



# 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)
<b>Safety:</b> To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Active Transportation, Optimized Mobility
<b>Infrastructure Condition:</b> To maintain the highway infrastructure asset system in a state of good repair.	Optimized Mobility
<b>Congestion Reduction:</b> To achieve a significant reduction in congestion on the National Highway System.	Optimized Mobility, Economic Linkages
<b>System Reliability:</b> To improve the efficiency of the surface transportation system.	Optimized Mobility, Active Transportation, Economic Linkages
<b>Freight Movement and Economic Vitality:</b> 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
<b>Environmental Sustainability:</b> To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Environmental Resiliency
<b>Reduced Project Delivery Delays:</b> 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** Tijeras NM 14 Pedestrian Improvements

**Lead Agency** Village of Tijeras

**Agency Contact** Shaline Lopez

**Phone Number** (505) 281-1220

**E-mail** slopez@tijerasnm.gov

**Project Type**

Bike / Pedestrian

**Scope of Work / Project Description:**

Plan, design, and construct a continuation of the NMDOT sidewalk/trail along NM 14 from Wilson Lane to the Village of Tijeras' sidewalk on NM 333.

**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):**

7.0

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

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

Page 1 of 7

**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: 144,000

PE & Design:

Utilities:

Right of Way:

Construction / Implementation: 940,000

Other:

**Route Name**

New Mexico State Road 14

**Route Beginning (southern/western or Mile Point)**

Intersection of NM 333 and NM 14

**Route Ending (northern/eastern or Mile Point)**

Intersection of NM 14 and Wilson Lane

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

No

## 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 project would connect the existing sidewalk/trail to the Village of Tijeras' pedestrian infrastructure that starts on NM 333. The current sidewalk that runs along NM 14 through most of the Village of Tijeras and Cedar Crest abruptly ends only a few hundred yards from the Village's sidewalk on NM 333. Constructing the continuation of the sidewalk between these two points would create consistency of pedestrian walkway. Additionally, this would be a part of the Rio Grande Trail that contributes to the Rio Grande Trail Commission's plan to connect to the Village.

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

By connecting the walking trail with the Tijeras sidewalk, it creates a continuous path for foot, bicycle, or any other type of pedestrian modes of travel. Without any current pedestrian facilities along this stretch, there are no designated areas to cross the road or to keep pedestrian traffic off the road's shoulder. By establishing a designated path for this type of traffic, it is less likely to impede vehicular traffic along this busy highway.

**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?**

It does not.

[ITS Architecture Plan](#)

## 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

## 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.**

Having a designated walk path for pedestrian traffic eliminates the need for people to use the shoulder of the road, where it can be dangerous for them to walk as there is no infrastructure inhibiting vehicles from entering that part of the road. Constructing a sidewalk along this stretch of road reduces the likeliness of fatal or serious injury crashes caused by vehicles. Having designated crosswalk areas also provides a safe means of crossing intersections that otherwise have no signage to indicate a crosswalk, including at the westbound I-40 exit ramp at the Tijeras Exit (Exit 175) where vehicles often travel at high speeds.

**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.**

Yes, this project does address Complete Streets design as it accommodates multiple modes of pedestrian travel along NM 14 which it runs. The project continues a pedestrian walkway/trail that will make it safer for pedestrians and motor vehicles that use the roadway. The trail connects pedestrians to multiple institutions and job centers while also connecting the walkway between Cedar Crest and Tijeras.

[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 Rio Grande Trail Commission has designated Tijeras on the proposed alignment for the Rio Grande Trail between Santa Fe and Albuquerque. The existing NMDOT pedestrian trail improves the accessibility of this segment of the Rio Grande Trail. The proposed project adds on to that trail, connecting it to pedestrian infrastructure that will connect back to the Rio Grande River via NM 333. The proposed project would also facilitate access by Rio Grande Trail users to the Primera Agua Park currently under development by the Village of Tijeras, which is intended to serve as a "gateway park" for the Rio Grande Trail in Tijeras. The Rio Grande Trail is planned to run the length of the entire state from Colorado to Texas, connecting multiple municipalities to this trail network.

## 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

### Geometric Safety Strategies

Paved shoulders / shoulder improvements

Signage - crossing signs, variable message signs

### 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 Village of Tijeras is prepared to match the funds that are provided for this project. The Village is prepared to move forward with design and NMDOT certifications for the project to begin construction as soon as possible.

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

This project connects pedestrian walkways/trails that connect two major highways and will be a part of the Rio Grande Trail network that will span the entire state of New Mexico from North to South, connecting multiple municipalities and travel hubs across the state. Its proximity to Interstates 25 and 40 creates accessibility to freight networks and trade hubs.

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

As it is a part of the proposed alignment for the Rio Grande Trail, the Village plans to contribute to the trail by completing this portion of the trail through this project. With that, the Village is developing a new public park along the trail that will serve as a gateway park to the Rio Grande Trail in Tijeras. Having a continuous path run through the Village in addition to this planned landmark, higher pedestrian traffic is predicted to attract more people to the Trail and Village, thereby bringing additional support to local businesses.

#### Economic Linkages Strategies

Multiple options available. Please adequately describe Other option.

### 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 adds to the designated trail that keeps pedestrians off unmarked paths where the natural environment could be harmed if left unprotected. Having an extended trail that runs through a majority of the Village and its surrounding areas promotes the use of pedestrian modes of travel that could help reduce overall emissions.

**\*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 is focused on improving the existing infrastructure by connecting the main trail to the Village’s own pedestrian infrastructure. The space between Wilson Lane and NM 333 currently has no sidewalk or pedestrian facilities to accommodate for traffic that is using the trail. Connecting the two would improve accessibility and safety for all who use it.

**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.**

Completing this sidewalk/trail connection is critical to the overall Rio Grande Trail network function. The trail, which will eventually span the entire state, will need to be a continuous path for pedestrian traffic to provide accessibility and safety to those who use it. This area where NM 14 and NM 333 connect is also a very busy section of highway for vehicular traffic which increases the need for safe pedestrian facilities to accommodate for the expected increase in pedestrian traffic.

## Environmental Resiliency Strategies

Multiple options available. Please adequately describe Other option.

**Climate Change Strategies - Flooding, Wildfires, and Urban Heat**

Improves access to open space or parks

Page 6 of 7

## 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 fo 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?**

- The Rio Grande Trail serves residents across the whole state and this project completes this section of the trail for the Village of Tijeras residents and residents of surrounding communities. This continuous path also provides another means of travel within the Village and beyond for those seeking alternative ways to get around besides vehicles. The sidewalk/trail is made for multiple types of pedestrian modes of travel to accommodate for anyone who intends to utilize it.

**Equity / Vulnerable Communities Strategies**

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

Page 7 of 7