



MRMPO Project Scoring Form 2022 - New Project Request

Mid-Region Metropolitan Planning Organization

809 Copper Avenue NM, Albuquerque, NM 87102 505-247-1750

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 Sand Sage Rd. to I-25 Roadway and ADA Sidewalk Improvement and Soil Mitigation

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:

To rehabilitate existing sidewalks and ramps, add new pedestrian and ADA compliant facilities where none currently exist, and implement soil mitigation techniques.

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):

260.1, 260.2, 627.0

[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: 178000

Utilities:

Right of Way:

Construction / Implementation: 1790000

Other:

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

Scoping / Environmental:

PE & Design: 2029

Utilities:

Right of Way:

Construction / Implementation: 2029

Other:

Route Name NM 6

Route Beginning (southern/western or Mile Point) Sand Sage Road, NM 6 MP 32

Route Ending (northern/eastern or Mile Point) I-25, NM 6 MP 32.8

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

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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, 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.**

This stretch of NM 6 is in poor condition as far as pedestrian facilities are concerned. There is limited sidewalk, ADA ramps out of compliance, and erodible slopes adjacent to the sidewalk or in the median. Furthermore, there are few existing pedestrian facilities along the northern side of NM 6. With proper pedestrian and ADA facilities placed along this route, pedestrian transit will improve drastically. 12.4% of people have a disability in the area surrounding this project, so many rely on adequate ADA compliant facilities for travelling. Furthermore, 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 this stretch of NM 6 is 12 (medium rank) and 9.2 (medium low). This particular 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 facilities in place, people will have a safe, uninterrupted trip to their destination.

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

This project area ranks 2nd in the People Movement Score at 21,982 and Top Congested Corridor with a score of 12. Furthermore, NM 6 experiences an average of 16,630 ADT, which shows that many vehicles rely on this road for daily travel. When proper pedestrian facilities are not in place, pedestrians can dangerously venture onto roads, or wait at intersections longer than they should. This will impact both automotive transit and pedestrian transit. With people safely using pedestrian facilities, there will be less of a chance that they could interfere with vehicles, keeping roadway conditions running smoothly. Also, if proper facilities are in place, pedestrians will not have to wait at intersections which could delay traffic if not implemented properly. Additionally, poor roadway conditions will be addressed in this project so that when they are repaired, there will be less interruptions that causes congestion for drivers along NM 6.

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 an Intelligent Transportation System (Priority Corridor) Infrastructure. While pedestrian related ITS will be prioritized and updated in this project, the project is not expected to introduce a new system.

[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

Roadway Capacity Strategies

Off-street multi-use trails

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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 area is a high fatality injury network link that is 1-1.5x above the mean network link value. This project will reduce fatal and serious injury crashes because with safe and ADA complaint systems, there will be less instances of pedestrians venturing into vehicle-designated areas because they don't have their own proper sidewalks to use. 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 from I-25 to Los Morros Rd. is classified as a Regional Principle Arterial roadway, and west of Los Morros Rd. it is classified as a Minor Arterial. These stretches of road experience an average capacity of 16,630 ADT and 17,413 AWT. Because of the heavy traffic volume, high speed (45-60 mph), and number of lanes (2) that exist, it is crucial that roadway improvements and pedestrian safety are prioritized. In compliance with the Complete Streets design, this project will ensure that pedestrians will have proper sidewalks and ADA compliant facilities, and that any needed pavements improvements are addressed.

[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. Therefore, it is important to improve existing facilities (roadways) and add additional pedestrian facilities (sidewalk, ADA additions) so that people in the area are able to reach their respective destinations in a safe and efficient manner. This project will allow individuals travelling by pedestrian facilities the chance to get to necessary destinations such as grocery stores, pharmacies, and medical facilities efficiently and safely. This project will also continue to support vehicular transit by making improvements to the existing pavement that needs rehabilitation. Improvements to this area will also increase connectivity to a multiuse trail that runs outside the Huning Ranch neighborhood.

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

Signalization improvements specifically for pedestrians or bicyclists

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](#)

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 2029. 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?**

This stretch of NM 6 is classified as part of a freight network, so any improvements made to the pavement and accompanying pedestrian facilities will enhance this existing network.

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

The implementation of proper roadways and safe and efficient pedestrian and ADA facilities along this route will allow for individuals to reach every business along NM 6 in ways they couldn't before. Many people can be easily deterred from going into local businesses for goods due to online availability. If proper pedestrian facilities are in place, it gives those 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 reach them better.

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

Freight Strategies

Supports the improvement of logistics of different freight modes (rail and truck)

Improves access to Transfer center/distribution center / intermodal facility

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?**

First and foremost, the implementation of soil mitigation along new pedestrian facilities in this project will help to prevent erosion and reduce sediment interference during a storm event. This project prioritizes the rehabilitation and addition of pedestrian and ADA complaint facilities, making it easier and more appealing for any individual to choose to walk instead of use 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 more often, 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. Improved roadway conditions and pedestrian facilities along NM will also encourage travel to surrounding businesses. Therefore, it will generate growth to the existing area which will improve the existing infrastructure that serves the community.

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 ensures that damaged pavement along NM 6 is rehabilitated and implements a new stretch of safe pedestrian trails that can influence individuals to travel by foot instead of relying on vehicular transportation. With less cars on the road, there is less congestion along this one-mile stretch, and smoother driving conditions 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

Climate Change Strategies - Flooding, Wildfires, and Urban Heat

Improves access to open space or parks

Maximize infiltration on-site or off-site beyond porous

or impervious surfaces

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

Improve drainage facility for pedestrian access

Preservation Strategies

Reconstruction, resurfacing, and pavement rehabilitation

Intersection improvements that do not add general purpose lanes

Safety features added to existing infrastructure including lighting and signals

Upgrades to existing ITS infrastructure

Pedestrian and bicycle facility improvements on existing roadways or trails

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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?

In the area surrounding this project, 9.4% of the community is classified as living in poverty. This project addresses equity because it provides a mode of transportation to an underprivileged 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 pedestrian facilities to reach schools, work, and local businesses. It also provides roadway improvements to a neighborhood that may have been neglected in the past.

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 food for underserved residents

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