



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 NM 6 from Jubilee Blvd. to EL Cerro de Los Lunas Trailhead Bike and Pedestrian Trail Improvements

Lead Agency Village of Los Lunas

Agency Contact Michael Jaramillo

Phone Number (505) 352-7629

E-mail jaramillom@loslunasnm.gov

Project Type

Bike / Pedestrian

Scope of Work / Project Description:

The creation of a multi-use trail to include paved pedestrian facilities, lighting, and storm water mitigation.

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

Yes

For all new projects please enter the MPO ID from Appendix A of the Connections 2040 Metropolitan Transportation Plan (use link below):

109.0

[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

PE & Design

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: 180000

Utilities:

Right of Way:

Construction / Implementation: 1810000

Other:

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

Scoping / Environmental:

PE & Design: 2026

Utilities:

Right of Way:

Construction / Implementation: 2026

Other:

Route Name NM 6 (off street)

Route Beginning (southern/western or Mile Point) El Cerro de Los Lunas Trailhead, NM 6 MP 29.7

Route Ending (northern/eastern or Mile Point) Jubilee Blvd., NM 6 MP 31.1

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

No

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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.**

With the addition of a multiuse trail to include pedestrian and bicycle facilities, there will be less of a reliance on vehicular transportation in this project area. 12.4% of people have a disability in the area surrounding this project, so many rely on adequate ADA compliant facilities for travelling. Additionally, there is no Long-Range Transit Network in place along the project route, so individuals are dependent on pedestrian facilities in the area. The pedestrian composite index along the NM 6 route is 5.34, which is considered the lowest ranking in the PCI. This route is part of a network that will stretch to crucial parts of the community like schools, transit, and other roadway connections. With proper pedestrian and bicycle-safe facilities in place, people will have an efficient, uninterrupted trip to their destination.

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

If adequate bike lanes or pedestrian facilities are not in place, cyclists and pedestrians can dangerously venture onto roads, or wait at intersections longer than they should. This will impact both automotive transit and cyclist/pedestrian transit. With the introduction of a separate, off-street paved trail, there will be less of a chance that individuals interfere with vehicles, keeping roadway conditions running smoothly. Additionally, if the community utilizes these trails by mode of bicycle or walking, they are no longer travelling by means of vehicular transportation. With less vehicles on the road, there is less congestion in the area.

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?

NM 6 currently utilizes Intelligent Transportation System Infrastructure. While pedestrian related ITS will be prioritized and updated in this project, the project is not expected to introduce a new system.

Optimized Mobility Strategies

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

Roadway Capacity Strategies

Off-street multi-use trails

Parallel route to existing roadway

Transit Strategies

New connection to park and ride or Rail Runner station

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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 reduce fatal and serious injury crashes because with designated bicycle and pedestrian facilities in place, there will be less instances of pedestrians/cyclists venturing into vehicle-designated areas because they don't have their own space to utilize. Furthermore, with smoother intersection crossings, there will be clarity on when pedestrians may cross, so there will be less harmful incidents to occur at intersections. This project will implement the NMDOT Pedestrian Safety Action Plan under the NMDOT, and the Village of Los Lunas 2035 Comprehensive Plan.

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.

NM 6 is classified as a Minor Arterial Road. This stretch of NM 6 has an average 3,382 ADT and an average 3,614 AWT. Because of the heavy traffic volume, high speed (60 mph), and number of lanes (2) that exist, it is imperative that cyclist/pedestrian safety should be designated off-street and prioritized. This project will ensure that cyclists and pedestrians will have proper facilities and ADA compliant facilities along this roadway that comply with Complete Streets Design.

[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.

The area surrounding the project site has no Long-Range Transit Network. This project will allow individuals travelling by bicycle or pedestrian facilities the chance to get to necessary destinations such as grocery stores, pharmacies, and medical facilities efficiently and safely. Furthermore, improvements made along this roadway will encourage travel to the El Cerro de Los Lunas Trailhead

and its trails that begin there.

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 bicycle lanes (separated, buffered, and painted)

Adding / improving pedestrian crossing/crosswalk

Way-finding enhancements for bicyclists or pedestrians

Pedestrian scale lighting improvements

Widening sidewalks

Education and Outreach Strategies

Safe Routes to School studies and implementation

Geometric Safety Strategies

Uses an FHWA identified roadway countermeasure (indicate type in Other)

Paved shoulders / shoulder improvements

Signage - crossing signs, variable message signs

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

Widening sidewalks

[FHWA Countermeasures](#)

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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?**

If this project receives funding, its design will be started immediately as it is scheduled to commence in 2026. The Village of Los Lunas will have the matching funds prepared if the project receives federal

funding.

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

NM 6 is defined as a Primary Freight network. Because of this, any improvements made to this route, or just off the road, should be prioritized.

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

The implementation of proper, safe, and efficient bicycle and pedestrian facilities along this route will allow for individuals to reach many businesses along the NM 6 roadway when they couldn't before. If proper facilities are in place, it gives individuals one more reason to make the trip to a local business and increase economic development to the local area. Furthermore, businesses that may have been looking to develop along this project area will have a better chance to hire local employees and receive supplementary business if the surrounding community can utilize bicycle and pedestrian facilities to reach them.

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

Financial Strategies

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

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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 introduces the addition of pedestrian and bicycle facilitates, making it easier and more appealing for any individual to choose to bike or walk instead of using a vehicle as transportation. This will substantially reduce the amount of emissions produced by vehicles in this project area.

Furthermore, it will encourage the local community to go outside and visit the El Cerro de Los Lunas Trail, which will have positive effects on protecting and preserving outdoor spaces and its accompanying wildlife.

***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?**

This project will bring new growth to the area it surrounds because individuals who may not have been able to access businesses due to lack of primary transportation will be able to safely travel by foot or bicycle. Therefore, it will generate growth to the existing area which will improve the existing infrastructure that serves the community. Improved pedestrian/cycling facilities along NM 6 will also encourage travel to El Cerro de Los Lunas Trail.

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.

This project introduces a new stretch of safe pedestrian trails that can influence individuals to travel by foot and bicycle instead of relying on vehicular transportation. With less cars on the road, there is less congestion along this one-mile stretch, which is critical to improved flow for instances of emergency evacuation and access.

Environmental Resiliency Strategies

Multiple options available. Please adequately describe Other option.

Air Quality Strategies

Transportation Control Measure (TCM) in the State Implementation Plan (SIP)

Provides alternative travel option/s to single occupant vehicle

Vehicle use limitations and restrictions

Locally oriented commuter services program for a specific area (i.e. Downtown)

Climate Change Strategies - Flooding, Wildfires, and Urban Heat

Improves access to open space or parks

Provide, preserve, or enhance wildlife corridors and crossings

Protect or mitigate impacts on critical habitat

Improve drainage facility for pedestrian access

Preservation Strategies

Pedestrian and bicycle facility improvements on existing roadways or trails

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?

In the area surrounding this project, 9.42% of the community is classified as living in poverty. This project addresses equity because it provides a mode of transportation to an underserved community where it is more likely that an individual might need to save money on gas or may not have a car for transport and needs safe bicycle/pedestrian facilities to reach schools, work, and local businesses.

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 education (Pre-K – University) for underserved residents