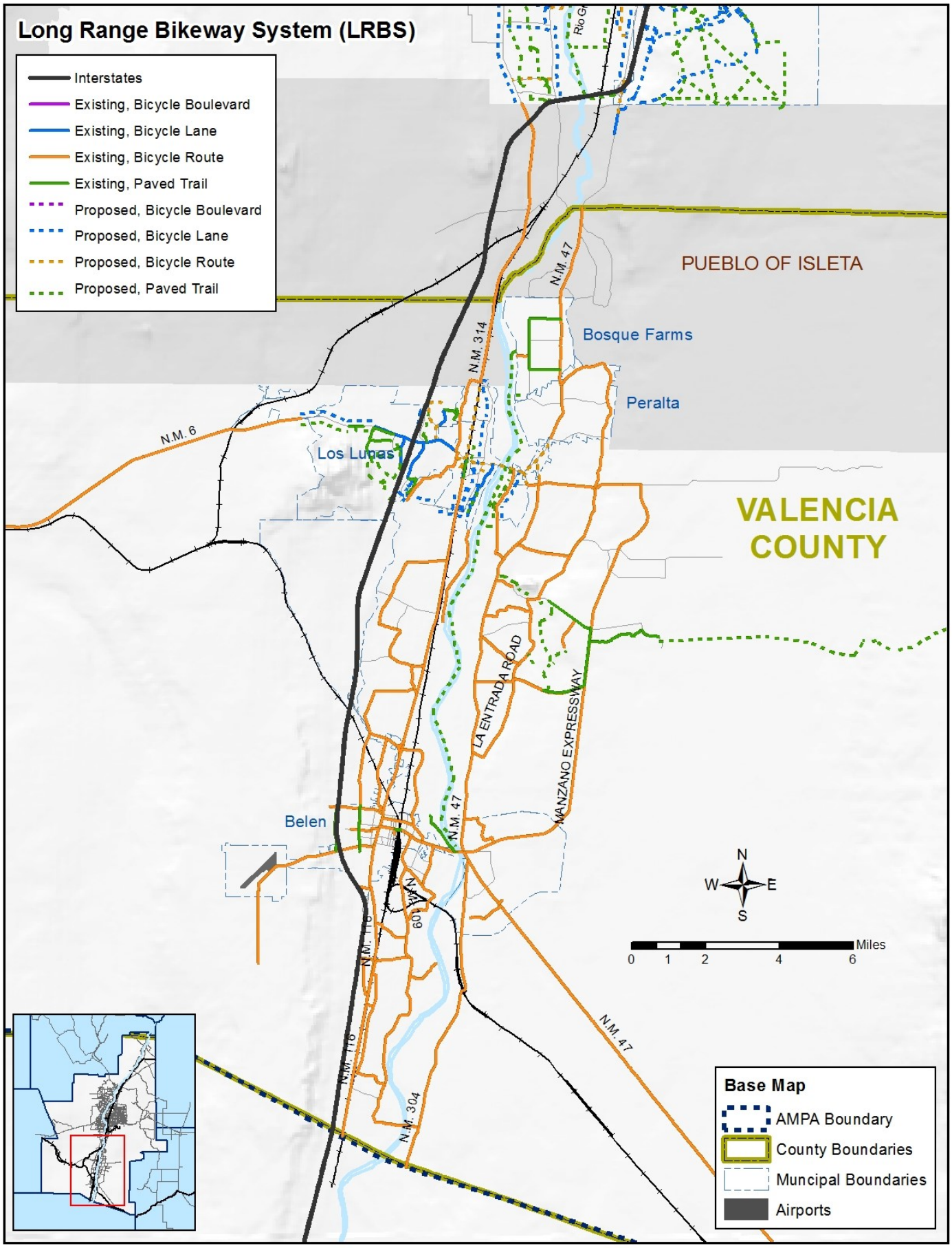
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports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Interstates
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Existing, Bicycle Lane
Existing, Bicycle Route
Existing, Paved Trail
Proposed, Bicycle Boulevard
Proposed, Bicycle Lane
Proposed, Bicycle Route
Proposed, Paved Trail
PUEBLO OF ISLETA
Bosque Farms
Peralta
Los Lunas
VALENCIA COUNTY
Belen
N.M. 6
N.M. 314
N.M. 47
LA ENTRADA ROAD
MANZANO EXPRESSWAY
N.M. 47
N.M. 309
N.M. 116
N.M. 304
N.M. 47
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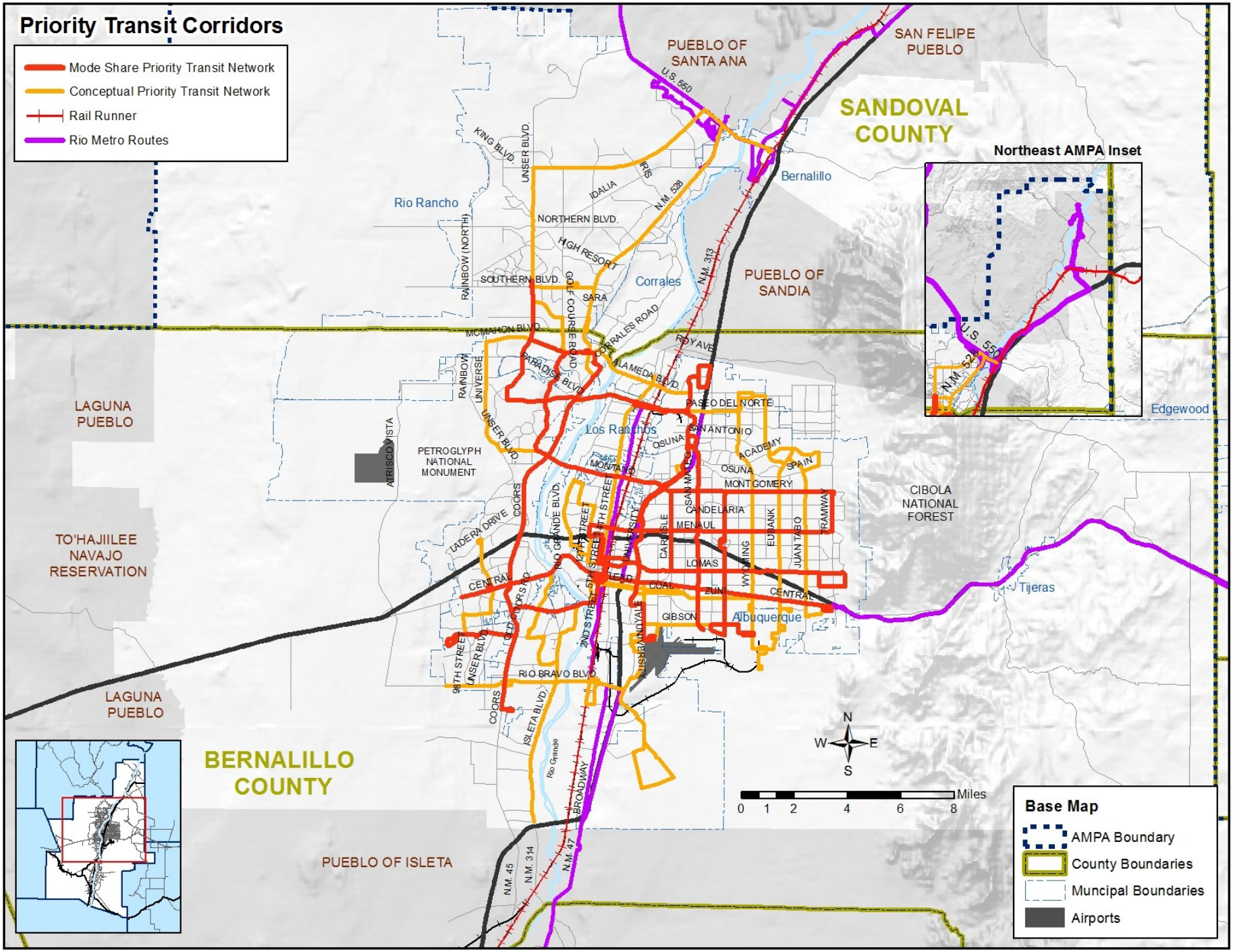
0 1 2 4 6 Miles
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Priority Transit Corridors
Mode Share Priority Transit Network
Conceptual Priority Transit Network
Rail Runner
Rio Metro Routes
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
Northeast AMPA Inset
Bernalillo
Rio Rancho
Corrales
PUEBLO OF SANDIA
Edgewood
LAGUNA PUEBLO
PETROGLYPH NATIONAL MONUMENT
Los Ranchos
CIBOLA NATIONAL FOREST
TO'HAJIILEE NAVAJO RESERVATION
Tijeras
Albuquerque
LAGUNA PUEBLO
BERNALILLO COUNTY
PUEBLO OF ISLETA
U.S. 550
N.M. 528
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N.M. 528
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N.M. 314
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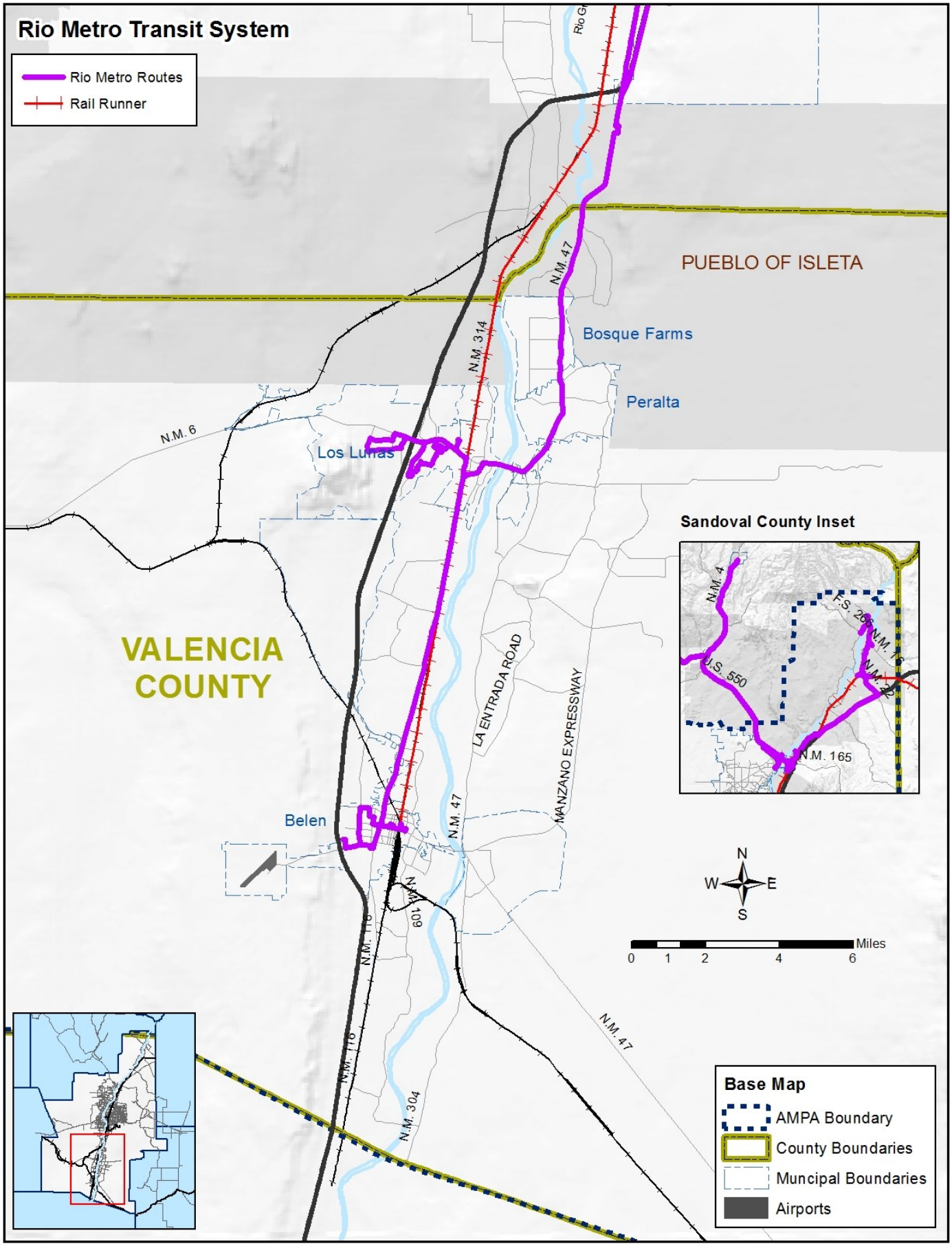
Rio Metro Transit System
Rio Metro Routes
Rail Runner
PUEBLO OF ISLETA
Bosque Farms
Peralta
Los Lunas
Belen
VALENCIA COUNTY
N.M. 6
N.M. 314
N.M. 47
LA ENTRADA ROAD
MANZANO EXPRESSWAY
N.M. 47
N.M. 109
N.M. 116
N.M. 304
N.M. 47
Sandoval County Inset
N.M. 4
F.S. 269
N.M. 16
U.S. 550
N.M. 22
N.M. 165
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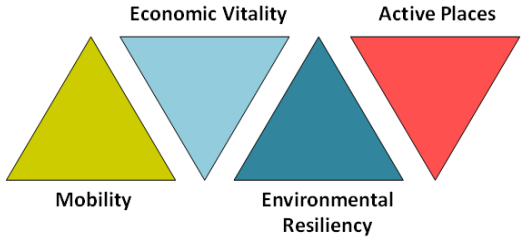
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports



3 ECONOMIC VITALITY

There is a fundamental connection between the functionality and efficiency of a transportation system and the economic vitality of the region. Quite simply, more efficient movement of people and goods leads to greater productivity, and greater circulation of services within an economy. While the purpose of the Mobility goal is to provide a range of options that enable individuals and goods to efficiently traverse the transportation network, the Economic Vitality goal goes further by encouraging projects that specifically target locations where activity occurs, support private sector enterprise, and reflect local concerns.

Evaluation Sections

While measuring the economic impact of transportation projects is difficult, the criteria contained in the PPP approximate economic impacts by indicating whether projects target vital economic centers and infrastructure and reflect the goals of local communities and agencies. The evaluation sections for Economic Vitality include:

1. Key Centers and Corridors
2. Activity Density
3. Freight Movement
4. Equity Index

Key Centers and Corridors

Unlike past Metropolitan Transportation Plans which considered only one set of future conditions – a trend scenario based on existing plans and policies – the 2040 MTP contains a Trend scenario and a Preferred scenario. The Preferred scenario represents an alternative land use configuration resulting from changes in zoning and development incentives in critical locations, as well as potential investments in public transit services. This scenario is the result of a comprehensive scenario planning process involving member agencies from across the region, and may be thought of as a set of desired changes in the region's development trajectory that would result in lower congestion levels, reduced

emissions, and less land consumption compared to the Trend. To achieve the preferred scenario different types of regional centers and corridors are identified where targeted investment can further economic and environmental goals laid out in the 2040 MTP. Improving access to or between these centers serves to target and invigorate their economic impact.

Activity Density

To encourage projects that support the implementation of this more sustainable development model (the Preferred Scenario), the socioeconomic data contained in the Preferred scenario is utilized in the PPP as part of the activity density criterion. It is important for economic vitality and growth that the locations which contain the greatest activity are adequately serviced by transportation, be it through well-maintained roads or access to job sites via public transit or bicycle. The PPP considers current and future activity in recognition of the fact that infrastructure projects should not simply react to existing conditions but anticipate where growth will occur. As such the PPP will evaluate the current and future activity density scores for a project area.

Activity density is a measurement of combined residential and commercial activity in a particular Data Analysis Subzone (DASZ). The utility of this measure comes from its ability to capture and highlight areas of intensive use. Rather than strictly examine population or employment density, which are often used to quantify commuting supply and commuting demand respectively, activity density is based on the assumption that each unit of population and employment generates a certain level of activity. **A key assumption in activity density is that the activity generated by a job is greater than that of a residence since a residence is the point of departure for commuters whereas job sites attract clients and patrons along with employees.** Activity density applies a uniform formula based on the region-wide relationship between population and employment (the regional population-to-employment ratio for 2008 is 2.31, meaning the measure is weighted more heavily toward employment by a factor of approximately 2-to-1), which is multiplied by the number of jobs in a Data Analysis Subzone (DASZ) and added to the number of residents in the zone. This approach is less nuanced from an employment perspective since it does not distinguish between the activity generated between large employment sites such as shopping centers and call centers or large manufacturing plants, but it does allow residential density to be incorporated into the activity measurement. (Areas of dense population growth, including multi-family and transit-oriented developments, are reflected most heavily.)

Freight Movement

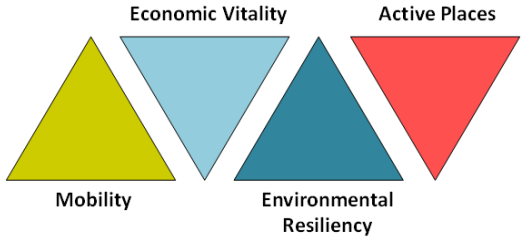
The freight criterion involves the support of private sector activity. While there are a multitude of methods government agencies may use for encouraging private sector activity, the PPP focuses on private sector enterprise from a transportation perspective with a focus on the

movement and transaction of goods. The PPP therefore highlights projects conducive to the efficient movement of heavy trucks by emphasizing freight corridors and strategies.

Equity Index

This criterion encourages the promotion of social justice and equitable distribution of federal transportation funds by targeting underserved communities sometimes called Environmental Justice communities. These communities have historically received fewer or invasive infrastructure improvements, and are often the communities that stand to benefit the most from improvements to the transportation infrastructure. This index integrates minority and low income populations. This index provides a geographic location of communities that would benefit from better transportation infrastructure. The type of infrastructure and the potential benefit to that community is also important to explain as sometimes improving safety or providing lighting, as opposed to expanding capacity me be of a higher priority for an underserved community.

Federal Highway Administration Environmental Justice graphic:



3 SCORING ECONOMIC VITALTY

Key Centers and Corridors

Purpose: Forward the preferred scenario through centers and corridors identified (including TOD and local plans)

Components: Improving access to regional centers and improving connections between regional centers

Scoring: How the project connects and improves centers and corridors.

1. Does the project improve a connection to a regional center or transit node?
2. Does the project improve the entire roadway segment between two regional centers or transit nodes?
3. Does the project improve a segment of a regional corridor?

Activity Density

Purpose: Serve areas with current and expected high population and employment activity

Components: Employment and housing data by DASZ for 2012 and 2040

Scoring: How the project score on current and future activity density zones.

1. Does the project fall primarily within one of the existing activity density rankings? What is the rank?
2. Does the project fall primarily within one of the future activity density rankings? What is the rank?

Equity Index

Purpose: Prioritizes underserved communities

Components: Locate on Equity Index

Scoring: Rank on the equity index and serves that community

1. What rank on the Equity Index is the project primarily in?

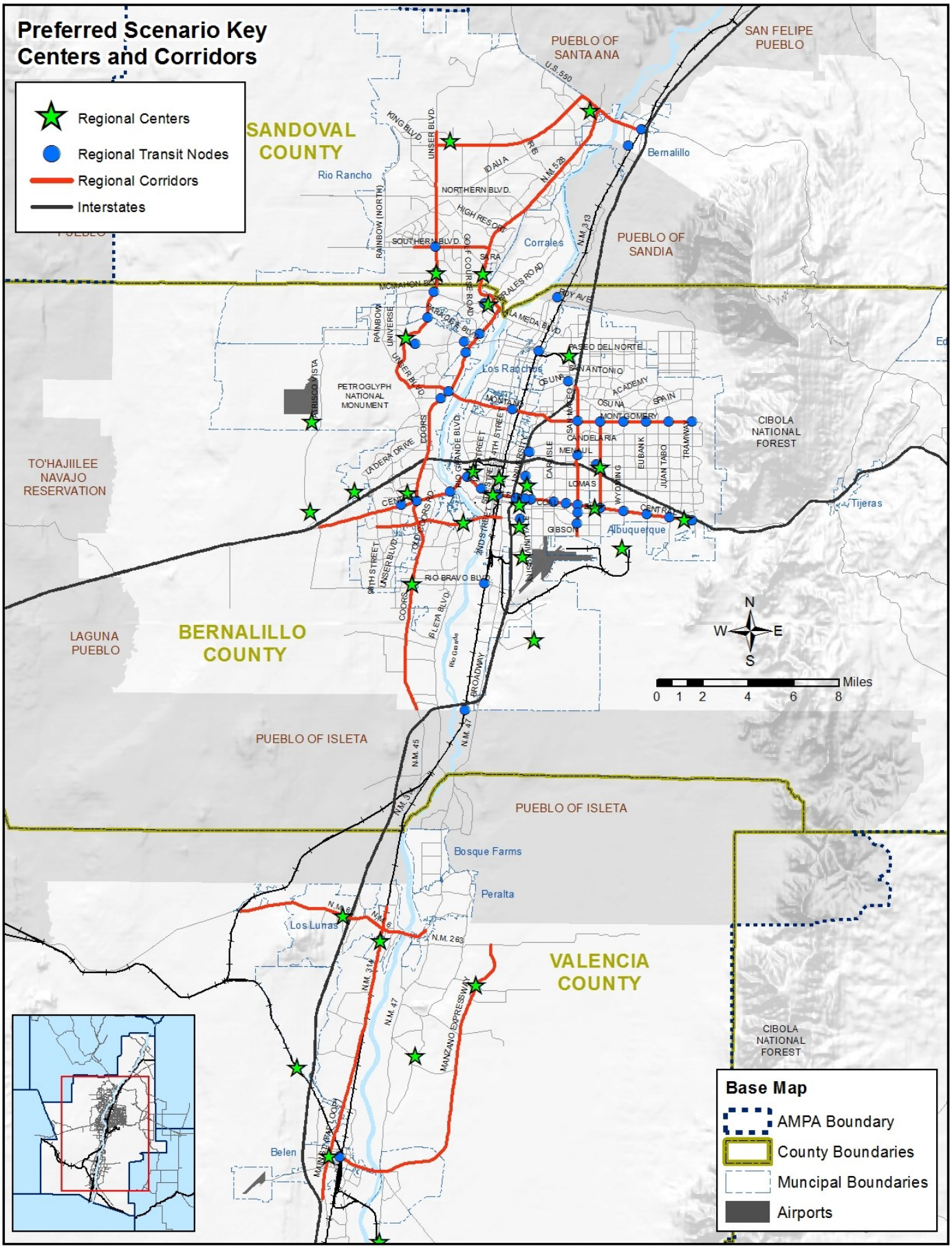
Freight Movement

Purpose: Prioritize areas of high commercial and trucking activity

Components: On freight corridor or at freight bottleneck and addresses/improve freight movement

Scoring: Check freight corridors and strategies employed

1. Is the project on a freight corridor (including the rail line)?
2. Does the project connect directly to an intermodal facility?
3. Does the project employ a freight strategy?


Preferred Scenario Key Centers and Corridors
Regional Centers
Regional Transit Nodes
Regional Corridors
Interstates
SANDOVAL COUNTY
BERNALILLO COUNTY
VALENCIA COUNTY
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
PUEBLO OF SANDIA
PUEBLO OF ISLETA
LAGUNA PUEBLO
TO'HAJIILEE NAVAJO RESERVATION
CIBOLA NATIONAL FOREST
PETROGLYPH NATIONAL MONUMENT
Rio Rancho
Bernalillo
Corrales
Los Ranchos
Albuquerque
Tijeras
Bosque Farms
Peralta
Los Lunas
Belen
N
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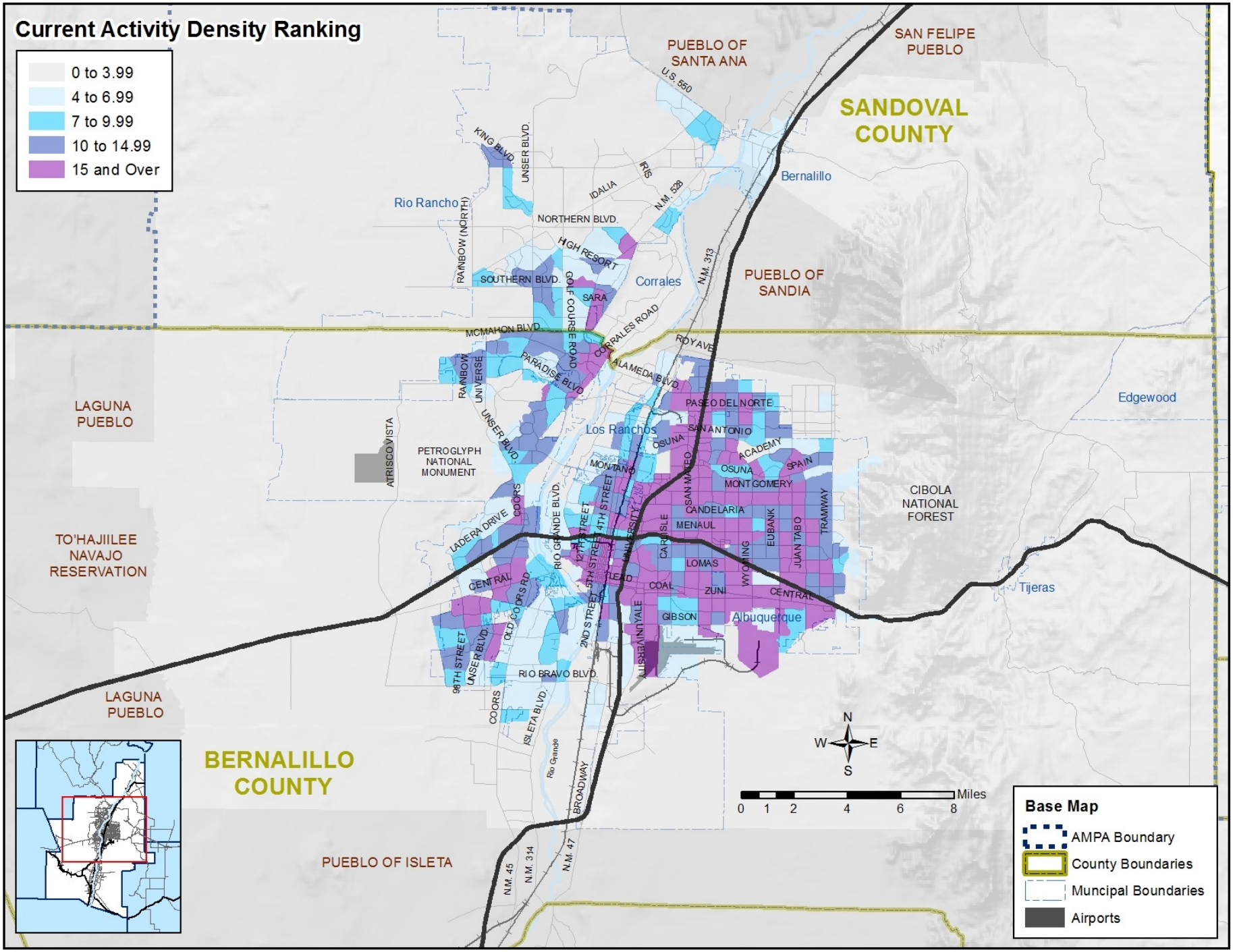
S
0 1 2 4 6 8 Miles
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Current Activity Density Ranking
0 to 3.99
4 to 6.99
7 to 9.99
10 to 14.99
15 and Over
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
Bernalillo
Rio Rancho
Corrales
PUEBLO OF SANDIA
Edgewood
LAGUNA PUEBLO
Los Ranchos
PETROGLYPH NATIONAL MONUMENT
CIBOLA NATIONAL FOREST
TO'HAJIILEE NAVAJO RESERVATION
Tijeras
Albuquerque
LAGUNA PUEBLO
BERNALILLO COUNTY
PUEBLO OF ISLETA
U.S. 550
KING BLVD.
UNSER BLVD.
IDALIA
IRIS
N.M. 528
NORTHERN BLVD.
RAINBOW (NORTH)
HIGH RESORT
SOUTHERN BLVD.
GOLF COURSE ROAD
SARA
N.M. 313
MCMAHON BLVD.
CORRALES ROAD
RIO AVE
ALAMEDA BLVD.
PARADISE BLVD.
RAINBOW
UNIVERSE
UNSER BLVD.
PASEO DEL NORTE
SAN ANTONIO
OSUNA
ACADEMY
SPAIN
MONTANO
MONTGOMERY
SAN MATEO
CANDELARIA
MENAUL
LADERA DRIVE
COORS
RIO GRANDE BLVD.
12TH STREET
4TH STREET
UNIVERSITY
CARLISLE
EUBANK
TRAMWAY
JUAN TABO
LOMAS
WYOMING
CENTRAL
TIJERAS
COAL
ZUNI
GIBSON
YALE UNIVERSITY
2ND STREET
5TH STREET
98TH STREET
OLD COORS RD.
RIO BRAVO BLVD.
ISLETA BLVD.
Rio Grande
BROADWAY
N.M. 45
N.M. 314
N.M. 47
ATRISCO VISTA
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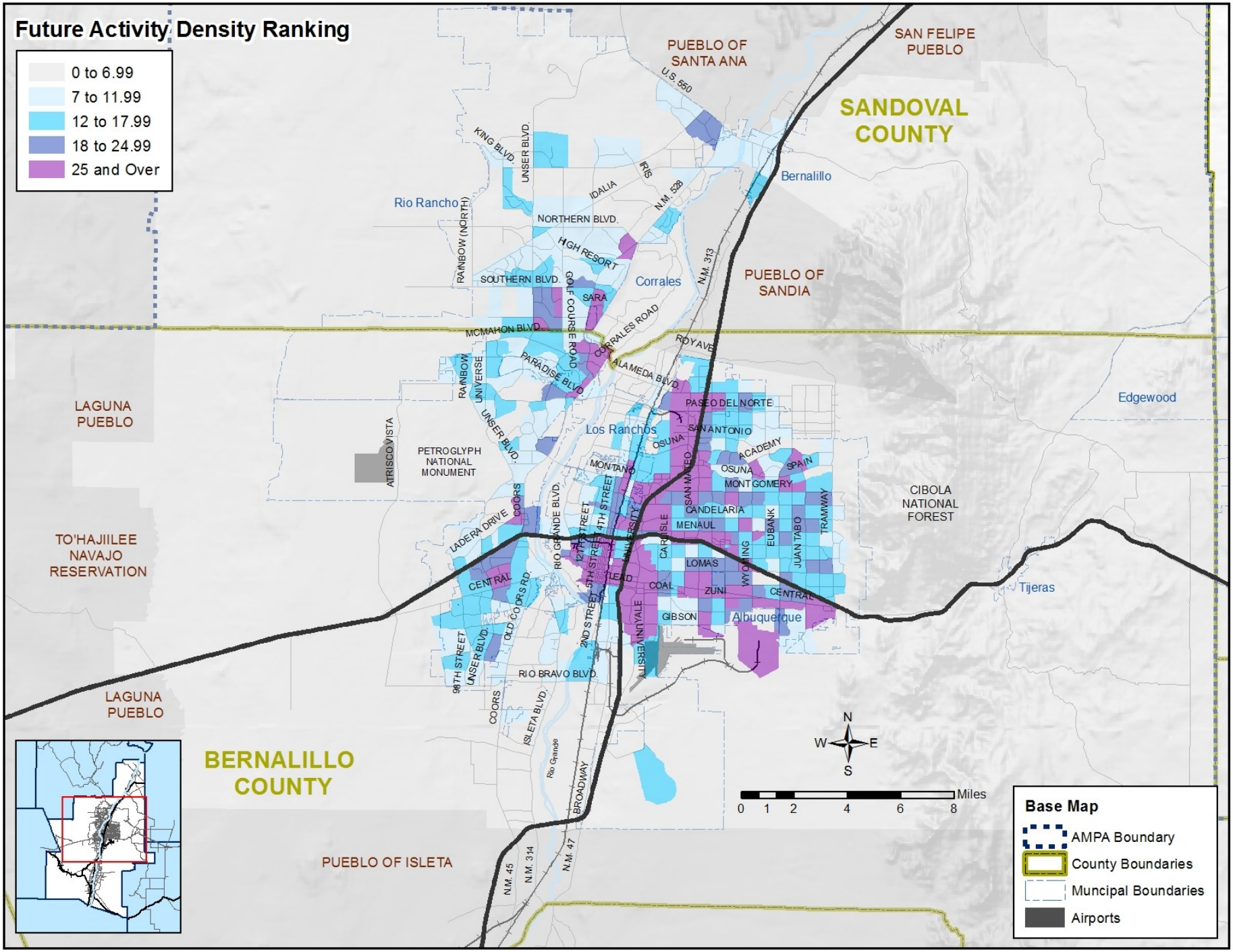
Miles
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Future Activity Density Ranking
0 to 6.99
7 to 11.99
12 to 17.99
18 to 24.99
25 and Over
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
Bernalillo
Rio Rancho
Corrales
PUEBLO OF SANDIA
LAGUNA PUEBLO
Edgewood
Los Ranchos
PETROGLYPH NATIONAL MONUMENT
CIBOLA NATIONAL FOREST
TO'HAJIILEE NAVAJO RESERVATION
Tijeras
Albuquerque
LAGUNA PUEBLO
BERNALILLO COUNTY
PUEBLO OF ISLETA
U.S. 550
KING BLVD.
UNSER BLVD.
IDALIA
IRIS
N.M. 528
NORTHERN BLVD.
HIGH RESORT
RAINBOW (NORTH)
SOUTHERN BLVD.
GOLF COURSE ROAD
SARA
N.M. 313
MCMAHON BLVD.
CORRALES ROAD
ROY AVE.
ALAMEDA BLVD.
PARADISE BLVD.
RAINBOW
UNIVERSE
PASEO DEL NORTE
SAN ANTONIO
OSUNA
ACADEMY
SPAIN
MONTANO
MONTGOMERY
SAN MATEO
CANDELARIA
MENAUL
TRAMWAY
EUBANK
JUAN TABO
CARLISLE
WYOMING
LOMAS
ZUNI
CENTRAL
COAL
GIBSON
LADERA DRIVE
COORS
RIO GRANDE BLVD.
12TH STREET
5TH STREET
4TH STREET
UNIVERSITY
OLD COORS RD.
98TH STREET
2ND STREET
YALE
RIO BRAVO BLVD.
ISLETA BLVD.
Rio Grande
BROADWAY
N.M. 45
N.M. 314
N.M. 47
ATRISCO VISTA
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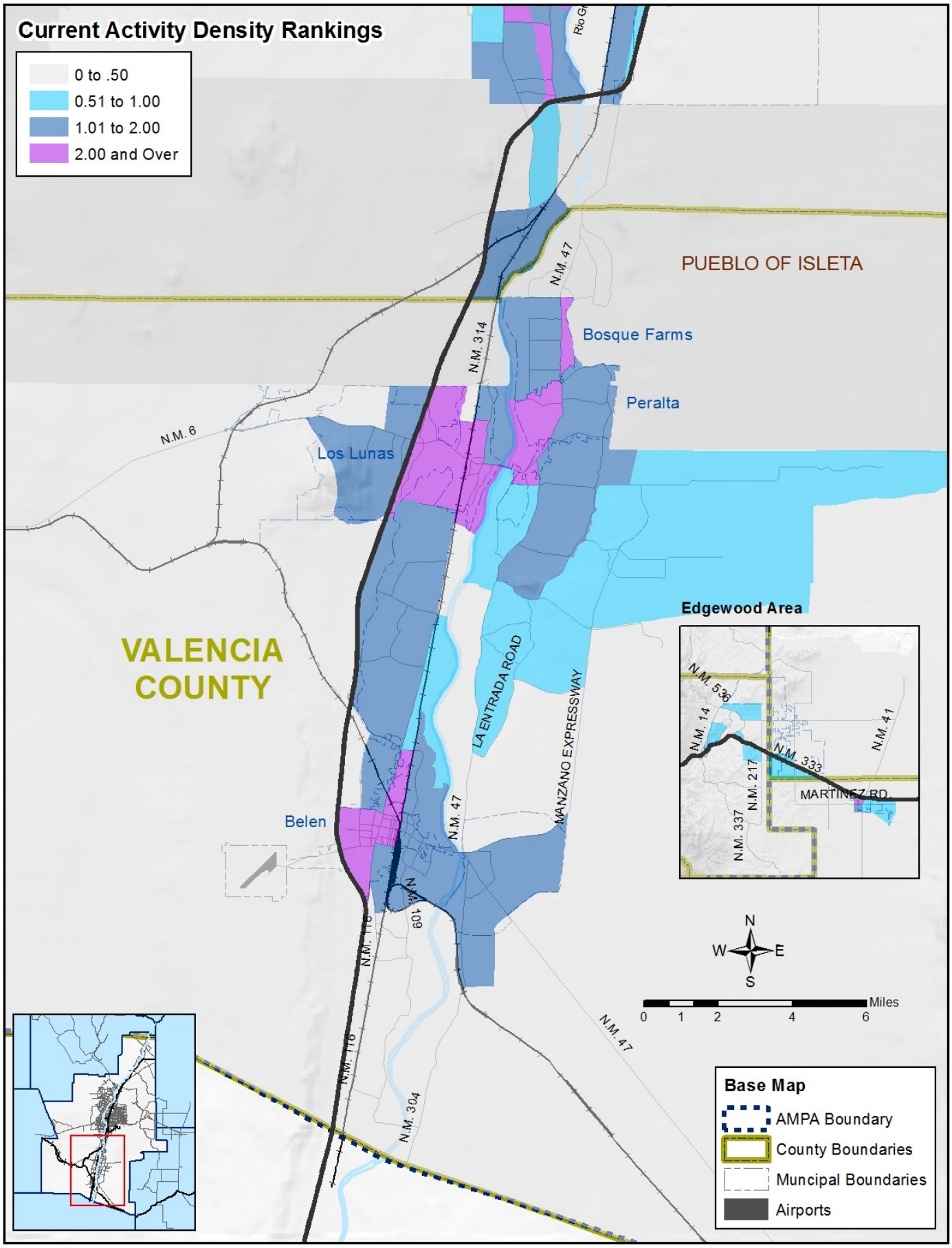
Miles
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Current Activity Density Rankings
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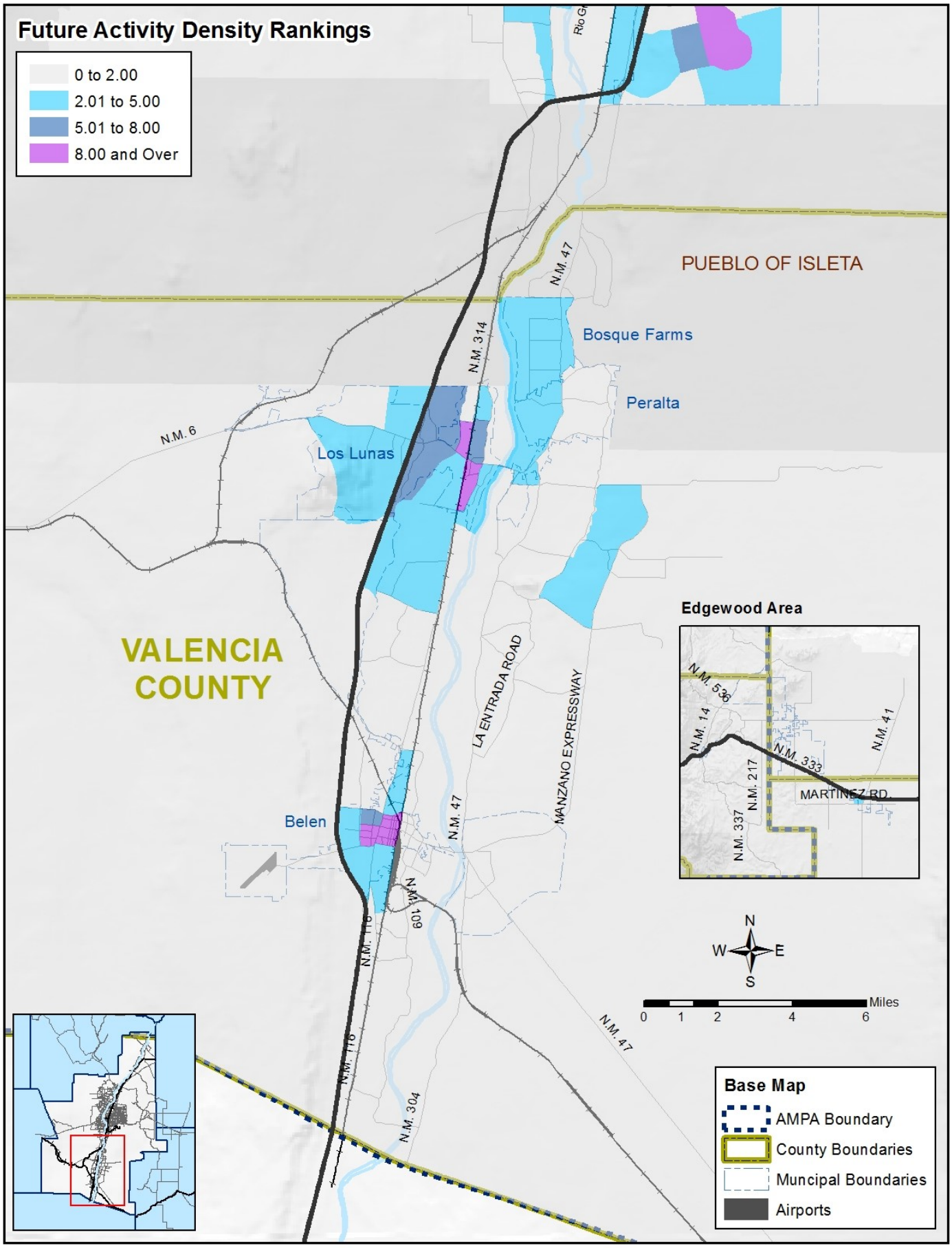
0.51 to 1.00
1.01 to 2.00
2.00 and Over
PUEBLO OF ISLETA
Bosque Farms
Peralta
Los Lunas
VALENCIA COUNTY
Belen
Edgewood Area
N.M. 47
N.M. 314
N.M. 6
LA ENTRADA ROAD
MANZANO EXPRESSWAY
N.M. 109
N.M. 116
N.M. 304
N.M. 536
N.M. 14
N.M. 41
N.M. 333
N.M. 217
N.M. 337
MARTINEZ RD.
N
W
E
S
Miles
0 1 2 4 6
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Future Activity Density Rankings
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2.01 to 5.00
5.01 to 8.00
8.00 and Over
PUEBLO OF ISLETA
Bosque Farms
Peralta
Los Lunas
Belen
VALENCIA COUNTY
N.M. 47
N.M. 314
N.M. 6
LA ENTRADA ROAD
MANZANO EXPRESSWAY
N.M. 109
N.M. 116
N.M. 304
Edgewood Area
N.M. 536
N.M. 14
N.M. 41
N.M. 333
N.M. 217
MARTINEZ RD.
N.M. 337
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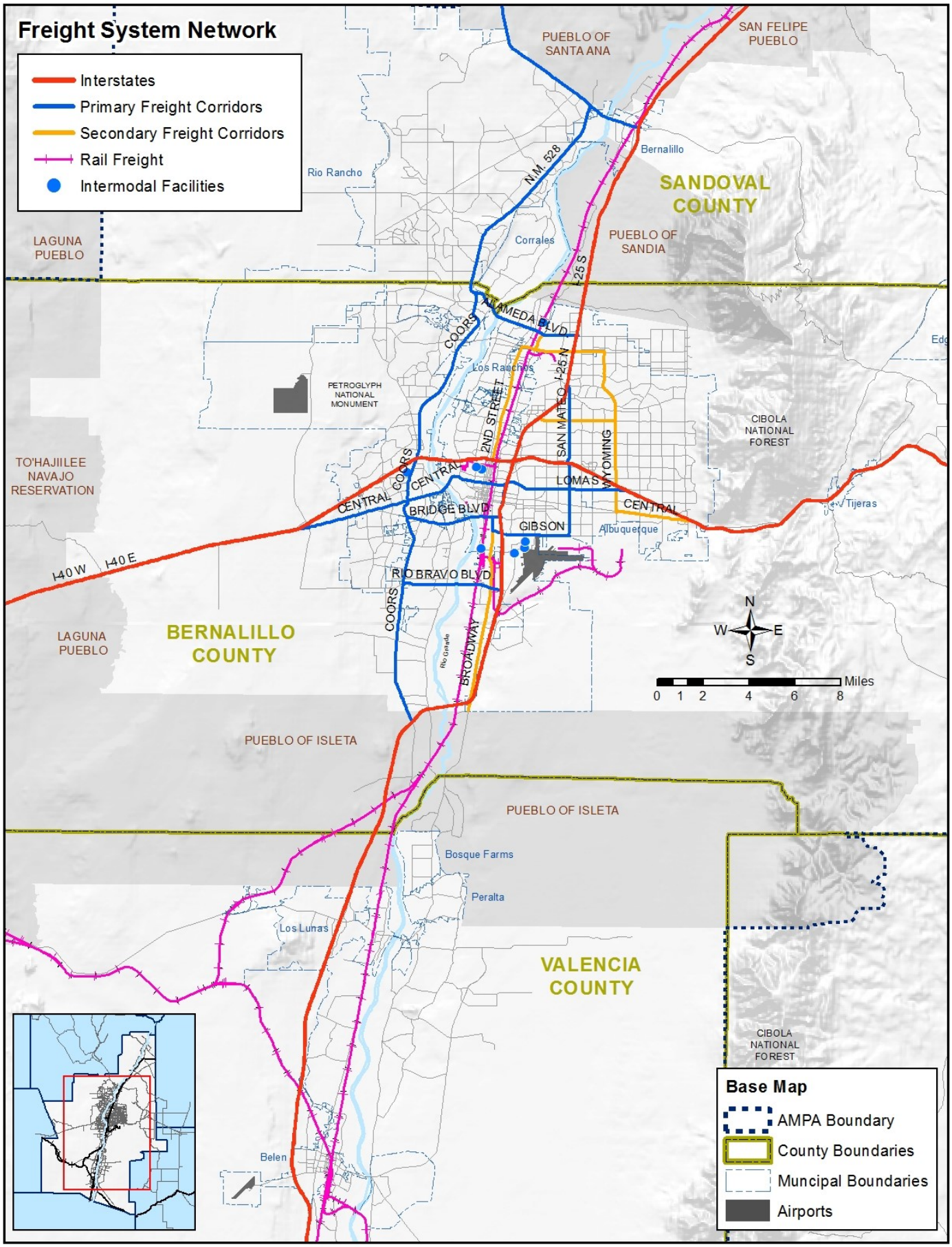
Miles
0 1 2 4 6
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Freight System Network
Interstates
Primary Freight Corridors
Secondary Freight Corridors
Rail Freight
Intermodal Facilities
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
Rio Rancho
Bernalillo
N.M. 528
SANDOVAL COUNTY
LAGUNA PUEBLO
Corrales
PUEBLO OF SANDIA
I-25 S
ALAMEDA BLVD
COORS
Los Ranchos
PETROGLYPH NATIONAL MONUMENT
2ND STREET
I-25 N
SAN MATEO
WYOMING
CIBOLA NATIONAL FOREST
TO'HAJIILEE NAVAJO RESERVATION
CENTRAL
LOMAS
BRIDGE BLVD
GIBSON
Albuquerque
Tijeras
I-40 W
I-40 E
RIO BRAVO BLVD
BERNALILLO COUNTY
LAGUNA PUEBLO
BROADWAY
Rio Grande
N
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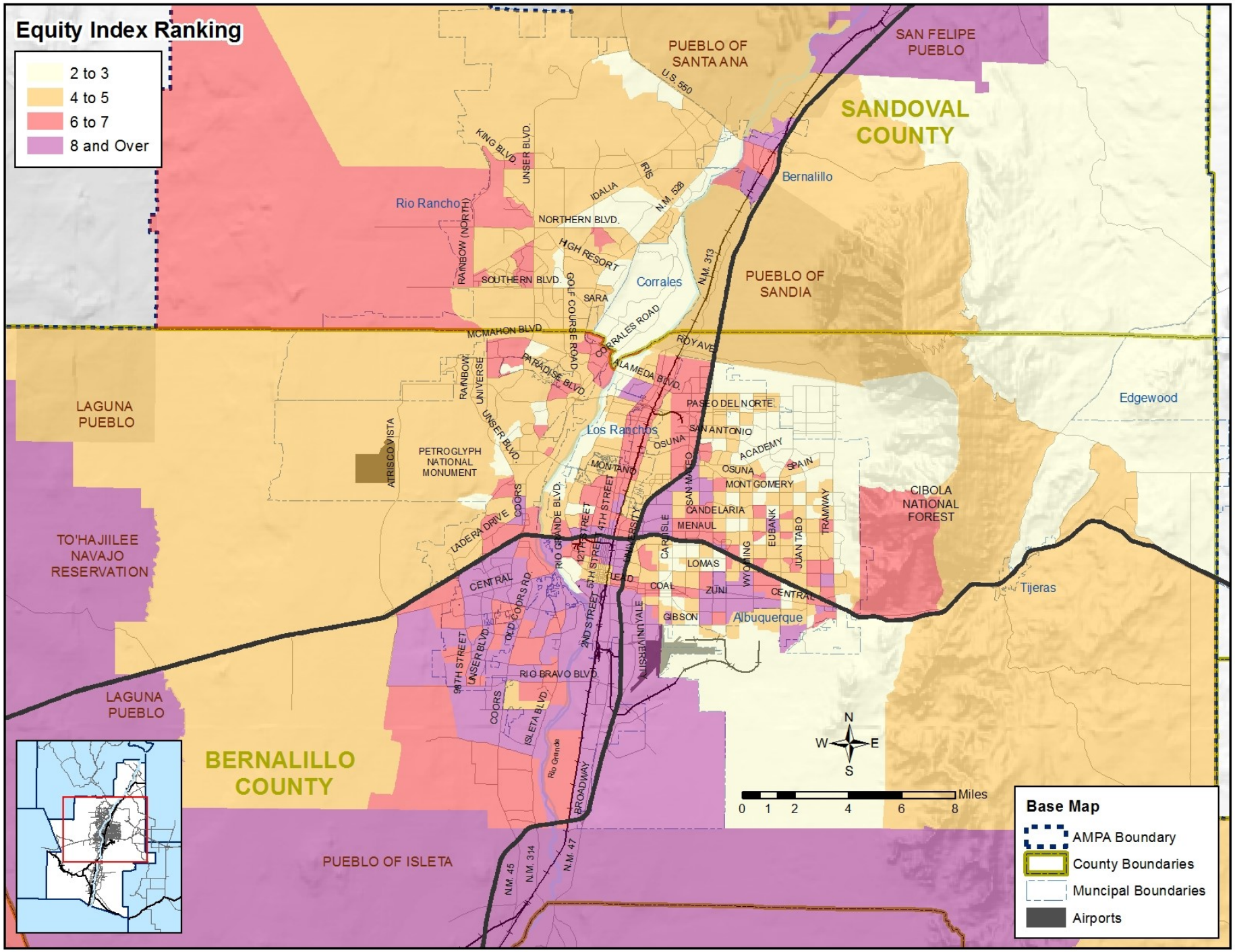
Miles
0 1 2 4 6 8
PUEBLO OF ISLETA
PUEBLO OF ISLETA
Bosque Farms
Peralta
Los Lunas
VALENCIA COUNTY
CIBOLA NATIONAL FOREST
Belen
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Equity Index Ranking
2 to 3
4 to 5
6 to 7
8 and Over
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
Bernalillo
Rio Rancho
Corrales
PUEBLO OF SANDIA
LAGUNA PUEBLO
Los Ranchos
Edgewood
PETROGLYPH NATIONAL MONUMENT
CIBOLA NATIONAL FOREST
TO'HAJIILEE NAVAJO RESERVATION
Albuquerque
Tijeras
LAGUNA PUEBLO
BERNALILLO COUNTY
PUEBLO OF ISLETA
U.S. 550
N.M. 528
N.M. 313
N.M. 45
N.M. 314
N.M. 47
KING BLVD.
UNSER BLVD.
IDALIA
IRIS
NORTHERN BLVD.
RAINBOW (NORTH)
HIGH RESORT
SOUTHERN BLVD.
GOLF COURSE ROAD
SARA
CORRALES ROAD
MCMAHON BLVD.
ROY AVE.
ALAMEDA BLVD.
PARADISE BLVD.
RAINBOW
UNIVERSE
PASEO DEL NORTE
SAN ANTONIO
OSUNA
ACADEMY
SPAIN
MONTGOMERY
MONTANO
ATRISCO VISTA
COORS
RIO GRANDE BLVD.
4TH STREET
12TH STREET
7TH STREET
5TH STREET
UNIVERSITY
SAN MATEO
CANDELARIA
MENAUL
CARLISLE
EUBANK
JUAN TABO
TRAMWAY
WYOMING
LOMAS
ZUNI
COAL
CENTRAL
GIBSON
LADERA DRIVE
CENTRAL
OLD COORS RD.
2ND STREET
YALE
98TH STREET
RIO BRAVO BLVD.
ISLETA BLVD.
Rio Grande
BROADWAY
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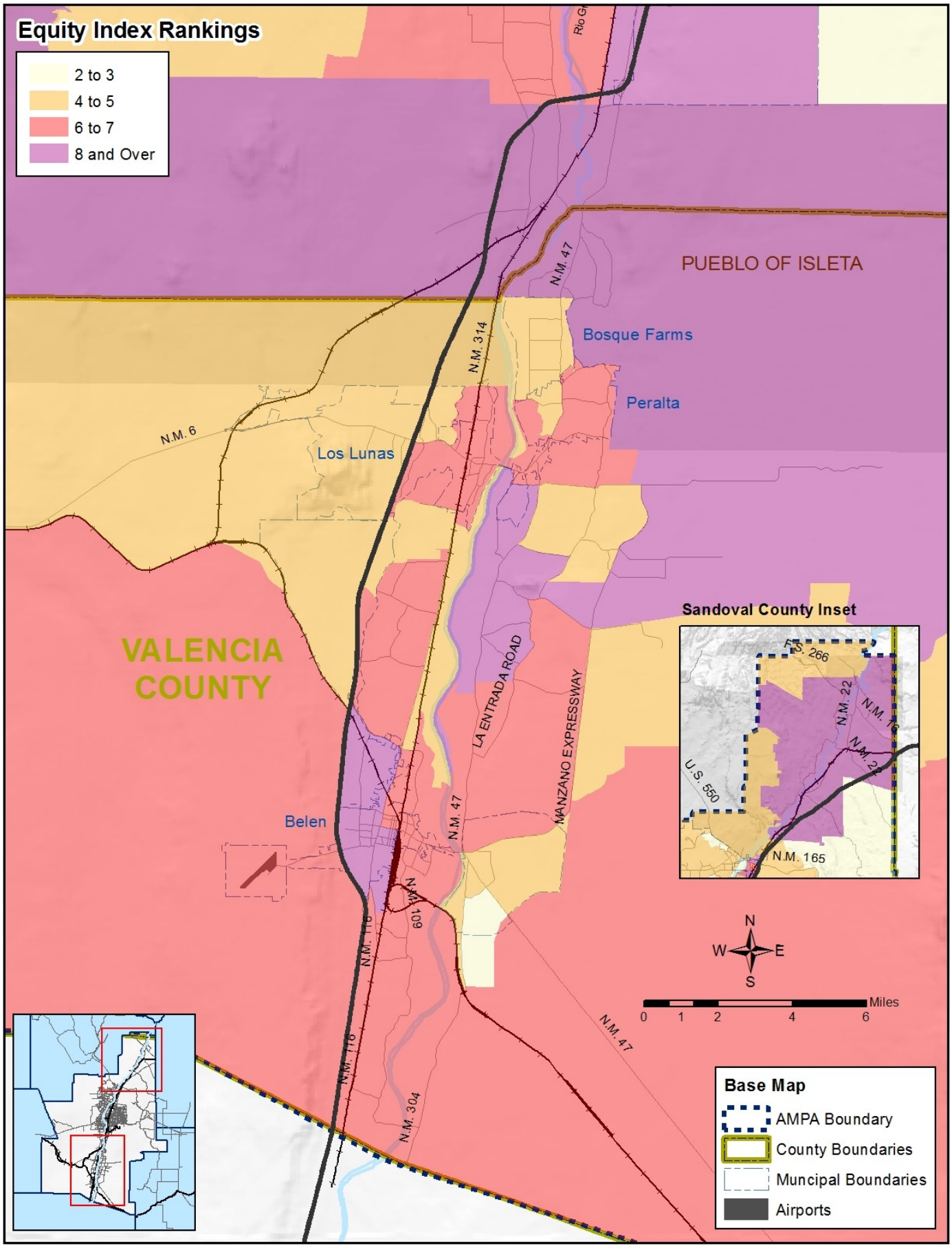
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Equity Index Rankings
2 to 3
4 to 5
6 to 7
8 and Over
PUEBLO OF ISLETA
Bosque Farms
Peralta
Los Lunas
Belen
VALENCIA COUNTY
N.M. 6
N.M. 314
N.M. 47
LA ENTRADA ROAD
MANZANO EXPRESSWAY
N.M. 109
N.M. 116
N.M. 304
Sandoval County Inset
FS. 266
N.M. 22
U.S. 550
N.M. 165
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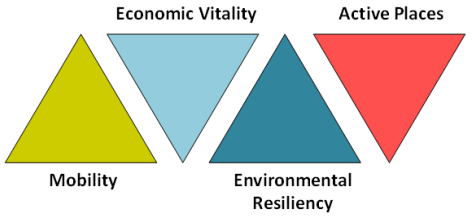
0 1 2 4 6
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports



4 ENVIRONMENTAL RESILIENCY

Environmental resiliency means taking care of our existing infrastructure and preserving natural resources, as well as identifying ways to reduce emissions in our region. Vehicle emissions have the largest impact on air quality in metropolitan areas. With this in mind, we must continue to address air quality, if not to ensure that our region does not become non attainment. Planning for global climate change can also reduce emissions, and requires both adapting our human environment to emerging climate conditions and mitigating our contribution from green-house gas (GHG) emissions. If we continue to emit GHGs from fossil fuels at rates similar to today, the severity and rate of change in the climate will increase, resulting in increased droughts, flooding, and wildfires.

Evaluation Sections

The PPP recognizes environmental resiliency as a regional priority and rewards transportation projects which have the greatest impact toward improving air quality and adapting or mitigating climate change impacts in the metropolitan area. Travel activity is influenced by the land use that generates trips and the modes of transportation available to individuals who make those trips. For this reason, both transportation and land use strategies can be effective in reducing vehicle miles travelled and thus emissions. The evaluation sections include:

1. Preserve Existing Infrastructure
2. Air Quality and Climate Uncertainties
3. Open Space and At-Risk Areas

Preserve Existing Infrastructure

According to TRIP, a national transportation research group, 32 percent of U.S. roadways are in poor or mediocre conditions and 25 percent of U.S. bridges are structurally deficient or obsolete. With these statistics in mind, and given the improvements in safety and efficiency that accompany a well-maintained transportation system, the PPP and the 2040 MTP emphasize maintaining the existing transportation system in a state of good repair. Furthermore, preservation projects generally

support all modes including walking, bicycling, and public-transit through improvements to the existing infrastructure. For these reasons, this criterion specifically rewards projects that reduce the need for large new capital investments through the preservation of and improvements to the existing network such as maintenance, rehabilitation, or reconstruction.

Bridge Infrastructure

Improvements to bridges are also considered in the PPP under the preserve existing infrastructure criterion. Bridge improvements are fundamental for the safety of transportation system users in the region, and are critical for the movement of people and goods across the AMPA. Of particular interest are projects which result in a bridge's removal from the deficient bridge list. The list applies to bridges which are structurally deficient (i.e. require improvements to ensure safety) or functionally obsolete (i.e. incapable of meeting travel demands) as determined by the FHWA.

ADA Compliance

If a project brings pedestrian infrastructure into compliance with Americans with Disabilities Act (ADA) standards, the project will receive a minimum of one point. By awarding points to projects which achieve ADA compliance, the PPP recognizes the improvement in mobility resulting from the project.

Air Quality and Climate Uncertainties

Increasing Vehicle Miles Travelled (VMT) and continued peripheral development may cause air quality to deteriorate over time. **The transportation sector accounts for roughly 30 percent of the overall GHG emissions in the United States.** The other biggest emitters are electricity generation, much of it from buildings, and industry. Agricultural activities and residential and commercial land use make up the majority of the rest. The Central New Mexico Climate Change Scenario Planning Project helped central New Mexico identify workable strategies to reduce the region's GHG emissions. These strategies can be directly translated to TIP projects and therefore have been incorporated into the PPP point structure. Transportation-related strategies include:

- Vehicle technology and policy strategies to improve the fuel-efficiency and reduce emissions from vehicles.
- Fuel technology strategies to reduce the carbon content of fuels.
- Travel activity strategies that seek to reduce the vehicle miles travelled (VMT) of the population.
- Vehicle and system operations strategies that improve traffic flow and reduce emissions from vehicle idling.

Air Quality Strategies

As an example, vehicle improvement strategies seek to reduce GHG emissions by improving the efficiency of the vehicle fleet on the road in the region. These strategies typically involve influencing the market for cars and trucks. States can explore programs like vehicle scrappage programs (vehicle buy-back), tax incentives for cleaner vehicles, and taxing

inefficient vehicles while subsidizing efficient ones. Most of these programs are effective at the State or Federal level but can be explored by the region as strategies to advocate in New Mexico.

Climate Uncertainty Strategies

Climate adaptation and mitigation strategies overlap greatly with emissions reduction strategies. One example of a strategy that impacts both is Transportation Demand Management (TDM). TDM strategies seek to reduce the demand for driving single-occupant vehicles through various mechanisms that include incentives to choose alternatives or actions that influence the relative attractiveness or price of travel by SOVs versus alternatives. TDM strategies often accompany an investment in an alternative transportation mode such as the provision of a High Occupant Vehicle (HOV) lane or the construction of a new transit line. TDM strategies are most effective in reducing VMT when implemented as a suite of strategies. These types of strategies can be implemented relatively quickly and at a low cost and can begin to show some results much sooner than more ambitious plans.

Low Impact Development and Green Infrastructure

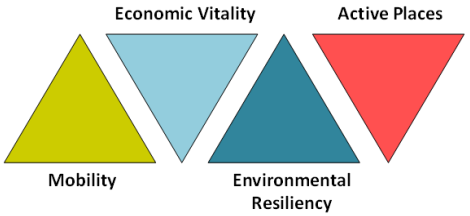
Another area with potential to increase resiliency and reduce the environmental impacts from regional development is low-impact development and green infrastructure. Green infrastructure is a general term for infrastructure which incorporates design elements to reduce environmental impacts or even perform environmental services, such as mitigating flood risk, improving water quality, or enhancing habitat. This infrastructure's primary purposes are to reduce, slow, and clean urban runoff from precipitation on impervious surfaces, such as roads, parking lots, or buildings. This can reduce risks of flash flooding, sewer overflows, and pollution from urban runoff. An additional benefit of some of these approaches, such as vegetated swales, parks, and reducing paved surface area, is that they can help reduce the urban heat island effect.

Open Space and At-Risk Areas

Open space preservation can support several of MRCOG's long-term planning goals related to increasing Central New Mexico's resiliency to climate change:

- Protect critical habitat and preserve wildlife corridors.
- Reduce future development in vulnerable areas, such as areas at risk for flooding or wildfires.
- Support more concentrated development in transit-oriented activity centers (TOD).

Given the development pressures in Central New Mexico and limited land conservation budgets, it is important for MRCOG and its partners to coordinate their resources and develop clear regional priorities for open space preservation. The map used for this evaluation section is an initial approach to protecting critical habitat and avoiding areas at-risk and can be further refined in the future. TOD support is addressed in the Active Places goal.



4 SCORING ENVIRONMENTAL RESILIENCY

Preserve Existing Infrastructure

Purpose: Preserve and enhance existing facilities rather than create new ones.

Components: Project is primarily dedicated to rehabilitation / reconstruction / maintenance.

Scoring:

1. Does the project primarily preserve existing infrastructure? Identify Existing Infrastructure/Preservation strategies.
2. What is the current pavement score for the project? Provide the scale used when identifying the score.
3. Does the project bring a bridge off the deficiency list?
4. Does the project bring the area up to ADA compliance?

Air Quality and Climate Uncertainties

Purpose: Improve air quality by reducing emissions and address climate change through strategies developed by the Central New Mexico Climate Change Scenario Planning efforts.

Components: Strategies that are primarily related to emissions reductions or climate uncertainty issues.

Scoring:

1. Does this project implement a Transportation Control Measure (TCM) in the State Implementation Plan (SIP)? If yes, include in TIP.
2. Are you coordinating efforts with the applicable storm water drainage authority to handle excess runoff generated from the project?
3. Does the project incorporate Green Infrastructure or Low Impact Development?
4. Does this project reduce emissions and/or mitigate/adapt to climate uncertainties? Identify which strategies are being utilized for the project.

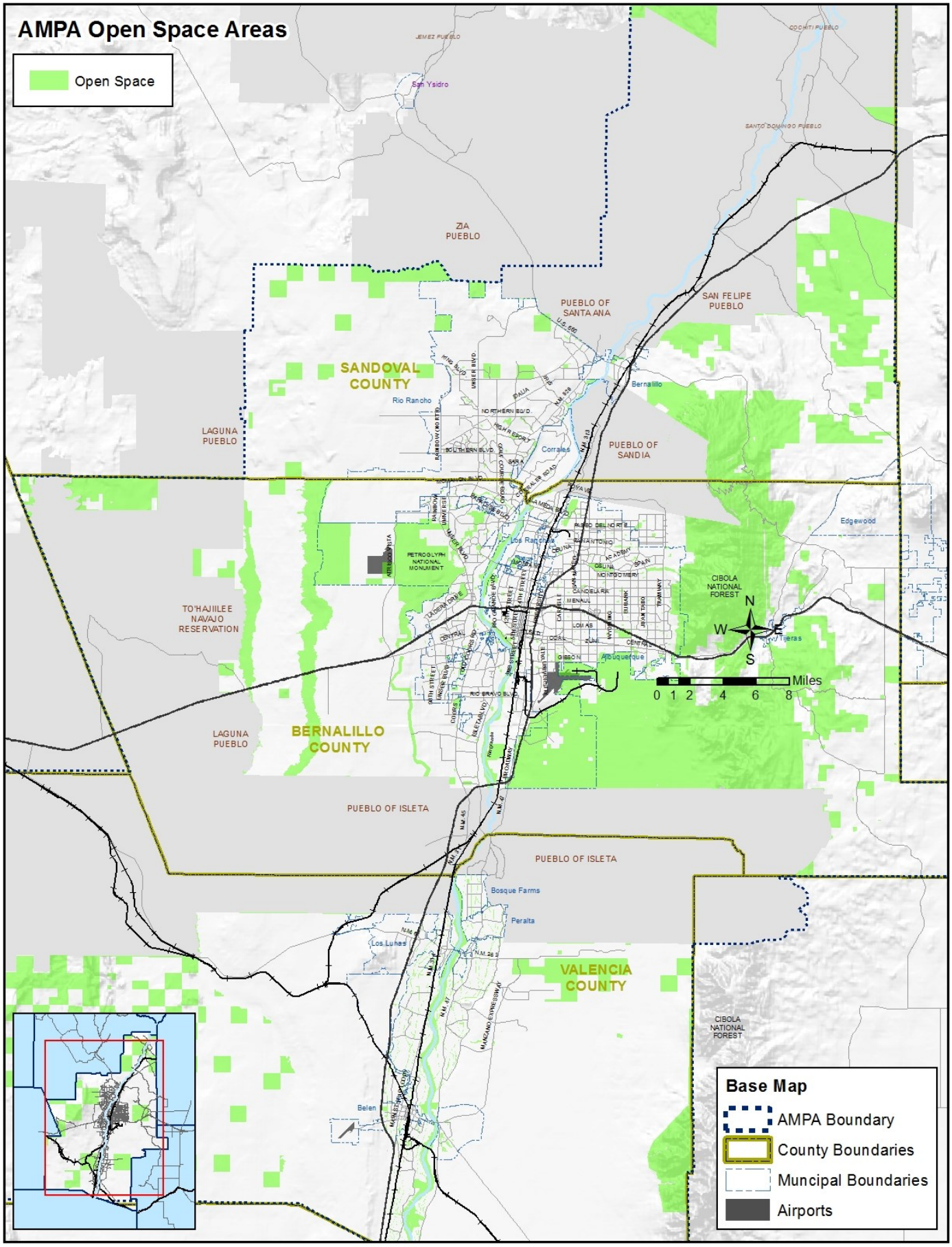
Open Space and At-Risk Areas

Purpose: Decrease or mitigate impacts of development in at-risk areas or provide context sensitive access to Open Space.

Components: Provides access to Open Space and mitigates At-Risk Areas.

Scoring:

1. Does this project improve or provide access to Open Space? See Open Space Map. If not identified on Open Space map explain geographic location.
2. Is this project within or touches an At-Risk area? See At-Risk Map.
3. Does the project improve or create a wildlife crossing?


AMPA Open Space Areas
Open Space
JEMEZ PUEBLO
COCHITI PUEBLO
San Ysidro
SANTO DOMINGO PUEBLO
ZIA PUEBLO
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
Rio Rancho
Bernalillo
LAGUNA PUEBLO
Corrales
PUEBLO OF SANDIA
Edgewood
Los Ranchos
PETROGLYPH NATIONAL MONUMENT
CIBOLA NATIONAL FOREST
TO'HAJIILEE NAVAJO RESERVATION
Tijeras
Albuquerque
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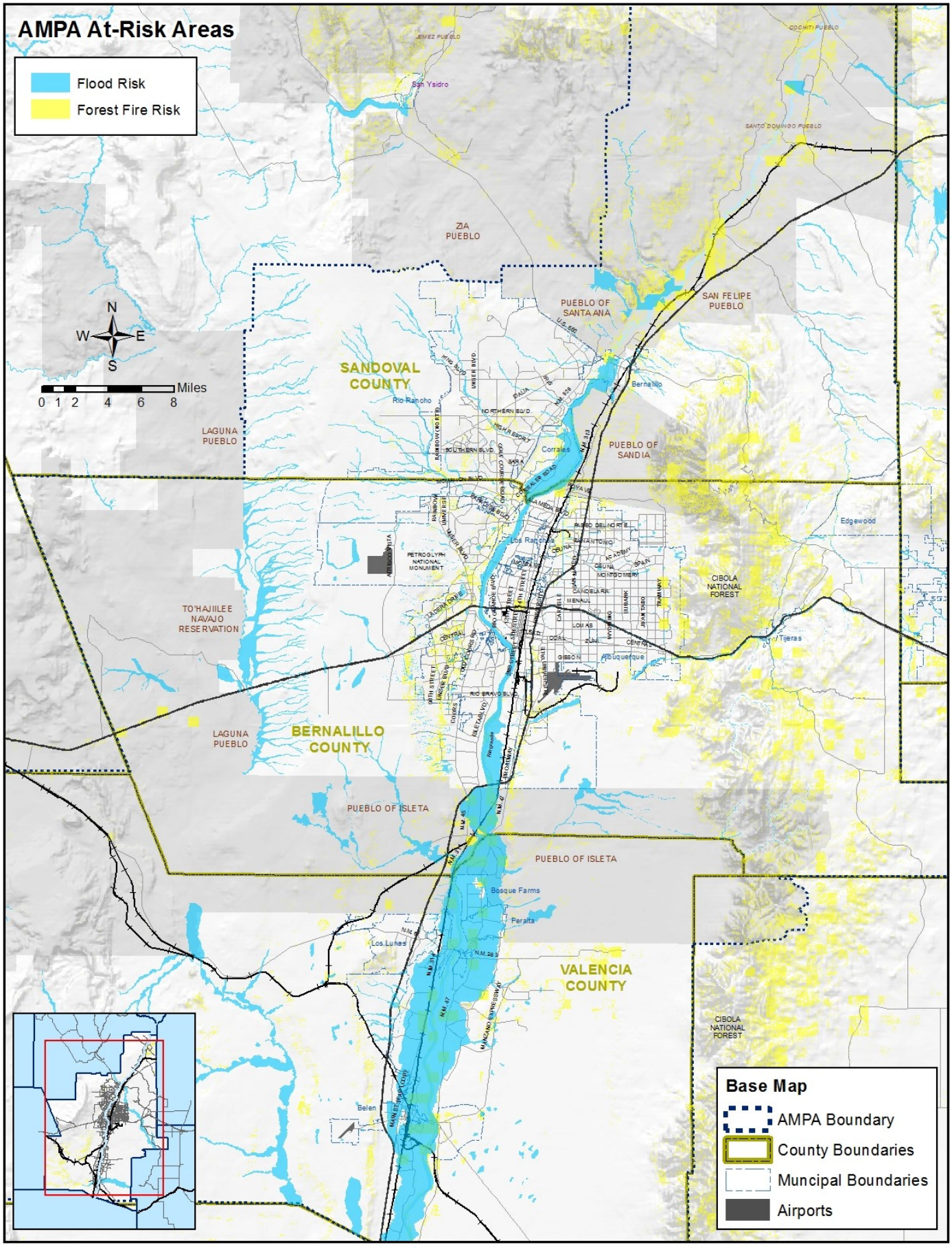
LAGUNA PUEBLO
BERNALILLO COUNTY
PUEBLO OF ISLETA
PUEBLO OF ISLETA
Bosque Farms
Peralta
Los Lunas
VALENCIA COUNTY
CIBOLA NATIONAL FOREST
Belen
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


AMPA At-Risk Areas
Flood Risk
Forest Fire Risk
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0 1 2 4 6 8
Miles
JEMEZ PUEBLO
COCHITI PUEBLO
San Ysidro
SANTO DOMINGO PUEBLO
ZIA PUEBLO
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
Rio Rancho
Bernalillo
LAGUNA PUEBLO
Corrales
PUEBLO OF SANDIA
Edgewood
Los Ranchos
PETROGLYPH NATIONAL MONUMENT
CIBOLA NATIONAL FOREST
TO'HAJIILEE NAVAJO RESERVATION
Tijeras
Albuquerque
LAGUNA PUEBLO
BERNALILLO COUNTY
PUEBLO OF ISLETA
PUEBLO OF ISLETA
Bosque Farms
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VALENCIA COUNTY
CIBOLA NATIONAL FOREST
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Base Map
AMPA Boundary
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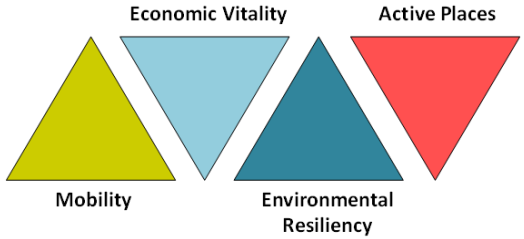
Airports



5 ACTIVE PLACES

Expanding travel options available throughout the transportation network is crucial for creating thriving, healthy, and safe places. Once at their destination people need to be able to walk and bike comfortably. Access to and connectivity between places coupled with context-sensitive or Complete Streets design can have a large impact on how frequented and lively a place is.

Evaluation Sections

The Active Places goal stresses the importance of well-connected options for all users of the transportation system. The evaluation criteria include:

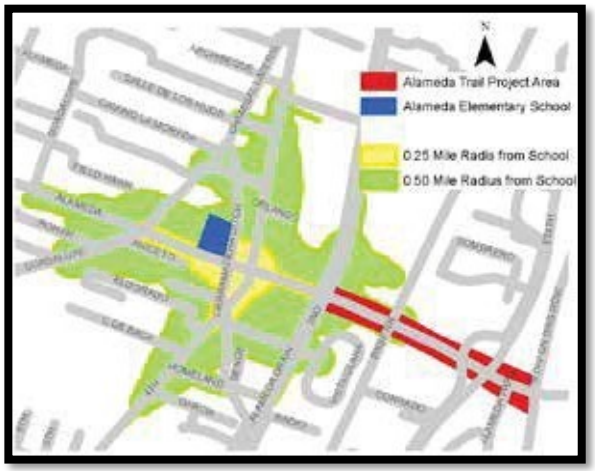
1. Access to Services and Destinations
2. Healthy, Safe, and Convenient Transportation Options
3. Safety Strategies

Access to Services and Destinations

Accessibility Analyses

Recent improvements such as the New Mexico Rail Runner Express, expanded Rapid Ride service offered by ABQ Ride, and the establishment of the Rio Metro Regional Transit District attest to the public appetite for transit and the potential for transit to connect the region. As congestion levels increase across the AMPA, public transit will continue to develop as a meaningful transportation alternative and congestion reduction strategy. In recognition of the increasing role public transit plays in the mobility of the AMPA, and to promote alternatives to single-occupancy vehicle use, the prioritization process encourages the continued development of new and improved connections for a traveler's last half mile. The last half mile is the distance often travelled to and/or from a transit stop to the services that a person wants to reach. For example, individuals walk or bike to transit stops or drive to park and ride facilities, journey on public transit, and walk or bike to their final destination. Ultimately, providing better access to and within Activity Centers for all modes gives commuters more options for travelling to work. Projects that provide connections to parks, libraries, com-

munity centers, healthcare facilities, or religious institutions can support this goal. Parents taking students to school is an important contribution to congestion. As such projects that facilitate travel to school sites are highlighted in the PPP. Safe Routes to Schools studies demonstrate that the likelihood students will walk or bicycle to school drops as the travel distance grows. Similar to previous system-wide criteria, programmatic efforts that affect multiple schools (such as a pedestrian/ bicycle safety program) also qualify. Improvements to the bicycle and pedestrian infrastructure create greater opportunities for individuals to commute and access destinations across the metropolitan region without relying on an automobile, and can reduce individual transportation costs and improve roadway performance. Providing non-motorized facilities that go above and beyond ADA compliance are encouraged in this section.



Gaps Analysis and Connectivity

Another way to improve access is to prioritize gaps in the current networks, particularly bike and pedestrian, but this may also include redundant roadway links or added overall connectivity of the transportation system. For example, there may be an opportunity for improving or adding a parallel roadway to an existing network of streets as opposed to widening an existing roadway, or an opportunity to fill a gap in the ITS architecture. For transit, doing a gap analysis is tricky. Transit relies more heavily on improving frequency, reliability, or extend service hours which is accounted for in another evaluation section.

There are different types of gaps explained here that can apply to bicycle and pedestrian infrastructure.

a. System gaps: Larger geographic areas (e.g. neighborhood or business district) where connectivity is poor or doesn't exist.

b. Corridor gaps: On clearly defined or otherwise well-connected routes, corridor gaps are missing links. These gaps will sometimes encompass an entire corridor where facilities are desired but do not currently exist. Major barriers standing between destinations and clearly defined routes also represent connection gaps. Examples include bike lanes on a major street "dropping" for several blocks to make way for on-street parking; a discontinuous sidewalk along a street; or a freeway standing between a major pedestrian or bicycle route and a school, or an opportunity to punch through a roadway for increased connectivity.

c. Intersection gaps: Point-specific locations lacking dedicated facilities or other treatments to accommodate safe and comfortable pe-

destrian or bicycle travel. Intersection gaps primarily include areas with potential conflicts between vulnerable users and motor vehicles. Examples include bike lanes on a major street "dropping" to make way for a right turn lane at an intersection, or a lack of intersection crossing treatments for pedestrians on a route or sidewalk as they approach a major street.

d. Redundancy: Include developing a parallel roadway to handle capacity issues in an otherwise well-connected roadway network.

Healthy, Safe, and Convenient Transportation Options

Complete Streets and Context Sensitive Design Solutions

The Metropolitan Transportation Board passed a resolution in 2011 that directed staff to integrate Complete Streets principles into all of its documents. Some MRCOG member agencies have also passed their own Complete Streets policies and ordinances. In an effort to support this direction, MRMPO created the Long Range Transportation System Guidelines, or LRTS Guide, which was developed from thorough research on both Complete Streets and Context Sensitive Design Solutions. Complete Streets principles, in short, ensure that streets are looked at from a multi-modal perspective and that design is considered for all modes and implemented in a way that balances all user needs with vehicular traffic flow. As a further integration of these multi-modal design principles, the PPP is evaluating projects on their consideration of all modes and users on all roadways. The expected outcome is to support active transportation by providing healthy, safe, and convenient options for all users. By addressing the needs of some of the most vulnerable users—improvements will also be made that benefit driver safety.

Safety Strategies

From a transportation perspective, safety for all users is a priority that needs to be better balanced with vehicular speed and level of service. This section is meant to ensure users of the transportation network in the AMPA have secure, reliable, and safe transportation options. This performance measure was developed to highlight locations that could benefit from safety improvements and to encourage projects that mitigate and improve dangerous conditions. In addition to vehicle crash data, the PPP considers pedestrian safety by identifying locations which are prone to pedestrian-related incidents. Because of the disproportionate risk of injury faced by pedestrians in a traffic incident, the PPP considers the magnitude or overall number of the crashes by location. Also highlighted are the top links and intersections with safety issues for all modes, and a focus on fatal and injury crashes. These types of analyses are done in MRCOG's Annual Safety Report, and in 2018, the Regional Transportation Safety Action Plan (RTSAP). The RTSAP evaluates safety issues using the last 5 years of geo-coded data available is used for the PPP evaluation. The crash rates of individual intersections and links are compared to the AMPA average to determine high-incident loca-

tions. These locations are considered to be areas that could benefit from specific safety improvement projects.

RTSAP

The Regional Transportation Safety Action Plan (RTSAP) takes after the annual safety reports produced by MRMPO, but goes into more detail about the nature of the crashes that occurred during the 5 year data period of 2011-2015. Unlike the annual safety report, the RTSAP identifies safety strategies for improving road safety in our region. The RTSAP encourages member agencies to take bold action to address the most dangerous locations in the region as identified through the data analysis.

HFIN

The High Fatal and Injury Network (HFIN) is a selection of the most dangerous links and intersections in the region. The map depicts all the links and intersections where fatal and injury crashes are twice the regional average. 64% of the region's total fatalities and injuries occur on only 7% of the Major Roads network (and 2% of all roads). The PPP prioritizes safety enhancements on the 7% of major roads that constitute the HFIN through awarding more points for projects implementing safety strategies at those locations.

Safety Strategies

While other components of the criterion measure the degree of safety concerns for a project location, it is also important to consider the type of project being undertaken and whether or not it includes proven safety strategies and address the identified safety issue. The types of strategies which may be appropriate vary by mode type. It should be noted that it is possible for locations with low or non-existent crash rates to receive points in the strategy criterion under the safety strategy element. In those situations the onus is on the member agency to explain the need for a safety project if there is no measurable problem. **Some projects may be high priorities from a safety perspective regardless of area crash rates, including safe route to schools and pedestrian crossings to transit facilities.** However, if a project does not generate crash rate location points but earns points for containing a safety strategy, the project may be called into question unless a justification for the project from a safety perspective can be given. Similarly, projects that address high risk areas but do not feature proven safety strategies may require explanation. Having conducted a safety study, such as a Road Safety Audit (RSA) is also highly encouraged.

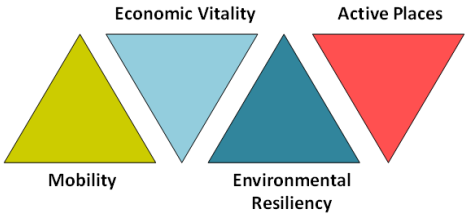
The emphasis for safety strategies is threefold:

1. Improvements of a roadway or intersection for non-motorized users.
2. Improvements that address an identified safety issue with geometric and signal improvements at intersections or along a corridor.
3. Improvements that address an identified safety issue with educational programs and campaigns.

Wrong way bike riding, for example, is an issue that would benefit from educational / behavioral interventions. As MRMPO develops a more expansive Regional Safety Action Plan, more strategies will be added that address priority safety benefits for the region.

Project Location Safety Analysis

This section includes an evaluation of the project location in terms of the latest crash data along the segment and at the intersections.



5 SCORING ACTIVE PLACES

Access to Services and Destinations

Purpose: Improve access to destinations and filling in gaps or providing redundancy in the network.

Components: Access analysis, pedestrian improvements, and filling gaps in the roadway, bikeway, or pedestrian way.

Scoring:

1. Is the project designed to go significantly beyond federal ADA requirements?
2. Is the project identified in your ADA Transition Plan? If you are not required to do an ADA Transition Plan, are you improving pedestrian facilities in an adopted pedestrian plan?
3. Does the project improve access to important destinations such as schools, community centers, locally recognized centers/Main Streets, or major transit stops? Reference local documents.
4. Does the project improve access by filling in gaps for non-motorized modes or providing redundancy in the roadway network? Identify what type of gap you are filling.

Healthy, Safe, and Convenient Travel Options

Purpose: Ensuring that multi-modal, context-sensitive designs are utilized with new projects.

Components: Ensuring all modes were addressed in project development and identifying Complete Streets design components that are being utilized.

Scoring: Refer to Complete Streets principles or associated ordinances or resolutions from your local entity. Refer to the Long Range Transportation Systems (LRTS) guidelines developed by MRMPO and adopted in Futures 2040.

1. Identify the Long Range Roadway System (LRRS) classification.

Safety Priorities

Purpose: Ensure projects address safety-needs areas and contain strategies that address safety concerns.

Components: Crash rates at intersections and corridors and safety strategies employed.

Safety Rates Scoring: Identify how project ranks on applicable safety maps. Provide more recent data if you think your project will benefit.

1. Does this project improve safety for vehicular traffic on any of the High Fatal and Injury Network (HFIN) roadway segments.
2. Does this project improve safety for bicyclists or pedestrians on any of the High Fatal and Injury Network (HFIN) roadway segments.
3. Does the project address a safety issue at one of the top fatal and injury crash intersections?
4. Does the project address a safety issue at one of the top pedestrian and bicycle crash intersections?

Safety Strategies Scoring: Identify how safety issue is addressed

with an applicable safety strategy.

1. Does this project implement a recommendation from the State Highway Safety Plan (SHSP), a Road Safety Audit or another pertinent safety study? Reference study.
2. Does the application include any educational safety programs, media safety campaigns, crash acquisition or reporting data enhancements, or traffic enforcement strategies? Is the strategy identified in the Regional Transportation Safety Action Plan?
3. What geometric or programmatic strategy is being used to address an identified safety issue?

Project Location Safety Analysis

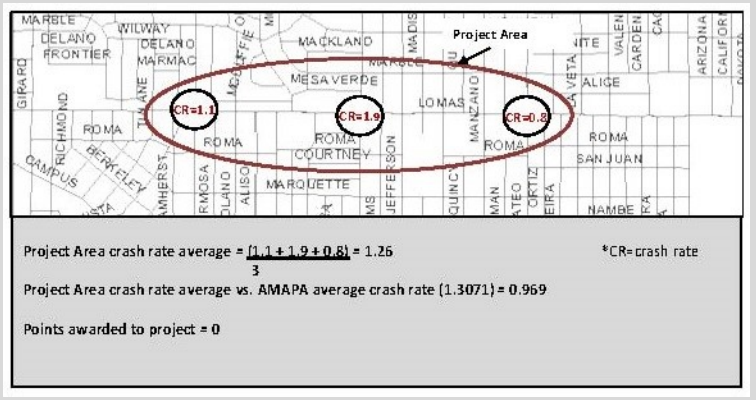
Purpose: Encourage projects to look at safety issues and address these locations.

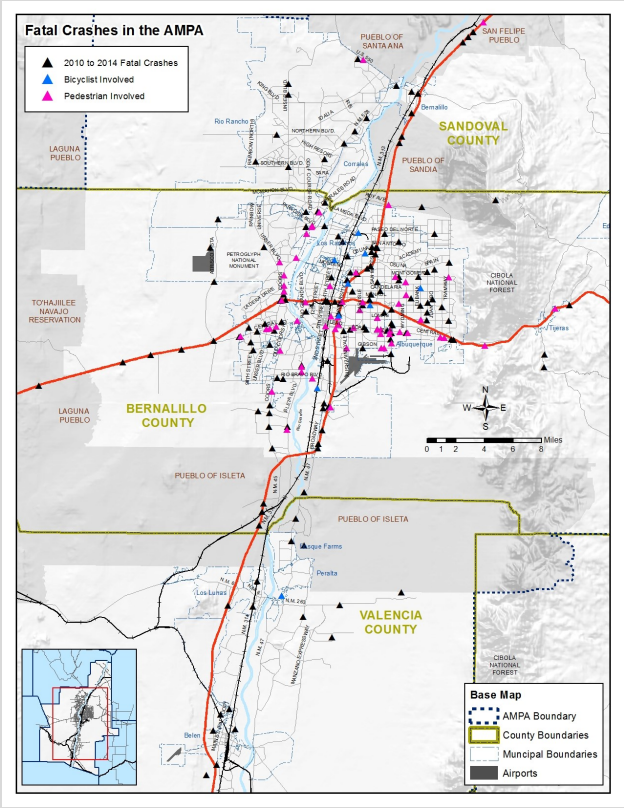
Components: Number of fatal and injury crashes, crash rate averages, and pedestrian and bicycle issues.

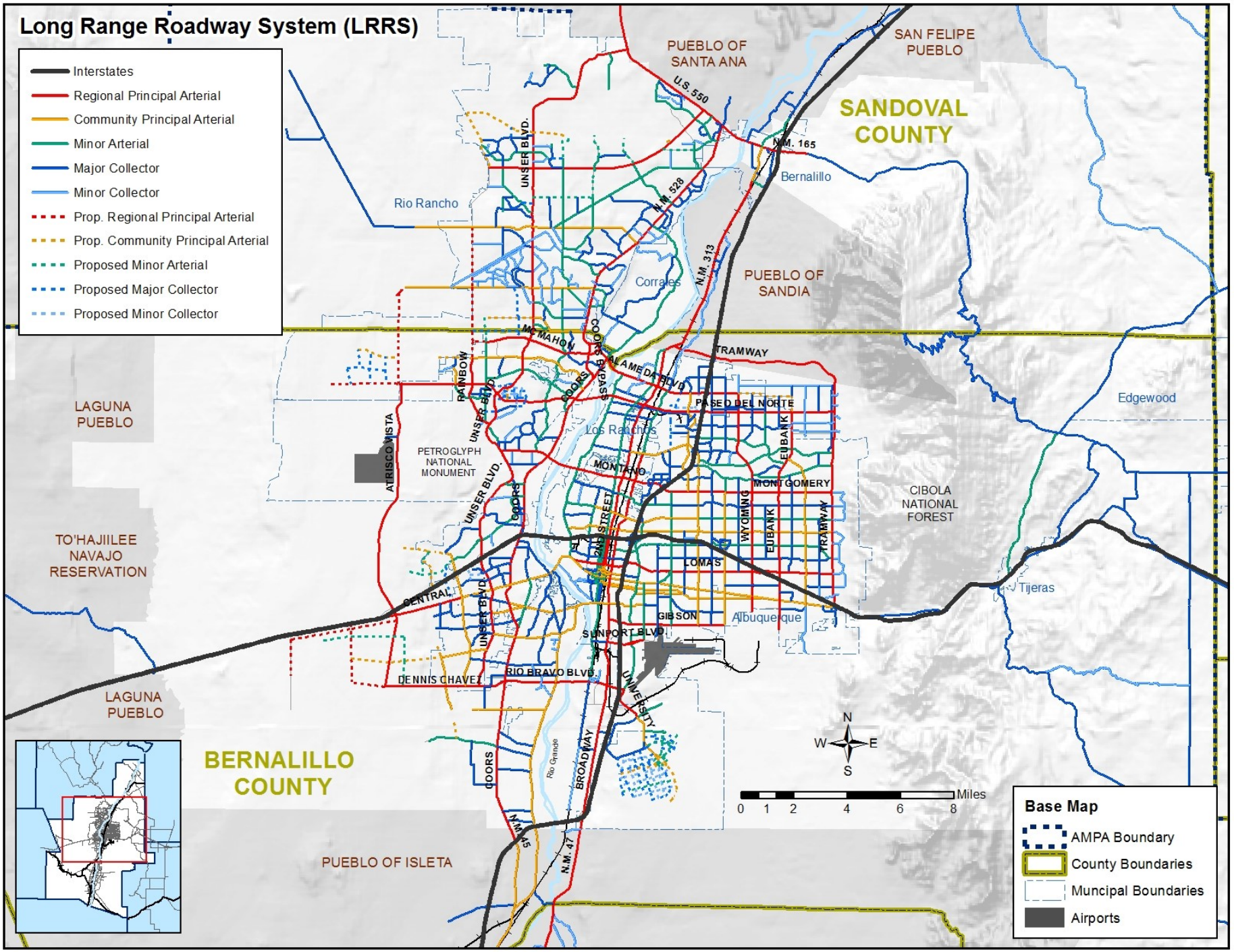
Scoring:

Staff will calculate the specific segment crash numbers, rates, and fatalities.

Example of Project Location Safety Analysis data aggregation:






Long Range Roadway System (LRRS)
Interstates
Regional Principal Arterial
Community Principal Arterial
Minor Arterial
Major Collector
Minor Collector
Prop. Regional Principal Arterial
Prop. Community Principal Arterial
Proposed Minor Arterial
Proposed Major Collector
Proposed Minor Collector
PUEBLO OF SANTA ANA
SAN FELIPE PUEBLO
SANDOVAL COUNTY
U.S. 550
N.M. 165
Bernalillo
Rio Rancho
N.M. 528
N.M. 313
Corrales
PUEBLO OF SANDIA
UNSER BLVD.
MC MAHON
COORS BYPASS
ALAMEDA BLVD.
TRAMWAY
RAINBOW
COORS
PASEO DEL NORTE
Edgewood
LAGUNA PUEBLO
ATRISCO VISTA
PETROGLYPH NATIONAL MONUMENT
Los Ranchos
EUBANK
MONTANO
MONTGOMERY
CIBOLA NATIONAL FOREST
2ND STREET
WYOMING
TRAMWAY
TO'HAJIILEE NAVAJO RESERVATION
LOMAS
CENTRAL
Tijeras
GIBSON
Albuquerque
SUNPORT BLVD.
DENNIS CHAVEZ
RIO BRAVO BLVD.
UNIVERSITY
LAGUNA PUEBLO
BERNALILLO COUNTY
Rio Grande
BROADWAY
N.M. 45
N.M. 47
PUEBLO OF ISLETA
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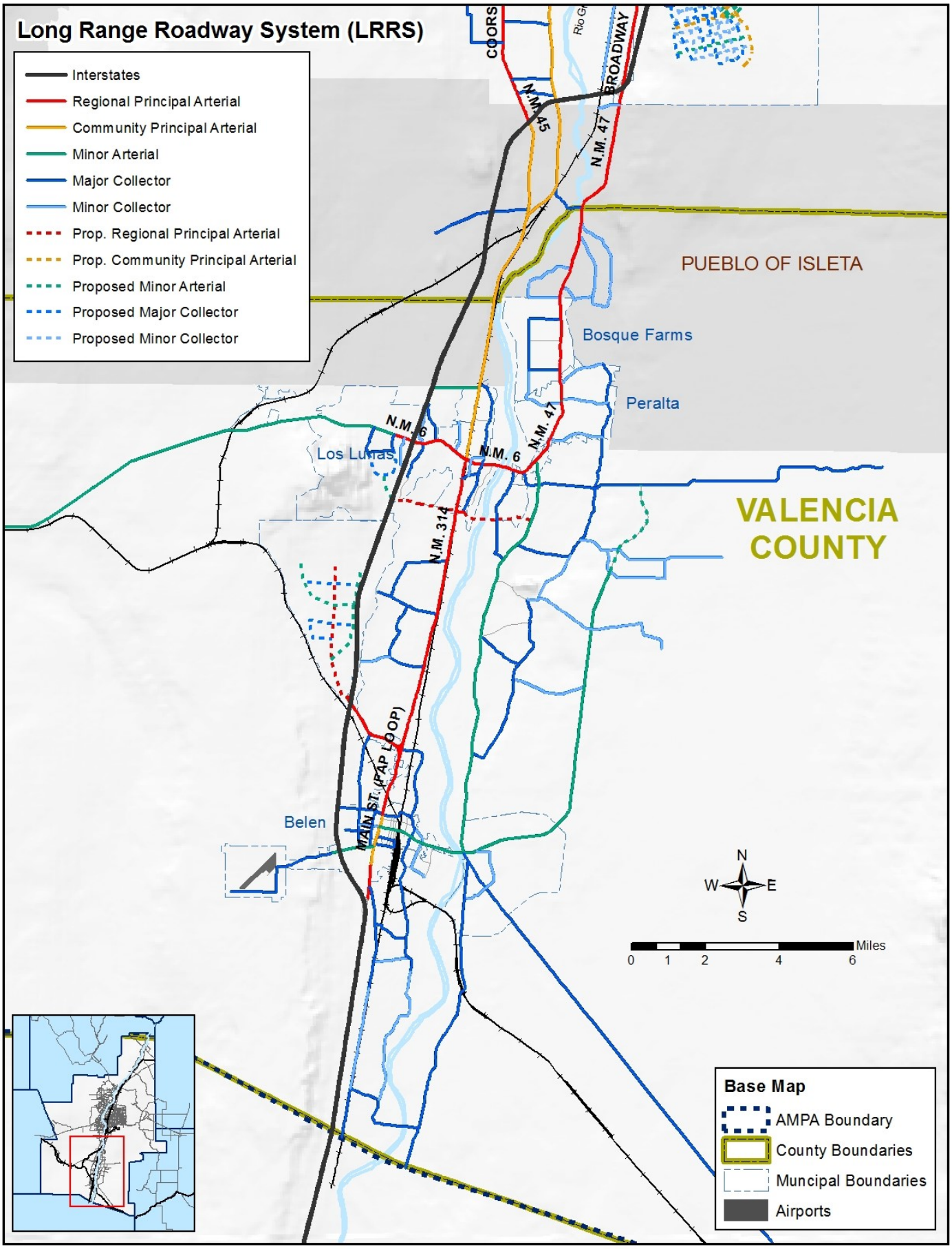
0 1 2 4 6 8
Miles
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports


Long Range Roadway System (LRRS)
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Proposed Major Collector
Proposed Minor Collector
COORS
BROADWAY
N.M. 45
N.M. 47
PUEBLO OF ISLETA
Bosque Farms
Peralta
N.M. 6
Los Lunas
N.M. 314
VALENCIA COUNTY
MAIN ST. (PAP LOOP)
Belen
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0 1 2 4 6 Miles
Base Map
AMPA Boundary
County Boundaries
Muncipal Boundaries
Airports

High Fatality and Injury Network (HFIN) for the Albuquerque Metropolitan Planning Area (AMPA)