



MRMPO Project Scoring Form 2022 - New Project Request

Mid-Region Metropolitan Planning Organization

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Project Submittal Form for the Project Selection Process (PSP)

The PSP was developed to score and rank member agency submitted projects and programs. This selection process was developed to promote projects that incorporate national transportation goals and regional goals and priorities from the Connections 2040 Metropolitan Transportation Plan (MTP). This form includes 7 pages:

- A. General Project Information
- B. Work Type and Location Information
 - 1. Optimized Mobility Questions and Strategies
 - 2. Active Transportation Questions and Strategies
 - 3. Economic Linkages Questions and Strategies
 - 4. Environmental Resiliency Questions and Strategies
 - 5. Equity Questions and Strategies

While the PSP is an important tool in project selection, it is not the only determining factor. Other considerations, such as the benefit of the project to the local community, and the project's cost and time frame for completion, are also important factors.

The table below shows the connection between national and regional goals. Narrative Questions with an asterisk by them are developed directly from national goals.

National Transportation Goals	2040 MTP Goal(s)
Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Active Transportation, Optimized Mobility
Infrastructure Condition: To maintain the highway infrastructure asset system in a state of good repair.	Optimized Mobility
Congestion Reduction: To achieve a significant reduction in congestion on the National Highway System.	Optimized Mobility, Economic Linkages
System Reliability: To improve the efficiency of the surface transportation system.	Optimized Mobility, Active Transportation, Economic Linkages
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.	Economic Linkages, Optimized Mobility
Environmental Sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Environmental Resiliency
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.	Economic Linkages, Project Selection Process (PSP)

A. General Project Information

Lead Agency / Project Information

Project Title Unser Blvd Widening Phase IIB

Lead Agency City of Rio Rancho

Agency Contact Arnell Friedt

Phone Number (505) 896-8242

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Project Type

Capacity Project

Scope of Work / Project Description:

Unser Blvd is a major north/south arterial through the AMPA running from I-40 to US 550 via Northwest Loop Road. This corridor is an important north/south route to and from the developing City Center area (Key Center) of Rio Rancho which includes the Rio Rancho City Hall, Rio Rancho Event Center, UNM West campus, CNM Rio Rancho Campus, the UNM Sandoval Regional Medical Center, HP Technical Support Center and the Broadmoor Senior Center.

Unser Blvd is one of two complete north/south arterials within the City of Rio Rancho from the City of Albuquerque City Limits in the south to US 550 in the north. It connects with the following east/west arterials (from south to north): Westside Blvd, Southern Blvd, Northern Blvd, Paseo del Volcan (NM 347) and US 550 via Northwest Loop Road.

The reconstruction of Unser Blvd Phase IIB includes roadway widening, intersection improvements safety features, corridor lighting, signal timing and ITS coordination upgrades for the new pedestrian and multi-modal bicycle facilities.

Is this a new project? If YES, Control Number and MPO ID will be assigned by MPO.

No

If NO, please indicated the MPO ID: 380.3

If NO, please indicate the Control Number: A301321

[Metropolitan Transportation Planning \(MTP\) Appendix A](#)

This Appendix includes projects listed in the MTP and provides the MPO ID

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B. Work Type and Route Information

Work Type

Construction/Implementation

If you would like to see the previous Form B excel spreadsheet used to calculate costs you can [click here](#). This will download the spreadsheet for you. Please enter final totals and the associated years below.

What is the Total Amount requested for the Work Type?

Scoping / Environmental:

PE & Design:

Utilities:

Right of Way:

Construction / Implementation: \$15,000,000

Other:

**What is the Year for the Work Type?
(2024 through 2029)**

Scoping / Environmental:

PE & Design:

Utilities:

Right of Way:

Construction / Implementation: 2027

Other:

Route Name

Unser Blvd

Route Beginning (southern/western or Mile Point)

Cherry Rd

Route Ending (northern/eastern or Mile Point)

Paseo del Volcan (NM 347)

Does your project have additional routes? (ie: intersection improvements or work on two parallel facilities). If so, please fill out additional information below.

No

Please upload a zipped SHAPEFILE/FEATURE CLASS for your project. If you do not have one please go to the Project Location Form to draw your project.



UnserIIB_SiteExhibit.pdf

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1. Optimized Mobility

Optimized Mobility focuses on the overall management of our roadways, including the introduction of more advanced technologies, such as smart signals and vehicle to vehicle communication. In addition, a greater in accordance with national guidance, an emphasis is placed on prioritizing cost effective maintenance and operations to preserve existing infrastructure.

Optimized Mobility Narrative Questions

Please be short and sweet, but specific about how your project addresses this goal.

***How does this project or program improve the reliability (consistency and predictability of travel time) of transportation, and for which modes of travel? If this is a Transit project then explain improved hours and/or frequency.**

Currently this section of Unser Blvd is a two-lane road that frequently needs asphalt and drainage repairs due to its age, the volume of traffic that it wasn't built for, and lack of sufficient drainage infrastructure. The widening of this section will allow for improved reliability of transportation throughput, drainage mitigation and additional multimodal options for travel. It will be a coordinated signalized system which will provide for consistency of travel from King Blvd south to the City limits.

This, along with access control in the corridor allows for further reliability of traffic flow.

***How does this project or program reduce congestion, and for which modes of travel?**

The widening of this section of Unser Blvd will reduce congestion with the addition of lanes, auxiliary lanes, bike lanes and access management to match the previous projects on both ends of this phase. ITS will connect the existing signals to allow for the efficient platooning of vehicles.

Does the project or program implement new, or update existing, ITS infrastructure? Does the project or program implement identified services in the ITS Architecture Plan?

This project will install advanced traffic signal controllers (Cobalt) that will support flashing yellow arrows, and fiber optic communications. Advanced signal detection will be installed that will be used to support Automated Traffic Signal Performance Measures (ATSPM) for the corridor. Closed Circuit Television (CCTV) will be installed at all signalized intersections for traffic monitoring and incident management. Audible Pedestrian Signal (APS) will be installed at each signalized intersection to mitigate ADA issues that may be present along this corridor.

[ITS Architecture Plan](#)

Optimized Mobility Strategies

Strategies are modeled after the Congestion Management Process priority matrix developed by the CMP committee.

Intelligent Transportation Systems Strategies

Traffic signal timing and coordination

Travel signal equipment modernization

Communications networks

Roadway surveillance coverage

Pedestrian pre-emption

Roadway Capacity Strategies

On-street bicycle treatments

Intersection turn lanes

Acceleration / Deceleration lanes

New travel lanes (general purpose)

New roadways / new alignment

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2. Active Transportation

Active Transportation focuses on non-motorized modes of travel such as walking, biking, and other ways to travel in the region like using bike share or scooters. The Active Transportation goal also enhances safety concerns in response to a disproportionately high rate of pedestrian fatalities in our region, and the critical role of transportation investments in activity centers.

Active Transportation Narrative Questions

Please be short and sweet, but specific about how your project addresses this goal.

***How does this project or program reduce fatal and serious injury crashes on the transportation facility? Does it implement a program or project from a regional or local safety plan? If so, indicate which one.**

This project will add medians, auxiliary lanes and improve pedestrian crossings at signalized intersections while also including the Advanced Traffic Control System (ATCS) which prevents overlapping pedestrian phases with left turn phases minimizing the likelihood of fatal and serious pedestrian injuries. The existing unlit corridor is an undivided roadway which increases the chances of head-on collisions. This project will eliminate head-on collisions with the addition of medians and corridor lighting.

Does the project address Complete Streets design as identified in your local entity's guidance, or as identified in the Long Range Transportation Systems Guidelines (LRTS)? Refer to the LRRS classification of the roadway.

This project corridor is identified as a regional principal arterial. The addition of bicycle lanes, auxiliary lanes and ADA compliant facilities will expand choices and community involvement. This project creates a multimodal facility and will address and mitigate congestion and improve efficiency, through access control, while increasing walkability, and bicycling.

[Long Range Transportation Systems Guidelines](#)

Does this project or program improve overall network connectivity, provide network redundancy, or make a direct connection to an important regional destination? If so, explain and identify which destination.

As a regional principal arterial, this project provides access to Paseo del Volcan, US 550 and Interstate 40 extending network connectivity to the existing Rio Rancho City Center Area (Key Centers) and regional destinations.

Active Transportation Strategies

Multiple options available. Please adequately describe Other option.

Pedestrian and Bicycle Strategies

Improves connection to a multiuse trail through an established neighborhood

Adding / improving pedestrian crossing/crosswalk

Pedestrian scale lighting improvements

Geometric Safety Strategies

Paved shoulders / shoulder improvements

Crossing improvements: median refuges, enhanced crossings at transit, bump outs

Crossing improvements: signal detection, signal timing, protected intersection crossing

Narrower travel lanes

3. Economic Linkages

Economic Linkages explores the economic impacts benefits of place-making and captures a better sense of the fiscal implications of expanded growth, such as new expanded roadways and transit services, and costs of public services like schools and/or fire stations.

Economic Linkages Narrative Questions

Please be short and sweet, but specific about how your project addresses this goal.

***How does the project or program provide insurance that it is shovel ready? Has the project already received federal funds or a soft match? Does it include innovative financing such as Public Private Partnerships?**

The final plans are complete but will need to be updated to include current standards and specifications. Federal funds are currently being used to acquire right of way.

***How does this project or program improve upon existing freight networks or provide access to international trade markets?**

Although not listed on the national freight network, Unser Blvd currently connects to US 550 (via Northwest Loop) and Interstate 40. Interstate 40 and US 550 are on the national freight network.

How will this project spur economic development? Will the project support local businesses and/or permanent job creation?

This project will provide access between untapped local workforce and local/regional key centers. This project will allow the future widening of Unser Blvd to include multimodal amenities such as bike lanes, multiuse path, and a sidewalk for pedestrian connectivity to the existing and future commercial development from adjacent residential areas.

Economic Linkages Strategies

Multiple options available. Please adequately describe Other option.

Access Strategies

Provides or improves multimodal access to an employment center or large employer

Provides or improves access to an employment center via non single occupancy vehicle mode/s

Provides or improves access to industrial development

Creates or improves a network link that will aide in access in the event of a major disruption

Landscaping that improves the pedestrian experience

Financial Strategies

Helps facilitate development in areas with existing water, sewer, roadway and other infrastructure

4. Environmental Resiliency

Environmental Resiliency acknowledges the transportation sector's impact on air quality and climate change. Environmental Resiliency also includes urban heat island effects, the benefits of low impact development and tree coverage, and expands on emergency evacuation and critical transportation infrastructure. Critical transportation infrastructure includes assessing the overall connectivity of our transportation networks.

Environmental Resiliency Narrative Questions

Please be short and sweet, but specific about how your project addresses this goal.

***How does this project or program protect the natural regional environment? Does it include any emissions reductions, Green Infrastructure, wildlife crossings, or storm water management?**

This project will increase the Level of Service (LOS) along the corridor which will help reduce idling vehicles and reducing tailpipe CO2 emissions. In addition, this project reduces congestion by coordinating signals which allows for more efficient driving with less delays during regular peak driving times.

***How does this project or program maintain or improve the existing infrastructure? Does the project or program improve a bridge that is failing, or is the project first and foremost focused on preservation of existing infrastructure that is deteriorating?**

The existing roadway is under capacity and in poor condition with limited to no existing drainage systems creating road hazards during storm events. This project will mitigate these deficiencies by adding lanes and a properly engineered drainage system.

Does the project or program improve critical infrastructure in the region? Please indicate how the project or program is CRITICAL to emergency evacuation or overall network function.

As a regional north/south principal arterial, widening this phase of Unser Blvd Phase IIB provides additional capacity to Key Centers. As one of a few north/south regional routes which will assist and direct emergency evacuation to Interstate 40 and Interstate 25 (via US 550).

Environmental Resiliency Strategies

Multiple options available. Please adequately describe Other option.

Air Quality Strategies

Reduces congestion by allowing for more efficient driving with less delays during regular peak driving times.

Climate Change Strategies - Flooding, Wildfires, and Urban Heat

Planting trees and other semi-arid vegetation (not part of required design standards)

Coordination with flood authorities

Additional shaded structures for pedestrians using tree canopy

Preservation Strategies

Reconstruction, resurfacing, and pavement rehabilitation

Safety features added to existing infrastructure

including lighting and signals

Upgrades to existing ITS infrastructure

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5. Equity

Equity refers to ensuring all members of a community have similar access to the transportation system and that no groups are disproportionately burdened or benefited by transportation decisions and investments. Addressing equity also means working to prioritize improvements for underserved communities that have been denied the full opportunity to participate in aspects of economic, social, and civic life. MRMPO has developed a Vulnerability Index (MVI) to assess areas of concern.

How does this project address Equity and ensure no negative consequences for underserved communities?

This project will allow the continuation of access to schools, senior centers, emergency services, local businesses and retail workers.

Equity / Vulnerable Communities Strategies

Improves access to senior centers and/or assisted living facilities

Improves multimodal access to an identified local activity center (in a land use plan)

Provides or improves an alternative travel option to the single occupancy vehicle

Improves access to medical and health facilities

Improves access to education (Pre-K – University) for underserved residents

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